

SUSTAINABILITY APPRAISAL REPORT

Hull Local Plan Publication Consultation Document Sustainability Appraisal Report

Prepared for

Hull City Council

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Acronyms and Abbreviations

AAP	Area Action Plan
BfL	Building for Life
EqIA	Equality Impact Assessment
ELR	Employment Land Review
FRA	Flood Risk Assessment
HAPPI	Housing our Ageing Population: Panel for Innovation
HIA	Health Impact Assessment
HMO	Houses in Multiple Occupation
HRA	Habitats Regulations Assessment
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
ONS	Office of National Statistics
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SHLAA	Strategic Housing Land Availability Assessment
SNCI	Site of Nature Conservation Interest
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
WFD	Water Framework Directive

Summary

Introduction and approach

This section provides a summary of the Sustainability Appraisal (SA) Report prepared by CH2M on behalf of Hull City Council. It sets out the results of the appraisal of the Hull Local Plan Publication Consultation Document using an appraisal framework, identified at the scoping stage of the SA process, to appraise environmental, social and economic impacts. This SA Report details the assessment that has been carried out on the Local Plan policies, individually and as a whole, against 21 environmental, social and economic objectives and considers the likely effects and mitigation that could be required to address potential negative effects of policies and site allocations. The SA also incorporates the requirements of a Health Impact Assessment and Equalities Impact Assessment, to ensure that the Local Plan has a positive effect on the health and equal opportunities for all residents in Hull.

This current stage of the SA process builds on the previous stages of the process undertaken in 2014 and 2015, consisting of an initial scoping stage that identified relevant baseline conditions and developed the appraisal framework, an appraisal of the Issues and Options Consultation Document, and an appraisal of the Preferred Options Document including the rejected alternative options. This appraisal framework has now been used to assess the policies and site allocations that have been developed for the current Local Plan Publication Consultation Document.

In parallel to the SA process, a Habitats Regulations Assessment (HRA) is required which incorporates an Appropriate Assessment under the Conservation of Habitats and Species Regulations 2010. The HRA assesses the potential impact of the Local Plan on the Natura 2000 sites of nature conservation interest, designated under the EU Birds Directive and Habitats Directive together with sites designed under the Ramsar Convention on wetlands to ensure that the policies and site allocations within the Local Plan would not have a significant negative effect on the integrity of such sites. Earlier assessments and have been taken into account during the on-going assessment of the Local Plan and an updated version has been produced to assess the current Local Plan Publication Consultation Document, titled, *Habitats Regulations Assessment (HRA) Report, June 2016*.

Appraisal conclusions and recommendations

Overall this appraisal concludes that across the Local Plan, the policies generally perform positively in environmental, social and economic terms. The SA of the Local Plan has identified individual significant positive effects, positive effects (minor), negative effects (minor), uncertain and neutral impacts, when considered against the 21 objectives. No significant negative effects were identified. Mitigation and monitoring has been considered to cover these effects. The precise effects of the broad directional policies within the Local Plan are clearly going to be difficult to predict at the local level. The effects, whether positive, negative or cumulative will depend on how policies are implemented at the local level, the precise nature of the developments that are being assessed and the economic, social and environmental characteristics of the potential locations of developments.

Mitigation has been possible through further modification of policies in line with the results of the sustainability appraisal and the feedback from previous consultations. There were no cases where any policy was found to generate an overall negative impact or clear, strong negative impacts on the sustainability objectives. In some cases there were policies that appeared to be generating uncertain effects (for example in the case of certain environmental objectives and trends) that could have resulted in negative or positive impacts depending on their application and the local circumstances. However after mitigation, there was an outcome of neutral to positive effects.

The key conclusions of the SA appraisal in respect of the Local Plan themes/chapters are as follows:

Economic growth – The policies in relation to economic growth, including the identification, allocation and future use of employment land and the future development of the University of Hull, will generally have a direct positive economic impact by identifying and protecting the land required to meet the desired future economic growth within the city. This would also have generally direct positive or neutral social impacts. The environmental impacts are predominantly uncertain or potentially negative, with the effects on biodiversity, flooding, landscape and townscape depending on the location, scale and type of development and use, although protection is afforded through other policies within the Local Plan.

Housing – In environmental, social and economic terms, the policies perform mainly positively. Building new homes on undeveloped land could result in adverse direct environmental impacts depending on the site location and the sensitivity of the surrounding environment. The emphasis on brownfield developments may also have environmental impacts due to increased risk of contamination. The Local Plan ensures that mitigation measures can be provided for both greenfield or brownfield sites. Although Local Plan policies promote the provision of ‘safe’ schemes, it should consider a ‘Secure by Design’ option for future development designs. One of the biggest environmental and social concern is the large amount of housing allocated in areas at risk of flooding. However this is inevitable, given a majority of Hull lies within Flood Zone 3a. Water management policies ensure that flooding issues are adequately managed for future residents.

Collectively, the policies ensure the Plan will deliver a wide choice of high quality homes that are built in the right places and are the right type, widening opportunities for home ownership and creating sustainable, inclusive and mixed communities.

City Centre – the policies in relation to the city centre, which address retail provision, leisure and tourism, and office, residential and mixed use developments, are generally anticipated to have overall positive or neutral (or no) direct social and economic impacts. The policies provide a clear focus for the protection and future development of the city centre, thus enhancing its vitality and viability, increasing employment opportunities and access for the local community and providing attractions to encourage visitors that will contribute to economic growth. In environmental terms, no direct impacts are predicted in terms of the area designations, except where these contribute to protecting townscape character, but the impacts of development within the city centre could be both positive and negative, depending on the site location and the sensitivity of the surrounding environment. The Local Plan also ensures an appropriate balance of uses that supports the vitality and viability of the centre by restricting certain A uses and locating development where it is needed most.

District, Local and Neighbourhood Centres – the policies in relation to district, local and neighbourhood centres are generally anticipated to have overall positive or neutral (or no) direct social, economic and environmental impacts. The Local Plan establishes a hierarchy of centres which shall mainly have social and economic positive effects by enabling people to access the range of facilities they require, reducing the need to travel. They help support healthy communities through the promotion of access to fresh food and social interaction, and they also support local economies providing opportunities for independent businesses employing, and often owned by, local people. The centres are also important in the part they play in defining places and local distinctiveness. A hierarchy of centres is defined by the Plan which ensures that they will be maintained and ensure that development is directed to the appropriate level of centre, based on scale and catchment.

Education, Health and Community Facilities – the policies performs well at providing and protecting education, health and community facilities and are likely to perform positively across environmental, social and economic objectives.

Design and Heritage – the policies in relation to design and heritage are generally anticipated to have overall positive direct environmental and social impacts and positive or neutral (or no) economic impacts. These policies set specific criteria for the design of new developments (including energy

efficiency), the protection of heritage assets and retail frontages and the promotion of local distinctiveness. These policies specifically promote the protection and enhancement of the local environment and contribute to delivering more sustainable development and community improvements with associated benefits.

Historic England have recommended that the plan should be amended to state:

- (a) A Development Brief should be prepared for all the larger sites which includes details of the considerations which will need to be taken into account in respect of the nearby heritage assets, and/or
- (b) The plan should include a set of Development Principles for each site which include setting out the considerations which will need to be taken into account in respect of any heritage assets in their vicinity.

Transport – a number of the Plan’s policies have a close focus on promoting accessibility by sustainable modes of transport, including through the introduction of high quality walking and cycling networks within Hull and links have been incorporated within the green infrastructure network proposed for Hull through the Green Network Designation. Hull will also be linked to the wider area through high quality public transport networks. This enhancement of the River Hull as a transport corridor will also help provide another means of travel.

Policy 31 which restricts the provision of city centre parking spaces will have positive environmental impacts by reducing the number of cars and associated negative environmental impacts, but this could also have negative social and economic impacts in terms of access to facilities for local people and the vitality and viability of the city centre if this discourages people from using the city centre in favour of out of centre facilities. However, the provision and encouragement of public transport is likely to provide a viable alternative.

Water management - The majority of Hull is located within flood zone 3a and there will consequently there will be negative impacts with locating development within these areas. However, the policies all perform strongly against environmental, social and economic objectives by seeking to address flood risk in the area, including ensuring applications demonstrate that they are located in the most appropriate place given their vulnerability to flood risk, and that the design of the development has taken account of flood risk and will not increase flood risk on the site or elsewhere.

No policies have been included in relation to water supply and waste water based on an assessment that the existing provision and protection is adequate, which provides some uncertainty as regarding potential environmental impacts and the inclusion of a policy may be preferred.

Open space and the Natural Environment – the Local Plans, area designations and proposed policies in relation to open space have generally positive direct impacts in terms of environmental and social factors and neutral (or no) direct impacts in economic terms. The policies designate and protect a range of sites of varying sizes accessible to the local community to provide a green lung, support biodiversity, help manage drainage and flood risk, contribute to townscape character and provide accessible locations for people to come into contact with nature, with associated benefits to health and promotion of social inclusion. The policies also identify and protect a citywide Green Network which increases the area of overall green space available and provides increased linkages between green spaces; provide specific protection for sites, habitats and species of nature conservation value, and seek ways to enhance and restore biodiversity; and protect trees. **Environmental quality** – the Local Plans policies in relation to environmental quality have generally positive direct impacts in terms of environmental and social factors and neutral (or no) direct impacts in economic terms. The policies provide specific

protection to environmental receptors and the local community in terms of atmospheric, noise and light pollution and risks from contaminated land and hazardous substances.

Infrastructure and delivery – The policy performs well in terms of many SA objectives as it ensures development is capable of withstanding climate change, helps to deliver sustainable economic growth and contributes to enhancing the vibrancy and vitality of existing centres. No direct adverse impacts were identified in terms of the SA objectives and the policy acknowledges that protection against potential adverse environmental impacts would be provided through other relevant policies in the Local Plan.

An overall observation was that whilst policies when used together aimed to reduce the impacts of climate change there was no clear commitment through a single policy. The decision not to have a dedicated climate change policy was made post Preferred Options stage. Although policies address climate change issues, they could be strengthened where they lack in tackling climate change issues, for example, reference to minimising waste and encouraging recycling. In addition, although Local Plan policies promote the provision of 'safe' schemes, it should consider a 'Secure by Design' option for future development designs.

An appraisal of the proposed sites allocated for housing, employment, mixed use and open space in terms of environmental, social and economic factors has also been undertaken, building on the assessment undertaken at the Issues and Options and Preferred Options Stage. Full details of this appraisal in terms of the specific sites considered are provided in Section 6 and Appendix D of the SA Report.

The assessment of housing site allocations identifies that there are potential negative environmental effects on some/multiple receptors associated with the development of the majority of the proposed housing site allocations (e.g. loss of biodiversity, impacts on designated sites, flood risk issues, impacts on listed buildings/conservation areas; contamination risks), although it is anticipated that many of these potential effects could be mitigated during the site development process through further assessment and appropriate design.

The assessment concludes that all the housing sites identified support the good quality housing SA objectives and have good access to transport (SA Objective 13). All are within close proximity to services, facilities and schools and scored positively, however some have better access than others. Some sites have a negative impact on health and community facilities as they result in the loss of amenity greenspace, which the existing community might be using for leisure purposes and to maintain a healthy lifestyle (for walking or exercising).

Overall positive or neutral effects are observed across most housing site allocations. The uncertain or negative effects predicted are discussed in Section 6.

The assessment of employment and mixed use site allocations identifies that there are potential negative and uncertain environmental and social effects on some/multiple receptors associated with the development of the majority of the proposed employment land and mixed use site allocations (e.g. loss of biodiversity, impacts on designated sites, flood risk issues, impacts on listed buildings/conservation areas; contamination risks, loss of amenity green space), although a few sites have neutral/uncertain effects. Where mixed use sites include housing, the assessment recommends that mitigation measures to minimise noise are incorporated in the design. Overall positive or neutral effects are observed across most employment and mixed use site allocations. The uncertain or negative effects predicted are discussed in Section 6.

In economic terms, many of the effects for housing, employment and mixed use allocations are positive as they provide much needed housing in deprived areas, offer employment opportunities and could

generate need for local services in the long term, supporting local economic growth; although some sites will require further consideration.

Two open space allocations have been assessed and positive effects are predicted against the environmental and social objectives as they will provide and protect habitat for wildlife, whilst providing amenity and recreational value for local residents. Issues regarding accessibility of the open spaces prevent them from scoring significantly positively and there are some unknown issues in relation to contamination given previous uses on the sites, particularly in relation to Site 1 which is known to have been occupied by several former industrial uses including railway land, fish curing sheds and a timber yard. There is also a potential negative economic effect associated with this site. This is predominantly as a consequence of the site formerly being allocated for employment use within the previous Local Plan and therefore the loss of the site to open space would prevent the site from being used for this purpose and the resulting contribution towards economic growth.

The assessment has concluded that many of the impacts can be addressed/mitigated and that the development of these sites will not result in significant adverse impacts.

Next steps

This SA Report will be made available to consultation bodies and the public and representations sought. This consultation period will run in parallel with the publication of the Local Plan. All comments received will then be reviewed and will inform the adoption process for the Local Plan. This SA Report will be submitted to the Secretary of State accompanying the Local Plan for independent examination. It may be necessary to update the SA to consider any further modifications to the Plan before it is adopted. This should only be necessary where major modifications are proposed that would significantly alter the Plan and/or could have consequential significant effects.

Following the adoption of the Local Plan, the final stage of the SA process will be post-adoption reporting and monitoring. This will comprise the preparation and publication of the post-adoption statement; and subsequent ongoing monitoring of the significant effects of implementing the Local Plan; and responding to adverse effects during the Plan implementation period

1. Introduction

1.1 Background

Hull City Council (the Council) is in the process of preparing the Hull Local Plan, updating the current Local Plan which was published in 2000. Once adopted, this document will be used to guide new development in Hull for the next 15 years, up to 2032, and to determine planning applications.

The Council is preparing the Local Plan in stages. The current stage involves the preparation of Local Plan Publication Consultation Document that sets out the final planning policies, site allocations and area designations that the Council believes are appropriate for the City. The Council is now seeking the views of those who live, work, or have an interest in the city, to say whether they agree with the final version of the plan and the policies and proposals that have been chosen.

This current stage of plan preparation follows on from the previous Preferred Options consultation carried out between October and November 2015. The Council considered all the responses that were made during that consultation which have helped inform the production of the Publication Consultation Document.

The Hull Local Plan must be subject to both Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) under the Planning and Compulsory Purchase Act (2004), the National Planning Policy Framework (2012) and The Environmental Assessment of Plans and Programmes Regulations (2004) (the SEA Regulations) which implement European Directive 2001/42/EC, known as the SEA Directive. Both the SA and the SEA processes help planning authorities to fulfil the objective of contributing to the achievement of sustainable development in preparing their plans through a structured assessment of their proposals and policies in terms of key sustainability issues.

An integrated approach has been taken to the delivery of the SA/SEA of the Hull Local Plan, whereby the appraisal of environmental, social and economic issues has also specifically considered potential impacts on health and equalities groups and considered specific impacts under the Conservation of Habitats and Species Regulations 2010 (SI No. 490), as amended. These are discussed in Section 3.

The SA/SEA process has been undertaken in stages in parallel with the development of the Local Plan. An initial scoping stage was completed in May 2014. This stage identified a framework of objectives and assessment criteria that, following consultation, were used to appraise the proposals set out in the Hull Local Plan Issues and Options Consultation Document and the draft policies, options and potential allocations set out in the subsequent Preferred Options Consultation Document. This same objectives and assessment criteria have again been used at this current stage to appraise the policies and proposals set out in the Publication Consultation Document. Full details of the SA/SEA process are provided in Section 2.

The new Hull Local Plan, once adopted, will be used to guide new development in the city for the next 15 years, up to 2032 and to determine planning applications in the city.

Hull already has a Local Plan. However, it was published in May 2000 and parts of it are becoming out of date. In March 2012 the Government replaced all national planning policy with the National Planning Policy Framework (NPPF). The NPPF and the supporting Planning Practice Guidance (PPG) will be used to guide the content of the Local Plan. Paragraph 154 of the NPPF states that Local Plans should be...

...aspirational but realistic. They should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where.

In order to retain control of its planning decisions, Hull requires an up-to-date Local Plan. The Council's intention is for the new Local Plan to entirely supersede the old Local Plan.

The first stage in the preparation of the new Local Plan was a public consultation on Issues and Options during May and June 2014. As part of this consultation process, an Issues and Options consultation booklet was prepared, supported by an evidence map. The booklet set out the strategy and suggested a vision and priorities for the city. It included with chapters based around key themes, and asked specific questions seeking views on the issues and options raised. The booklet and evidence map were supported by an Issues and Options 'sustainability appraisal' (Issues and Options SA Working Note; CH2M (2014b)) and various documents including a Duty to Cooperate Statement.

The purpose of the Preferred Options SA stage was to ensure all options considered during the plan development process were fully appraised and that the selection of the final preferred options and resulting policies and site allocations were as sustainable as possible.

All consultation feedback and the way in which this has informed the preparation of the Local Plan, as reflected in the Publication Consultation Document, is provided in the Hull Local Plan to 2030 Issues & Options May/June 2014 Report on Consultation (Hull City Council, October 2014) and Preferred Options Report on Consultations (Hull City Council, November 2015).

1.2 The Hull Local Plan

The Hull Local Plan Publication Consultation Document, which is the subject of this SA appraisal, is structured as follows:

- Chapter 2 sets the local and strategic context for the Plan.
- Chapter 3 introduces the overall strategy for the Plan, outlining a vision, a set of strategic priorities and a key diagram.
- Chapters 4 to 14 are based around key themes with each chapter identifying the policies that will deliver and manage development relevant to that theme. However, the document should be read as a whole in order to understand fully the spatial issues facing the city, and the interrelationships between policies.
- A Policies Map is also included, which shows the spatial extent of the Local Plan policies, including site allocations and area designations to make it clear where specific policies in the Local Plan will apply in the city and where development would be inappropriate.

Area designations include defined centres as well as open spaces, which are shown in more detail in the District, Local and Neighbourhood Centres Report and the Open Space & Natural Environment Review evidence base documents respectively.

In addition, a separate Site Allocations Assessment and Selection evidence base document has been prepared which explains how the site allocations were selected at the publication stage. This document also shows the individual site allocations in more detail.

1.3 Purpose of this report

This document constitutes the formal SA Report, which assesses the potential significant effects of the policies and site allocations set out in the Local Plan. It summarises the results of the appraisal, which has utilised the appraisal framework developed at the scoping stage to consider the environmental, social and economic effects of the Local Plan. The parts of the Local Plan which have been subject to this

appraisal include the policies and site allocations contained within Chapters 4 to 14 and shown on the accompanying Policies Map.

Comments are invited on the content of this report as part of the statutory consultation on the Hull Local Plan Publication Consultation Document. This consultation will run for six weeks commencing on 20 June 2016. The deadline for receiving responses is 1 August 2016.

Comments/responses can be provided online at: www.hullcc.gov.uk/planning; sent by e mail to planning.policy@hullcc.gov.uk; or by using the representation form, which can be posted back using the following Freepost address:

FREEPOST RSJC-KKBE-ABXZ
Planning Policy
Hull City Council
PO BOX 15
HULL
HU1 2AB

1.4 Structure of this report

The following provides a summary of the report structure and the section content:

- Section 1: Introduction – sets out the context and purpose of the SA/SEA and provides further detail on the content of this report.
- Section 2: Approach to the Sustainability Appraisal – describes the approach to the SA/SEA process, including a description of previous stages and the approach to this current stage, along with the approach to Habitats Regulations Assessment, Health Impact Assessment and Equalities Impact Assessment.
- Section 3: Methodology – describes the methodology and approach that has been used for the formal SA of the Local Plan.
- Section 4: Baseline Review – summarises the review of baseline information that has been used to develop the appraisal methodology and underpins the SA, including a review of the relevant Plans and Programmes
- Section 5: Appraisal of the Local Plan Policies – presents the results of the appraisal of the Plan Policies structured by each of the key themes.
- Section 6: Appraisal of the Local Plan Site Allocations – presents the results of the appraisal of the Plan site allocations for housing and employment.
- Section 7: Conclusions – provides a summary of the appraisal conclusions and the sustainability of the Local Plan.
- Section 8: Next Steps – describes the next steps following submission of the Local Plan and post-adoption reporting and monitoring requirements.

The following appendices support the main report:

Appendix A Relevant Plans, Policies and Programmes

Appendix B Baseline Conditions

Appendix C Appraisal of the Plan Policies

Appendix D Appraisal of the Local Plan Site Allocations

Appendix E Summary of Cumulative Impact Assessment

Appendix F Monitoring Framework

Appendix G Assessment of the Sustainability Effects of the Plans Strategic Priorities

Appendix H Consultation Comments

In accordance with Article 5 and Annex 1 of Directive 2001/42/EC – The Strategic Environmental Assessment Directive, Table 1.1 provides a summary of the requirements of the SEA Regulations with respect to the content of an Environmental Report and identifies where in this Sustainability Report the relevant information can be found. This is compliant with the Environmental Assessment of Plans and Programmes Regulations 2004, Schedule 2: Information for Environmental Reports.

Table 1.1: Information Requirements for Inclusion in an Environmental Report

Requirements	Location within the Sustainability Report
1. An outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes	<i>Section 1 and Appendix A</i>
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	<i>Section 4 and Appendix B</i>
3. The environmental characteristics of areas likely to be significantly effected	<i>Section 4 and Appendix B</i>
4. Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC on the conservation of wild birds(a) and the Habitats Directive	<i>Section 4 and Appendix B</i>
5. The environmental protection objectives, established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation	<i>Section 4 and Appendix A</i>
6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as: as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects)	<i>Section 5 and 6, and Appendix C and D</i>
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan	<i>Section 7.6 and Appendix C and D</i>
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	<i>Section 2.7</i>
9. A description of measures envisaged concerning monitoring in accordance with regulation 17	<i>Section 7.7 and 7.8</i>
10. A non-technical summary of the above	<i>Summary Section</i>

2. Approach to the Sustainability Appraisal

2.1 Statutory and Planning Framework

Under the Planning and Compulsory Purchase Act¹ a SA is mandatory requirement for all Local Plans in England. The purpose of the SA is to ensure that development plans contribute towards the delivery of sustainable development through the testing of each part of the Plan as it is prepared, to identify any conflicts or weakness in its contribution towards achieving sustainable development. It can also be used to help identify any sustainability issues that may be present and potential sustainable planning solutions.

The National Planning Policy Framework² establishes the Government's planning policies for England and how these should be applied. It identifies that the purpose of the planning system is to contribute towards the achievement of sustainable development, which consists of three mutually dependant 'dimensions', economic, social and environmental. Local authorities are required to ensure that Plans and decisions take local circumstances into account, so that they respond to the unique opportunities for achieving sustainable development in their area. With regards to SA, Paragraph 165 states that, a 'sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors'.

2.2 Strategic Environmental Assessment

The Council has adopted an approach to SEA which follows best practice guidance by utilising a single appraisal process to satisfy both SA and SEA regulation requirements. In accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 planning authorities are required to undertake an SEA to implement the European Directive 2001/42/EC on 'the assessment of effects of certain plans and programmes on the environment' (the 'Strategic Environmental Assessment' Directive or SEA Directive) in England. SEA is focused primarily on environmental effects, which are broadly defined with the Directive as including population, cultural heritage, human health, biodiversity, air water, soil, and material assets. The SA process examines not only the environmental effects of plans but also the social and economic sustainability effects. All future references to SA are therefore taken to represent a combination of SA and SEA.

2.3 Health Impact Assessment & Equalities Impact Assessment

Consideration of health and equalities issues have been integrated within the SA framework. It was considered that it would be more efficient to fully integrate the Health Impact Assessment (HIA) and the Equalities Impact Assessment (EqIA) into the Sustainability Appraisal rather than treating them as separate studies. Government guidance provided within the Draft Guidance on Health in Strategic Environmental Assessment³ supports this approach.

¹ The Planning and Compulsory Purchase Act, HMSO 2004

² National Planning Policy Framework, Department for Communities and Local Government, March 2012

³ Draft Guidance on Health in Strategic Environmental Assessment, Consultation Document, Department of Health, 2007

The SA therefore includes consideration of the impacts of the Hull Local Plan in terms of two specific areas:

- Health Impact Assessment (HIA), which considers how health in terms of social and physical well-being may change as a result of the implementation of the Hull Local Plan. HIA is not currently a statutory process. However, recent planning policy has recognised the role that planning can make in creating a healthy environment and encouraging healthier lifestyles.
- Equalities Impact Assessment (EqIA), which is a process that identifies whether the Hull Local Plan has a potentially adverse impact on equality of opportunity and seeks to identify any unmet needs, on the basis of a person's race, gender, disability, age or faith or in terms of relations between or within those groups, and how these can subsequently be addressed. This assessment is now a legal obligation under which local authorities and public bodies must consider, and identify the potential adverse impacts of major developments, strategies and policies.

Consideration of these requirements have been fully integrated within the SA/SEA process from the outset. At the scoping stage, relevant baseline conditions were identified and recommendations for the undertaking and reporting of these assessments were made. The sustainability appraisal framework includes specific objectives and criteria relating to these requirements. Details of the methodology used for these assessments is provided in Section 3, whilst the relevant findings from the policy and site allocation appraisals are provided in Sections 5 and 6 respectively.

2.4 Habitat Regulations Assessment

A Habitats Regulations Assessment which incorporates an Appropriate Assessment as required, under the Conservation of Habitats and Species Regulations 2010 as amended should be carried out in parallel to the SA process and reported on in advance of the Plan submission. A high level pre-screening of potential impacts of the developing Hull Local Plan on European sites (i.e. Special Areas of Conservation (SAC), Special Protection Areas (SPA)) and in accordance with UK policy, Ramsar sites, was undertaken and reported at the scoping stage of the SA process⁴. This concluded that there could be potential impacts on the following European 2000 sites: the Humber Estuary SPA/SAC/Ramsar site and Hornsea Mere SPA. It was anticipated that impacts on the remaining identified European sites was unlikely.

Subsequently the HRA Screening⁵ was completed to identify the potential likely significant impacts of the proposed policies and site allocations on the European sites identified at the pre-screening stage. This identified the relevant policies and site allocations that had the potential to impact on European sites and their designated interest features and those that could give rise to a likely significant effect, thereby triggering the requirement for further assessment. Consideration was also given to alternative policy options proposed, including an in-combination screening assessment of the other relevant plans, policies and programmes, and recommendations were provided regarding any potential measures and amendments that could be made to avoid or mitigate the identified potential adverse effects. Consideration was also given to responses from Natural England, Historic England and the RSPB in response to the previous Hull Local Plan SA and HRA.

⁴ SA Scoping Report (CH2M, 2014)

⁵ Draft Habitats Regulations Assessment (HRA) Screening Report (CH2M, 2015)

The assessment completed at the Preferred Options stage identified that some policies and site allocations within the Local Plan have the potential to have a likely significant effect on the Humber Estuary European sites. Therefore, further assessment would be required to identify whether the policies and site allocations identified within the Local Plan Publication Consultation Document could give rise to adverse effects on the ecological integrity of these European sites.

2.5 The Vision and Priorities for the Hull Local Plan

The Plan is guided by an overall strategy that seeks to capture the opportunities available to the City, build on its strengths and aspirations, whilst addressing the challenges and difficulties that affect the City. The strategy includes a Spatial Vision, a series of Strategic Priorities and a Key Diagram. The Spatial Vision describes where the City wants to be by the end of the Plan period, whilst the Strategic Priorities and Key Diagram provide the further detail as to how the vision will be achieved, aligning with the key topics covered by the National Planning Policy Framework (NPPF).

The proposed Spatial Vision for Hull in 2032, is for Hull to be:

A thriving port city leading the way as the cultural urban heart of the Humber Energy Estuary. A city with a rich heritage and exciting entrepreneurial, digital and renewable focused future. A safe, great city others want to visit and be a part of.

The 12 Strategic Priorities that have been developed to guide the new Local Plan not only take into account the NPPF, but also consider the aims and objectives of the Joint Planning Statement and the Humber Spatial Plan and City Plan.

These priorities are as follows:

- *Strategic Priority 1: Positively and proactively encourage sustainable economic growth supporting the ambition for the Hull to be a leading UK energy city*
- *Strategic Priority 2: Allocate land to meet the future need for the right type and quantity of homes in Hull.*
- *Strategic Priority 3: Promote the role of the city centre as a world class visitor destination by making it a focus for major shopping, food and drink, and leisure development that can serve the city, the wider region and areas beyond.*
- *Strategic Priority 4: Support and enhance the role of District, Local and Neighbourhood centres to ensure they are healthy and vibrant and can meet people's needs for shops, services and community facilities within easily accessible locations across the city.*
- *Strategic Priority 5: Provide fit-for-purpose health, education and community facilities in accessible locations*
- *Strategic Priority 6: Protect and enhance the city's historic assets*
- *Strategic Priority 7: Support more sustainable locations and patterns of living, particularly to reduce pollution and carbon emissions*
- *Strategic Priority 8: Provide a transport system that meets the needs of residents and businesses, and is safe, efficient and less polluting*
- *Strategic Priority 9: Protect and enhance the city's natural assets*
- *Strategic Priority 10: Keep residents and businesses safe, particularly from events predicted by climate science, such as flooding*

- *Strategic Priority 11: Make Hull more attractive to residents, businesses and tourists*
- *Strategic Priority 12: Provide infrastructure that enables the predicted development and growth of Hull to happen*

It was essential to check that the SA framework was sufficiently wide enough to encompass all the strategic objectives of the Plan that relate to sustainable development. A check was made by comparing the framework with the strategy priorities to confirm that the framework was fit for purpose. The findings are summarised in the Appendix G.

2.6 Stages of the Sustainability Appraisal Process

Although the requirement to carry out both an SA and SEA is mandatory, it is possible to satisfy the requirements of both pieces of legislation through a single appraisal process. Government guidance for undertaking SEA⁶ and for SA of Development Plan Documents⁷ in particular details how the SA and SEA should be integrated into one process. The final output of the process is a combined SA/Environmental Report which is published alongside the Local Plan.

Both the SA and the SEA processes help planning authorities to fulfil the objective of contributing to the achievement of sustainable development in preparing their plans through a structured assessment of the objectives and Local Plan Policies against key sustainability issues.

In accordance with the requirements of the Regulations, in keeping with Government Guidance, and bearing in mind the tasks involved in the preparation of the Local Plan, the key stages in SEA/SA development are broadly as follows:

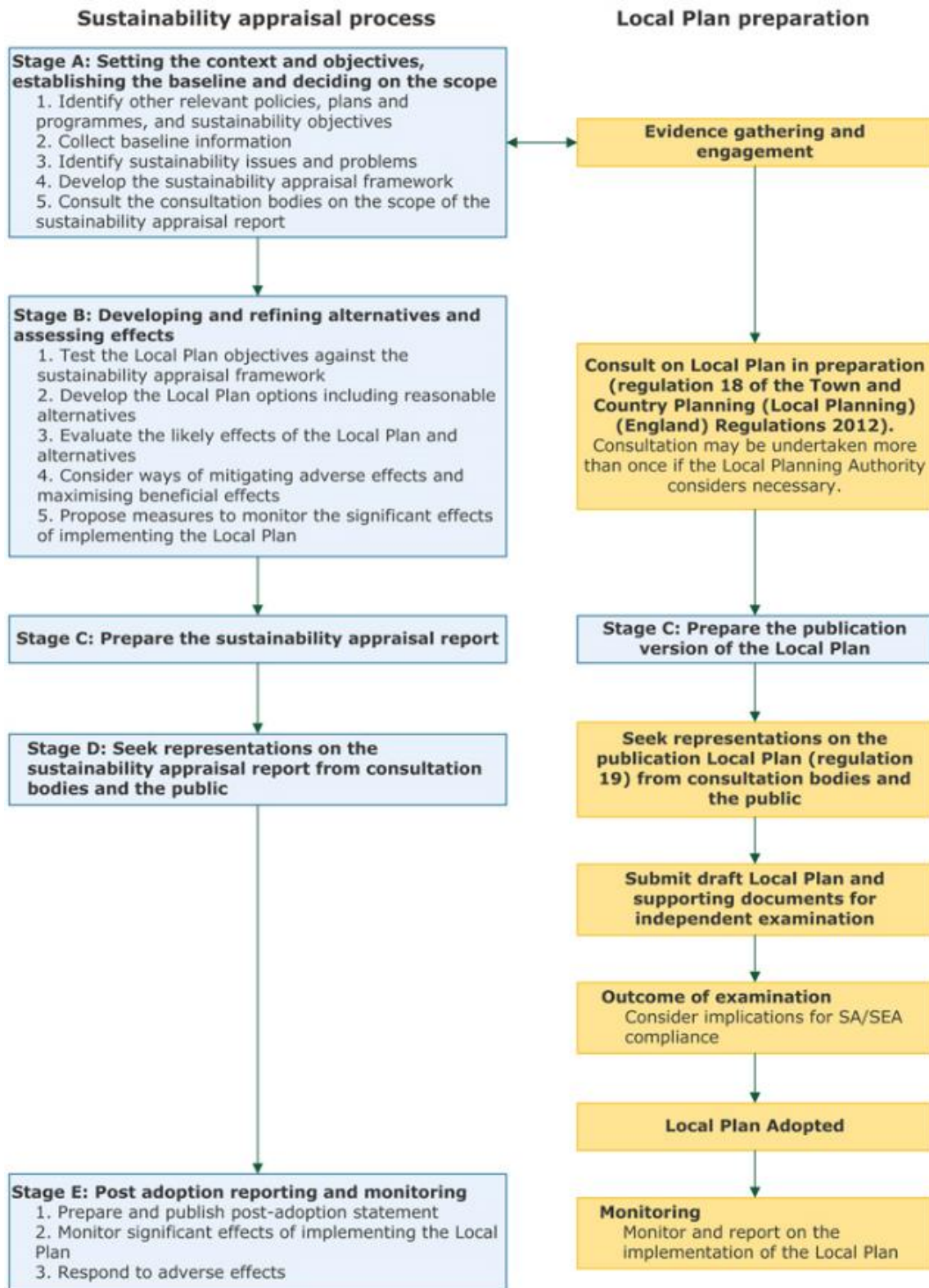
- Setting the context and establishing the baseline;
- Devising draft SEA/SA objectives, criteria and indicators;
- Developing an appraisal framework to appraise the Local Plan options against the main criteria and indicators;
- Preparing a Scoping Report and undertaking consultation;
- Appraising the alternative Local Plan options' effect on the SEA/SA objectives and selecting the preferred option;
- Preparing an SA/Environmental Report, including a non-technical summary;
- Undertaking consultation on the overarching SA/Environmental Report; and
- Revising the SEA/SA, taking into account changes to the Local Plan and the results of consultation.

This SA/SEA provides an independent assessment of the potential significant effects of the plan in terms of environmental, social and economic (i.e. sustainability) issues. Figure 1.1 illustrates the relationship between the local plan making process and the stages of the SEA/SA process.

⁶ "A Practical Guide to the Strategic Environmental Assessment Directive" (ODPM, 2005)

⁷ Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents (ODPM, 2005)

Figure 2.1 Inter-relationship between the Local Plan Making Process and the SA Process



2.7 Previous Stages

2.7.1 Scoping

The first stage of the SEA/SA process is scoping. This stage establishes the scope and level of detail of information that must be included in the SA/Environmental Report which will be the main output of the SEA process. The output from the scoping stage of the Hull Local Plan SA/SEA process – a Scoping Report (CH2M Hill, 2014a) – was produced in May 2014 and in accordance with the SEA Regulations was issued to the three statutory consultation bodies⁸ and a wider group of stakeholders. This consultation helped to ensure all significant environmental issues were identified and a range of views and interests were incorporated.

The scoping report identified and discussed the key baseline issues relevant to Hull that should influence the development of the Local Plan, classified under environmental, economic and social themes. It also included a comprehensive review of relevant environmental, social and economic plans, policies and programmes from international to national, regional and local levels. The purpose of conducting the baseline review and the plans review was to help contextualise the local environmental, social and economic issues and to establish the scope of the assessment. The key output from the report was the bespoke SEA/SA framework, which established the set of objectives, assessment criteria and proposed list of indicators.

In order to produce a robust analytical framework, the Scoping Report also included the baseline/scoping stages of the EqIA, HRA and the HIA and relevant issues were captured within the SEA/SA Framework. Further details regarding each of these separate, but integrated assessments and how they have been incorporated into the assessment of the latest version of the Local Plan are provided in Section 3

A summary of the key issues identified by the scoping process is provided in Table 2.1 and Table 2.2 along with the SA/SEA objectives that have been used to assess the environmental, social and economic implications of the Local Plan. Full details of the associated criteria and indicators are provided in Appendix F.

Consultation on the proposed scope of the SA/SEA using the Scoping Report was undertaken in May 2014 and responses were received from a number of organisations. As this report also included health and well-being information as well as equalities group information, consultation with relevant Council equality and public health officers was also undertaken.

The identification of key issues and the feedback received from the scoping consultation has informed both the future stages of the SA/SEA process and the development of the Issues and Options Consultation Document prepared by the Council in May 2014.

Full details of the consultation responses received and the resulting actions taken during the plan preparation and/or SA processes are provided in the Council's Consultation Report (Hull Local Plan to 2030 Issues & Options May/June 2014 Report on Consultation available on the Council's Consultation Portal at <http://hullcc-consult.objective.co.uk/portal/localplan/io14>).

Table 2.1: Summary of the key environmental issues identified at the scoping stage

Topic	Key issues
Air Quality	Parts of the City Centre area is within the Air Quality Management Area (AQMA), for NO _x .

⁸ Natural England, the Environment Agency and Historic England

Topic	Key issues
	No significant air pollution records were observed across rest of the city.
Biodiversity	Hull City is in close proximity to a number of Special Areas of Conservation, Special Protection Areas and the Humber estuary is identified as a Ramsar site. This implies development activities across most of the City should be cognisant of the impacts on these sites and appropriate regulatory guidance must be sought. The Local Plan will be subjected to a Habitat Regulations Assessment and results will be published as part of the Sustainability Appraisal Report documentation in the subsequent stages.
Climatic Factors	A significant proportion of Hull is within a fluvial flood risk zone, and has recently suffered from flooding owing to high rainfall in 2013. Further developments must consider appropriate mitigation from climate change effects and help reduce factors causing climate change. In terms of carbon emissions from households in Hull, the domestic CO ₂ emissions per capita has declined between 2005 and 2011. However, with significant future development planned across housing, industrial and commercial sectors, emissions that will cause climate change must be limited.
Cultural Heritage	Historic assets across Hull include, 26 Conservation Areas, 461 Listed Buildings, 2 Scheduled Monuments, 2 Registered Historic Parks and many unscheduled archaeological sites. Their preservation and enhancement must be considered whilst promoting development projects in Hull.
Landscape/ Townscape	Most of Hull is built up with number of historic buildings around the city that have potential to improve the townscape setting of an area and such views must be preserved whilst considering new development in the area.
Population	Total population (latest ONS update, 2015) is 257,500, of which median age is 36.2 (compared to 39 in England and Wales), representing a good proportion of the young population. 16.2% of the working age population have no qualifications, compared to just 9.7% nationally. The City has a higher proportion of people with Level 2 Qualification by comparison to the national average. Levels of deprivation in Hull have increased between 2007 and 2010.
Water	The Lower Hull River and the Humber estuary form part of the Humber Middle and Humber Lower transitional water bodies within the Humber River Basin District and are classified under the EU Water Framework Directive as being of 'moderate' ecological potential; with 'good' potential the required standard that must be achieved.
Housing	A relatively high percentage of homes in Hull are vacant and there is a need to improve the condition of existing houses as well as build new houses. Additional growth is likely to increase the pressure on affordable housing in the city.
Crime	Trend in crime rates indicate a reduction over time between 2009 and 2011, but the rates remain high by comparison to the regional and national average.
Health care & education	The health of people in Hull is worse than the England average. Data on life expectancy, deaths from smoking and early deaths from heart disease, stroke and cancer, are all worse than the England averages. There are health inequalities within Hull by gender and deprivation.
Economy & employment	Hull has the highest unemployment and job seekers allowance claimants of all local authorities in Great Britain at 15.2%.

Table 2.2: The SEA/SA objectives developed for the Hull Local Plan

Category	SA/SEA Objective
Environmental	<ol style="list-style-type: none"> 1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation. 2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change. 3. Ensure that new development does not increase flood risk and protects or enhances the

Category	SA/SEA Objective
	<p>capacity & integrity of flood storage areas.</p> <p>4. Minimise the loss of soils to new development and encourage remediation of contaminated land.</p> <p>5. Reduce the factors causing climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2.</p> <p>6. Ensure that development is capable of withstanding the effects of climate change.</p> <p>7. Achieve good air quality.</p> <p>8. Maximise the use of previously developed land and buildings, and the efficient use of land.</p> <p>9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible.</p> <p>10. Maintain and enhance historic and cultural assets.</p> <p>11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness.</p>
Social	<p>12. Encourage healthy lifestyles and reduce the health impacts of new developments.</p> <p>13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport.</p> <p>14. Promote equity & address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity.</p> <p>15. Ensure that everyone has access to good quality housing that meets their needs.</p> <p>16. Enhance community identity and participation.</p> <p>17. Reduce both crime and fear of crime.</p> <p>18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.</p> <p>19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.</p>
Economic	<p>20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity.</p> <p>21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.</p>

2.7.2 Issues and Options

Assessment of Issues and Options

Following the completion of the scoping stage, an appraisal of the Hull Local Plan Issues and Options Consultation Document⁹ was undertaken and a SA Working Note was produced in May 2014 to accompany the Issues and Options consultation. This Working Note did not form part of the formal SA/SEA reporting process, but was produced to contribute to the plan making process, by providing

⁹ Comprising Part 1 a booklet that discusses issues and options and Part 2 the Evidence Map, which supports text within Part 1, but also indicates sites identified by the evidence base documents, including housing, mixed use and employment sites.

independent appraisal of the issues discussed, with a view to guiding the production of the preferred options and its contribution towards meeting sustainable development principles.

The Plan options and consultation questions contained within the Consultation Document were assessed against the set of objectives and criteria set out in the SEA/SA Framework, developed at the scoping stage as shown in Table 2.2 and Appendix F. The performance/sustainability implications of each issue/option/proposal, in terms of its contribution to achieving each SEA/SA objective, was assessed and the results classified using the criteria set out in Table 2.3. A series of recommendations were also made to be taken forward as part of future stages of the Local Plan development. Full details were provided in the Sustainability Appraisal Working Note (CH2M Hill, 2014b).

Table 2.3: assessment classification criteria used

Classification	Symbol	Description
Significant positive impact	++	Option is likely to contribute significantly to the SA/SEA objective
Minor positive impact	+	Option is likely to contribute in some way to the SA/SEA objective
Neutral impact	0	Option is unlikely to impact on the SA/SEA objective
Minor negative impact	-	Option is likely to have minor adverse impacts in terms of the SA/SEA objective
Significant negative impact	--	Option is likely to have significant adverse impacts in terms of the SA/SEA objective
Uncertain	?	It is uncertain how or if the option impacts on the SA/SEA objective

Individual site assessment

Guided by the SEA/SA objectives, a high level appraisal of the economic, social and environmental implications of the sites proposed for different land use types identified on the Local Plan Evidence Map (i.e. Part 2) was also conducted. This approach was used to enable the assessment at a site level; predicting the high level effect of locating the sites for their intended land use in terms of environmental, social and economic factors.

For each specific housing site identified, baseline data sourced from the Council’s Strategic Housing Land Availability Assessment (SHLAA) study and other Council held GIS data, was used to respond to the questions/criteria shown in Table 2.4. This enabled the effects of the proposed development on environmental, social and economic factors to be identified, prior to the implementation of any mitigation¹⁰.

For the employment sites, the assessment applied the environmental and previous and proposed land uses criteria in Table 2.4. As all employment sites will contribute to positive economic growth, assessment against the economic objective was not conducted.

The results of the assessment were interpreted and summarised to present the potential impact of the proposed development of each site in terms of the environmental, social and (for housing sites) economic aspects considered. The colour-coding system set out below was used. Where a red colour code was indicated in the overall assessment commentary, careful consideration of mitigation options for the issues identified was recommended.

¹⁰ It is important to note that the assessment was conducted prior to the application of any potential mitigation measure at each site. Dependent on the developer interest, applicable regulations, Local Plan policies and national planning policies mitigation will apply to each site and when these details become available at a later stage the assessment findings may be revised.

- Red – indicating multiple negative effects/significant negative effect on component environmental, social or economic receptors;
- Amber –indicating some negative effects on component receptors;
- Green – indicating positive effect;
- Blue – indicating that an effect cannot be predicted at this stage, because of lack of information or level of detail at this stage;
- No colour – no/neutral effect predicted.

The results of this assessment are presented in the Issues and Options Sustainability Appraisal Working Note (CH2M Hill, 2014b).

Table 2.4: Site assessment criteria

Category	Criteria
Environmental factors	<ul style="list-style-type: none"> • Is the site located in close proximity to Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site or Site of Special Scientific Interest (SSSI)? • Is the site within 50m of a Site of Nature Conservation Interest (SNCI)? • Does the site have an RSPB constraint? • Does the site contain trees and vegetation? • Is the site in a Conservation Area location? • Is it within or close to a Listed Building? • Is the site within a Flood Zone? If yes, what is the hazard level? • Is the site in proximity to watercourses?
Previous and proposed land uses	<ul style="list-style-type: none"> • Is the site brownfield or greenfield? • What is the proposed density? • Could the site have been potentially contaminated?
Social and economic factors	<ul style="list-style-type: none"> • Is the site close to a primary school within 600m or a secondary school within 2000m? • Proximity of the site to a City Centre, District Centre or Local Centre. Is it within 2000m? • Is the site within 1000m of a Rail station? • Is the site in close proximity to Green spaces? • Is this site in proximity to a GP Clinic (reasonable walking distance)? • Is the site in proximity to Community Facilities (Library, Community Hall, Neighbourhood Centre) • Is the site within 10th Most Deprived Ward?

Influence on the Preferred Options Consultation

Consultation on the appraisal undertaken of the Issues and Options Consultation Document using the Working Note (CH2M Hill, 2014b) was undertaken between May and June 2014 as part of the overall Issues and Options consultation. Details of the responses received and the resulting actions taken during the plan preparation and/or SA processes were provided in the Council’s Consultation Report¹¹.

The feedback received from the Issues and Options consultation informed both the future stages of the SA/SEA process and the development of the Preferred Options Consultation Document. The Part 1: Policies Document identified the relevant feedback from the sustainability appraisal process that informed the identification and selection of the proposed preferred options and draft policies.

¹¹ Hull Local Plan to 2030 Issues & Options May/June 2014 Report on Consultation available on the Council’s Consultation Portal at <http://hullcc-consult.objective.co.uk/portal/localplan/io14>

2.7.3 Preferred Options

The purpose of the Preferred Options SA stage was to ensure all options considered during the plan development process were fully appraised and that the selection of the final preferred options and resulting policies and site allocations were as sustainable as possible.

Draft Policies

Each aspect of the Policies Document (Part 1) and associated spatial extents shown on the Policies Map (Part 2), supplemented with the detail in Parts 3 and 4 of the Preferred Options Consultation Document were assessed.

Using an appraisal matrix the alternative options, preferred option(s) and draft policy text identified for each aspect/policy within the Draft Policies Document were assessed in terms of the SA/SEA objectives framework (objectives, criteria and indicators). This appraisal identified:

- The performance of each option in terms of each SA/SEA objective using the defined criteria;
- The potential direct impacts of implementing the preferred options identified in the Local Plan Preferred Options Consultation Document and commentary on the potential impacts of alternative options considered. This appraisal included the identification of any alternative options that performed better than the identified preferred option and recommendations of any actions to mitigate any significant impacts or improve the potential benefits provided; and
- Commentary on the wording of the proposed draft policy, identifying any potential impacts and recommending any changes needed to minimise these impacts or maximise any potential benefits offered by the implementation of the policy.

The detailed appraisal matrices and summaries provided in the report, described the overall direct environmental, social and economic impacts of each aspect in terms of whether they were positive (+ve), negative (-ve), neutral/no impacts (0) or uncertain (?) in line with the assessment criteria. Where the appraisal resulted in a range of types of impact and a single overall conclusion could not be assigned, all relevant impacts were presented.

The results of this appraisal presented in this Sustainability Appraisal Options Report has been used to inform the preparation of this Local Plan Publication Consultation Document and the selection of the final preferred policies.

Site allocations

In addition to the above, this stage of the appraisal also included specific consideration of preferred sites that would potentially be allocated for employment, housing or mixed use, as identified under draft policies 3, 7 and 25 within the draft Policies Document and detailed in Part 3 Site Allocations Inset Maps.

This appraisal used the method and results of the site allocations assessment undertaken at the Issues and Options stage. The results available for those sites proposed under draft policies 3, 7 and 25 were taken forward and the same method applied to any additional sites identified within the Local Plan Preferred Options Consultation Document that were not assessed at that stage.

The results of the appraisal presented in this Sustainability Appraisal Options Report has been used to inform the preparation of the Local Plan Publication Consultation Document and the selection of the final preferred site allocations.

3. Methodology

3.1 Introduction

This Section briefly describes the methodology that has been used for the formal SA of the Local Plan Publication Consultation Document (Stage C on Figure 2.1), which has followed best practice guidance. The SA has utilised the baseline information and appraisal framework identified at the scoping stage and has been informed by the previous appraisal work completed at the Preferred Options stage to ensure that the final proposals (policies and site allocations) set out in the Local Plan are fully appraised and, in accordance with the process set out in Figure 2.1 (Stage B), identify:

- The likely effects of the Local Plan and alternatives using the criteria provided in Schedule 1 of the SEA Regulations which require consideration of (1) the characteristics of the plan and (2) the characteristics of the effects and of the area likely to be affected¹²
- Ways of mitigating adverse effects and maximising beneficial effects; and
- Measures to monitor the significant effects of implementing the Local Plan.

The SA also incorporates an Equalities Impact Assessments, Health Impact Assessment and is accompanied by a Habitat Regulations Assessment.

This formal SA Report will be made available to consultation bodies and the public and representations sought (Stage D in Figure 2.1). This consultation period will run in parallel with the publication of the Local Plan.

The scope of the content of this SA Report is set out under Regulation 12 of the SEA Regulations¹³. The report must identify, describe and evaluate the likely significant effects on the environment of implementing the Local Plan policies and of the reasonable alternatives taking into account the objectives and geographical scope of the Local Plan. The report must clearly show how these requirements have been met as well as recording the wider assessment of social and economic effects. This should also include a non-technical summary of the information within the main report.

Specifically, this final SA Report utilises, where relevant, the information and appraisals contained within the previous reports where there are consistencies, but has also taken into account any changes that have resulted following the Local Plan Preferred Options consultation. In addition a more detailed consideration of the site allocations in terms of the SA/SEA objectives has been undertaken.

3.2 Equalities Impact Assessment

Equalities Impact Assessment (EqIA) is a legal obligation under which local authorities and public bodies must consider and identify the potential adverse impacts of major developments, strategies and policies. EqIA is a valuable tool for assessing the expected outcomes of proposed policies and services. Guidance at national and regional level states that an EqIA is a technique to identify whether the scheme, project, function, service, policy or procedure has a potentially adverse impact on equality of opportunity. It should also seek to identify any unmet needs, on the basis of a person's race, gender,

¹² <http://www.legislation.gov.uk/uksi/2004/1633/schedule/1/made>

¹³ <http://www.legislation.gov.uk/uksi/2004/1633/regulation/12/made>

disability, age or faith or in terms of relations between or within those groups, and how these can subsequently be addressed.

Councils have a statutory duty to promote equality on the grounds of:

- Race, ethnicity, equality / discrimination;
- Gender and transgender equality / discrimination;
- Disability equality/ discrimination;
- Age equality/ discrimination;
- Religion and belief equality/discrimination, including religious intolerance;
- Sexual orientation.
- Additionally, depending on the characteristics of an area, it is useful to include other factors such as income deprivation.

The overarching objectives of such duties are to create cohesive, inclusive and fair communities where the diversity of people’s backgrounds and circumstances is appreciated and positively valued and those from different backgrounds have similar life opportunities.

The requirements for EqlA and the relevant baseline data for the Hull Local Plan is described in the SA Scoping Report (CH2M Hill, 2014a). During previous SA stages, consideration of equalities issues formed part of the integrated sustainability appraisal. At that time, the intention for the Publication stage was to ultimately produce a separate standalone assessment. However, following guidance and best practice, it was considered to be more effective and efficient, and to avoid repetition and duplication of the assessment, to consider EqlA issues as part of the main sustainability appraisal. Specific consideration of equalities issues is considered in terms of the following SA objectives and associated criteria (see details in italics) set out in Table 3.1. Full details of the performance of the policies and allocations when considered against these objectives is provided in Appendix C and D and summarised in Section 5 and 6.

Table 3.1: SA objectives and associated criteria relevant to the EqlA (relevant aspects shown in italics)

Objective	Criteria
12. Encourage healthy lifestyles and reduce the health impacts of new developments	To reduce the need for travel by promoting mixed use development
	To promote the health advantages of walking and cycling, and community based activities
	To include measures to reduce road traffic accidents
	To improve the quality and quantity of publicly accessible open space.
	To identify, protect and manage open space, such as rivers and canals, parks and gardens, allotments and playing fields, and the links between them, for the benefit of people and wildlife
	To narrow the income gap <i>between the poorest and wealthiest parts of the region</i> and to reduce health differential
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	To include measures which will improve everyone’s access to high quality health, education, recreation, community facilities and public transport
	To encourage development of sporting opportunities.
	To provide necessary support or services which enable people to work e.g. back to work schemes, care support, childcare
16. Enhance community identity and participation	To make the political process relevant to all sectors of communities by reinforcing local government and improving participative democracy, through proactive dialogue and

Objective	Criteria
	community strategies
	<i>To acknowledge diversity, and to help communities, including ethnic minorities and others potentially excluded, to develop in their preferred way - if possible at street level</i>
	To encourage local authorities and other partners to develop local cultural strategies which link to and support the Regional Cultural Strategy <i>To recognise the value of the multi-cultural/faith diversity of the peoples in the area</i>
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	<i>To ensure facilities and services are accessible by people with disabilities</i>

3.3 Health Impact Assessment

Health Impact Assessment (HIA) is a relatively recent requirement which is currently a voluntary rather than a statutory process. HIA is commonly defined as: “A combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population” (World Health Organization/Europe). As HIA is non-statutory, there is no single, nationally recognised guidance as to how it is undertaken for development plans.

The HIA considers health according to social and physical well-being and how these aspects of health may change as a result of the Hull Local Plan Proposals. Health can be defined as;

“...a state of complete physical, mental and social well-being and not merely the absence of disease and infirmity” (World Health Organization Constitution)

The main determinants of health are the social, economic, environmental and cultural factors that indirectly influence health and wellbeing. They include diet, the home environment, working conditions and the social relationships and connections between people and organisations. Some, such as gender, age and family history of illness, cannot change or are difficult to change, while others can be changed by planning and policy interventions.

Recent planning policy has recognised the role that planning can make in creating a healthy environment and encouraging healthier lifestyles. Health policy is focused on encouraging individuals to take responsibility for their own health and reducing risk-taking behaviour, preventative approaches to health, reducing health inequalities and encouraging participation of individuals in planning for health improvements.

The requirements for HIA and the relevant baseline data for the Hull Local Plan is described in the SA Scoping Report (CH2M Hill, 2014a). A draft rapid HIA was prepared in response to the Issues and Options consultation by the Hull City Council Director of Public Health and Adults Services. This set out the factors that could influence health and well-being; identified the high level impacts on health inequalities of the Local Plan themes, as identified at that stage; and made recommendations to inform the plan development process, that informed the preparation of the Local Plan Preferred Options document and subsequently the Publication document.

During the previous stages, consideration of health issues formed part of the integrated sustainability appraisal. At that time, the intention for the Publication stage was to ultimately produce a separate standalone assessment. However, as with the EqIA, it was considered to be more effective and efficient, and to avoid repetition and duplication of the assessment, that consideration of EqIA issues should form

part of the main sustainability appraisal. Specific consideration of health issues is considered in terms of the following SA objectives and associated criteria (see details in italics) set out in Table 3.2.

Full details of the performance of the policies and allocations when considered against these objectives is provided in Appendix C and D and summarised in Section 5 and 6.

Table 3.2. SA objectives and associated criteria relevant to the HIA (relevant aspects shown in italics).

Objective	Criteria
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	To avoid development from being located in areas <i>at risk from coastal and fluvial flooding or storm surges taking into account of climate change</i>
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	To remediate <i>soils with potential contamination</i>
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO ₂	To encourage more efficient uses of energy, including product design, manufacturing processes, <i>transport, and behavioural changes</i> To develop, adopt and ensure the effective use of built development design guides tackling energy use, to provide homes and businesses with self-sufficient energy
6. Ensure that development is capable of withstanding the effects of climate change	To promote design for more extreme climatic events, <i>incorporating robust and weather resistant built forms</i>
7. Achieve good air quality	To reduce the need to travel by car through a combination of high quality transport alternatives, particularly public transport, <i>walking and cycling networks, but also water</i> <i>To promote Cycle Networks</i> and encourage people to continue to use bikes
12. Encourage healthy lifestyles and reduce the health impacts of new developments	To promote the health advantages of <i>walking and cycling, and community based activities</i> To improve the quality and quantity of <i>publicly accessible open space</i> . To narrow the income gap between the poorest and wealthiest parts of the region and <i>to reduce health differential</i> To make greater use of IT links to specialists by <i>GPs for initial consultations</i>
16. Enhance community identity and participation	To make a concerted effort to clean up and discourage litter, graffiti, dog mess, and <i>encourage community ownership over the issue through education and awareness</i>
17. Reduce both crime and fear of crime	To plan new development to help <i>reduce crime and fear of crime through the design of the physical environment</i> , and by promoting well-used streets and public spaces

3.4 Habitats Regulations Assessment

Habitats Regulations Assessment (HRA) is required where any plan, alone or ‘in combination’ with other plans, is likely to have a significant effect on the *qualifying interest* features of a European site. These sites include Special Protection Areas (SPAs), designated under the Birds Directive¹⁴, Special Areas of

¹⁴ Directive 79/409/EEC on the Conservation of Wild Birds.

Conservation (SACs) and candidate SACs designated under the Habitats Directive¹⁵. Sites designated under the Ramsar wetlands convention and potential Special Protection Areas (pSPAs) are also included in HRAs, as specified in the National Planning Policy Framework.¹⁶

A HRA Screening Report was prepared by CH2M on behalf of Hull City Council to support the previous consultation stage. Its purpose was to assess the potential impact of the Hull Local Plan on European sites within the potential zone of influence. It was prepared in line with Natural England guidance (2009) and considered the proposed draft policies and housing and employment site allocations identified within the Local Plan Preferred Options Consultation Document to determine where they could have a significant effect (either alone or in combination with other proposals) on the features for which the European sites were designated. Hull City Council took the role of Competent Authority and Natural England were consulted on the draft HRA.

In line with Natural England (2009) guidance, this assessment screened and categorised the draft policies and proposed site allocations to determine their potential effect on the identified European sites. Following the screening process, a number of Local Plan draft policies were identified to have the potential to have likely significant effects on three European sites, the Humber Estuary SAC, SPA and Ramsar site due to the distance involved and/or connectivity between the Local Plan proposals and the European sites. These were recommended to be taken forward for Appropriate Assessment to determine whether there would be adverse effects on the integrity of the above named European sites. In addition, a number of Local Plan site allocations were considered to have the potential for significant effects on the Humber Estuary SAC, SPA and Ramsar due to the distance involved and/or connectivity between the Local Plan proposals and the European sites.

The potential effects resulting from these site allocations on the Humber Estuary SAC, SPA and Ramsar were identified to be taken forward for Appropriate Assessment to determine whether there would be adverse effects on the integrity of the European sites. Following consideration of the potential for in-combination effects with other relevant plans, strategies and policies as a result of the Local Plan policies, allocations and designations; it was also recommended that a number of plans could potentially have a likely significant in-combination effect on the Humber Estuary SAC, SPA and Ramsar and should therefore also be taken forward for further consideration within the Appropriate Assessment. This has been prepared to accompany the Local Plan Publication Consultation Document and this formal SA Report.

3.5 Sustainability Appraisal Process

3.5.1 Introduction

The process for SA has required the review of plans programmes and strategies, the collation and assessment of the baseline environment, the identification of sustainability issues, and the subsequent development of sustainability objectives and the SA Framework. Further detail on each element is provided below.

3.5.2 Review of Relevant Plans and Programmes and Programmes

This stage involves:

¹⁵ Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora.

¹⁶ Communities and Local Government, 2012, National Planning Policy Framework.

- Examining the relationship of the Local Plan with other plans and programmes, to ensure that environmental protection, social and economic objectives within these plans are identified and that potential conflicts are identified early so that they can be addressed within the plan making process;
- Assembling data on the current and future state of the environment (baseline), analysis of health, equalities and other socio-economic related sustainability topics which may be affected by the plan. The analysis of data can later be used for establishing the effects of the Local Plan on the baseline; and
- Identifying present and future social, economic and environmental problems and opportunities to help ensure that the Local Plan address these issues where possible or at least does not contribute to making these problems worse.

The full review of other plans and programmes, along with implication of each policy reviewed on the SA is presented in Appendix A of this report. Section 4 summarises the key messages and relevance of the Plans, Policies and Programmes (PPP) Review.

3.5.3 Collection of Relevant Baseline Information

The baseline review stage requires the collection and processing of large amounts of raw data. This data is summarised in Section 4 and presented in full in Appendix A. Sufficient information about the current and likely future status of the Plan area has been gathered, covering all relevant plans and programmes that could influence the Plan, a review of economic, environmental and social baseline conditions and any other relevant environmental and sustainability issues. The baseline information provides the basis for predicting and evaluating effects, identify relevant sustainability issues and where there might be shortfalls in information. It is also used to inform alternative means of dealing with sustainability issues and the development of the objectives and indicators for the SA framework and future monitoring proposals.

3.5.4 Identifying Environmental and Sustainability Issues

The key sustainability issues that the area faces have been articulated in previous SA/SEA work. For this SA the issues previously identified have been reconsidered in the context of the relevant baseline environmental, social and economic conditions. The resulting sustainability issues are covered in Section 4.

3.5.5 Developing the Sustainability Framework

The development of the SA framework has been described in detail in both the previous Scoping Reports and the Sustainability Reports. The framework has been based on current guidance on the SA of spatial plans which advocates the use of objectives in the appraisal process. It provides the starting point for ensuring that both the SA and sustainability issues are at the heart of and are fully integrated into the Local Plan as well as providing a focused and clarified approach to appraising the Local Plan. The appraisal framework includes broad sustainability objectives, criteria explaining the broader objective in a more localised manner and indicators.

In order to facilitate legibility and ease of understanding and use, the sustainability objectives, criteria and indicators have been set out in the form of a Sustainability Appraisal Framework, outlined below

and detailed in Appendix C. This approach is recommended in government good practice on carrying out environmental and sustainability appraisals.

The sustainability objectives outlined in the Appraisal Framework have been arranged under SEA/SA topics. The topics that have been selected relate to the same topics listed in: Annex I of Directive 2001/42/EC of the European Parliament on ‘the assessment of the effects of certain plans and programmes’ (the SEA Directive); and Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005. The topics used are set out in the first column (Biodiversity, Water, Soil, Climatic Factors, Air, Material Assets, Cultural Heritage, Landscape, Population & Human Health, Social Factors and Economic Factors).

The next step was to identify and develop the sustainability objectives. The objectives have been focussed on those issues, which are directly relevant to Yorkshire and Humber and Kingston upon Hull. The objectives are based on relevant sustainable/ environmental objectives which reflect the specific characteristics of Hull.

Following on from the identification of objectives, a range of associated criteria and indicators were identified to provide further clarity in respect of future development directions as well as to assist in the appraisal process. . They focus specifically on the items which are of direct relevance to the Local Plan.

The monitoring indicators are the yardsticks by which the environmental and sustainability performance of the Local Plan can be assessed and quantified in the light of the achievement of particular objectives and the satisfaction of key criteria. The indicators provide relevant measurements for the success of the Local Plan in achieving the identified objectives. The indicators outlined in the Appraisal Framework were primarily derived from relevant indicators already identified at the European, National, Regional and Local Level and will form the basis for future monitoring programmes.

3.6 Appraisal of the Plan Effects

3.6.1 Assessing the Effects of the Local Plan Policies

The SA framework has been used to predict the potential effects of each policy in terms of social, environmental and economic effects. An assessment of the likely impact on the natural environment, people and the economy, along with wider sustainability issues has been carried out following best practice guidance on evaluation and the proposed appraisal criteria.

The detailed appraisal matrices and summaries describe the overall direct environmental, social and economic impacts of each aspect in terms of whether they were positive (+ve), negative (-ve), neutral/no impacts (0) or uncertain (?) in line with the assessment criteria. Further consideration has been given to potential mitigation and residual effects. The residual effects have then been considered in terms of the short, medium and long term effect that would result. An example of the appraisal matrices is provided in Figure 3.1 below whilst the full results of the assessment are provided in Appendix C.

Figure 3.1: Example Policy Appraisal Matrix

POLICY XX							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.							
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change							
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas							
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.							
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2							
6. Ensure that development is capable of withstanding the effects of climate change							
7. Achieve good air quality							
8. Maximise the use of previously developed land and buildings, and the efficient use of land							
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible							
10. To maintain and enhance historic and cultural assets							
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness							
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments							
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport							
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity							
15. Ensure that everyone has access to good quality housing that meets their needs							
16. Enhance community identity and participation							
17. Reduce both crime and fear of crime							
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.							
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.							
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity							
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.							
SUMMARY							
Environmental (xx)							

Social (xx)

Economic (xx)

3.6.2 Assessing the Effects of the Local Plan Site Allocations

For this stage of the process, the SA Framework criteria has been used to assess the potential effects of site allocations in environmental, social and economic terms. The format of the appraisal matrices is presented in Figure 3.2, whilst the full results of the assessment are provided in Appendix D.

Figure 3.2: Example Site Appraisal Matrix

Housing Allocations	SA Objectives																				
	Environmental							Social							Economic						
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 ^{Sus} Economic Growth	21 City Centre Vitality
+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	-	-	+	+	0	0	
	Summary																				
Reference xxx Site Name xxxxx	xxxx							xxxx							xxxx						
Potential Mitigation	xxxx							xxxx							xxxx						
Assessment Summary	xxxx																				

3.6.3 Mitigation

Mitigation was considered where there was the potential for significant negative effects identified or if appropriate, where improvements could be made to strengthen the policy, such as to change a neutral effect to a positive one or a positive effect to a very positive effect. Mitigation measures included refinements of options and development, recommending alternative options, where they scored more positively and/or rewording of policies to provide greater support to SA objectives.

3.6.4 Developing Proposals for Monitoring

The final stage (Stage E in Figure 2.1) is post-adoption reporting and monitoring which follows the adoption of the Local Plan. This comprises the preparation and publication of the post-adoption statement; monitoring of the significant effects of implementing the Local Plan; and responding to adverse effects.

4. Baseline Review

4.1 Introduction

This Section summarises the review of baseline information, which has been used to develop the appraisal methodology and underpins the SA.

4.2 Relevant Plans and Programmes Influencing the Plan

Together, plans can be constraints (i.e. set formal limitations, policy contexts, requirements) or can be sources of useful background information as part of evidence gathering. These act together in a hierarchy where a sequence of precedence is established in a nesting, or tiering of plans. A review of other relevant policy documents is required to establish environmental objectives that they contain, and it allows opportunities and synergies to be identified, as well as potential conflicts between aims, objectives or detailed policies. This review also highlighted sustainability drivers relevant to the Local Plan. Much of the PPP review was undertaken at the scoping stage and has been updated for this stage of the SA process with new guidance and information that has been published since the Scoping Report was prepared.

At an international level various environmental policies such as Kyoto Protocol, EU Policies on greenhouse gas emissions, EU Second Climate Change Programme are to be considered. Other supra-national conventions such as Ramsar Convention and the Habitats Directive should be considered in the Local Plan in relation to protection and enhancement of biodiversity. The Water Framework Directive is a major European policy that requires its Member states to achieve ‘good ecological status’ of all natural inland water bodies and protection/ enhancements to ground waters. As a result all Member states are required to prepare River Basin Management Plans.

National planning policy is contained within the National Planning Policy Framework (NPPF). The online Planning Practice Guidance has also been referred to in the PPP review, as accessed in June 2016.

Table 4.2: List of reviewed relevant policies, plans and programmes

Reviewed other relevant policies, plans and programmes
International
Ramsar Convention on Wetlands of International Importance Especially as Waterfowl Habitat (1971)
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
The Convention on Biological Diversity, Rio de Janeiro (1992)
Kyoto Protocol on Climate Change (1997)
The UN Millennium Declaration and Millennium Development Goals (2002)
World Summit on Sustainable Development - Earth Summit (2002)
European
EU Directive on the Conservation of Wild Birds (79/409/EEC)
EU Waste Framework Directive (91/156/EEC), and daughter directives eg; Landfill Directive 99/31/EC
EU Nitrates Directive (91/676/EEC)
EU Habitats Directive (92/43/EEC)
EU Directive on Ambient Air Quality and Management (1996/62/EC)
European Spatial Development Perspective (1999)
EU Waste to Landfill Directive (99/31/EC)
Progress towards halting the loss of biodiversity by 2010 – 2007 Progress Report, January 2008
EU Directive Establishing a Framework for the Community Action in the Field of Water Policy

<p>(2000/60/EC) – The Water Framework Directive European Commission White Paper on the European Transport Policy (EC, 2001) EU Sustainable Development Strategy (2001) Århus Convention (2001) EU Directive to promote Electricity from Renewable Energy (2001/77/EC) Environment 2010: Our Future, Our Choice - EU Sixth Environment Action Programme (2002) EU Directive for the Promotion of Bio-fuels for Transport (2003/30/EC)</p>
<p>National</p>
<p>National Planning Policy Framework (2012) National Planning Policy for Waste (2014) Localism Act (2011) The Town and Country Planning (Local Planning) (England) Regulations 2012 Wildlife and Countryside Act 1981 (as amended) PAS 2010:2006 Planning to halt the loss of biodiversity Conserving Biodiversity – A UK Approach, Defra (2007) ‘Working with the Grain of Nature’: A Biodiversity Strategy for England (2002) England Forestry Strategy (1999) Countryside and Rights of Way Act – CRoW (2000) Government Urban White Paper: Our Towns, Our Cities, the Future. Delivering an urban renaissance (2000) Waste Strategy for England 2007 DEFRA (May 2007) Planning Policy for Traveller Sites (2015) Climate Change Act (2008) Energy White Paper, DTI (2007) Local Transport Bill (Adopted January 2008) Choosing Health: Making Healthier Choices Easier - Health White Paper (2004) Securing the Future – UK Government Sustainable Development Strategy (2005) Planning for a Sustainable Future White Paper (May 2007) Future Water – Water Strategy for England, DEFRA (2008)</p>
<p>Regional</p>
<p>A Summary of Climate Change Risks for Yorkshire and Humber (2012) Yorkshire and Humber Environmental Enhancement Strategy, Y&H Regional Environment Forum (2008) Low Carbon and Renewable Energy Capacity in Yorkshire and Humber (2011) Regional Employment Land Study, Arup on behalf of Yorkshire & Humber Assembly (2005) Hull and Humber Ports City Region Development Programme The Value of Trees in our Changing Region, The Strategic Framework for Trees, Woods and Forests in Yorkshire and Humber Region, GOYH (July 2005)</p>
<p>Local Authority – Hull City Council</p>
<p>Environment and Climate Change Strategy 2010-2010, One Hull Strategic Flood Risk Assessment, 2016 Hull Infrastructure Study 2011 Hull City Plan (ongoing) Hull Local Transport Plan 2011-2026 Draft Options Paper- Carbon Footprinting Analysis to Inform Kingston upon Hull's Climate Change Strategy and Action Plan The Hull and East Riding Catchment Abstraction Management Strategy, EA (March 2006) Hull City Council Race Equality Action Plan, 2005 Kingston upon Hull Climate Change 2010-2020 A Low Carbon Framework for Hull Sport & Physical Activity Strategy 2014-2017</p>

The sustainability appraisal process has been informed by the review of these relevant plans, programmes and policies in preparation of the SEA/SA Framework. The detailed PPP review in Appendix A discusses how the SA has considered these policies in the SEA/SA Framework preparation.

4.3 Review of Economic, Environmental and Social Baseline Conditions

This section outlines the key issues arising from the baseline analysis and is set out according to individual SEA/SA topics.

4.3.1 Environmental Factors

Air Quality

Relationship with other Plans and Programmes

At the European level EU Directive 1996/62/EC on Ambient Air Quality sets the framework for dealing with local air pollution by introducing new air quality standards for previously unregulated pollutants. In addition, the 6th EU Environment Action Programme highlights the strategic priorities of the Commission's environmental policy. These include human health - an issue closely related to air pollution.

At the national level, the UK Air Quality Strategy defines a number of air quality objectives for several pollutants. The proximity principle should be taken into account whilst siting new developments, thereby separating incompatible land uses.

Baseline Information

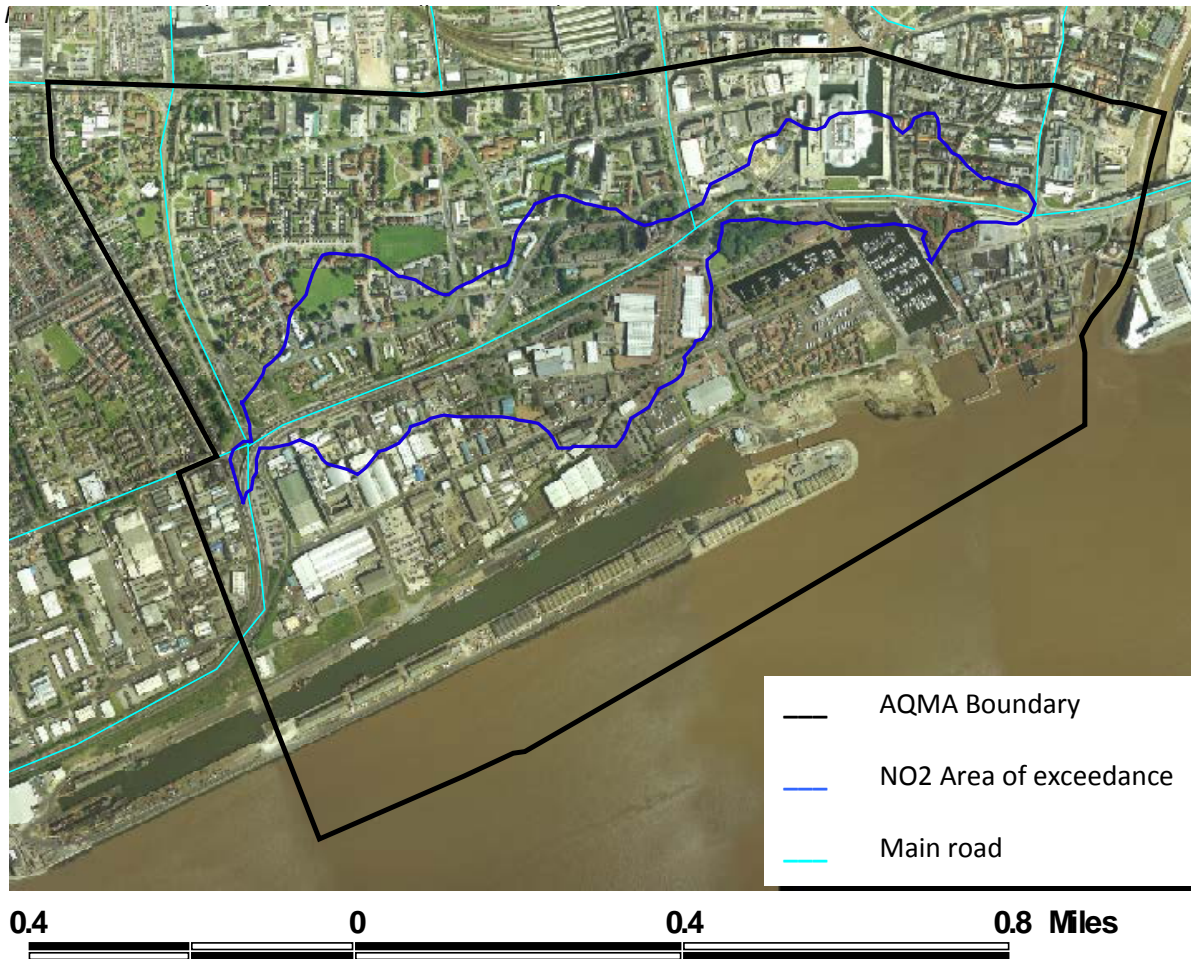
The monitoring of air quality is important in ensuring that levels of identified pollutants remain below national standards and targets. Identified pollutants include:

- Nitrogen oxides (NOX);
- Nitrogen dioxide (NO₂);
- Particulate matter (PM₁₀);
- Sulphur dioxide (SO₂);
- Benzene;
- Carbon monoxide (CO); and
- 1, 3-butadine.

These pollutants are monitored because they are considered as damaging to human health or the environment.

On the A63 exceedence in NO₂ levels has been observed. Consultation on declaring an Air Quality Management Area for the stretch of the trunk road from the Daltry Street interchange, extending to the Lowgate Junction was proposed in the Hull City Air Quality Monitoring Report (May 2004) and following a detailed assessment, it was found that a section of the A63 Castle Street trunk road to the south west of the city centre exceeded NO₂ levels. It concluded that an Air Quality Management Area be declared as a result and as statutorily required when an air quality objective is exceeded or is predicted to be exceeded. Regular reviews have been conducted since the declaration of the AQMA and the most recent

Air Quality Strategy for Hull (2013) recommended the AQMA be maintained. The boundary limits are shown in the Figure 4.1 below.



Trends

Time series data, including latest information from the Air Quality Strategy report, suggest NO₂ levels to exceed the annual mean objective at an area bordered by the Humber Estuary and River Hull to the south and east, Anlaby Road to the north and Coltman Street to the west, and the AQMA should remain. Concentrations of air quality pollutants measured outside the AQMA were found to be within the annual mean objective limit, therefore no air quality concerns are recorded for areas outside AQMA.

Biodiversity

Relationship with other Plans and Programmes

Numerous international agreements deal with the continuing loss of biodiversity and set out approaches how to slow and eventually stop it. The Ramsar, Bonn and Bern Conventions aim to protect wetlands, migratory species, wildlife and natural habitats respectively whereas the more recent Convention on Biological Diversity, the Millennium Development Goals and the World Summit on Sustainable Development stress the wider importance of biodiversity and its conservation. On European level, the Birds & Habitats Directive and the EU Biodiversity Strategy make more specific provisions which are then cascaded down into national legislation.

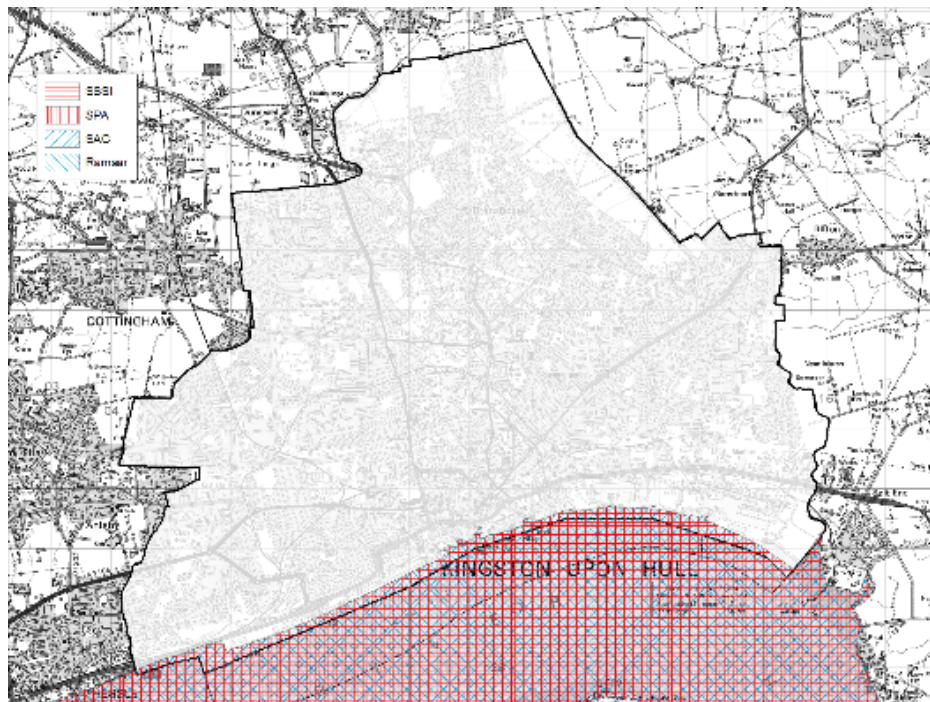
The Bern convention and the Birds and Habitats Directive are implemented in the UK via the Wildlife and Countryside Act. The national Biodiversity Action Plan (UK BAP) sets out more detailed commitments for species and habitat protection and enhancement. The Biodiversity Strategy for England aims to embed biodiversity conservations in all main sectors of public policy, while the England Forestry Strategy fosters the sustainable management and expansion of woodland areas. This is supplemented by the National Planning Policy Framework (Section 11, in particular) which makes specific provisions for biodiversity conservation in the planning system.

Baseline Information

The Humber Estuary is a Ramsar wetland site of international importance (and the Humber Flats, Marshes and Coast Phases 1 and 2) and a Special Area of Conservation (SAC- <http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030170>) covering a total area of 10409.7ha. It is also a Special Protection Area (SPA) (Generally referred to as the Humber Estuary European Site) and Site of Special Scientific Interest (SSSI). Approximately 314 ha of the Humber Estuary European site is within the local authority area. The European sites that could potentially be affected by policies in the Local Plan are:

- Flamborough Head SAC;
- Flamborough Head and Bempton Cliffs SPA;
- Hatfield Moor SAC;
- Humber Estuary SAC, SPA and Ramsar;
- Hornsea Mere SPA;
- Lower Derwent Valley SAC, SPA and Ramsar;
- River Derwent SAC;
- Skipwith Common SAC;
- Strensall Common SAC;
- Thorne and Hatfield Moors SPA;
- Thorne Moor SAC.

Figure 4.2: Map indicating internationally designated sites around Hull



Hull is a predominantly built up area. Therefore parks and gardens are an important source of biodiversity in Hull. The Local Biodiversity Action Plan seeks to raise awareness of the importance of these habitats to birds and insects. The City also contains 2 Local Nature Reserves and 124 Sites of Nature Conservation Interest (SNCIs).

The Humber Estuary Management Scheme Study (2009) highlighted the relationship between nature and recreation and the potential pressure visitor population could add to the designated sites. This is particularly relevant for the City, as the Humber Estuary and the designated sites form the southern boundary to the City limits. Whilst tourism and leisure facilities must be encouraged, the effects on habitat fragmentation (such as on birds, or on aquatic species) must be equally considered.

Data Gaps/Limitations

It is evident that Hull is in close proximity to many designated sites and that the effects of the Local Plan on these sites must be considered in the plan making process.

Climatic Factors

Relationship with other Plans and Programmes

The United Nations Framework Convention on Climate Change and the Kyoto Protocol provide the international framework for tackling climate change. In addition, the UN Millennium Declaration and Millennium Development Goals, and the EU Sixth Environment Action Programme stress its importance. The EU Bio Fuels Directive and the EU Directive to promote Electricity from Renewable Energy set out specific measures to mitigate climate change.

On a national scale, 'Climate Change: The UK Programme' and its review propose to cut UK's carbon dioxide emissions by some 60% by about 2050. This is supplemented by the white papers on energy and transport which highlight the importance of energy efficiency, renewable energy sources and sustainable transport. In a planning context the National Planning Policy Framework, DCLG's Planning Practice Guidance for renewable and low carbon energy (2013) states the local and neighbourhood plans shall consider local aspirations and appropriate technologies that fit with the area while promoting renewable energy.

Baseline Information

Climate change is an issue that is at the forefront of both political and public thinking at present. Over the last century, the U.K. has seen an increase in the number of storms, and extreme weather spells (for example heat waves). Climate change is partially caused by the production of greenhouse gases, which heat the Earth and cause temperatures to rise. The burning of fossil fuels is a major contributor to greenhouse gas production. Rising temperatures will cause ice caps to melt and sea levels to rise. If climate change is not slowed down there is an increased risk of flooding, storms, drought, introduction of foreign pests, and insurance blight¹⁷.

This section is to discuss carbon emissions and climate change, as flood risk is discussed as a separate topic. The Hull Carbon Footprint analysis data (URSUS Consulting Ltd, 2008) indicates that of the total ecological footprint contribution in Hull, 60% are accounted to housing, energy, travel and food and drink consumption. Carbon emissions relating to energy used at homes, travel, fixed capital and government tops the list. In response to these levels, the Low Carbon Framework (Hull, 2010) sets a

¹⁷ Harman, J, Gawith, M. and Colley, M. 2005. Progress on assessing climate impacts through the UK Climate Impacts Programme, Weather, 60 (9), 258-262.

carbon reduction target of 34% for the period 2010-2020, aspiring to go up to 45%. Intervention across all sectors will be required, including transport and building assets to help achieve these commitments.

Trends

In terms of per capita emissions time series data between 2005 and 2011 indicates a downward trend, which is a positive signal; however it is unclear if this relates to the wider economic slow down, and therefore loss of jobs, and production related emissions and reduced household energy consumption to cut energy costs. Or if the population are cutting down on the fuel use due to economic reasons, which could in turn result in fuel poverty.

Table 4.2 Per capita carbon emissions at Kingston upon Hull

Year	Per capita emission (t)
2005	7.1
2006	7.0
2007	6.6
2008	6.5
2009	5.9
2010	6.1
2011	5.5

Cultural Heritage

Relationship with other Plans and Programmes

The European Spatial Development Perspective aims for balanced and sustainable development in the European Union. As part of that the conservation and management of natural resources and the cultural heritage is set out as one of three fundamental goals. In the UK, 'The Historic Environment: A force for our future' states the intention of the government to protect the historic environment and the NPPF recognises the need for the planning system to support the conservation of historic environmental and cultural heritage.

Baseline Information

There are 26 Conservation Areas, 461 Listed Buildings, 2 Scheduled Monuments and 2 Registered Historic parks in Hull. There are also a large number of unscheduled archaeological sites in the city, are of national importance.

Trends

Hull has a wealth of historic buildings and areas, which should be preserved or enhanced, and where opportunity arises they could be celebrated to promote the heritage of the City.

Noise

Relationship with other Plans and Programmes

There are a number of EU Directives in place which control noise from transport sources, for example from vehicles and outdoor machinery. EU Directive 2002/49/EC relating to the assessment and management of environmental noise – the Environmental Noise Directive – is the latest piece of European legislation. Its aim is to define a common approach across the European Union to avoid, prevent or reduce the harmful effects of environmental noise from road, rail and air traffic and industry. By 2007 strategic noise maps have to be prepared and by 2008 action plans have to be developed for how to reduce environmental noise where necessary. In a national context, the NPPF sets out how the

planning system can be used to minimise the adverse impacts of noise. The Noise Policy Statement for England and number of BS standards provide guidance on addressing noise issues related to development projects.

Baseline Information and Trends

Noise related complaints registered within the environmental protection services request log maintained by the Council, there is a considerable reduction in complaints relating to commercial noise and noise from streets, between 2011-12 and 2012-13, but we observe a raise in complaints relating to behavioural noise (6.4%); construction noise (12%); industrial noise (33%); and noise from parties (20%). Although data from one year will not be sufficient to conclude that noise pollution is an issue in Hull, it is worth bearing in mind that with more development, noise related issues are likely to rise, therefore the Local Plan policies must be cognisant of this issue.

Landscape, Townscape and Public Realm

Baseline Information

Hull has approximately 2,470 hectares of greenspace in the city (ONS, 2015). This includes two Registered Historic parks: East Park and Pearson Park. These parks are both grade two listed and are of specific historic interest. In total, the Council is responsible for approximately 136 parks, playing fields and playgrounds. There are also aviary, conservatory and animal compound sites within the city parks.

As the whole of the city area is built-up, the open spaces, in combination with the heritage assets, present townscape and visual amenity to different areas of the city. Preservation of this townscape as well as revival of public realm should form part of the regeneration objectives in Hull.

The Hull Open Space, Sport and Recreation Assessment (February 2009) studied open space provision in the city. By consulting members of the public and users of open space, a series of provision standards, in terms of quantity, quality and accessibility for each of the main types of open space were formulated. It concluded that local planning policy needs to address the following issues:

- Protect all parks, natural areas, allotments and sports facilities;
- Promote all natural and semi-natural open spaces and facilitate enhancement of sites in terms of biodiversity as well as a recreational resource;
- Facilitate the improvement of amenity spaces by ensuring that any loss of amenity space will result in improved provision in close proximity to the site lost;
- Facilitate the delivery of new play areas and facilities for young people focusing on ensuring that provision is appropriately located and targeted at the local audience;
- Allocate additional land for the provision of allotments in the Northern, East and Riverside areas of the city; and
- Support the improvement of the quality of outdoor sports facilities and address deficiencies where possible.

Trends

Open space is fairly well protected at present through policy in the saved Local Plan (2000). Therefore, very few sites are lost to development, and the ones that are have to provide towards the improvement of nearby facilities. Both the 2009 assessment and the 2013 position statement concluded that there were widespread quantity deficits of open space across the city, when provision is measured against the resident population (ha per 1000 people). If the quantity of open space does not change then these deficits to become more severe as the resident population grows.

Material Assets

Relationship with other Plans and Programmes

The World Summit Johannesburg in 2002 and the 6th EU Environment Action Programme highlighted the need of greater resource efficiency, waste reduction and the promotion of renewable energy to make sustainable development feasible.

Numerous pieces of European legislation deal with waste issues; the Landfill Directive and the Waste Framework Directive are only two of them. The former aims to reduce the amount of waste sent to landfill whereas the latter highlights the importance of the waste hierarchy and sets the framework for national waste management licensing. The UK Waste Strategy sets out measures to make waste management in the UK more sustainable, such as decoupling waste from economic growth and promoting the composting of organic waste.

The NPPF and Sustainable Development Strategy sets out the Government's planning policies for renewable energy.

Baseline Information

Waste

Waste production and disposal is a growing problem in the City. The HCC waste data observed across household and industrial, construction waste and hazardous waste between 2007 and 2010 does not present a consistent trend in terms of increase or decrease, however year 2010 onwards there is an overall increase in combined waste and increased generation of waste across the construction and household and industrial sectors.

Figure 4.3 Trend analysis of waste removed in Hull, Source: Hull City Council



Renewable energy

Further to regional and local studies undertaken on the Low Carbon potential and identification of appropriate renewable energy technologies specific to Hull City (Climate Change 2010-2020, A Low Carbon Framework for Hull), number of initiatives have occurred in Hull. Notable and of significance is the proposed renewable energy hub to be developed by Siemens along the eastern coast of Hull. The project is projected to create 1000 jobs and trigger supply chain industry related jobs.

Soil

Relationship with other Plans and Programmes

Besides the 'big' environmental issues, such as climate change, loss of biodiversity and desertification, impacts on soil seem often to have a lower priority. This is despite the fact that soil is the foundation of the environment, landscape, wildlife and food production. Nevertheless, on European level the EU 6th Environment Action Programme highlights soil protection as one of main priorities for the future. The NPPF recommends consideration for soil conservation.

Baseline Information

Hull is a compact city, with not many Greenfield sites available. It is likely that due to the history of manufacturing, there is a potential for contamination at various sites. Future redevelopment at the sites must address this issue through appropriate Local Plan policies.

Trends

Few sites of contamination potential have been identified and listed within the SHLAA study, but no record of significant contamination source has been recorded.

Water

Relationship with other Plans and Programmes

On an international level, the Millennium Development goals highlight the need to tackle issues, such as climate change, conserving biodiversity and protecting water resources. In Europe, the Water Framework Directive requires Member States to achieve 'good ecological status' of inland water bodies by 2015, whereas the EU Nitrates Directive addresses diffuse pollution from agriculture. The NPPF sets out that the planning system should contribute to pollution prevention.

Baseline Information

Water is an essential natural resource. It is important that water resources are protected so that the risk of harm to the environment and to human health can be reduced as far as possible. Nitrate and phosphate levels, in particular, need to be monitored closely due to the risk of eutrophication and loss of biodiversity.

Water Quantity

Kingston upon Hull fully falls within the Hull and East Riding Catchment Abstraction Management Strategy (CAMS) area. The CAMS report (Environment Agency, 2013) maps most of the City within a red zone for ground water availability at low flows (Q95), implying abstraction has occurred above ground water balance levels recently and no further abstraction must be allowed. Although this report does not contain surface water assessment points located within the City, it indicates that surface water flow levels are critical for R. Upper Hull. This is important in the context of the relationship between the SSSIs, SACs and SPAs and their dependence on the surface waters. In addition to the designated sites, the CAMS area includes a number of SSSI chalk grasslands that are indirectly dependent on water quality as well as 15 Biodiversity Action Plan chalk rivers and streams.

Water Quality

The monitoring and reporting of water quality is dictated by River Basin Frameworks and the Water Framework directive. The directive requires the physical, ecological and chemical condition of waters to be assessed and plans and actions put in place to improve the condition towards good status. The Humber River Basin District report (Environment Agency, 2009) considers the whole of Humber and R. Hull as artificially modified water body, whose target ecological status to achieve is 'good', but the reported quality is 'moderate' for lower Hull (which falls within the City). This data suggests improvement to water quality will be required

Flood Risk

The risk of flooding for residential properties at Kingston upon Hull is high and more significant is that the NaFRA 2009 assessment (Environment Agency, 2009) analysis found that these properties are also in the country's most deprived areas – 9.4% of the total. Climate risk vulnerability combined with social deprivation can have significant synergistic negative impact on economic growth and general well-being of the population, which could be addressed by the Local Plan.

In May 2007, Hull City Council commissioned a Strategic Flood Risk Assessment (SFRA) for the city. The report found that significant proportion of Hull is susceptible to flooding. Figure 4.4 below shows the flood vulnerability classification as referenced in the SFRA (2007). The NPPF provides a compatibility matrix to check land use type that might be appropriate for each flood zone.

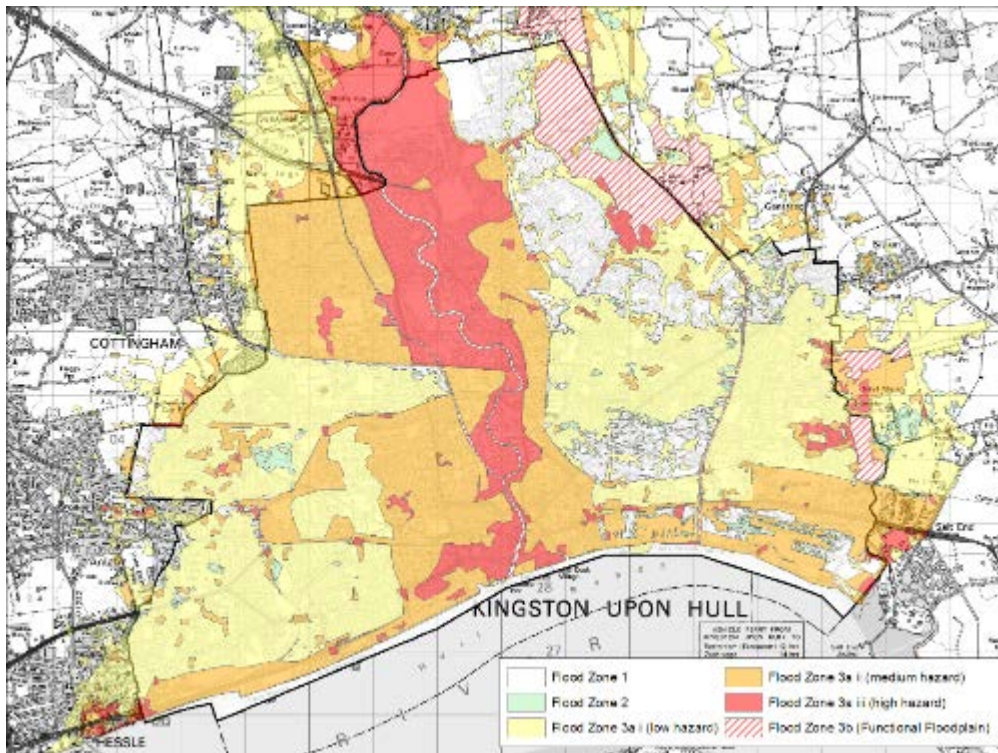


Figure 4.4: Flood Zone Vulnerability Map (SFRA 2007)

Trends/ Data gaps

The relationship between development planning permissions and flood risk assessments could be established through assessment of planning application results i.e. by monitoring the number of applications objected on grounds of flood risk (both to the development and posed by the development to the neighbouring properties, as a result of permeable surface and increased surface run-off).

4.3.2 Social Factors

Demographics

Relationship with other Plans and Programmes

Population primarily relates to demographics, about which there are very few specific plans, policies or strategies. However, many other types of plans and policies will have secondary impacts on the population, e.g. housing strategy policies on accommodation for the elderly. Therefore, when taking into account effects on the SEA/SA topic of 'population', cross reference should be made to plans covered within plans and policies relating to housing, education, social deprivation, crime (safety), recreation, leisure and sports.

Objectives relating specifically to demographics (not attempting to alter them, but rather to adapt to changes in future demographics), may be found in documents focusing on sustainable development. An example can be seen in the EU Sustainable Development Strategy (2001), which includes an objective specifically on 'dealing with the economic and social implications of an ageing society'.

Baseline Information

Kingston upon Hull has a population of around 257,700 (ONS Population Estimates, 2014), increasing from 256,100 in 2011 (2011 Census), and since 2001 the total population has increased by 14,111. This reversed the previous declining trend between 1991 to 2001. In the past Hull has suffered population loss to East Riding for many years. In common with the rest of the UK, Hull has an ageing population. The 65 and over age group represents 14.73% of the total population according to the 2011 Census.

The ethnic minority population in Hull is 10.3% of the population which is below the Yorkshire and Humber regional average of 14.2%, and the national average of 20.2% (2011 Census). For a detailed discussion on the population profile, refer to the next chapter on Health profile.

Trends

There has been an increase in population between 2001 and 2014 in absolute numbers, nevertheless the proportion of ageing population must be taken into account for Local Plan considerations.

Human Health

Relationship with other Plans and Programmes

The planning process can significantly affect and be affected by the health of the population of the area. An unhealthy population may place increasing demands on the requirement for services and resources (such as doctor's surgeries) whilst the provision of the infrastructure to support healthy lifestyles can be encouraged by the provision of public open space or leisure facilities.

Objectives regarding human health are embodied at the highest tiers of plan making, indeed the EU Sustainable Development Strategy (2001) include, 'Address threats to public health', amongst its headline objectives.

At a national level this is tackled through a number of documents, including NPPF (paragraph 17), which recognises the need to maintain health and well-being of the population and therefore states that the 'Local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in local and neighbourhood plans and in planning decision making'. The NPPF also acknowledges the link between access to green spaces and open spaces and to health (through space provision for sports and exercise).

Baseline Information

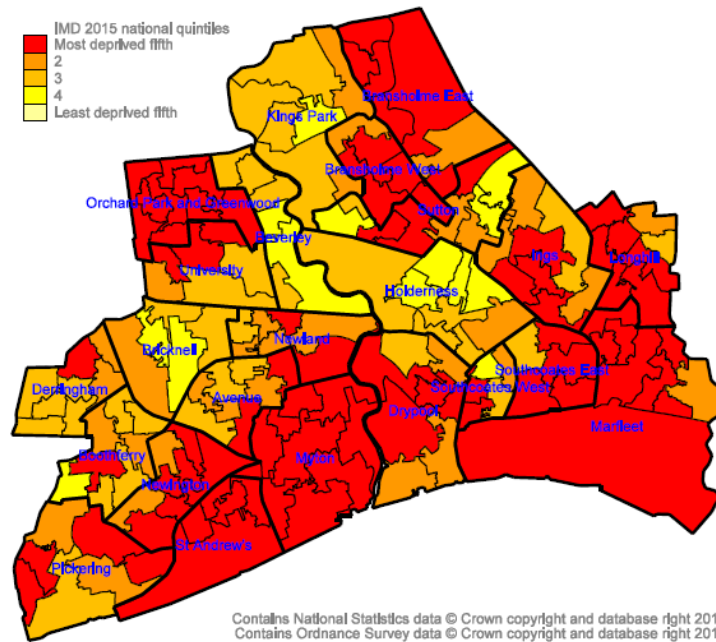
Life expectancy in Hull is 76.6 years for men and 80.5 years for women, which is slightly lower than the national average of 79.6 years for men and 83.2 years for women (2011 Census). The 2015 Index of Multiple Deprivation shows that Hull has 43 super output areas within the 10% most deprived nationally for health domain.

The 2011 census recorded that 7.1% of Hull's population were in bad or very bad health, compared to 5.4% nationally.

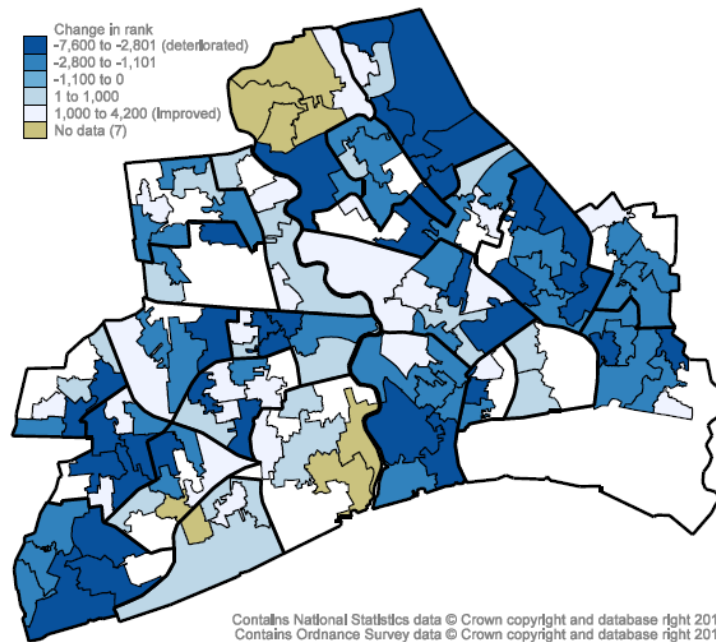
The map below indicates the most deprived areas in Hull (by comparison nationally).

Figure 4.5: National quintiles of the 'Health deprivation and disability' domain of IMD 2015, and changes in national rank for this domain between IMD 2010 and IMD 2015

National quintiles



Change in national rank



In terms of access to health facilities (GP), the number of GPs per 1,000 population in Hull is higher than the English average with 2.2 per 1,000 in Hull (NHS Hull, 2011) compared to 0.7 per 1,000 in England (Office of Health Economics, 2012).

Trends

A UK Active Report (UK, 2014) report indicates that Hull is in the top 10 Local authority areas for levels of inactivity, at 36.07% of the adults. This data corroborates with the Hull Health and Lifestyle Survey 2012 that reports that only 29% of the men and 24% of the women in Hull conduct at least 30 minutes of exercise activity per week.

Housing

Relationship with other Plans and Programmes

A home is one of the most basic needs. New housing of the right type and in the right location can help facilitate social inclusion. Ensuring that there is provision to meet the variety of needs within the community and a choice of house types, size and affordability within sites can foster a sense of place.

The European Spatial Development Perspective (1999) establish a number of common objectives and concepts adopted by EU member states that set the high level framework for national (and hence regional/local spatial plans). Economic and social cohesion are one of the main goals, and housing plays an important role in the achievement of that goal. The NPPF emphasises the importance of mixed use developments, ensuring integration of industrial, commercial, and residential property through spatial and transport plans, in order to minimise dependency on road transport. This land use integration will also go some way toward achieving the social deprivation and accessibility objectives within the plan.

The SA should ensure that housing targets are implemented in a sustainable fashion within the Local Plan.

Baseline Information

The Council recognises the need to provide additional housing units to accommodate the projected population and economic growth in the City (as detailed in Chapter 5 and sections 6.31 to 6.59 of the Hull Local Plan). A Strategic Housing Market Assessment has been conducted recently (2015), and it reports that from the range of demographic scenarios tested, the most likely housing need figure would be for around 640 new homes per year in the period up to 2032. Taking account of other factors including past under-supply and future demolitions increases the housing requirement to 760 new homes per year.

The Council's Strategic Housing Land Availability Assessment 2016, which is updated annually, identifies potential sites for housing that could accommodate up to 12,472 dwellings in the period up to 2032. However, these sites require further evaluation before they can be allocated.

Trends

Reduction in the vacancy rates and provision of new housing units fit to serve the population growth (either demography led or economy led) must be considered by the Local Plan. In 2015 the level of vacancy stood at 4.2% (4,995 dwellings).

Crime

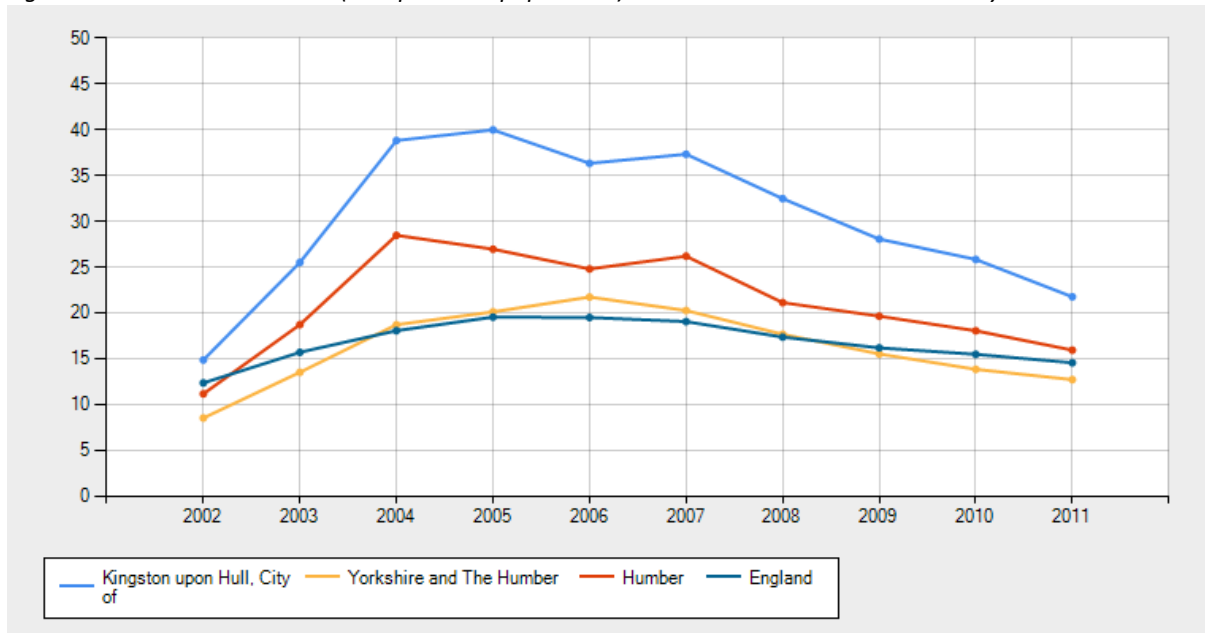
Relationship with other Plans and Programmes

Crime is to some extent covered intrinsically in plans and policies that aim to increase social cohesion. Hence plans and policies tackling social inclusion and accessibility will all be relevant. At a higher level, the European Spatial Development Perspective (1999) calls for economic and social cohesion. Objectives and aims relating more directly to crime should be present in community strategies at the City level.

Baseline Information

The number of crime activities in Hull, recorded by the Home Office for 2011, is considerably higher than regional and national average. The following graph indicates trends over time and across geographies.

Figure 4.6: Violent crime trend (rate per 1000 population) Source: Humber Data Observatory



In terms of perception survey, the percentage who think that anti-social behaviour is a problem in their local area (%) (2008)-NI 51 was at 23% for Hull, 22.52 at Yorkshire and Humber (regional) level and 21.79% in England.

A survey undertaken by the NHS in 2003 found that the majority of the population felt safe when walking alone in daytime. However the same survey found that 13% of people did not trust people in their neighbourhood and 44% only trusted a few people in their neighbourhood.

Trends

In general there has been a reduction in crime levels between 2007 and 2011, although the levels are still higher than the national and regional averages.

Accessibility

Relationship with other Plans and Programmes

Basic facilities are an important part of our communities. They provide essential services such as food and medical provisions. They also contribute to the sense of place in communities and provide a focal point for community interactions. They also provide employment, often for locally based people. Limiting access and availability to these services can make people feel socially excluded and reduce interactions in the community.

The European Spatial Development Perspective (1999) establish a number of common objectives and concepts adopted by EU member states that set the high level framework for national (and hence regional/local spatial plans). Economic and social cohesion are one of the main goals, and accessibility (to services and employment) plays an important role in the achievement of that goal. The emphasis on accessibility is continued at this high level by the EU Sustainable Development Strategy. The strategy refers to accessibility directly through 'improving transport systems and land use management', and indirectly through 'dealing with the economic and social implications of an ageing society' (the latter in terms of easy access to amenities including hospitals, in which public transport and mixed use planning plays a major role).

The Core Principles of the NPPF (paragraph 17), aims to encourage public transport use, walking and cycling, through managing the pattern of urban growth (and other travel generating development). This will need to be addressed directly within the Local Plan and should contribute towards the European goals of increasing accessibility to amenities and services for all social and age groups.

Baseline Information

Many people in Hull do not have access to a car. 2011 statistics show that 40.6% of residents in Hull do not own a car compared to the national average of 25.8%. This is supported by the data that 19.52% of the population walk or bike to work and 14.54% use public transport. Although a positive trend from sustainable transport point of view, the reason behind adoption of bikes for transport appears to be driven more by affordability (or lack of it). While there must be focus on improving the economic conditions of the population, the Local Plan could take advantage of high levels of cycling, by encouraging the provision of better facilities and cycle network in the City.

Based on internal Hull City team discussion, in terms of access for the disabled both within buildings and public spaces, the trend in Hull appears to be mixed and the drive to incorporate access provision for the disabled in the buildings is on a case by case basis, mostly dependent on planning conditions. At public spaces, traffic lights access provision is available for disabled access but incorporating this feature in public realm improvements and through design and access statements of planning applications remain to be encouraged with vigour.

Trends

The take up of cycling as a mode of transport appears to be prevalent in the City. The Local Plan could take advantage of this trend by providing appropriate support and make integrated provision for public transport accessibility.

Social Deprivation

Relationship with other Plans and Programmes

The European Spatial Development Perspective (1999) establish a number of common objectives and concepts adopted by EU member states that set the high level framework for national (and hence regional/local spatial plans). Economic and social cohesion are one of the main goals, and as such, place tackling social deprivation high on the agenda.

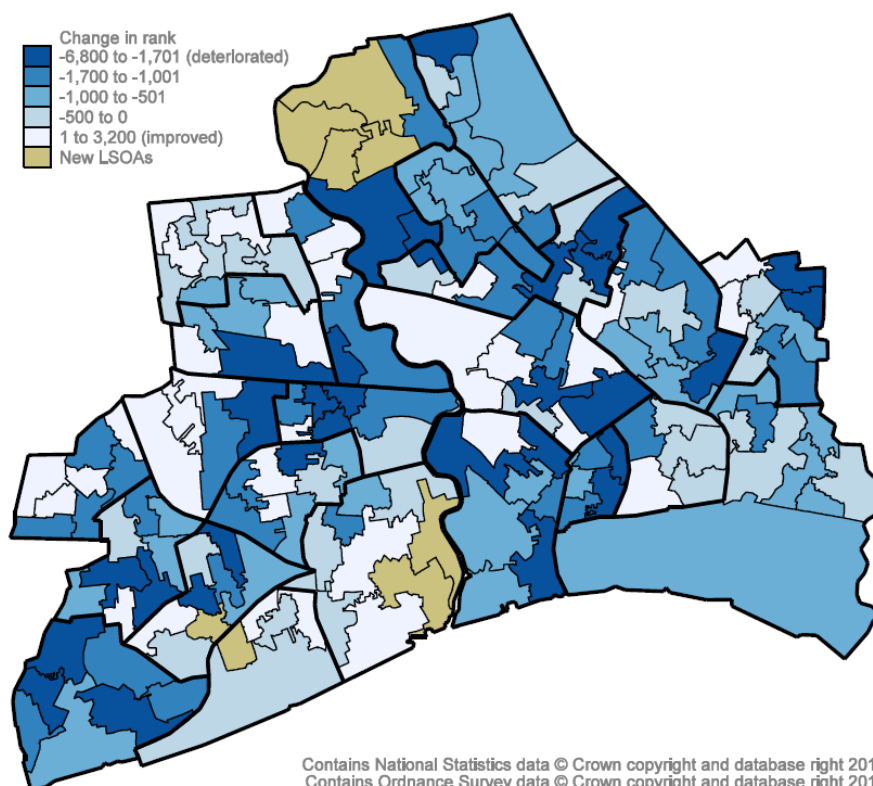
Baseline Information

Hull is ranked as the third most deprived authority area with the highest proportion of their neighbourhoods in the most deprived 10% of neighbourhoods nationally on the IMD 2015. The *Hull City Council Public Health Science Report - Index of Multiple Deprivation 2015* compares Hull's ranking with comparator areas for the seven IMD 2015 domains. It highlights that Hull was the 4th most deprived local authority with respect to income, and more deprived than each comparator areas except Middlesbrough. It was ranked the 6th most deprived local authority with respect to employment, and again more deprived than each comparator area except Middlesbrough and with regards to education, skills and training Hull was ranked as the most deprived local authority in England. For the 'Health deprivation and disability' domain Hull was ranked as the 32nd most deprived local authority, with four comparator areas ranked as more deprived. It was also ranked 11th most deprived local authority for crime, and the 32nd most deprived for the 'Living environment' domain, lower than for each comparator area. Finally it was ranked 120nd most deprived for the 'Barriers to housing and services;' domain, with only Sandwell and Coventry ranked more deprived amongst the comparator areas'.

Trends

Levels of deprivation in Hull have increased between 2006 and 2015.

Figure 4.7: Change in overall national rank between IMD 2010 and IMD 2015



Recreation, Sport and Leisure

Relationship with other Plans and Programmes

The way in which green spaces are treated within land-use development documents are vital to an areas recreation, leisure and sports capacity. National guidance exists in the form of NPPF (paragraph 77) and the recent Planning Practice Guidance (March 2013). The NPPF acknowledges that the recreational quality of opens spaces can be eroded by insensitive development, and therefore local authorities should weigh up any benefits being offered to the community against the loss of open space that will occur (and the health benefits that it too provides to the local community). The Planning Practice Guidance provides information on Local Green Spaces allocation through the planning process.

In general, all plans and policies that relate to the improving of human health through exercise are relevant to this section. In addition to the health benefit, the Shaping Places through Sport report also places emphasis on the strong link between recreation/sport and community cohesiveness, which in turn will have a positive effect on wellbeing. The NPPF (paragraph 77) acknowledges the health benefit to the community and recommends that planning policies must be based on up to date assessment of open spaces, for its provision, qualitative and quantitative deficits or surpluses.

Baseline Information

The Hull Open Space Assessment study provides both qualitative and quantitative information relating to the play spaces and recreation fields. Although access to the facilities across the City appears to be about 85% (compliance with local standards for walking distances), the analysis of existing facilities highlights that there is significant variation in the quality of sites although sites are distributed relatively

evenly across the city. While there are some new and different facilities there are also many sites which are old and offer little in terms of play value.

The Kingston upon Hull Playing Pitch Strategy 2011-2021 identifies that citywide there is a need for upgrading playing pitches (across various sports such as cricket, football and Rugby) including better drainage and changing, reception, toilets, office and storage facilities to service community use.

Recognising the need to encourage residents into leading a healthy lifestyle and promote sports, the Active Hull: A Strategy for Sport and Physical Activity 2014-2017 identifies a set of priority areas for the next three years. They include promotion of healthy weight management, sporting and in general healthy activity such as walking, and cycling and so on. It also prioritises sports coaching and skills training and networking across appropriate bodies to help achieve the priorities over the strategy period.

Trends

Development must consider both protection (and/or enhancement) of existing amenities and provision of new amenity.

Disability Allowance

Relationship with other Plans and Programmes

The Disability Discrimination Act came into force in October 2004. The relevant quotes from the 175-page Code of Practice are:

- 2.2 (p7): *“The Disability Discrimination Act makes it unlawful for a service provider to discriminate against a disabled person by refusing to provide any service which it provides to members of the public.”*; and,
- 4.7 (p39): *“From 1st October 1999 a service provider has to take reasonable steps to change a practice which makes it unreasonably difficult for disabled people to make use of its services”*.

This will have consequences for many types of commercial and industrial developments, and land-use development plans will need to take into account these requirements at their most basic level.

Baseline Information

The Council supports people with disabilities through various programmes, and those with physical disability are supported for accessibility through provision of access to transport and to monetary support.

Trends

No trend data available

Education

Relationship with other Plans and Programmes

The European Spatial Development Perspective (1999) establish a number of common objectives and concepts adopted by EU member states that set the high level framework for national (and hence regional/local spatial plans). Economic and social cohesion are one of the main goals, and education plays an important role in the achievement of that goal.

Baseline Information

Hull has a higher proportion of people with no qualifications by comparison to the National average. The key differences are noticeable in the 'no qualification' and 'Level 4' categories. However, the amount of the population in further education is higher than the national average, this may develop an improvement in qualifications attained in the future. In GCSE terms, Hull has 22.6% of residents over 16 that achieved the equivalent five GCSEs or more, the national average is 34.3%.

Table 4.3: 2011 Education level data

Qualification	City of Kingston upon Hull	England and Wales
No qualification	31.7%	22.7%
Level 1	14.6%	13.3%
Level 2	15.4%	15.3%
Level 3	13.1%	12.3%
Level 4	15.2%	27.2%
Percentage in further education (Age 18 – 74)	6.9%	5.4%

Trends

An improvement in the qualification levels could be found in Hull over time, however the levels are lower by comparison to national averages.

4.3.3 Economic Factors

Economic Activity

Relationship with other Plans and Programmes

The UK Government's approach to sustainable development recognises that a better quality of life for all includes economic growth and employment as well as more widely available goods and services. This requires the creation of stable and competitive economy. Over the past three decades, UK output and inflation has been highly volatile. Economic instability has significant costs, making it difficult for individuals and firms to plan and invest, with damaging effects on long-term economic growth. It involves social costs that often fall heavily on people on lower incomes. The sensible response to this kind of economic uncertainty and turbulence is an emphasis on resilience - that is, on enabling the economy to cope with a range of possible shocks and changes. Economic resilience entails maintaining portfolios of diverse options and solutions rather than aiming for a single optimum, and maintaining the capacity of smaller and simpler subsystems to perform basic tasks if larger and more complex systems fail.

Relevant national guidance exists through NPPF which offers guidance on the provision in planning for economic development married to respect for the environment, for example, placing industrial and commercial developments in such a way so as to minimise dependency on road transport. Tourism has been and increasingly will be an important component of the local economy. The NPPF on tourism outlines the economic significance of tourism along with its potential environmental impacts. The combination of these two factors makes it an important consideration for any land-use plans.

Baseline Information

Unemployment in Hull is much higher than national average and stood at 8.51% at December 2015 compared to 5.27% in England (Annual Population Survey, 2015). The proportion of Hull's population employed in professional occupations and as managers and senior officers is almost half the national average. The proportion of the population employed as skilled trade operatives and process, plant and machine operatives in Hull is higher than the regional and national average, implying presence of strong

manufacturing base. Wholesale and retailing and the manufacturing sectors are the sectors employing more people in Hull.

Hull has a high tourism potential, from its historic heritage as well as through the natural designation sites. It has recently been awarded as a City of Culture for 2017, implying trends to showcase the cultural aspects should be maximised to boost the tourism potential of the City.

Economic Footprint- Enterprise and Innovation

Relationship with other Plans and Programmes

See relevant section under 4.3.3.1 Economic Activity.

Baseline Information

The City’s business base is dominated by smaller firms comprising of 0-9 employees (76%), which is lower than the regional (81%) and national (83%) figures, although it is offset by a higher than average representation of businesses with 10-99 employees, which accounts for 22% of Hull’s business base. This is higher than regional and national averages, which are 18% and 16% respectively.

Based on the most recent data available from ONS the number of VAT registered firms in Hull increased by 20% between 1997 and 2007, which is slightly lower than the regional (22%) and national (21%) rates.

Since 2000/01, business starts ups have experienced a high period of growth and business survival rates have also increased with a greater number of VAT Registrations compared to de-registrations.

	2009	2010	2011	2012
Registrations	680	620	695	690
De-registrations	815	685	625	665

Table 4.4 Business registrations and de-registrations in Hull (2009-2012)

Source ONS (2012) Business Demography

Trends

The Hull City Council Employment Land Review (June 2014) identifies the future employment trends for Hull. It identifies that inward investment activity is primarily driven by industrial and distribution uses, primarily focused on locations in and around the Port and across a range of sites throughout the City. The City is targeting inward investment related to the renewable energy sector and in particular the proposed development by Siemens at Alexandra Dock to manufacture wind turbines should offer significant potential to deliver growth and new jobs in the sector.

Further, the demand for office premises is stronger in Hull than the surrounding authorities due to its role as the sub-regional centre of the Hull and Humber sub-region. However, the ELR identifies that there is a perception that Hull is underperforming with respect to inward investment from office users, which is largely reflected in the City’s stock of office premises which is generally of poor quality. It concludes that Hull therefore has a shortage of high specification, grade A offices and office premises on a large floorplate format, which is needed to attract further economic investment and growth.

4.4 Environmental and Sustainability Issues

The review of plans and programmes affecting the authority, and the collation of the environmental baseline data informed the identification of a series of environmental problems or issues that could be addressed by, or affect the strategies and measures developed in the Hull Local Plan. Such issues, problems and opportunities have been confirmed through the review of the baseline data and identified tensions or inconsistencies with other plans, programmes and sustainability objectives.

These are presented in the following table:

Table 4.5: Key issues and opportunities in Hull

Theme	Key Issues	Opportunities	Interrelationships
Biodiversity	<p>Hull City is in proximity to many European Designated sites of interest; they include</p> <ul style="list-style-type: none"> • Flamborough Head SAC; • Flamborough Head and Bempton Cliffs SPA; • Hatfield Moor SAC; • Humber Estuary SAC, SPA and Ramsar; • Hornsea Mere SPA; • Lower Derwent Valley SAC, SPA and Ramsar; • River Derwent SAC; • Skipwith Common SAC; • Strensall Common SAC; • Thorne and Hatfield Moors SPA; • Thorne Moor SAC. 	<p>Create new, and improve existing habitats, Green Infrastructure</p> <p>Compensation for features lost to development where loss is completely unavoidable.</p> <p>Protection of existing networks of natural habitats including buffer areas, migration routes, stepping stones and landscape features of major importance for wildlife.</p> <p>Restoration of existing habitats and landscape features which could potentially be of major importance for wildlife.</p> <p>Linking and connecting isolated and fragmented habitats, important species populations and landscape features through creation of wildlife corridor (greenway) networks.</p> <p>Local Plan to promote the use of management agreements for designated sites, where this can be linked to development.</p>	<p>A healthy natural environment improves quality of life. Provides economic benefits through attracting inward investment and increased revenue through tourism.</p> <p>The diversity of habitats and species enriches people's lives.</p> <p>Economic growth if undertaken unsustainably could adversely impact upon these assets.</p>
Water	<p>Lower Hull part of the Humber River Basin area indicates water quality of 'moderate' ecological status; a 'good' potential is the desirable standard.</p> <p>Significant proportion of Hull is within fluvial flood risk zone, and has recently suffered from flooding owing to high rainfall in 2013.</p>	<p>Recognise and implement Environment Agency's surface water protection policies. Improve river quality by e.g. using sustainable drainage schemes</p> <p>Consider overall siting of development schemes in order to minimise potential effects on water quality</p>	<p>Climate change is resulting in more extreme weather conditions and will heighten flood risk and demands on water resources.</p>

Theme	Key Issues	Opportunities	Interrelationships
		<p>Encourage the use of Sustainable Urban Drainage in new developments.</p> <p>Ensure efficient use of water resources in development schemes, this includes the use of recycled water.</p> <p>Ensure new polluting processes are located in areas where groundwater is not vulnerable.</p>	
Soil	<p>Significant proportion of the City is on brownfield land, and it is likely that due to the manufacturing history there is potential for contamination at sites.</p>	<p>Protect best and most versatile land</p> <p>Promote good soil handling practices</p>	<p>Soil contamination issues may affect health of human receptors and may affect ground water resources, if not handled appropriately during construction.</p>
Climatic Factors	<p>In Hull, the domestic CO² emissions per capita has declined between 2005 and 2011</p> <p>Greenhouse emissions in UK are increasing</p>	<p>Ensure development proposals do not exacerbate flooding elsewhere in catchment by adopting the sequential approach to site selection advocated in the NPPF</p> <p>Promote the use and generation of renewable energy</p> <p>Promote energy efficiency</p> <p>Sustainable Urban Drainage – porous surfaces, greenspace, wetlands, flood storage areas, urban forestry.</p> <p>Opportunity to decrease greenhouse gas emissions through reduced reliance on the private car</p>	<p>Climate change is likely to affect water resources (supply and demand), alter habitats, affect air quality and public health and increase flood risk. These could all adversely impact upon the borough's economy.</p>
Air	<p>Consists of 1 Air Quality Management Area (for NO₂ levels exceedance)</p>	<p>Ensure potentially polluting processes incorporate pollution minimisation measures</p> <p>Promote the development of Green Travel Plans</p> <p>Improve cycle and pedestrian routes and links</p> <p>Promote low emission vehicles</p>	<p>Air quality influences human health which affects quality of life and also economic activity.</p> <p>Greenhouse gas emissions could lead to significant climate changes which could have significant</p>

Theme	Key Issues	Opportunities	Interrelationships
		(e.g. hybrids)	<p>implications for other aspects of quality of life.</p> <p>Local residents and businesses experience air quality at the local level, which affects health and amenity.</p>
Material Assets	<p>Percentage of household waste recycled data awaited</p> <p>Increased availability of brownfield land implies increased potential for use of previously developed land (PDL), an aspect viewed favourably from material assets point of view.</p>	<p>Support a reduction in the amount of waste deposited in landfill</p> <p>Support alternative methods of waste management, e.g. minimisation and recycling by incorporating facilities within development schemes.</p> <p>Encourage re-use and recycling of construction waste in development schemes through the use of planning conditions.</p>	<p>Material assets include resources such as land, building materials and other resources which are non-renewable. The topic is concerned with the efficient use of resources, including re-use of brownfield sites and sustainable waste management.</p> <p>The quality of the material assets in the borough contributes to overall quality of life and can impact upon the region's economy.</p>
Cultural Heritage	<p>Historic assets include:</p> <p>24 Conservation Areas, 450 Listed Buildings, 2 Scheduled Ancient Monuments and many unscheduled archaeological sites</p>	<p>Recognise the importance of cultural heritage and archaeological features and the importance of regenerating and re-using important buildings, particularly those listed as 'buildings at risk'</p> <p>Be proactive in preparing development briefs to renew, restore and redevelop neglected and deteriorating sites of historic character.</p> <p>Encourage strong and robust design standards for new development.</p> <p>Ensure that new and existing developments have regard to settlement patterns, the local vernacular style and incorporate local materials.</p> <p>Ensure that the public realm is</p>	<p>Cultural heritage contributes to the overall diversity and value of the landscape.</p> <p>Also provides economic benefits and is a source of enjoyment and entertainment for the population.</p>

Theme	Key Issues	Opportunities	Interrelationships
		<p>effectively designed using quality materials that maintain or add to the character/distinctiveness of an area.</p> <p>Recognise the importance of archaeological features and advocate a programme of archaeological investigation prior to initial earthworks.</p> <p>Retain features of historic landscape significance, where possible.</p>	
Landscape and Townscape	<p>Most of Hull falls within Built up area, however the historic buildings around the City have potential to improve the townscape setting of an area, of used effectively; and such views must be preserved whilst considering new development in the area.</p>	<p>Recognise value of all landscapes, not just designated sites</p> <p>Ensure landscape proposals for development schemes reflect local landscape character</p> <p>Ensure that the character, diversity and local distinctiveness of all the landscapes of the borough are maintained, enhanced or restored</p> <p>Ensure that access to landscape character areas is socially inclusive</p>	<p>An attractive landscape improves quality of life which in turn could contribute to increase inward investment.</p>
Population & Human Health	<p>Hull City Council's population is growing</p>	<p>Ensure adequate housing, facilities and infrastructure whilst protecting and enhancing the local environment.</p> <p>Promote the dual use of facilities, e.g. post office incorporated in community hall etc.</p> <p>Need to attract and retain people with the right skills.</p> <p>Ensure provision of a range of housing types to satisfy demand including affordable housing and mixed use developments and a range of housing types of varying sizes.</p> <p>Invest in sustainable transport infrastructure to support expansion. Encourage reused and</p>	<p>Benefits of improved human health include employment provision and contribution to the local economy, training, research opportunities, reduced burden on social services and public finances.</p>

Theme	Key Issues	Opportunities	Interrelationships
		<p>recycled demolition waste in development.</p> <p>Encourage mixed-use developments.</p> <p>Use planning obligations to help secure an appropriate range of facilities.</p>	
Social Factors	<p>A relatively high percentage of homes in Hull are vacant and there is a need for improving the condition of the houses as well as add new houses.</p> <p>Crime rates are slightly above the regional average</p> <p>Additional growth is likely to increase the pressure on affordable housing in the borough</p> <p>Levels of deprivation in Hull has increased between 2007 and 2010.</p> <p>The level of education attainment in Hull is lower than the national average and the City has a higher proportion of people with Level 2 Qualification by comparison to the national average.</p>	<p>Provision of affordable housing in accessible locations</p> <p>Provision of a range of employment opportunities in accessible locations</p> <p>Encourage the provision of convenience stores that provide fresh produce in accessible locations.</p> <p>Consider using voluntary agreements in relation to local recruitment and training.</p> <p>Use planning obligations to secure improvements to public transport.</p> <p>Adopt ‘planning out crime’ design principles, e.g. encourage overlooking of space etc.</p> <p>Encourage healthy forms of travel and exercise, e.g. walking/cycling and access to leisure and recreational facilities.</p> <p>Provide and maintain safe and available infrastructure for healthy pursuits – cycleways, dedicated walkways.</p> <p>Promote green travel plans.</p> <p>Ensure appropriate housing provision for the elderly, e.g. through Life-long homes and appropriate forms of affordable housing.</p> <p>Ensure that such housing is located near to the necessary</p>	<p>Poor health and well-being will adversely impact upon economic growth in the borough.</p>

Theme	Key Issues	Opportunities	Interrelationships
		<p>services and facilities and public transport.</p> <p>Ensure provision of a range of education facilities. Planning obligations used to enhance existing educational facilities</p> <p>Need to provide a range of employment opportunities and skills training in different sectors.</p>	
Economic Factors	Unemployment rates and business space/retail space vacancy rates are high in the City.	<p>Provide a range of employment sites, including ones that will be attractive to inward investment.</p> <p>Provide incubator units and units with shared facilities, e.g. reception and meeting facilities etc. Local Plan to identify suitable locations.</p> <p>Planning obligations used to enhance existing educational facilities</p> <p>Provide a range of employment sites that will be attractive to knowledge based industries</p> <p>Support employment opportunities in higher value activities, e.g. knowledge based industries.</p>	Social considerations and quality of life will impact on employment opportunities and ability to attract inward investment

5. Appraisal of the Local Plan Policies

5.1 Introduction

Using the sustainability framework and methodology described in Section 3, this section outlines the results of the appraisal of the policies proposed within the Local Plan Publication Consultation Document.

The Plan sets out the Spatial Vision for Hull in 2032, 12 Strategic Priorities and the overall strategy for the spatial development of Hull. The 12 Strategic Priorities are based on the key topics listed in the NPPF and provide the basis for the 52 detailed policies. These policies guide how development will take place in Hull from both a strategic overarching perspective to localised development management issues. However, Paragraph 1.29 of the Local Plan identifies that strategic policies have an important function as any Neighbourhood Plans in the area will need to be in general conformity with them. Therefore the intention is for all policies to be considered strategic unless stated otherwise.

The policies that have been appraised are summarised in Table 5.1 and comprise of the following:

- 2 Economic Growth Policies – 1 to 2
- 6 Housing Policies – 3 to 8
- 3 City Centre Policies – 9 to 11
- 1 District, Local and Neighbourhood Centres Policies - 12
- 1 Education, Health and Community Facilities Policies - 13
- 11 Design and Heritage Policies – 14 to 24
- 12 Transport Policies – 25 to 36
- 5 Water Management Policies – 37 to 41
- 4 Open Space and the Natural Environment Policies – 42 to 45
- 6 Environmental Quality Policies – 46 to 51
- 1 Infrastructure and Delivery Policies - 52

Full details of the policy appraisal are presented in Appendix C.

Table 5.1: Policies subject to detailed Sustainability Appraisal

Number	Topic
Employment	
Policy 1	Meeting future employment land requirements
Policy 2	Employment Allocations
Housing	
Policy 3	Housing requirement and site allocation
Policy 4	Housing regeneration and brownfield land
Policy 5	Type and mix of housing
Policy 6	Housing space standards
Policy 7	Houses in multiple occupation
Policy 8	Traveller provision

City Centre	
Policy 9	City Centre
Policy 10	City Centre Development Sites
Policy 11	Centre Hierarchy
District, Local and Neighbourhood Centres	
Policy 12	District, Local and Neighbourhood Centres
Education, Health and Community Facilities	
Policy 13	University of Hull, education and schools, health and encouraging and community facilities
Design and Heritage	
Policy 14	Design
Policy 15	Local Distinctiveness
Policy 16	Heritage Considerations
Policy 17	Energy efficient design
Policy 18	Renewable and Low Carbon Energy
Policy 19	Shop Fronts
Policy 20	Advertisements
Policy 21	Designing for housing
Policy 22	House extensions and alterations
Policy 23	Designing Employment Development
Policy 24	Utility Equipment
Transport	
Policy 25	Sustainable transport
Policy 26	Location and layout of development
Policy 27	Transport appraisals
Policy 28	Classified Road Network
Policy 29	New roads and road improvements
Policy 30	Park and ride, lorry and coach parks
Policy 31	City Centre car parking
Policy 32	Parking standards
Policy 33	Bus transport
Policy 34	Rail transport
Policy 35	Water transport
Policy 36	Walking, Cycling, and Powered Two Wheelers
Water Management	
Policy 37	Flood Defences
Policy 38	Surface Water Storage and Drainage
Policy 39	Sustainable Drainage
Policy 40	Addressing Flood Risk in Planning Applications
Policy 41	Groundwater Protection
Open Space and the Natural Environment	
Policy 42	Open Space
Policy 43	Green Infrastructure / green network
Policy 44	Biodiversity and wildlife, Promoting biodiversity improvements
Policy 45	Trees
Policy 46	Local food growing
Environmental Quality	
Policy 47	Atmospheric Pollution
Policy 48	Land Affected by Contamination
Policy 49	Noise Pollution
Policy 50	Light Pollution
Policy 51	Hazardous Substances Consent
Infrastructure and Delivery	
Policy 52	Infrastructure and Delivery

5.2 Economic Growth (Chapter 4)

5.2.1 Summary

Table 5.2 summarises the potential impacts of the economic growth policies on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.2: Summary of potential impacts of the economic growth policies

Policy		Environmental	Social	Economic
Policy 1	Meeting future employment land requirements	+/-/?	+	++
Policy 2	Employment Allocations	+/-/?	+	++

5.2.2 Policy 1: Meeting future employment land requirements

Environmental Objectives Summary (ranges from + to -)

The effects of this policy on environmental objectives ranges from minor positive to minor negative, however through the provision of mitigation covered in other Plan policies, it is considered that any negative effects can be neutralised to the extent that there will be no residual long term negative effects. Additional employment development inevitably has the potential for both negative and positive impacts on habitats and biodiversity and is dependent on the precise location of any new development and whether green infrastructure is incorporated. Potential negative effects in regards to the protection of habitats, including the potential loss of habitat and increased fragmentation, with associated impacts on species, is possible as a consequence of the policy. However, the application of other Plan policy, such as policies 43 and 44 will ensure that strict environmental regulation will be adhered to if development is to be allowed to proceed. With specific regards to development at the Port of Hull, there could again be potential for adverse environmental impacts on habitats and the water environment in terms of flooding and water quality, but again it is considered that other Plan policies include sufficient provisions requiring new development to comply with stringent environmental safeguards, which will protect against flooding and surface water run-off and provide protection to key habitats and species which could result in improved local habitats through the provision of additional green space and infrastructure. The policy seeks to promote land for employment purposes including on previously developed land and therefore performs positively when applied in conjunction with Policy 48. In addition, there could be an increase in energy demand, impact on finite resources and generate waste, however, other Plan policies such as policies 17 and 18 will ensure that buildings take climate change into account where possible and sustainable construction techniques are implemented including the use of recycled materials which should mitigate against potential adverse effects. The potential effects on historic and cultural assets and townscape are unknown. Specific impacts on these features are considered through the separate employment site allocation assessment and will be mitigated through other policies relating to heritage and design.

Social Objectives Summary (+)

The policy is expected to have an overall positive effect on social objectives, with particular regard to sustainable transport. The policy seeks to focus the location of new employment development within existing employment areas and the City Centre, which should ensure that new economic development is located where there is generally the highest level of sustainable accessibility, with the best access to a range of sustainable transport modes, services and facilities.

Economic Objectives Summary (++)

The policy should have a very positive effect on economic objectives by seeking to protect existing employment provisions, whilst supporting the delivery of new economic development, based on the identified level of demand across the City. The policy therefore supports economic growth, diversity and job opportunities and will contribute towards the vitality, viability and diversity of the City and other centres, which support employment uses and provide job opportunities for the local workforce. The policy ensures that employment uses are compatible with surrounding uses and ensures a range of employment uses in appropriate locations.

5.2.3 Policy 2: Employment Allocations

Environmental Objectives Summary (*ranges from + to -*)

The policy has the potential to generate a number of minor adverse effects on environmental objectives, however it is considered that overall, following the mitigation provided in other Plan policies that such effects could be neutralised with the potential to reverse the impact to have a long term positive effect in some instances. Additional employment development inevitably has the potential for both negative and positive impacts on habitats and biodiversity and is dependent on the precise location of any new development and whether green infrastructure is incorporated. Potential negative effects in regards to the protection of habitats, including the potential loss of habitat and increased fragmentation, with associated impacts on species, is possible as a consequence of the policy. However, the application of other Plan policy, such as policies 43 and 44 will ensure that strict environmental regulation will be adhered to if development is to be allowed to proceed. With specific regards to development at the Port of Hull, there could again be potential for adverse environmental impacts on habitats and the water environment in terms of flooding and water quality, but again it is considered that other Plan policies include sufficient provisions requiring new development to comply with stringent environmental safeguards, which will protect against flooding and surface water run-off and provide protection to key habitats and species which could result in improved local habitats through the provision of additional green space and infrastructure. The policy seeks to promote land for employment purposes including on previously developed land and therefore performs positively when applied in conjunction with Policy 48. In addition, there could be an increase in energy demand, impact on finite resources and generate waste, however, other Plan policies such as policies 17 and 18 will ensure that buildings take climate change into account where possible and sustainable construction techniques are implemented including the use of recycled materials which should mitigate against potential adverse effects. The potential effects on historic and cultural assets and townscape are unknown. Specific impacts on these features are considered through the separate employment site allocation assessment and will be mitigated through other policies relating to heritage and design.

Social Objectives Summary (+)

The policy is expected to have an overall positive effect on social objectives. Employment sites within close proximity to residential areas have the potential to generate adverse effects (for example, noise may cause stress). It is likely that if the site is in a B1 Use Class that amongst a mixture of other uses there will be a less adverse effect on the surroundings. The policy seeks to focus the location of new employment development within existing employment areas and the City Centre, which should ensure that new economic development is located where there is generally the highest level of sustainable accessibility, with the best access to a range of sustainable transport modes, services and facilities.

Economic Objectives Summary (++)

The policy performs very positively by allocating all land necessary to support the level of economic growth required over the plan period, providing certainty through site identification on the proposals map, whilst also detailing the size of the site and types of uses supported. The policy ensures that

employment uses are compatible with surrounding uses and ensures a range of employment uses in appropriate locations. The policy therefore supports economic growth, diversity and job opportunities and will contribute towards the vitality, viability and diversity of the City and other centres, which support employment uses and provide job opportunities for the local workforce.

5.3 Housing (Chapter 5)

5.3.1 Summary

Table 5.3 summarises the potential impacts of the housing policies on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.3: Summary of potential impacts of the housing policies

Policy		Environmental	Social	Economic
Policy 3	Housing requirement and site allocation	-/?	+	+
Policy 4	Housing regeneration and brownfield land	+/?/-	+	+
Policy 5	Type and mix of housing	0	+	0
Policy 6	Housing space standards	0	+	0
Policy 7	Houses in multiple occupation	+	++/+	0
Policy 8	Traveller provision	+/?/-	+	0

5.3.2 Policy 3: Housing requirement and site allocations

Environmental Objectives Summary (ranges from ? to -)

The delivery of new housing development is inevitably going to have environmental consequences. Building new homes on undeveloped or previously developed land could result in adverse impacts on any habitats and species present; increase surface water run-off by increasing levels of hard standing with associated impacts on water quality and flood risk; increase energy and water consumption; loss of soils; increased use of resources/waste generation; and depending on the site location, impacts on the character and setting of the surrounding environment. However overall, as a consequence of other policies set out within the Plan protecting against such impacts, the environmental effects of this policy are considered to be neutral, although this ranges from neutral and uncertain to minor negative effects before mitigation. The application of other plan policies should mitigate a number of minor negative effects to the extent that residual long term effects will be neutral, and with regards to protecting and enhancing habitats and biodiversity and reducing flood risk, there is even the potential for minor positive long term effects. In relation to the impact on climate change and the effects on water and natural resources there is the potential to neutralise the long term residual effects, although it remains possible that new housing development would leave a long term minor negative effect if the impacts cannot be fully mitigated.

Social Objectives Summary (ranges from ++ to 0)

The policy provides a balanced approach to housing delivery and is based upon evidence which identifies the level of need within the City, to ensure that the scale of future housing delivery is appropriate and sufficient to address existing deficiencies, whilst planning for growth, thereby enabling all communities to have better access to housing supply. Whilst the policy does not deal directly with a

number of the social objectives, indirectly it will deliver benefits in relation many of the social objectives, particularly in relation to health, where increased housing availability to address identified need, should lead to general improvements in health and wellbeing in the longer term and the requirement for developer contributions may improve local facilities such as healthcare and open space. In addition, by supporting sustainable patterns of development, this should ensure that high levels of sustainable accessibility is achieved, which also contributes towards supporting healthier lifestyles particularly where access to local services, facilities and amenities that are necessary to support sustainable communities can be delivered. Whilst there are also indirect effects from increased housing delivery in terms of the potential for greater strain to be placed on the capacity of existing infrastructure, mitigation provided by other plan policies and a requirements for developers to contribute towards the cost of delivering infrastructure improvements neutralise long term residual effects and potentially result in positive effects through increased access.

Economic Objectives Summary (*ranges from ++ to +*)

The policy seeks to deliver housing growth to address existing and future needs, which is necessary to support the aspirations for sustainable economic growth based on realistic evidence lead requirements. It is considered that the policy will strengthen against this objective as more housing is delivered resulting in a very positive long term effect as housing needs and economic growth becomes more strongly aligned. In addition, the policy seeks to deliver new housing which when located within existing centres should complement existing uses and facilities providing a positive long term impact on the vitality and vibrancy of the centre.

5.3.3 Policy 4: Housing regeneration and brownfield land

Environmental Objectives Summary (*ranges from ++ to 0/-*)

Overall the policy supports the delivery of new housing on brownfield land which generally delivers a number of positive environmental effects. Maximising the area of brownfield land to be redeveloped provides a more efficient use of land and reduces the potential impacts on habitats and biodiversity and the loss of soils associated with undeveloped land and greenfield sites. Consequently, the scale and magnitude of these benefits increases as more housing development is delivered on brownfield land over the Plan period. Many of the uncertainties are as a consequence of the general overarching nature of the policy as the results with vary depending on the precise location of new housing development, which are covered in the separate site assessment. Notwithstanding this, brownfield land does not fully preclude a site from having biodiversity interest and there is the potential that increasing the number of residential homes will increase water consumption and could increase flood risk and surface water run-off, although it is expected that other policies should ensure that such impacts are appropriately mitigated in the long term and development proposals include or contribute towards the cost of delivering or maintaining supporting infrastructure, including flood defences and SUDS.

Social Objectives Summary (*ranges from + to 0*)

The policy should indirectly have a positive social impact providing a realistic approach to brownfield land delivery and supporting the reuse of previously developed land which is predominantly located within existing urban areas, where there is better access to a range of more sustainable means of transport, employment opportunities and community services and facilities within walking distance. These positive effects should be maintained in the long term.

Economic Objectives Summary (*+*)

Overall the policy is likely to have a positive effect on supporting sustainable economic growth by supporting the retention of viable brownfield employment sites, which are essential to sustainable

economic growth. It ensure that such sites are protected from development / redevelopment and conversion for residential use, which could compromise this objective and supports bringing sites within existing centres back in to use, helping to revitalise those centres and providing for a complimentary mix of uses, which delivers vibrancy and helps to maintain the viability of centres.

5.3.4 Policy 5: Type and mix of housing

Environmental Objectives Summary (0)

The policy is considered to have no direct relation to the environmental objectives and therefore is likely to have an overall neutral effect.

Social Objectives Summary (+)

The policy supporting the delivery of a range of housing types, including affordable housing to address the level and type of housing need, which should help to ensure that housing is available/delivered where there will be access to employment opportunities, supporting community services, facilities and public transport and should therefore have a positive effect on these pertinent social objectives in the short, medium and long term.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.3.5 Policy 6: Housing space standards

Environmental Objectives Summary (0)

The policy is considered to have no direct relation to the environmental objectives and therefore is likely to have an overall neutral effect.

Social Objectives Summary (+)

The policy supports the delivery of housing to national minimum standards thereby ensuring that liveable rooms will conform as a minimum to these standards which will ensure the effect on the comfort of residents is not compromised or detrimental to their health, regardless of the type of housing and financial background of residents, and that the same minimum standards can be expected by everyone. This should therefore have a positive effect on these pertinent social objectives in the short, medium and long term.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.3.6 Policy 7: Houses in multiple occupation

Environmental Objectives Summary (+)

The policy is considered to have no direct relation to the majority of environmental objectives and therefore is likely to have a neutral effect on these objectives. However, with regards to the objective to maximise the use of previously developed land it is expected to have a minor positive effect. HMO's can have 6 or more unrelated people (a large HMO) or 3-6 people (a small HMO) sharing a house at a time.

Consequently, this means that less land is required to provide one bedroom dwellings to meet single household demand. This positive effect is expected continue in the long term whilst dwellings remain as HMOs.

Social Objectives Summary (*ranges from ++ to +*)

Overall, this policy is expected to have a positive effect on social objectives, with a significant positive effect on encouraging healthy lifestyles as the policy actively tries to reduce the negative effects of HMO's, placing appropriate restrictions to protect certain areas and family housing and mitigating against adverse effects. Specific reference is made to measures to reduce the effects on the amenity of neighbourhoods, including a proliferation of refuse and recycling bins, limited parking, and a potential for excessive noise and disturbance, which can all have an adverse impact on an area and its residents' health. The policy should also have a minor positive effect on ensuring everyone has access to good housing by supporting HMOs, which often accommodate more vulnerable people and those with few housing options, ensuring that they can reside in a property that complies with at least a minimum standard of accommodation. It is expected that demand for HMOs could increase as a consequence of welfare reforms and as a result of difficulties in accessing mortgage financing and will therefore continue to perform an important role over the life time of the Plan.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.3.7 Policy 8: Traveller provision

Environmental Objectives Summary (*ranges from ++ to ?/+/-*)

Overall, whilst there are some uncertainties as a consequence of site specific issues and the precise location of pitches, the policy is expected to have a predominantly positive effect on environmental objectives. Where there are uncertainties and potential negative impacts, such as in relation to habitats and biodiversity, water consumption and the loss of soils through the creation of hardstanding, mitigation is expected to be provided by other Plan policies to ensure any residual effects are likely to be positive or neutral. With regards to flooding, the policy promotes protection of sites from flooding by steering traveller pitches away from areas at risk of flooding and where this cannot be avoided requires mitigation to be provided. In addition, the policy supports seasonal permission for sites in Flood Zone 3a, which avoids development at times when the risk of flooding is most likely. It therefore performs very positively in response to minimising flood risk objectives and positively in respect to mitigating the effects of climate change.

Social Objectives Summary (+)

The policy is expected to deliver a positive impact in relation to the relevant social objectives by reducing the health and safety risks to residents associated with locating inappropriate development in locations subject to a high risk of flooding. The policy aims to respect the amenity of existing residents which can help to reduce the health impacts associated with new development and locating traveller pitches within or adjacent to existing communities. The policy also delivers significant benefits in terms of addressing social exclusion and access to education, ensuring the traveller community have appropriate access to employment, education and a range of services and facilities.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.4 City Centre (Chapter 6)

5.4.1 Summary

Table 5.4 summarises the potential impacts of the City centre policies on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.4: Summary of potential impacts of the City centre policies

Policy		Environmental	Social	Economic
Policy 9	City Centre	+/?/-	+	++
Policy 10	City Centre Development Sites	+	+	++

5.4.2 Policy 9: City Centre

Environmental Objectives Summary (ranges from + to -)

The policy has the potential to generate a number of minor adverse effects on environmental objectives, however it is considered that overall, following the mitigation provided in other Plan policies that such effects could be neutralised. Additional development inevitably has the potential for both negative and positive impacts on habitats and biodiversity and is dependent on the precise location of any new development and what it proposes. Potential negative effects in regards to the protection of habitats, including the potential loss of habitat and increased fragmentation, with associated impacts on species, is possible as a consequence of the policy. However, the application of other Plan policy, such as policies 43 and 44 will ensure that strict environmental regulation will be adhered to if development is to be allowed to proceed. There is also the potential for adverse environmental impacts in terms of flooding and water quality, but again it is considered that other Plan policies include sufficient provisions requiring new development to comply with stringent environmental safeguards, which will protect against flooding and surface water run-off. In addition, there could be an increase in energy demand, impact on finite resources and generate waste, however, other Plan policies such as policies 17 and 18 will ensure that buildings take climate change into account where possible and sustainable construction techniques are implemented including the use of recycled materials which should mitigate against potential adverse effects. The policy provides an opportunity to utilise previously developed land within the City centre and therefore performs positively when applied in conjunction with Policy 48, and with regards to the impact on historic and cultural assets the effect should also be positive, particularly when applied with other policies relating to heritage and design, as the policy include specific reference to supporting a range of main town centre uses within the Old Town of the City centre where these are compatible with and respect the historic fabric and unique heritage importance of the area.

Social Objectives Summary (ranges from ++ to +)

The policy seeks to deliver a range of housing and employment development accompanied by a range of town centre uses, including retail, leisure and community facilities and services. The delivery is based upon addressing the level of need within the City, to ensure that the scale of future housing and employment delivery is appropriate and sufficient to address existing deficiencies, whilst planning for growth, thereby enabling all communities to have better access to housing supply. Whilst the policy does not deal directly with a number of the social objectives, indirectly it will deliver benefits in relation many of the social objectives, particularly in relation to health, where the provision of mixed use development should increase housing availability to address identified need and lead to general

improvements in health and wellbeing through the delivery of new and improved local facilities such as healthcare. The provision of mixed use development within the City should also ensure housing, employment and a range of services and facilities are co-located within close proximity which may support healthier lifestyles and encourage walking. Whilst there are also indirect effects from increased housing and employment delivery within the City centre in terms of the potential for greater strain to be placed on the capacity of existing infrastructure, the City centre generally provides the most sustainably accessible location for new development providing the best access to a range of sustainable modes of transport, and reduces the need to commute by private car. The policy should also have a significant positive effect on the accessibility of education through the promotion of the City centre as a location to accommodate educational uses in connection with Hull College, Trinity House Academy and other emerging educational establishments including the University Technical College, along with support for the expansion or remodelling of educational facilities.

Economic Objectives Summary (++)

The policy's support for a range and mix of uses within the City centre should have a positive effect on the key objective of delivering sustainable economic growth and supporting the City centres role as the principle place for work, retail and leisure within the region and as a world class visitor destination. In addition, this enhanced role should allow the City to attract further inward investment bringing additional economic benefits to the whole of Hull and further afield. The delivery of a balance mix of uses and the defining of frontages within the policy should also enhance the vitality and viability of the City centre, thereby having a very positive effect on this objective.

5.4.3 Policy 10: City Centre Development Sites

Environmental Objectives Summary (ranges from + to ?)

When considered against environmental objectives the policy has the potential for both negative and positive effects as it is dependent on the location of individual sites. The effect on habitats and biodiversity would depend on the precise location of any new development and whether the schemes seek to protect and enhance biodiversity, however policy provisions seek to protect and enhance habitats and biodiversity and should therefore ensure that the potential for negative effects is mitigated. With regards to remediating land and utilising previously developed land objectives, the policy includes brownfield sites which would encourage the remediation of potentially contaminated land as part of any regeneration scheme. The policy also states that development of sites will be guided by preparation of development briefs to ensure that full consideration is given to any specific features on site as well as their wider context, and the street scene of Fruit Market is taken into consideration, contributing towards protect the historic environment and townscape.

Social Objectives Summary (ranges from + to ?)

The policy is expected to have a minor positive effect by providing some housing in the city centre. However, overall the effects are uncertain as they need to be considered on a site by site basis, however sites included in the policy make provision for educational facilities, retail, leisure and community facilities which will have a positive effect.

Economic Objectives Summary (++)

The policy should have a significant positive effect by promoting a full range of main town centre uses which will encourage economic growth and encourage visitors. In addition, the uses allow the city to attract inward investment which brings economic benefits to the whole of Hull, and ensures an appropriate balance of uses that supports the vitality and viability of the centre.

5.5 District, Local and Neighbourhood Centres (Chapter 7)

5.5.1 Summary

Table 5.5 summarises the potential impacts of the district, local and neighbourhood centre policy on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.5: Summary of potential impacts of district, local and neighbourhood centres policy

Policy		Environmental	Social	Economic
Policy 11	Centre Hierarchy	0	+	++
Policy 12	District, Local and Neighbourhood Centres	0	+	+

5.5.2 Policy 11: Centre Hierarchy

Environmental Objectives Summary (0)

The policy is considered to have no direct relation to the environmental objectives and therefore is likely to have an overall neutral effect.

Social Objectives Summary (ranges from ++ to +)

For some centres a boundary is designated to include all open spaces where these present an integral part of the overall role and function of the centre. This may encourage walking and physical exercise, which would therefore have a positive effect on health objectives. The policy performs positively by supporting local centres across the City and recognises the role of smaller local and neighbourhood centres which need to be supported by a mix of services and facilities to maintain sustainability and vibrancy of these communities. For each of the centres a boundary is designated to include all main town centre uses, as well as community facilities, leisure or other non-A uses where these present an integral part of the overall role and function of the centre. This improves the performance against this objective by including specific provision for community facilities and other uses.

Economic Objectives Summary (++)

The policy has a positive effect by supporting local centres across the City. The policy also recognises the role of smaller local and neighbourhood centres which need to be supported by a mix of services and facilities to maintain sustainability and vibrancy of these communities.

5.5.3 Policy 12: District, Local and Neighbourhood Centres

Environmental Objectives Summary (0)

The policy is considered to have no direct relation to the environmental objectives and therefore is likely to have an overall neutral effect.

Social Objectives Summary (ranges from ++ to +)

The policy is likely to have a positive effect on many of the social objectives and a significant positive effect on the objective to deliver equitable and easy access to shopping, community and other services and facilities. The policy will ensure that people will have a whole range of facilities and services within easy access. It explicitly states that community facilities should be located in or adjacent to district, local or neighbourhood centres where they serve a significant catchment and that community facilities

should be located in or adjacent to district, local or neighbourhood centres where they serve a significant catchment, to promote linked trips and ease of access by public transport. The policy also seeks to restrict certain uses, such as food and drink, pubs and hot food takeaways near schools which can encourage healthy eating and reduce obesity and also ensures that food and drink establishments take into account local amenity which may reduce adverse effects from such uses (noise etc) which can cause anti-social and other community safety issues.

Economic Objectives Summary (+)

The policy provides a clear direction for new development and protection to existing centres from alternative and inappropriate development. It aims to control development to ensure a mix of uses and enhance the vibrancy and vitality of centres and places restrictions on certain uses, such as food and drink, pubs and hot food takeaways (A3, A4 & A5) which may encourage other business investments within the area and prevent the undermining the role of centres where concentration leads to loss of variety in the retail offer available. By restricting such uses, the shopping street may become more appealing to visitors

5.6 Education, Health and Community Facilities (Chapter 8)

5.6.1 Summary

Table 5.6 summarises the potential impacts of the education, health and community facilities policy on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.6: Summary of potential impacts of the education, health and community facilities policy

Policy		Environmental	Social	Economic
Policy 13	University of Hull, education and schools, health and community facilities	+/-	+	+

5.6.2 Policy 13: University of Hull, education and schools, health and community facilities

Environmental Objectives Summary (ranges from + to -)

The effects of the policy on relevant environmental objectives ranges from minor positive to negative. The policy may allow development on existing open space areas within the University Quarter under certain conditions, although it is unknown whether this open space supports wildlife and therefore the likely effect. However, through the application of other Plan policy, such as Policy 44 (Biodiversity and Wildlife) should ensure that development does not generate negative effects on habitat and biodiversity objectives and could generate a positive effect depending on whether habitats are enhanced by development. A further positive effect is that the policy will also ensure that existing buildings will be used for other uses where necessary thereby helping to maximise the use of previously developed land and buildings.

Social Objectives Summary (ranges from ++ to +)

The policy is expected to have numerous positive effects on social objectives and significant positive effects in relation to improving access to education, shopping, community and other services and facilities. The policy should have a significant positive effect supporting the important role the University plays in supporting economic growth and providing the education, skills and training to a potential

future workforce that will support future business needs. It also seeks to protect and encourage new community, open space, health and leisure facilities which may also encourage physical activity and improve health and may bring people together from a variety of backgrounds. The policy encourages much needed student accommodation within the University Quarter and upgrading of student accommodation within the University Quarter and in adjoining areas, helping to improve the quality and access to accommodation.

Economic Objectives Summary (++)

The policy has a significant positive effect against the objective to deliver sustainable economic growth by supporting the important role the University plays in supporting economic growth through employment and the education of a skilled local workforce. The University of Hull has a key role as an educational establishment, and is also a significant employer and research and development centre, both of which support economic growth in the city. The policy support its continuing growth and investment needs and therefore has a significant positive effect.

5.7 Design and Heritage (Chapter 9)

5.7.1 Summary

Table 5.7 summarises the potential impacts of the design and heritage policies on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.7: Summary of potential impacts of the design and heritage policies

Policy		Environmental	Social	Economic
Policy 14	Design	+	+	++
Policy 15	Local Distinctiveness	++	+	+
Policy 16	Heritage Considerations	++	+	0
Policy 17	Energy efficient design	++/+	+	+
Policy 18	Renewable and Low Carbon Energy	+	++/+	+
Policy 19	Shop Fronts	+	++	+
Policy 20	Advertisements	++	+	0
Policy 21	Designing for housing	+	+	0
Policy 22	House extensions and alterations	+	+	0
Policy 23	Designing Employment Development	+	+	+
Policy 24	Utility Equipment	+	+	0

5.7.2 Policy 14: Design

Environmental Objectives Summary (ranges from ++ to +)

The policy is expected to have a positive impact in response to several of the environmental objectives. The policy explicitly states that the design of new developments should take the existing built form of the cityscape into account, contribute to public art and create high quality public spaces; and take into account the setting and relationship to key heritage assets. These requirements will contribute to the

protection of the existing townscape character, visual amenity and heritage assets and provide opportunities for enhancement. Indirectly, the policy supports the provision of high quality public realm and appropriate soft landscaping, which offers potential for the inclusion of features that could contribute to biodiversity enhancement.

Social Objectives Summary (*ranges from ++ to +*)

The policy states that the design of new developments should encourage active and healthy lifestyles, encourage more sustainable modes of transport and provide inclusive access. It also supports the provision of public art and the opportunity for public involvement which can contribute to community identity and supports appropriately designed public spaces to minimise crime and reduce anti-social behaviour. These policy provisions therefore deliver positive effects when considered against many of the social objectives, which should endure over the long term.

Economic Objectives Summary (*++*)

The policy performs very positively in economic terms by requiring new development proposals to demonstrate that they are well designed and integrated with other surrounding uses. Active frontages and a high quality public realm should be achieved, which is essential to creating attractive centres with vitality and life.

5.7.3 Policy 15: Local Distinctiveness

Environmental Objectives Summary (*++*)

The policy is expected to have a very positive long term effect on relevant environmental objectives. It includes provisions which will explicitly promote local distinctiveness with particular consideration to the setting, character and appearance of Listed Buildings, Conservation Areas and other heritage assets. In addition the policy ensures that 'contemporary' development will respect the city's heritage and that tall buildings will not impact on the City's heritage assets thereby contributing to the conservation and potential enhancement of the cityscape. The reference to tall buildings provides specific protection to the character and appearance of Conservation Areas and views and vistas across the low rise city skyline, which form a key part of the cityscape and visual amenity of the city.

Social Objectives Summary (*ranges from ++ to +*)

The policy performs positively against social objectives and particularly positively in relation to enhancing community identity and participation. It contributes towards the attractiveness, vitality and life of the city and its centres, supports creating a sense of belonging and community pride to the local population, along with measures to improve arterial routes along with promoting other modes of sustainable transport, such as walking, through the creation of legible local references and improved access to the City's assets such as the waterfront.

Economic Objectives Summary (*+*)

The policy requires development proposals to demonstrate that they promote local distinctiveness, recognising the cities key features, landmarks and architecture that distinguish the unique parts of the city and contribute towards the attractiveness, vitality and uniqueness of the city and its centres.

5.7.4 Policy 16: Heritage Considerations

Environmental Objectives Summary (*++*)

The policy is expected to have a very positive long term effect on relevant environmental objectives. It includes provisions which will contribute towards the protection, conservation and enhancement of Hull's heritage assets, which also form a key element of the character of its cityscape, covering nationally and local designated features; key locations and buildings; and archaeological remains and deposits.

Social Objectives Summary (+)

Whilst the majority of the social objectives have no direct relation to the policy, indirectly it performs positively against the objective to enhancing community identity and participation, by including provisions which will ensure that development contributes towards the protection, conservation and enhancement of Hull's heritage assets, which should consequently enhance the community's identity and sense of pride.

Economic Objectives Summary (+)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.7.5 Policy 17: Energy efficient design

Environmental Objectives Summary (ranges from ++ to +)

Overall the policy performs positively when considered against the environmental objectives. The policy could provide opportunities for the inclusion of habitat features (e.g. trees for shading) as part of energy efficiency measures such as passive solar design, facilitate a reduction in energy and water use, and takes into account the objectives to reduce the effects of climate change and air pollution by encouraging mitigation against flooding, pollution and over-heating. When combined with other Plan policies, such as those which seek to mitigate flood risk, improve air quality and support water harvesting in allotment/green spaces, it is expect to have very positive long term effects.

Social Objectives Summary (+)

The policy is likely to have an overall positive effect when considered against social objectives. In particular, energy efficient designs, such as solar passive designs promoted by the policy, will help to lower energy prices and maintain comfortable temperatures within homes and improve air quality, which would have a positive effect on health and wellbeing. It will also have a positive effect by ensuring homes are designed to reduce energy and water use and mitigate against flooding, pollution and over-heating, which can all have negative effects on health and well-being and will ensure that a good standard of housing is delivered for all.

Economic Objectives Summary (+)

The policy is expected to perform positively in relation to supporting sustainable economic growth, requiring non-residential development to achieve a 'Very Good' BREEAM rating unless an economic viability assessment is submitted to demonstrate this would not be viable. This should ensure that a high standard of development is delivered and economic development is not compromised by the policy.

5.7.6 Policy 18: Renewable and Low Carbon Energy

Environmental Objectives Summary (ranges from ++ to +)

The policy should have a positive effect on environmental objectives. In particular, it should have a significant positive effect on objectives relating to climate change, air quality and use of natural

resources and fossil fuel consumption by supporting renewable energy schemes and through the promotion of development that includes renewable or low carbon technology as an integral part of the design. Wind and solar energy require essentially no water to operate and thus do not pollute water resources or strain supply by competing with agriculture, drinking water systems, or other important water needs. With regards to the impact on biodiversity and habitats, the policy requires consideration of the impact on national and international designations, and priority species and habitats. Further, the proposals map ensures that all historic parks, local nature reserves, cemeteries, green corridors and land that overlaps conservation areas and the Humber Estuary International Site are excluded from wind energy development. In addition the policy seeks to ensure that the historical environment will be protected, with specific reference made to the protection of conservation areas and listed buildings and that there will be no detrimental visual impact on the landscape and townscape.

Social Objectives Summary (*ranges from ++ to +*)

The policy is likely to have an overall positive effect when considered against social objectives. In particular, it is likely to have a significant positive effect on human health as the policy takes into account factors such as, local amenity, including noise, air quality, water quality, traffic, vibration, dust, visual impact, shadow flicker and odour, which are all essential issues that can impact on human health. Indirectly the policy also has a positive effect on the quality of housing and local amenity by ensuring that it is not compromised by renewable energy proposals which will need to be appropriately located to where it will have or can be made to have an acceptable impact.

Economic Objectives Summary (+)

The policy is expected to have minor positive economic effects, by providing support for new renewable development which may encourage further economic investment in the area, create employment opportunities and contribute towards further sustainable economic growth.

5.7.7 Policy 19: Shop Fronts

Environmental Objectives Summary (+)

The policy performs positively when considered against the environmental objectives and specifically with regards to maintaining and enhancing historical assets and conserving and enhancing the townscape and local distinctiveness. The policy aims to ensure that shop fronts are well designed and make a positive contribution to streetscene and will therefore will not have a detrimental effect on buildings or the surrounding area and may encourage local distinctiveness.

Social Objectives Summary (*ranges from ++ to +*)

The policy is likely to have an overall positive effect when considered against social objectives. The policy seeks to ensure shop fronts are designed with regard to the building and surroundings, helping to create and enhance local distinctiveness and a sense of pride. The requirement for the installation of permanent security features should have a positive effect on reducing crime, whilst specific provisions within the policy to ensure that shop fronts are designed in a way that maximises their accessibility, should facilitate better access for wheelchair and pushchair users.

Economic Objectives Summary (+)

The policy seeks to reduce crime whilst ensuring that security features are designed as integral features of shopfronts, respecting the character and design of the building and its surroundings, whilst maintaining active frontages when lowered. This should help to maintain an attractive appearance without detrimentally impacting on the vibrancy and life of centres when shops are closed and therefore the policy should have a positive effect on enhancing the vibrancy and vitality of the city centre and local centres.

5.7.8 Policy 20: Advertisements

Environmental Objectives Summary (++)

The policy should have a significant positive effect on environmental objectives, with particular regard to the impact on heritage and cultural assets and the overall landscape and townscape, by including specific provisions to protect the character of the surrounding area, particularly in Conservation Areas and in proximity to heritage assets. In addition the relationship of the advertisement to the features of the building it is placed on are to be considered which will ensure advertisements support local distinctiveness without adversely affecting the landscape or townscape.

Social Objectives Summary (+)

The policy should have a positive impact on social objectives by including provisions which will ensure that advertisements should have an acceptable impact on public safety and amenity, should not be insensitive to the effect that they could impact on an areas identity and should not the impact on CCTV coverage.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.7.9 Policy 21: Designing for housing

Environmental Objectives Summary (+)

The policy is expected to have a positive impact that will increase with time as more schemes are brought forward based on Build for Life principles. Build for Life scores more highly if a scheme takes advantage of existing topography, landscape features, water courses, trees and plants, wildlife habitats, existing buildings, site orientation and microclimate and should therefore have a positive effect on protecting habitats and biodiversity. The policy seeks to require development to achieve 9 of the BfL12 standards which include environmental standards that could benefit the local water quality and reduce water consumption during construction and operation, reduce the risk to flooding and GHG emissions. The policy encourages higher densities where possible, which could result in less land take and recommends the reuse of soils and other recyclable materials are used as part of a scheme, which should have a positive effect on minimising waste and use of resources. BfL12 standards encourage schemes to create a place that is of an appropriate density and is inspired by and enhances local character, which could include heritage assets and other locally distinctive features or assets.

Social Objectives Summary (ranges from ++ to +)

The policy should have an overall positive impact on social objectives with a significant positive effect expected in relation to promoting equality and access to good quality housing for everyone. Good housing design can create places that are healthy, safe and desirable, making them better places to live, which is encouraged throughout BfL12 principles. BfL12 also encourages housing to be located where it is close to community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes and where there is convenient access to public transport to reduce the reliance on the private car and encourage walking and cycling which can also have health benefits. It also encourages a mix of housing types and tenures that suit local requirements with its main purpose being to ensure good quality housing is delivered regardless of tenure or tenant and ensures that the needs of elderly and disabled residents are taken into account through accessible dwellings built to the relevant standards. Better

designed neighbourhoods can enhance community identity and give a sense of pride in an area and should therefore have a positive effect on this objective.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.7.10 Policy 22: House extensions and alterations

Environmental Objectives Summary (+)

The policy will have a positive environmental effect, specifically with regards to conserving and enhancing the townscape and encouraging local distinctiveness through the setting of specific guidelines for housing extensions. Within these guidelines, designers are required to consider the surrounding occupants and the design of the original building, helping to maintain and enhance local area.

Social Objectives Summary (+)

The policy performs positively against the social objectives by supporting well designed development and seeking to minimise the effects that development may have on the health and wellbeing neighbours, such as through over dominance, overshadowing and general poor quality design.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.7.11 Policy 23: Designing Employment Development

Environmental Objectives Summary (+)

The policy should have an overall positive effect on environmental objectives. It includes specific provisions that specifying soft landscaping should be incorporated when designing employment which can provide habitats and improve ecological connectivity. The policy also seeks to ensure better designed employment areas are delivered which may have a positive impact on historic and heritage assets of an area and have regard to the surrounding context to ensure that there are no negative impacts on the local landscape and townscape.

Social Objectives Summary (+)

The policy should have a positive effect on social objectives by taking into account negative factors such as noise, disturbance and overlooking which may all have a negative impact on health (for example, causes of stress). The policy also explicitly states that employment design should provide a sense of identity, which is an important social objective.

Economic Objectives Summary (+)

The policy should have a positive effect on economic objectives by ensuring better designed employment areas are delivered in Hull that are more attractive to potential business, thereby encouraging growth and investment and enhancing the overall vibrancy and vitality of the City centre. This could also encourage the co-location of complementary services and facilities and other uses that would improve the viability of centres.

5.7.12 Policy 24: Utility Equipment

Environmental Objectives Summary (ranges from + to ?)

Whilst there are uncertainties as the full impact will be site specific, the policy should have an overall positive environmental effect. The major focus of the policy is to ensure that the equipment is designed and sited to minimise visual impacts and is safe and incorporates measures to reduce vandalism. Although the policy does not specifically offer protection to biodiversity and wildlife, these should be protected through other policies within the Plan. The policy encourages thoughtful design and siting that considers its impact on its surroundings and should therefore provide some protection for heritage features and the surrounding townscape and landscape, which should be further enhanced by other Plan policies which should mitigate against any negative effects on the historic environment and cultural heritage.

Social Objectives Summary (+)

The policy should have a minor positive effect on social objectives, particularly in relation to reducing crime and the health impacts of development, as the policy seeks to discourage some anti-social behaviour such as through supporting the use of anti-graffiti paint and ensuring equipment does not compromise health and wellbeing by being sited to minimise its impact on the safety of its surroundings.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.8 Transport (Chapter 10)

5.8.1 Summary

Table 5.8 summarises the potential impacts of the transport policies on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.8: Summary of potential impacts of the transport policies

Policy		Environmental	Social	Economic
Policy 25	Sustainable transport	+	++/+	+
Policy 26	Location and layout of development	+	++/+	+
Policy 27	Transport appraisals	+	+	+
Policy 28	Classified Road Network	+/-	+	+
Policy 29	New roads and road improvements	+	+	+
Policy 30	Park and ride, lorry and coach parks	+	+	+
Policy 31	City Centre car parking	+	+	+
Policy 32	Parking standards	+	+	+
Policy 33	Bus transport	+	+	+
Policy 34	Rail transport	+	+	+
Policy 35	Water transport	+/?	+	+
Policy 36	Walking, Cycling, and Powered Two Wheelers	+	+	+

5.8.2 Policy 25: Sustainable transport

Environmental Objectives Summary (+)

Overall the policy should have a number of positive effects in relation to environmental objectives. The delivery of new and improved sustainable transport provisions should help to facilitate a modal shift away from the private car, which could deliver numerous benefits through reduced congestion, reduced emissions, improving air quality and contributing towards tackling climate change, which can also contribute towards increasing flood risk. New development will also be required to reduce the need to travel, which could further reduce the use of vehicles that produce air pollution.

Social Objectives Summary (ranges from ++ to +)

The policy should have a number of positive effects on social objectives and some significant positive effects such as in relation to the delivery of more sustainable patterns of development, providing a range of transport modes and ensuring that people have equitable and easy access to employment, shopping, community and other services and facilities. New and improved sustainable transport services and facilities should help to encourage a healthy lifestyle by ensuring that new development promotes sustainable transport objectives and includes provisions for public transport, walking and cycling. New development will also be required to seek to reduce the need to travel and ensure that convenient access to employment, public transport, services and facilities can be achieved. Access to open space should also be made easier through greater access to sustainable transport which can have a positive effect on health. Whilst the policy does not explicitly take into account good quality housing, it is worth noting that access to all homes is made easier through the provision of a wider network of more viable, efficient and reliable sustainable transport systems.

Economic Objectives Summary (+)

The policy seeks to deliver sustainable patterns of development and improve access to sustainable transport, which should have a positive effect on increasing the accessibility of places of employment. New development will also be required to seek to reduce the need to travel and reduce congestion, which can act as a constraint on sustainable economic growth. In addition, sustainable transport facilities can act as focal point within centres, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.

5.8.3 Policy 26: Location and layout of development

Environmental Objectives Summary (+)

The policy explicitly promotes a choice of travel, encouraging modes of transport which conserve energy and reduce the pollution impact on human, wildlife and environmental receptors. The policy seeks to ensure that new development is located near established and integrated transport systems with access to new cycle, pedestrian routes and public transport facilities. This provides the opportunity to reduce air emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport, which could also have positive effects in relation to tackling the effects of climate change.

Social Objectives Summary (ranges from ++ to +)

The policy should generally have very positive effects when considered against the social objectives. The policy provides a strong focus on delivering sustainably accessible development and encouraging the use of more sustainable modes, which should help to facilitate a healthier lifestyle. Specific reference is made to the provision of new cycle, pedestrian routes and public transport facilities, which can promote

healthier lifestyles, and also emphasises the importance of proposals being acceptable in terms of road safety which should have a positive effect on health through reduced accidents. The policy should deliver a significant positive impact by ensuring everyone has access to high quality public transport and more sustainable alternatives to the private car. The policy also includes measures for people with disabilities and seeks to ensure appropriate layouts are provided to assist accessibility for the mobility impaired. In addition it ensures that everyone has access to high quality public transport and more sustainable alternatives to the private car.

Economic Objectives Summary (+)

Sustainable economic growth is reliant on efficiently operating transport infrastructure and a mobile workforce. The policy should deliver a positive impact by ensuring communities are sustainably accessible with reliable access to sustainable transport infrastructure. It will also ensure that housing, employment and services are better integrated and reduce the need to travel by private car, helping to reduce congestion, which can act as a constraint on sustainable economic growth. In addition, sustainable transport facilities can act as focal point within centres, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.

5.8.4 Policy 27: Transport appraisals

Environmental Objectives Summary (+)

The policy seeks to ensure the development proposals are supported by a transport appraisal in the form of a Transport Statement, Transport Assessment and/or Travel Plan and are designed and arranged to give priority to those on foot, cycling or using public transport. This focus on sustainable accessibility and reducing the use and impacts of the private car provides an opportunity to reduce fossil fuel consumption, carbon emissions and improve air quality and the effects on climate change, which could be further enhanced by reducing the travel time for road users and reducing the number of road vehicles used for transport.

Social Objectives Summary (ranges from ++ to +)

The policy should deliver a positive impact by ensuring the impacts, in terms of efficiency and safety, on existing transport infrastructure can be accommodated or mitigated and access to sustainable modes of transport or the need to improve or deliver new sustainable transport infrastructure is considered as part of new development proposals. This can promote healthier modes of travel, such as walking and cycling, which the policy seeks to improve by requiring development proposals to provide a satisfactory design and layout giving priority to those on foot, cycling or using public transport. The policy also seeks to ensure that everyone will have access to sustainable modes of transport and consequently access to employment and a range of community services and facilities. Whilst the policy does not make explicit reference to the mobility impaired, this is covered within other transport policies in the Plan.

Economic Objectives Summary (+)

The policy seeks to ensure that new development can be delivered without detrimentally impacting on the efficiency or safety of existing infrastructure which can be a constraint to sustainable economic growth.

5.8.5 Policy 28: Classified Road Network

Environmental Objectives Summary (ranges from + to -)

The policy has the potential to generate both positive and negative environmental effects. With regards to the negative effects, these are predominantly in relation to air quality and the impact on climate change. Improvements to the capacity of the road network could deliver greater efficiencies and reduce congestion, which contributes towards poorer air quality as a result of vehicle emissions, however it is still expected that an increase in emissions would result, given the likely increase in vehicle numbers that would be attracted by improved road accessibility. The policy states that development should include provision of cycle, and pedestrian access to and from the site, however this benefit is still likely to be offset by the likely increase in vehicles as a consequence of road improvements. Notwithstanding this, other transport and environmental policies in the Plan, such as those which include a requirement for transport assessments, promote sustainable transport and seek to protect air quality, should mitigate against potential negative effects to some extent with the expectation that such effects could be neutralised. In terms of positive effects, the policy ensures that development will take into account the amount of surface water runoff likely to be created which will help to ensure surface water flooding is not increased and states that development should consider the impact on the character of the surrounding area and street scene including highway and garden trees, which will ensure that townscape and landscape is protected.

Social Objectives Summary (+)

The policy should have a number of positive effects on social objectives by ensuring that appropriate protection is given to the road network from inappropriate development to ensure that new development, either through its location or scale, will not compromise the safety of the network and its users and that safe access can be made into new development adjacent to the network. Other measures include development taking into account drivers' visibility emerging from a frontage and the safety of pedestrians and ensuring that safe and adequate vehicular, cycle and pedestrian access to and from sites adjacent to the network can be provided, which will also ensure that people have a range of means to access employment, services and facilities.

Economic Objectives Summary (+)

The road network provides a vital function in supporting and facilitating sustainable economic growth and the policy seeks to protect and enhance this function by protecting against inappropriate development that could consequently increase vehicle movements beyond the networks operating capacity, which could act as a constraint on economic growth. The policy also has a positive effect by supporting the delivery of additional capacity on the road network provided that it can be delivered without compromising the efficiency or safety on the strategic road network or classified road network.

5.8.6 Policy 29: New roads and road improvements

Environmental Objectives Summary (ranges from + to -)

The effects of the policy on environmental objectives ranges from positive to negative effects. The negative effect is in relation to flood risk objectives as the policy does not specifically take into account flood risk and drainage issues associated with new roads. In particular, an increase in hard standing for new highways and highway expansion could increase the risk of flooding in the immediate vicinity if not integrated with a Sustainable Urban Drainage System (SUDS). However, it is considered that when applied with other policies in the Plan, such as Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 17 (Energy Efficient Design) such adverse effects should be mitigated to neutralise the effect. The policy should have a positive effect in relation to the other relevant environmental objectives, with regards to habits, air quality and the impact on the built and natural landscape by including provisions requiring new road schemes to take into account the environment and any designated sites, reduce congestion/pollution, support new and improved

sustainable transport, improve air quality and protect and conserve listed buildings and Conservation Areas.

Social Objectives Summary (*ranges from + to ?*)

The policy should overall have a positive effect from a healthy lifestyles objective. The protection and provision of new roads will help to improve connectivity for new and existing communities and should include measures to improve road safety. They also may be designed to incorporate bus lanes, cycle lanes and footpaths and thereby help to increase sustainable transport. New roads have the potential to encourage an increase in car use and make sustainable transport options less desirable. However, the Plan includes provisions that require new road schemes to take into account the needs of public transport, cyclists and pedestrians, whilst other policies in the plan seek to increase and improve healthier modes of transport such as walking and cycling, which should contribute to achieving this overall positive effect. Further policy provisions include ensuring that vehicle movements are safe and efficient and that there is no detrimental impact on housing amenity, which again supports the healthy lifestyle objective and the policy should help to assist in improving accessibility including to employment areas and to other community services and facilities.

Economic Objectives Summary (+)

The road network provides a vital function in supporting and facilitating sustainable economic growth and the policy seeks to improve this function through the delivery of new and improved roads and junctions that can alleviate existing deficiencies in capacity and release the potential of future development sites. Improved efficiency, reliability and safety on the road network can also attract new investment providing the conditions for further economic growth, which should therefore strengthen over the long term.

5.8.7 Policy 30: Park and ride

Environmental Objectives Summary (*ranges from + to ?*)

Whilst it does not take into account the impact of park and ride sites on biodiversity and habitats, which therefore generates an uncertain and site dependent effect, it is considered that the application of other Plan policy should mitigate any uncertainty to an overall neutral effect. However, notwithstanding this the policy should have a positive effect on the remaining relevant environmental objectives. The policy requires park and ride sites to include sustainable drainage systems thereby having a positive effect on reducing flood risk and mitigating against the effects of climate change. It also provides an opportunity to reduce carbon emissions by reducing the reliance on the private car and encourages the use of public transport which has the potential to deliver a positive impact by reducing traffic flow problems and relieving traffic congestion with associated air pollution problems.

Social Objectives Summary (+)

The policy will have a number of positive effects on social objectives. In particular it seeks to provide and ensure Park and Ride schemes are safeguarded which should ultimately help to support a modal shift to a more sustainable means of transport. In addition it states that development of a park and ride site should be safe and easy to access as well as not having a demonstrable adverse impact on road network. It also encourages cycle parking provisions as well as for buses and coaches and for persons with disabilities which again should encourage healthier modes of travel and provide support to equality objectives.

Economic Objectives Summary (+)

The policy should have a positive effect on economic objectives by supporting another form of access and means of travel into the City, providing a quick and efficient means of transport for its users whilst

also relieving pressure on the road network and parking within the City, thereby supporting sustainable economic growth objectives. In addition the policy supports coach parking, which brings tourism to the City which also contributes towards support economic growth and enhancing the vibrancy and vitality of the City centre.

5.8.8 Policy 31: City Centre car parking

Environmental Objectives Summary (*ranges from + to 0*)

The policy should deliver positive environmental effects. The increase in hard standing for parking facilities could increase the risk of flooding in the immediate vicinity if not integrated with a Sustainable Urban Drainage System (SUDS). The policy includes provisions requiring the use of good quality surface treatment and the incorporation of sustainable drainage systems. The policy seeks to encourage environmentally friendly car parking and reduce the number of long stay car parking spaces, which should contribute towards encouraging more sustainable methods of transport to be used. The policy also supports the incorporation of measures to help reduce air pollution providing a positive effect in relation to air quality and climate change objectives. The policy states that proposals must respect the surrounding buildings and local area and makes reference to listed buildings and Conservation Areas, which should be protected from the effects of car parking proposals.

Social Objectives Summary (+)

The policy sets parking standards and guidelines to ensure appropriate parking provisions are provided to prevent the creation of poor quality development and congested streets, which can have an adverse impact on health. The policy discourages long stay parking, meaning commuters who normally park may be encouraged to walk or cycle to work instead. In addition, the policy encourages design which should aid the smooth passage of traffic and ensure customer and staff safety. It actively promotes a reduction in car parking spaces and an increase in cycle/motorcycle spaces and encourages wider spaces for people with restricted mobility. The policy encourages design which should aid surveillance and ensure parking areas are naturally well-lit, which should have a positive effect on discouraging crime and reducing the fear of crime. The policy aims to provide car parking of a suitable type, amount, quality and location and protect an appropriate supply of short-stay car parking spaces, ensuring access is maintained to the city centre for shopping, leisure and tourist visitors. Long stay parking spaces are restricted meaning commuters may have to find another means to travel to work. However, the City is well served by other means of transport and so this negative effect is minimised. This is potentially an unavoidable conflict given the potential positive benefits against other objectives.

Economic Objectives Summary (+)

The policy aims to provide car parking of a suitable type, amount, quality and location which is vital for Hull city centre to function properly and to ensure the right balance is provided for cars and other transport modes and between the needs of different parking users. This balance is important to ensure that workers can efficiently access employment in the City, along with accommodating shopping, leisure and tourist visitors. This will have positive effects in assist the City with vitality, viability and attracting customers.

5.8.9 Policy 32: Parking standards

Environmental Objectives Summary (+)

The policy should deliver positive environmental effects with particular regard to reducing the impacts of climate change and achieving good air quality through the promoting a reduction in the use of high-emission vehicles.

Social Objectives Summary (+)

The policy sets parking standards and guidelines to ensure appropriate parking provisions are provided to prevent the creation of poor quality development and congested streets, which can have an adverse impact on health. The approach is flexible to ensure parking is appropriate for the area and that adequate parking is provided to meet the level of need, without compromising the viability of other more sustainable modes of transport. It will also ensure that sufficient parking is provided for disabled, cycle and motorcycle spaces to ensure all needs are met. The policy therefore has a positive effect on social objectives.

Economic Objectives Summary (+)

The policy will ensure that adequate parking is maintained and provided to support existing businesses within the City and any new investment and development in the City, thereby having a positive effect on supporting sustainable economic growth.

5.8.10 Policy 33: Bus transport

Environmental Objectives Summary (+)

Overall the policy should have a number of positive effects in relation to environmental objectives. The delivery of new and improved bus services and facilities should help to facilitate a modal shift away from the private car, which could deliver numerous benefits through reduced congestion, reduced emissions, improving air quality and contributing towards tackling climate change, which can also contribute towards increased flood risk.

Social Objectives Summary (ranges from ++ to +)

The policy should have a number of positive effects on social objectives and some significant positive effects such as in relation to the delivery of more sustainable patterns of development, providing a range of transport modes and ensuring that people have equitable and easy access to employment, shopping, community and other services and facilities. New and improved bus services and facilities should help to encourage a healthy lifestyle by providing better access to more viable, efficient and reliable public transport, which also encourages walking and cycling. The policy ensures that bus transport schemes are designed to take into consideration road safety and are designed to provide integrated secure and quality car and cycle parking, which has health benefits and reduces crime and fear of crime. The policy will also have a positive effect by providing increased access to transport for people without access to a car and students who need to travel for education. The policy also makes explicit reference to ensuring that the needs of the mobility impaired are taken into consideration in the designing of bus transport schemes.

Economic Objectives Summary (+)

The policy seeks to improve access to sustainable transport, which should have a positive effect on increasing the accessibility of places of employment and provides another means of travel into the City that is reliable and efficient, which is essential to the delivery of sustainable economic growth. Sustainable transport facilities such as bus stations and interchanges can act as focal point, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.

5.8.11 Policy 34: Rail transport

Environmental Objectives Summary (+)

Overall the policy should have a number of positive effects in relation to environmental objectives. The delivery of new and improved rail services and facilities should help to facilitate a modal shift away from the private car, which could deliver numerous benefits through reduced congestion, reduced emissions, improving air quality and contributing towards tackling climate change, which can also contribute towards increased flood risk. The policy may deliver a positive impact by reducing fossil fuel consumption/carbon levels through the electrification of rail line. This provides opportunities to reduce air emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport. Policy seeks to encourage rail related development which is likely to be on or adjacent to land already used for rail activities and is therefore an efficient use of land that will minimise land take from land currently unrelated to rail. The policy also makes specific reference to supporting development that is sympathetic to the Hull Paragon Interchange Railway Station's listed building status thereby having a positive effect on the historic environment.

Social Objectives Summary (ranges from ++ to +)

The policy should have a number of positive effects on social objectives and some significant positive effects such as in relation to the delivery of more sustainable patterns of development, providing a range of transport modes and ensuring that people have equitable and easy access to employment, shopping, community and other services and facilities. New and improved rail services and facilities should help to encourage a healthy lifestyle by providing better access to more viable, efficient and reliable public transport alternative to the private car is delivered, which also encourages walking and cycling. The policy states that proposals must take into account safety and encourages other forms of transport such as cycling which can have health benefits. Rail services also provides a means of transport for people who do not have access to a car, students who need to travel for education and people who are mobility impaired and therefore supports equity and the objective to provide easy access to shopping, community and other services and facilities for all. Other positive effects of the policy include the requirement for sensitive lighting which may deter criminal related activities, thereby reducing crime and the fear of crime.

Economic Objectives Summary (+)

The policy seeks to improve access to sustainable transport, which should have a positive effect on increasing the accessibility of places of employment and provides another means of travel into the City other than by car that is reliable efficient and essential to the delivery of sustainable economic growth. The provision and improvement of rail freight handling facilities can deliver significant positive economic effects, supporting the movement of freight which can help to support and encourage further investment such as in the manufacturing and distribution sectors. The movement of freight by rail can help to reduce freight transportation on the road network thereby having a positive effect on reducing congestion and delivering a more efficient road network. Sustainable transport facilities such as railway stations and interchanges can act as focal point, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.

5.8.12 Policy 35: Water transport

Environmental Objectives Summary (+)

The policy seeks to support development at the Port of Hull and along the River Hull, whilst increasing water based transportation, which could have potential adverse environmental impacts. However, the

policy ensures developments will have to comply with stringent environmental safeguards, which will protect key habitats and species and could result in improving local habitats, such as the Humber Estuary. It should also help prevent water pollution or mitigate any negative effect as a result of increased water base transportation. The policy ensures that development to impound the River Hull (including part of the Humber Estuary) must demonstrate that it would not have a significant impact on flood risk. In addition it states that development of water based freight and passenger handling facilities at the Port of Hull and on the River Hull will be supported provided that it does not have a detrimental impact on existing flood defences. The increased use of water-related transport for both passenger and freight movements has the potential to increase fossil fuel consumption however, overall it may lessen the impact of lorries on the environment, by encouraging more freight, particularly bulky goods, to be carried by rail and also water, therefore offsetting and potentially improving any negative effects. The policy therefore has a neutral to positive effect as the effects are uncertain with regards to air quality and fossil fuel consumption objectives. With regards to climate change objectives the most applicable effect of the policy is in relation to increase sea levels, with new development near waterbodies having the potential to improve flood defences as part of the development, which when applied with Policy 37 (Flood Defences) should have a positive effect. Further, specific provisions are included in the policy to development at the Deep not having a significant impact on the City's heritage assets, thereby having a positive effect on this objective.

Social Objectives Summary (+)

The policy should have a number of positive social effects by supporting the role of the river as a means of sustainable transport which can have health benefits. The strong focus on water transportation for both freight and passenger/leisure purposes should contribute towards reducing the reliance on the movement of freight by roads and the use of the private car. Supporting water transport as a means of travel, provides an important alternative means of transport, particularly for people who do not have access to a car or may be mobility impaired and could potentially provide easier access to employment and a range of facilities and services.

Economic Objectives Summary (+)

The policy should have a positive effect in relation to economic objectives, giving specific support to increasing the movement of freight and people by water using the Port of Hull and the River Hull, supporting the provision of new cruise terminals, docks and freight handling facilities, thereby enhancing the role of the port and the river and its contribution towards sustainable economic growth.

5.8.13 Policy 36: Walking, Cycling, and Powered Two Wheelers

Environmental Objectives Summary (+)

The policy should have an overall positive effect when assessed against environmental objectives. The policy requires the design to be taken into account which may offer the potential to combine habitats and biodiversity with cycleways and walkways. The policy makes specific reference to the protection of the National Trail in Hull where biodiversity and wildlife is present. Cycling and walking are non-polluting and therefore has a positive effect on the objective to reduce fossil fuel consumption and improve air quality by facilitating an increase in a more sustainable mode of transport and enabling movements to be made by means other than the private car. Consequently, such positive effects could potentially increase over time as more cycleways and walkways are delivered.

Social Objectives Summary (ranges from ++ to +)

The policy supports the creation and protection of walking and cycling routes and facilities which should encourage and improve healthy lifestyles among the population. The policy makes reference to creating

'safe' pedestrian/cycle links which is important in encouraging people to use walkways and cycleways and also considers the effects of a diverted route on users and nearby residents, which will ensure that walkway/cycleways are provided in the most appropriate locations. Again the social and health benefits are likely to improve with time as more cycleways and walkways are delivered. The network of safe and accessible cycle and pedestrian routes that the policy seeks to deliver will principally help to facilitate connections between residential areas and employment and shopping areas as well as other facilities and services. This not only helps to reduce the reliance on the private care but provides a means of transport and access for those people who may not have access to a car or are mobility impaired and unable to drive, thereby ensuring that everyone can access facilities and services. The policy explicitly states that safe pedestrian/cycle links and secure cycle and powered two wheeler (PTW) parking facilities will be supported. This security should help to reduce crime and the fear of crime. Particular support in the policy is provide for schemes such as the A63 Castle Street foot/cycle bridge, which should provide significant improvements in accessibility.

Economic Objectives Summary (+)

The policy helps to develop a network of safe and accessible cycle and pedestrian routes, principally to connect residential areas with employment and shopping areas as well as other facilities and services. Increasing pedestrian and cycle access to places may encourage new businesses and economic growth as the area is likely to become more attractive to people without a car. The policy performs positively by supporting extending and improving pedestrian areas in shopping centres and includes support for the A63 Castle Street foot/cycle bridge, which should all provide significant improvements in accessibility and the desirability and vitality of existing centres.

5.9 Water Management (Chapter 11)

5.9.1 Summary

Table 5.9 summarises the potential impacts of the water management policies on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.9: Summary of potential impacts of water management policies

Policy		Environmental	Social	Economic
Policy 37	Flood Defences	+	+	+
Policy 38	Surface Water Storage and Drainage	+	+	+
Policy 39	Sustainable Drainage	+	+	+
Policy 40	Addressing Flood Risk in Planning Applications	+	+	+
Policy 41	Groundwater Protection	+	++	0

5.9.2 Policy 37: Flood Defences

Environmental Objectives Summary (ranges from ++ to +)

The policy should have a number of positive environmental effects by seeking to protect flood defences from development and improve defences where needed. This could protect inland freshwater habitats that are near the water body and flooding which would have an adverse impact on the condition of the habitat. However, development and improved defences on the Humber Estuary could potentially

detrimental effect the Humber Estuary SAC, SPA and Ramsar due to coastal squeeze, potential fragmentation and disturbance. Flood defences, including the easement, can be designed in a way that allows for them to form part of the public realm. This can bring wider benefits to an area by providing open spaces which can increase habitat provision. The protection provided to flood defences from development and delivery of improved defences will deliver obvious significant effects in terms of reducing the risk of flooding and ensuring that development can withstand the effects of climate change, whilst also improving water quality and soil erosion which can be affected during significant flood events, particularly along river banks and coastlines. Further the policy should ensure the risk of flooding to cultural heritage assets in close proximity to water bodies is reduced, providing further positive effects for the landscape and townscape.

Social Objectives Summary (*ranges from ++ to +*)

The policy should provide a significant positive impact by reducing the health impacts caused by protecting existing defences from new development, supporting new defences that could provide protection to existing communities currently at risk of flooding and ensuring that new development incorporates proposals for flood defence provision or improvement to either mitigate its impact on existing defences or to provide protection to the occupiers of the development. In addition, flood defences, including the easement, can be designed in a way that allows for them to form part of the public realm. This can bring wider benefits to an area by providing open spaces and improved access. This will in turn have health benefits by encouraging walking, cycling and other outdoor activities.

Economic Objectives Summary (+)

The policy should provide positive economic effects by protecting existing defences from new development, supporting new defences that could provide protection to existing communities and businesses currently at risk of flooding and ensuring that new development incorporates proposals for flood defence provision or improvement to either mitigate its impact on existing defences or to provide protection to the occupiers of the development. The policy could allow sites to be brought forward for employment, that wouldn't normally be permitted for development and ensure that the vibrancy and vitality of the City centre is not compromised by flood risk.

5.9.3 Policy 38: Surface Water Storage and Drainage

Environmental Objectives Summary (*ranges from ++ to +*)

The policy supports the provision of water storage which has potential to have a positive impact on biodiversity where water storage areas can be designed to support biodiversity. Water storage schemes can also contribute towards reducing the risk of flooding, which has a negative impact on water quality during flood events, taking into account rising sea levels as a result of climate change. Indirectly the policy will have a positive effect on historical and cultural assets and the townscape by reducing the risk of flooding which could affect such assets in close proximity to water bodies.

Social Objectives Summary (+)

The policy supports strategic and local schemes for water storage which will improve the flood resilience of the City and will therefore have a positive effect on the health and safety of its residents. It could also enable sites to be brought forward for housing, that wouldn't normally be permitted for development on grounds of flood risk, supporting the objective of good quality accessible housing.

Economic Objectives Summary (+)

The policy could have an indirect positive effect by supporting schemes for water storage which will improve the flood resilience of the City. This could help to protect existing businesses and allow sites to

be brought forward for employment, that wouldn't normally be permitted for development and could contribute towards enhancing the vibrancy and vitality of City centre and local centres.

5.9.4 Policy 39: Sustainable Drainage

Environmental Objectives Summary (*ranges from ++ to +*)

The policy should have a positive effect on many environmental objectives, with a significant positive effect in relation to minimising flood risk. The policy includes a requirement for development proposals to incorporate SuDS unless it can be demonstrated as being unfeasible. In addition to reducing the risk of surface water flooding, which has a negative impact on water quality during a flood event, it creates an opportunity for habitats to be used for water storage and flood prevention and could therefore contribute towards improving habitats for local wildlife. SuDS techniques will help mitigate the risk from flooding as well as offer opportunities to reduce the anthropogenic cause of flooding, such as impermeable surfaces and provides an opportunity to reduce the risk of surface water flooding taking into account rising sea levels as a result of climate change. It also provides an opportunity to promote the efficient and re-use of water, such as including a Grey Water Recycling Tank/rainwater harvesting tank. Indirectly it should have further positive effects by reducing the risk of surface water flooding which could affect cultural heritage assets in close proximity to water bodies and public amenities, conservation areas, which are part of a townscape, in close proximity to water bodies.

Social Objectives Summary (+)

The policy supports schemes for water storage which will improve the flood resilience of the City and therefore the health and safety of its residents. It should therefore have a positive effect.

Economic Objectives Summary (+)

The policy could have an indirect positive effect by supporting schemes for water storage which will improve the flood resilience of the City. This could help to protect existing businesses and allow sites to be brought forward for employment, that wouldn't normally be permitted for development and could contribute towards enhancing the vibrancy and vitality of City centre and local centres.

5.9.5 Policy 40: Addressing Flood Risk in Planning Applications

Environmental Objectives Summary (*ranges from ++ to +*)

The policy should have a positive effect on environmental objectives as it ensures that proposals for new development will need to demonstrate that they are located in the most appropriate place given their vulnerability to flood risk and that the design of the development has taken account flood risk potential. This could encourage developers to locate the development in a location with reduced flood risk or incorporate measures to mitigate the potential flood risk or its potential to exacerbate flood risk. Consequently, the policy sets criteria to ensure that certain applications will need to demonstrate that they are located in the most appropriate place given their vulnerability to flood risk and that the design of the development has taken account of flood risk. The policy may have an indirect effect by reducing the risk of flooding which could positively affect cultural and heritage assets and conservation areas, which form an important part of the townscape, in close proximity to water bodies.

Social Objectives Summary (+)

The policy should deliver a positive impact in relation to social objectives by reducing the health and safety risks to residents/occupiers associated with locating inappropriate development in locations subject to a high risk of flooding.

Economic Objectives Summary (+)

The policy should have a positive effect on supporting sustainable economic growth by ensuring that flood risk is not increased by new economic developments and such development will not be located where the risk of flooding cannot be mitigated to an appropriate level. The policy also includes provisions that remove the requirement for sites that have been allocated in the Plan for development to submit a sequential test or exception test with their applications which could make it more attractive and expedient for developers. In addition by ensuring that flood risk is not increased by new economic development, this could further enhance the vibrancy and vitality of city centre and local centres.

5.9.6 Policy 41: Groundwater Protection

Environmental Objectives Summary (+)

The policy supports the protection of groundwater source protection zones which as a means of protecting groundwater which can be essential to support natural habitats. The policy could also contribute towards a reduction in the amount of pollution to groundwaters providing a positive effect on water quality.

Social Objectives Summary (++)

The policy will have a significantly positive effect on health by ensuring that development does not contaminate drinking water.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.10 Open Space and the Natural Environment (Chapter 12)

5.10.1 Summary

Table 5.10 summarises the potential impacts of the open space and natural environment policies on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.10: Summary of potential impacts of open space and natural environment policies

Policy		Environmental	Social	Economic
Policy 42	Open Space	+	+	0
Policy 43	Green Infrastructure / green network	++/+	+	0
Policy 44	Biodiversity and wildlife, Promoting biodiversity improvements	+	+	0
Policy 45	Trees	+	+	0

5.10.2 Policy 42: Open Space

Environmental Objectives Summary (ranges from ++ to +)

The policy is expected to have a number of positive environmental effects, particularly in relation to the protection and improvement of habitats and biodiversity. Maintaining a linked network of green spaces

throughout the city is essential to provide a green lung, support biodiversity and provide accessible locations for people to come into contact with nature. Maintaining a range of sites of varying sizes, form and location provides opportunities for a diversity of habitats and species to be present. The inclusion of all sites down to 0.1ha on the policies map increases the area of overall green space available and provides increased linkages between green spaces with associated benefits for biodiversity through increased habitat provision and reduced habitat fragmentation. It also provides opportunities for people to come into contact with nature. The policy states that schemes proposed in Site 1 must seek to conserve what is deemed valuable / rare in terms of biodiversity in the city which offers additional protection. The designation of former employment land bounded by the A63, the Humber Estuary, St Andrew's Quay Retail Park and existing open space site 1 present a significant opportunity for the creation of habitat features which support local biodiversity within this open space, specifically linked to the adjacent existing open space and the Humber Estuary, and provides increased opportunities for people to come into contact with nature. It is understood that the species of flora found on the site make it one of the most important brownfield land sites in the region. In addition, its proximity to the Humber Estuary International Site also provides a major opportunity for it to provide a wetland habitat. Further, open space is important for the adaptation to and mitigation of climate change. Maximising the area of green space available is desirable as this provides natural flood risk attenuation and mitigation within the urban area which supports the existing flood risk management processes and infrastructure. The policy also should have positive effect on the townscape and heritage asset objectives. The policy states that schemes proposed for the area site 1 should consider the South Blockhouse as an importance archaeological feature and designs for public open space in this area should aim to incorporate the archaeological findings and present them in an accessible way, further maximising the area of green space available is generally desirable as these spaces often form a key component of and positively contribute to the landscape character, local distinctiveness and visual amenity of the city.

Social Objectives Summary (+)

The policy should have an overall positive effect on social objectives with a significant positive effect in relation to health objectives. Open space, sport, recreation and play facilities are important to the quality of place and to people's overall wellbeing. As well as offering opportunities for physical activity, good quality, accessible green spaces are also linked to positive mental health benefits and can support community cohesiveness. There is growing evidence suggesting that health inequalities between the most and the least deprived groups are reduced where there is improved access to green space. The policy therefore has a positive effect by providing open space for all. The provision of open space, sport, recreation and play facilities are important to the quality of place can support and create local identity and encourage a sense of community pride therefore the protection of such spaces that are used by the local community is particularly positive.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.10.3 Policy 43: Green Infrastructure / green network

Environmental Objectives Summary (ranges from ++ to 0)

The policy provides a positive environmental effect by identifying and protecting a citywide Green Network, which increases the area of overall green space available and provides increased linkages between green spaces. This will benefit biodiversity through increased habitat provision and reduced habitat fragmentation; provide increased opportunities for people to come into contact with nature. The policy is also likely to have a positive effect on: habitat features that support species of biodiversity

value; protection of water quality and resource; conservation measures; managing flood risk; protection of soil resources; contributing to improving air quality; and protecting heritage and landscape character.

Social Objectives Summary (*ranges from ++ to +*)

By protecting and enhancing the green infrastructure and natural environment of the City in an inclusive way the policy is likely to have positive effects on those social objectives that relate to strengthening the community, improving health and wellbeing, particularly in the longer term as the measures within the policy start to deliver results. In addition, the policy promotes other modes of sustainable transport which could also improve access to other services and facilities.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.10.4 Policy 44: Biodiversity and wildlife

Environmental Objectives Summary (*ranges from ++ to +*)

The policy provides specific guidance for the protection and assessment (where development proposed that may affect) of designated sites at a European, national and local level and legally protected species; incorporating the statutory processes required where applicable. The policy should have a significant positive impact as it aims to not only avoid, mitigate or compensate for harm but seek ways to enhance and restore biodiversity. This will have significant benefits for biodiversity; the protection of water quality in associated water bodies, managing flood risk, protecting soil resources, maintaining landscape character and indirect benefits to air quality. These essential ecosystem services are also measures to mitigate against the effects of climate change and all of which will help to promote stronger communities. The positive effects of implementing this policy are likely to increase over the Plan period.

Social Objectives Summary (+)

The improvement of green infrastructure in the area is likely to benefit health and well-being through the enhancement of the residential landscape and amenity, the provision of more areas for exercise and the improvement of air quality and general environmental conditions. Protecting biodiversity and wildlife as proposed will also have benefits to human health. Overall the policy therefore should have a positive effect when considered against social objectives.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.10.5 Policy 45: Trees

Environmental Objectives Summary (+)

This policy will have provide a wide range of positive effects on environmental objectives, by seeking to avoid, mitigate or compensate for harm to trees. This would make a significant positive contribution to the conservation of species and habitats, improve local air quality, reduce carbon levels, protect against flooding and contribute to local landscape character and general amenity where trees form an important component.

Social Objectives Summary (+)

In terms of social objectives the policy is considered to have a positive effect. The planting of trees offers the potential for school and community involvement, which could in turn enhance community identity and participation. In addition, the policy may improve health as trees planted in the right circumstances can also benefit human health by absorbing a range of air-borne pollutants.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.10.6 Policy 46: Local food growing

Environmental Objectives Summary (+)

The policy should deliver a number of positive environmental effects. The policy provides for the inclusion of trees and plant which would make a minor positive contribution to the conservation of species and habitats and should reduce the loss of soils to development. The encouragement of locally produced food that can help to reduce the carbon footprint generated by the transport of food and promote walking due to easier access. Trees planted in the right circumstances can absorb a range of air-borne pollutants and help to improve air quality. It is unlikely that trees on this scale will make much of a difference and so the policy is scored as having a neutral to minor positive effect. The policy performs slightly positively as it aims to bring back into productive use some, vacant or derelict land and buildings for use of new allotments, orchards and for local food growing spaces and production. Although this is only temporary, the land is to be kept available after for other brownfield uses.

Social Objectives Summary (ranges from ++ to +)

The policy has a significant positive effect by improving access to healthy, locally-produced food. Community growing and other food-related activities improve physical and mental health for people of all ages, particularly when combined with Policy 12 (District, Local and Neighbourhood Centres), which limits the opening of hot food takeaway (A5 use) within 400m of a secondary school or sixth form college, or playing fields, the policy performs very positively at addressing levels of obesity in children and adults. Allotments also perform a function of bringing the community together, helping to create a sense of pride and facilitating community participation. The opportunity exists to promote water harvesting through this policy.

Economic Objectives Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.11 Environmental Quality (Chapter 13)

5.11.1 Summary

Table 5.11 summarises the potential impacts of the environmental quality policies on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.11: Summary of potential impacts of environmental quality policies

Policy	Environmental	Social	Economic
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Policy		Environmental	Social	Economic
Policy 46	Local food growing	+	+	0
Policy 47	Atmospheric Pollution	++/+	+	0
Policy 48	Land Affected by Contamination	++/+	++/+	0
Policy 49	Noise Pollution	++/+	+	0
Policy 50	Light Pollution	+	+	0
Policy 51	Hazardous Substances Consent	+	+	0

5.11.2 Policy 47: Atmospheric Pollution

Environmental Objective Summary (*ranges from ++ to +*)

The policy is expected to have a significant positive effect on environmental objectives as it seeks to avoid adverse impacts on sensitive ecological receptors, with particular reference to the Humber estuary; avoid developments that could worsen air quality, particularly in sensitive areas (e.g. Air Quality Management Areas). In addition, it could reduce CO2 emissions if more sustainable modes of transport are encouraged by developers seeking to improve local air quality.

Social Objective Summary (*ranges from ++ to +*)

The policy is expected to have a significant positive effect on social objectives as it aims to improve air quality and mitigate the negative effects from development (for example dust and odour) on human health and encourage sustainable modes of transport to reduce emissions and improve local air quality.

Economic Objective Summary (*0*)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.11.3 Policy 48: Land Affected by Contamination

Environmental Objective Summary (*ranges from ++ to +*)

The policy should have a positive effect on environmental objectives and in particular is expected to have a significant positive effect in relation to remediation of contaminated land and brownfield land objectives. The policy promotes contamination assessments and the conditioning of mitigation and remediation, which would allow developers to bring back into productive use contaminated and previously developed land by submitting the appropriate assessments and providing the appropriate mitigation measures. This has additional positive effects for water quality in terms of both surface water and groundwater and through remediation of contaminated land should deliver overall enhancement of the landscape and the townscape helping to facilitate future regeneration of brownfield land.

Social Objective Summary (*+*)

Although the policy does not have a direct impact on social objectives, there are likely to be consequential positive health effects for future occupiers.

Economic Objective Summary (*0*)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.11.4 Policy 49: Noise Pollution

Environmental Objective Summary (+)

The policy should result in a positive effect on the natural environment as new development must mitigate detrimental noise impacts on sensitive receptors such as habitats, biodiversity and the overall townscape and includes specific regard to the Humber Estuary International Site.

Social Objective Summary (+)

The policy includes provisions to assess the impact of noise on sensitive receptors and where necessary mitigate such impacts, which should provide a positive impact in terms of minimising noise pollution, particularly where it would affect sensitive residential areas. As such the policy should have a positive social effect.

Economic Objective Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.11.5 Policy 50: Light Pollution

Environmental Objective Summary (+)

The policy should result in a positive effect on the natural environment as new development must mitigate detrimental lighting impacts on sensitive receptors such as habitats, biodiversity and the overall townscape and includes specific regard to the Humber Estuary International Site.

Social Objective Summary (+)

The policy should have a positive social impact by ensuring lighting is sensitive to its surroundings, particularly in relation to residential areas, providing health benefits in terms of prevent stress from light pollution and can reduce crime and the fear of crime, through appropriate lighting of buildings streets and public spaces.

Economic Objective Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.11.6 Policy 51: Hazardous Substances Consent

Environmental Objective Summary (+)

The policy should have a positive effect on habitats, biodiversity and the water environment by requiring hazardous substances development and development in proximity to such sites to demonstrate that the level of risk to the surrounding community and environment is within acceptable limits and that the benefits from the use of the site outweigh that level of risk.

Social Objective Summary (++)

The policy should have a significant positive impact on health and wellbeing by ensuring the health of residents is protected from hazardous substances, by locating such facilities away from sensitive locations and ensuring that development proposals, such as for housing, are located a safe distance away from facilities with hazardous substance consent.

Economic Objective Summary (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

5.12 Infrastructure and Delivery (Chapter 14)

5.12.1 Summary

Table 5.12 summarises the potential impacts of the infrastructure and delivery policy on environmental, social and economic objectives, whilst further details of the findings of the SA are provided in the following sub-sections. The full appraisal is provided in Appendix C.

Table 5.12: Summary of potential impacts of the infrastructure and delivery policy

Policy		Environmental	Social	Economic
Policy 52	Infrastructure and delivery	++/+	+	++/+

5.12.2 Policy 52: Infrastructure and Delivery

Environmental Objectives Summary (ranges from ++ to +)

The effects of this policy on environmental objectives ranges from minor to significant positive effects. The policy performs positively as flood defence infrastructure can be provided under this policy, which also makes reference to supporting the provision of appropriate new infrastructure including schemes to mitigate and adapt to climate change. The policy also refers to the Infrastructure Delivery Plan which lists a number of schemes which will aim to tackle climate change.

Social Objectives Summary (ranges from ++ to +)

The policy seeks to protect and enhance the quality of life of residents and deliver accessible services, facilities and amenities that are necessary to sustain and enhance local communities, which should have a positive effect on social objectives. Due to the requirement for developers to contribute towards infrastructure (via CIL or Section 106 Contributions) new and improved facilities and services should be integrated into the community. Consequently this provides an opportunity to improve access to health care, promote healthy urban planning, promote open spaces and encourage healthy lifestyles (e.g. walking), thereby having positive implications for health and wellbeing. The policy also includes provisions which seek to improve access and integration between homes, jobs and community facilities and services. Existing facilities, services and amenities are to be protected whilst additional facilities, services and infrastructure will be delivered to meet new or existing needs, which should help to deliver more sustainably accessible communities and contribute towards delivering a reduction in the need to travel. The policy also refers to the Infrastructure Delivery Plan, which sets out potential costs and delivery mechanisms for individual elements or types of infrastructure identified as necessary to the delivery of the objectives of the Plan. It also refers to a number of sustainable transport schemes that can help to encourage a shift from the private car to public transport. The policy does not directly commit to promoting inclusive communities. However, it does supports the provision of services to meet needs associated with growth. These will support the development of sustainable communities, and ultimately contributing to strong and inclusive neighbourhoods.

Economic Objectives Summary (ranges from ++ to +)

The policy seeks the timely delivery of infrastructure both within the City and cross boundary, which will be necessary to support the delivery sustainable economic growth. The policy includes reference to the Infrastructure Delivery Plan which establishes how such infrastructure will support the development aspirations of the Plan and how it will be funded, phased and delivered. The policy also seeks to support measures to protect and enhance facilities, services and amenities that contribute towards supporting business needs, and includes provisions which seek to improve access and integration between homes, jobs and community facilities and services thereby enhancing the vibrancy and vitality of existing centres. Existing facilities, services and amenities are to be protected whilst additional facilities, services and infrastructure will be delivered to meet new or existing needs, which will help to sustain viable centres, ensuring that they support an appropriate supply and mix of uses that are commensurate with its scale and level of identified need.

5.13 Delivery of Sustainability Objectives

Table 5.13 describes how collectively the policies contribute to the delivery of each of the sustainability objectives that feature in the sustainability framework. The assessment conclusions are provided and any remaining uncertain or negative effects are discussed and the need for any further amendments to policies is identified.

The conclusions from this appraisal indicate that there are some minor amendments that can be made to policies to strengthen them in relation to waste, recycling, climate change and historic environment.

Table 5.13: Overall sustainability appraisal of the plan policies

Sustainability Objective	Conclusions	Further amendments/comments
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	<p>Development that is necessary to deliver the Plan’s aspirations for housing and employment growth and the provision of supporting infrastructure, services and community facilities could impact on habitats and biodiversity, both negatively and positively.</p> <p>The importance of the natural environment is a constant theme throughout the Local Plan. The Plan plays an important role in ensuring that habitats and biodiversity are protected from inappropriate development, whilst seeking to enhance and create new habitats. Ensuring development is appropriately sited, designed and incorporates existing habitats or includes proposals for new or improved habitat will be essential to supporting wildlife and preventing the fragmentation and destruction of habitat, which can also offer significant amenity value for residents, both visually and recreationally.</p>	<p>Overall the Plans policies should have a positive effect on the protection and enhancement of habitats and biodiversity and infrastructure, however there will still be some degree of uncertainty that relates to how development is implemented at the site level and the rigour with which the mitigating policies are applied.</p>

	<p>Open Space and the Natural Environment Policies, including: Policy 42: Open Space, Policy 43: Green Infrastructure / green network, Policy 44: Biodiversity and wildlife, Promoting biodiversity improvements, and Policy 45: Trees, all include provisions and specific measures to protect, manage and enhance habitats, biodiversity, green infrastructure and other important open spaces.</p> <p>Design Policies and in particular Policy 14: Design requires development to be sited, designed and orientated to respect and minimise its impact on landscape and other natural features, whilst providing new landscaping which retains those natural features.</p> <p>Policy 44: Biodiversity and wildlife provides specific protection to wildlife designations and protected species, and includes specific reference to the Humber Estuary International Site. It also includes provisions requiring new development to seek to achieve a net gain in biodiversity habitat.</p>	
<p>2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change</p>	<p>Development associated with delivering the level of housing and economic growth aspired to in the Plan has the potential to increase demand for water and wastewater treatment and needs to ensure that there is no deterioration in Hull's rivers and watercourses.</p> <p>Water Management Policies 37 to 41 seek to protect new development and existing communities from flooding and drainage issues and the negative effects of climate change, and support infrastructure for water supply and waste water to reduce associated health risks and contribute towards a safer and better quality of life for residents. In addition, Policy 52 ensures development is capable of withstanding climate change</p>	<p>No policies have been included in relation to water supply and waste water based on an assessment that the existing provision and protection is adequate, which provides some uncertainty as regarding potential environmental impacts and the inclusion of a policy may be preferred. The opportunity exists within some policies to promote water recycling measures.</p>
<p>3. Ensure that new development does not increase flood risk and</p>	<p>Flood risk is a particularly pertinent issue in Hull, with the majority of</p>	<p>No further recommendations.</p>

<p>protects or enhances the capacity & integrity of flood storage areas</p>	<p>Hull being located within flood zone 3a, as ground levels in the City are generally lower than the high tide level of the Humber. This places a heavy reliance on the Local Plan to ensure that new development is appropriately located and incorporates measures to withstand flooding, whilst also providing support for improving or delivering new flood defences.</p> <p>New development has the potential to increase flood risk or to be susceptible to flooding, as a consequence of being located within a high flood risk area, creating or exacerbating surface water management issues and failing to adapt to the effects of climate change.</p> <p>The Local Plan policies ensure that development is sited, designed and includes appropriate use of materials and drainage, such as the use of SUDS, to ensure that development does not create or increase future flood risk, taking into account climate change, and that surface water can be sustainably managed, to ensure that the quality and function of water courses, ground water and habitats are not detrimentally impacted on.</p> <p>In particular, Water Management Policies 37 to 41 seek to protect new development and existing communities from flooding and drainage issues and the negative effects of climate change, and support infrastructure for water supply and waste water to reduce associated health risks and contribute towards a safer and better quality of life for residents. In addition, Policy 37: Flood Defences provides specific support for new defences and protection of existing defences from inappropriate development.</p>	
<p>4. Minimise the loss of soils to new development and encourage remediation of contaminated land.</p>	<p>The Local Plan provides a strong policy support for redeveloping previously developed land and</p>	<p>No further recommendations.</p>

	<p>allocating brownfield sites for new development, which reduces the pressure on the need to build on green spaces.</p> <p>In particular, Policy 4 (Housing Regeneration and Brownfield Land) ensures that over the plan period, at least 60% of new housing should be built on brownfield sites. When used in conjunction with Policy 48 (Land Affected by Contamination) the effects overall are likely to be positive.</p>	
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	<p>There is no direct policy relating to climate change, however it is a theme that runs throughout the Local Plan and is tackled directly and indirectly through policies. Strategic Priority 7 supports more sustainable locations and patterns of living, particularly to reduce pollution and carbon emissions. Reducing energy demand and using energy from renewable and low carbon sources are important. This is addressed within Policy 18 (Renewable and Low Carbon Energy).</p> <p>Transport Policies 25 to 36 seek to promote the use and improvements to sustainable transport infrastructure, services and facilities, including public transport walking and cycling, and reduce the negative effects of transport. This should have a positive effect by encouraging a modal shift to more sustainable, less polluting means of transport, whilst ensuring that infrastructure performs more efficiently with less congestion.</p>	<p>Whilst policies when used together can reduce the impacts of climate change there is no clear commitment through a single policy. The decision not to have a dedicated climate change policy was made post Preferred Options stage. Although policies address climate change issues, they could be strengthened where they lack in tackling climate change issues, for example, reference to minimising waste and encouraging recycling.</p>
6. Ensure that development is capable of withstanding the effects of climate change	<p>One of the main effects of climate change within Hull is flooding. This is covered throughout a range of policies, however in particular Water Management Policies 37 to 41 seek to protect new development and existing communities and habitats from the negative effects of climate change.</p>	<p>No further recommendations.</p>
7. Achieve good air quality	<p>The Local Plan provides support for a significant quantity of new housing, employment and other</p>	<p>No further comments.</p>

	<p>development and associated physical infrastructure that are likely to exacerbate air quality issues. However, the Plan provides an opportunity to reduce the reliance on the private car and to encourage a modal shift to other more sustainable less polluting means, such as public transport, walking and cycling, whilst ensuring that transport infrastructure performs more efficiently with less congestion, which can improve locations with particularly high emissions, such as along key transport corridors.</p> <p>Transport Policies 25 to 36 seek to promote the use and improvements to sustainable transport infrastructure, services and facilities, including public transport walking and cycling, and reduce the negative effects of transport. This should have a positive effect by encouraging a modal shift to more sustainable, less polluting means of transport, whilst ensuring that infrastructure performs more efficiently with less congestion.</p> <p>Policy 47 (Atmospheric Pollution) ensures that where development could affect air quality (for example if it is proposed within an AQMA) then an assessment of air quality is undertaken.</p>	
<p>8. Maximise the use of previously developed land and buildings, and the efficient use of land</p>	<p>The Local Plan provides a strong policy support for redeveloping previously developed land and allocating brownfield sites for new development, which reduces the pressure on the need to build on green spaces.</p> <p>In particular, Policy 4 (Housing Regeneration and Brownfield Land) ensures that over the plan period, at least 60% of new housing should be built on brownfield sites.</p>	<p>No further comments.</p>
<p>9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever</p>	<p>One of the aims of the Local Plan is to make Hull the UK hub for renewable energy industries. Strategic Priority 7 supports using energy from renewable and low</p>	<p>As highlighted previously, there is the opportunity within the Local Plan to make explicit reference to minimising waste and encouraging recycling (including</p>

possible	carbon sources and this is addressed within Policy 18 (Renewable and Low Carbon Energy) and throughout other policies within the Local Plan.	water recycling).
10. To maintain and enhance historic and cultural assets	Hull has a wide range of heritage asset. Of particular note is the Old Town which retains medieval street patterns and many historic buildings. The Plan provides a framework which recognises this and protects the unique heritage assets while allowing change to happen. In addition, Strategic Priority 6 aims to protect and enhance the city's historic assets.	In accordance with Historic England comments. The plan should be amended to state: (a) A Development Brief should be prepared for all the larger sites which includes details of the considerations which will need to be taken into account in respect of the nearby heritage assets, and/or (b) The plan should include a set of Development Principles for each site which include setting out the considerations which will need to be taken into account in respect of any heritage assets in their vicinity.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	<p>Development associated with delivering the level of housing and economic growth aspired to in the Plan has the potential to impact upon the landscape, particularly where the use of greenfield land is required and where existing green infrastructure and green open spaces of amenity value to local communities and wildlife habitat could be affected. It could also result in the loss of agricultural land.</p> <p>The Local Plan prevents development from impacting negatively on the townscape and landscape, including greenfield land, open spaces, green corridors, parks and gardens and other areas that provide habitat or amenity value. It can also ensure that development seeks to enhance or create new spaces as a feature of proposals.</p> <p>The Local Plan provides a strong policy support for redeveloping previously developed land and allocating brownfield sites for new development can reduce the</p>	No further recommendations.

	<p>pressure on the need to build on green spaces.</p> <p>Policy 42: Open Space seeks to protect existing open space provisions and provide support for new provisions, particularly to rectify identified deficits.</p> <p>Policy 43: Green Infrastructure / green network seeks to protect green networks and infrastructure and ensure that new development incorporates and enhance existing and/or new green infrastructure features within their design.</p> <p>Policy 4: Housing regeneration and brownfield land, supports the majority of housing development being located on previously developed land, which can help to alleviate pressure on greenfield land.</p>	
<p>12. Encourage healthy lifestyles and reduce the health impacts of new developments</p>	<p>The Local Plan has considered opportunities for healthy lifestyles throughout. For example, it helps to promote active travel and physical activity, and promotes access to healthier food and local food growing, high quality open spaces and opportunities for play, sport and recreation).</p> <p>Through environmental quality policies (policies 47 to 51), potential pollution and other environmental hazards, which might lead to an adverse impact on human health, are accounted for in the consideration of new development proposals. Policies 49 and 50 address noise and lighting issues, which can cause adverse on health of residents (for example stress related illnesses).</p> <p>Policy 13 (University of Hull) ensures that sufficient healthcare is provided.</p>	<p>Whilst some policies that relate to site allocations may result in the loss of open space, the Local Plan will ensure that these are replaced and provided elsewhere and so there will be no negative effects. In addition, any allocations that may have an effect on residential neighbouring uses shall be mitigated against through policies (for example Policies 49 and 50).</p>
<p>13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport</p>	<p>A constant theme throughout policies is to provide sustainable modes of transport. Chapter 10 is dedicated to Transport and makes regular reference to the importance of sustainable transport and the need to achieve a modal shift in this direction. In particular, Policy 25</p>	<p>No further recommendations.</p>

	Sustainable Transport addresses the issue in full.	
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	<p>The spatial distribution of housing, employment, infrastructure, community and leisure facilities will all have a determining effect on providing equitable access that addresses social exclusion. The design of housing and the spaces around, including the public realm and green infrastructure, will have a significant effect on ensuring that everyone has access to good quality housing and enhancing local distinctiveness and a sense of place.</p> <p>Ensuring development is located where its impact can be accommodated by existing transport infrastructure or is supported by measures to mitigate such impacts or includes proposals to deliver improvements to physical infrastructure, facilities or services, particularly where there are existing deficiencies, should help to support economic prosperity, health and wellbeing and quality of place for all residents.</p> <p>The Plan ensures healthcare is available to all and promotes healthy lifestyles, such as through access to recreation facilities or the opportunity to access employment and community facilities by means other than the private car, has a key role to play in achieving this and addressing overall social inclusion and health inequalities.</p>	No further recommendations.
15. Ensure that everyone has access to good quality housing that meets their needs	<p>The design of housing and the spaces around, including the public realm and green infrastructure, will have a significant effect on ensuring that everyone has access to good quality housing and enhancing local distinctiveness and a sense of place.</p> <p>Strategic Priority 2, which promotes the allocation of land to meet the future need for the right type and quantity of homes in Hull and housing policies specifically directed</p>	No further recommendations.

	towards providing high quality housing (for example Policy 21 Designing for housing) will ensure that this sustainability objective is met.	
16. Enhance community identity and participation	Spatial planning and the Local Plan is an important and accessible mechanism to ensure that all communities in Hull have the opportunity to actively engage in the planning process, and make choices, such as where new development should be located, what new or improved infrastructure is needed and what community facilities, services, recreation and open spaces should be provided or protected.	No further recommendations.
17. Reduce both crime and fear of crime	Although, not an overarching theme throughout the Local Plan. The issue of crime and safety appears throughout a number of policies. In particular, Policy 14 (Design) states that developments should promote public safety and minimise the risk of crime.	Although Local Plan policies promote the provision of 'safe' schemes, it should consider a 'Secure by Design' option for future development designs.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Strategic Priority 5 promotes education and in accessible locations. Policies which address education directly are Policy 13 (University of Hull) and Policy 9 (City Centre), which enables the city centre to accommodate educational (D1) uses. Policy 52 (Infrastructure and Delivery) will ensure that any new developments will need to ensure that sufficient educational facilities are in place.	No further recommendations.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	A thread running through many of the policies is the need for good and effective access to the full range of employment opportunities, facilities, goods and services. Therefore cumulatively most of the policies should have a significant positive effect on this sustainability objective. The Local Plan (particularly Policy 12 - District, Local and Neighbourhood Centres) directs development to, and provides the framework for managing future uses within, centres.	Chapter 10 is dedicated to Transport and makes regular reference to the importance of accessibility. It also goes on to explain the importance of sustainable transport and the need to achieve a modal shift in this direction. Strategic Priority 4 aims to support and enhance the role of District, Local and Neighbourhood centres to ensure they are healthy and vibrant and can meet people's needs for shops, services and

		community facilities within easily accessible locations across the city.
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	<p>The Local Plan proactively encourages sustainable economic growth supporting the ambition for the Hull to be a leading UK energy city. In addition, the Local Plan supports jobs by ensuring there is sufficient land and infrastructure in the right places in order to allow new businesses to come to the city and existing businesses to expand and modernise to provide necessary jobs and services.</p> <p>Although economic development is a theme throughout, Policies 1, 2 and 13 support this objective.</p>	No further recommendations.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	<p>The Plan provides a framework for how development and infrastructure can be provided in a way that maximises the full potential of the city centre and enhances its vibrancy and vitality.</p> <p>The Local Plan promotes the role of the city centre by making it a focus for major shopping, food and drink, and leisure development that can serve the city, the wider region and areas beyond. The city centre is supported as a location for major shopping, food and drink, leisure and cultural facilities, as well as office based businesses and educational establishments. Policy 9 (City Centre) in particular, ensures the City will accommodate a full range of main town centre uses and necessary infrastructure to promote key objectives for economic growth and to make Hull a world class visitor destination.</p> <p>In addition, Policy 12 supports and encourages the growth and protection of district, local and neighbourhood centres to maintain vitality and vibrancy.</p>	No further recommendations.

6. Appraisal of the Local Plan Site Allocations

6.1 Introduction

The Local Plan Policies Map indicates many sites proposed for different land use types such as- housing, employment, mixed use, open space. Identification of these sites has been through various evidence studies such as the Strategic Housing Land Availability Assessment (SHLAA), Employment Land Review, Open Space Study and similar.

Using the SEA/SA objectives, an appraisal of the economic, social and environmental implications of the sites proposed for housing, employment, mixed-use and open space land use types identified on the Local Plan Proposals Map was conducted. This approach was used to enable the assessment at a site level, predicting the effect of locating the sites for their intended land use in terms of environmental, social and economic factors.

6.2 Assessment methodology

For each specific housing, employment and mixed use site identified, baseline data sourced from the Council’s Strategic Housing Land Availability Assessment (SHLAA) study, Employment Land Review and other Council held GIS data, was used to respond to the sustainability objectives. This enabled the effects of the proposed development on environmental, social and economic factors to be identified.

In each table the potential impact is stated and where appropriate mitigation is included to offset possible negative impacts. An overall sustainability score is given for each site. This has been based on the most effects received overall.

The assessment is expressed using the significance criteria outlined below.

Figure 5.1: Assessment significance criteria

Symbol	Description
++	Very sustainable - Option is likely to contribute significantly to the SA/SEA objective
+	Sustainable - Option is likely to contribute in some way to the SA/SEA objective
0	Neutral – Option is unlikely to impact on the SA/SEA objective
?	Uncertain – It is uncertain how or if the Option impacts on the SA/SEA objective
-	Unsustainable – Option is likely to have minor adverse impacts on the SA/SEA objective
--	Very unsustainable – Option is likely to have significant adverse impacts on the SA/SEA objective

The effects are typically local in nature, with a moderate likelihood of occurrence during the plan period i.e., short to the medium term.

The following criteria, which enables the assessment at the level of a site has been used. This has been based on the criteria used for previous stages, but amended to include additional criteria in order to assess all sustainability objectives.

Environmental Factors

- Is the site located in close proximity a Special Protection Area, Site of Special Scientific Interest and RAMSAR?
- Is the site within 50m of a Site of Nature Conservation Interest?

- Does the site have an RSPB constraint?
- Does the site contain trees and vegetation?
- Is the site in close proximity to Green spaces/green network?
- Is the site in a Conservation Area Location?
- Is it within or close to a Listed Building?
- Is the site within a Flood Zone? If yes, what is the hazard level?
- Is the site in proximity to Water Courses?
- Is the site Brownfield or Greenfield?
- Could the site have been potentially contaminated?
- Does the site lie within an AQMA?
- Could the use have an impact on water quality and/or consumption?

Social Factors

- Are there residents in close proximity (within 500 metres) to the proposed site?
- Is the site close to a Primary school (within 600m) or secondary school (within 2000m)?
- Proximity of the site to a City Centre, District Centre or Local Centre. Is it within 2000m?
- Is the site within 1000m of a Rail station?
- Is the site in close proximity (within 500 metres) to bus services?
- Are there any site access/road capacity constraints?
- Could the development of the site encourage crime related activities?
- Is the site in close proximity to Green spaces?
- Is this site in proximity (within 750 metres) to a GP Clinic?
- Is the site in proximity to Community Facilities (Library, Community Hall, Neighbourhood Centre)?
- Is the site within 10th Most Deprived Ward?

Employment Factors

- Would the use create employment opportunities?

Dependent on the response to each of the above criterion the overall effect of the proposed development on the environmental, social and economic factors have been discussed. It is important to note that the assessment is conducted prior to the application of any mitigation measure at each site. Dependent on the developer interest, applicable regulations, Local Plan policies and national planning policies mitigation will apply to each site and when these details become available at a later stage the assessment findings may be revised.

6.3 Mitigation and recommendations

The SEA Regulations require the SA process to identify suitable mitigation measures for any significant adverse effects predicted for the sites allocations. This is also an important component of the SA Report. Reference should be made to the Detailed Assessment matrices in Appendix D and the proposed mitigation measures.

6.4 Potential impacts and recommendations

The summary assessments of the proposed housing site allocations are summarised in Table 6.1, employment allocations in Table 6.2, mixed use allocations in Table 6.3 and open space allocations in Table 6.4, with the full site assessments provided in Appendix D.

6.4.1 Housing Allocations

The assessment summarised in Table 6.1 identifies that there are potential negative environmental effects on some/multiple receptors associated with the development of the majority of the proposed housing site allocations (e.g. loss of biodiversity, impacts on designated sites, flood risk issues, impacts on listed buildings/Conservation Areas; contamination risks), although it is anticipated that many of these potential effects could be mitigated during the site development process through further assessment and appropriate design.

The assessment found that all the housing sites identified will support the good quality housing SA objectives and have good access to transport (SA13). All lie within close proximity to services, facilities and schools and scored positively, however it should be noted that some have better access than others. Some sites had a negative impacts on heath and community facilities as they would result in the loss of amenity greenspace, which the existing community might be using for leisure purposes and to maintain a healthy lifestyle (for walking or exercising).

A consistent observation is that the site proposals do not contribute to addressing crime (perceived and actual). Although an abstract theme, the design of a development can have a reasonable effect on addressing this issue- such as adopting Secure by Design standards.

In economic terms, many of the effects are positive as they provide much needed housing in deprived areas, offer employment opportunities through construction and could generate need for local services in the long term, supporting local economic growth; although some sites will require further consideration.

Overall positive or neutral effects are observed across most site allocations. The uncertain or negative effects predicted are typically for the following reasons. Reference must be made to the detailed assessment for specific assessment results for each site.

- Habitats - where the sites are located within or adjacent or very close to wildlife sites, Humber Estuary, green networks, open space or water, negative effects could occur on the habitats and biodiversity features at the wildlife sites. Where the proposed site are in the vicinity of a site of potential biodiversity value, dependent on size and site features the effects on biodiversity features may be neutral or negative, which can be predicted with further details, therefore at such sites the effect on SA1-Habitats objective is predicted to be uncertain unless further information has been made available.
- Water Quality - Most sites are located within the Source Protection Zone 3 and therefore effects on water are neutral from this perspective. Few are within Source Protection Zone 2 or 1 (for example, Former Dane Park Primary School, Orchard Park). The effect of development at these sites on the water objective is predicted to be negative. It is most likely that this minor negative effect can be negated with appropriate mitigation measures. In addition, where sites lies in close proximity to a water feature the effects are uncertain and potentially negative. However, without further information, these cannot be assessed.
- Flood Risk – A majority of sites lie in Flood Zone 3a, ranging from I (low hazard) to iii (high hazard). The effect of development at these sites on the water objective is predicted to be

negative. However, those within Flood Zone 3a I (low hazard) have been scored as 0/- as it is most likely these areas will be a minor negative.

- Soils – Any sites that are known to be contaminated have been scored as having a negative effect against this objective. If the site has potential contamination due to a previous use then it has been given an uncertain effect. Where Greenfield sites (either in full or part) are put forward for development, the effect on the soil are considered negative.
- Reducing Emissions – Generally this scored as a neutral as a site allocation would have little effect on reducing emissions at this stage. However, any sites within an AQMA have been scored as having a negative effect against this objective as development within these areas is likely to exacerbate air quality related issues due to CO2 emissions.
- Air Quality – Any sites within an AQMA have been scored as having a negative effect against this objective.
- Previously Developed Land - In general, as most sites are on PDL the majority of sites score significantly positive under both SA8 (previously developed land). Where Greenfield sites (either in full or part) are put forward for development, the effect on this objective is considered significantly negative.
- Historical Cultural – Sites that are in close proximity or within Conservation Areas or a Listed Building or in close proximity to a Listed Building may have a negative effect, dependent on the scale of the development and setting. Further details are available in each assessment.
- Landscape and townscape - At sites that are likely to encroach into an open space, wooded area (or the Green Belt), dependent on the scale of the development landscape features and related visual amenity in the area will be affected in a negative way. The effect has mainly been scored as uncertain as at this stage, as landscape effects are unknown.
- Healthy Lifestyle – The effect has mainly been scored as neutral unless the development involves a loss of amenity greenspace which the existing community might be using for leisure purposes and to maintain a healthy lifestyle (for walking or exercising) or lies within an AQMA.
- Crime Reduction – As discussed previously, it is uncertain whether site proposals would contribute to addressing crime (perceived and actual). Although an abstract theme, the design of a development can have a reasonable effect on addressing this issue- such as adopting Secure Design standards.

Table 6.1: Summary of environmental, social and economic impacts of the proposed housing site allocations

SEA Objective		1 - Habitats	2 - Water Quality	3 - Flood Risk	4 - Soils	5 - Reducing Emissions	6 - Climate Change	7 - Air Quality	8 - Previously Developed Land	9 - Natural Resources	10 - Historic / Cultural	11 - Landscape Townscape	12 - Healthy Lifestyle	13 - Access to Transport	14 - Promote Equality	15 - Access to Housing	16 - Community Identity	17 - Crime Reduction	18 - Access to Education	19 - Access to Facilities	20 - Sustainable Economic Growth	21 - City Centre Vitality & Viability
Local Plan Site Reference	Site name																					
2	Egginton Street	0	0	0/-	?	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
6	13 - 25 George Street	0	0	0/-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
7	41 - 65 George Street (Upper Floors)	0	0	0/-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
8	25 - 27 Dock Street	0	0	0/-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
195	Fruit Market Site B	-	0	-	-	-	0	-	++	0	-	?	-	+/-	0	+	0	?	+	++	+	+
313	Baker Street Garage	?	0/-	0/-	-	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
314	Story Street, Upper Floors	0	0/-	0/-	0	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
318	31-53 Ferensway	0	0/-	0/-	-	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
371	Marina Recreation Centre, Commercial Road	0	0	-	0	-	0	-	++	0	-	?/-	-	+	0	+	0	?	+	+	+	+
372	Tivoli House (Upper Floors), South Street, Hull	0	0/-	0/-	0	0	0	0	++	0	0	0	+	+	0	+	0	?	+	+	+	+
373	Humber Quays	-	?	-	-	-	0	-	++	0	0	?	-	+/-	0	+	0	?	+	++	+	+
376	63-71 High Street, City Centre	-	?	-	0	-	0	-	++	0	?	?	-	+	0	+	0	?	+	+	+	+
383	24 - 28 Whitefriargate, Friary Chambers (Upper Floors)	0	0	0/-	0	-	0	-	++	0	0	0	=	+	0	+	0	?	+	+	+	+
385	Land to the west of Spring Street, Ferensway	0	0	0/-	0	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+
394	City Exchange, Alfred Gelder Street	0	0	0/-	0	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
395	Essex House Floors 5 to 9	0	0	0/-	0	0	0	0	++	0	0	0	+	+	0	+	0	?	+	+	+	+
398	High Street East of Blaydes Staith	-	?	0/-	-	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
399	2 – 5 High Street	-	?	0/-	-	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
400	Blaydes Dock	-	?	-	-	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+
405	83-93 George Street	0	0	0/-	?	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+
418	25-30 Albion Street	0	0	0/-	-	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+
428	Land between George Street, Carroll Place and Trippet Street	0	0	0/-	0	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+
429	Land To The West Of And Burnett House, Castle Street	0	0	-	?	-	0	-	++	0	?	?	-	+	0	+	0	?	+	+	+	+
433	Kings Building, South Church Side	0	0	-	-	-	0	-	++	0	?	?	-	+	0	+	0	?	+	+	+	+
450	84-102 Anlaby Road/Park Street	?	0	0/-	-	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+
503	Land to the east of Wincolmllee fronting the River Hull, City Centre	-	?	-	-	0	0	?/-	++	0	-	?	+	+/-	0	+	0	?	+	+	+	+
924	13 - 15 Savile Street (Upper Floors)	0	0	0/-	0	0	0	0	++	0	0	0	+	+	0	+	0	?	+	+	+	+
44	Extra Care Home, Hawthorn Avenue	0	0	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
68	Scholars Gate, Spring Bank West	-	0	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
164	Land north of Anlaby Road between Gladstone Street and Argyle Street	-	0	0/-	-	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+
296	Land to rear or 41-45 Albert Avenue	?	0	0/-	-	0	0	0	-	0	0	-	+	+	0	+	0	?	+	+	+	+

367	Land east of Hawthorn Avenue	?	0	-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
370	Hawthorn Avenue, Former Amy Johnson Site	?	0	-	-	0	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
17	Holderness House, Holderness Road	-	0	-	-	0	0	0	0	--	0	-	-	-	+	0	+	0	?	+	?	+	+
20	Land between Ryehill Grove, Wyton Grove and Exeter Grove	-	0	0/-	-	0	0	0	0	++	0	0	?	+/-	+	0	+	0	?	+	+	+	+
21	Land West of Poorhouse Lane, South of Preston Road	-	0	0/-	-	0	0	0	0	--	0	-	-	-	+	0	+	0	?	+	+	+	+
22	Land South of Balham Avenue	?	0	0	0	0	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+
31	Tower Grange Police Station, Holderness Road	0	0	0/-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
36	Land at former David Lister School	-	0	-	-	0	0	0	0	++	0	-	?	-/+	+	0	+	0	?	+	+	+	+
54	Former Sutton Place Safe Centre, Saltshouse Road	-	0	0	0	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
170	106 - 108 Marfleet Avenue	?	0	0/-	0	0	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
172	Land to north east of 141 Marfleet Avenue	?	0	0/-	-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
250	Old Methodist Hall, Durham Street	0	0	0/-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	0	0
254	Land surrounding Wath Grove	0	0	-	0	0	0	0	0	++	0	0	?	?/-	+	0	+	0	?	+	+	+	+
322	Land west of Middlesex Road	-	0	0/-	?	0	0	0	0	++	0	0/?	?	+	+	0	+	0	?	+	+	+	+
325	Land around Perivale Close	0	0	0/-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
326	Land at Ganstead Grove/Exeter Grove/Rimswell Grove/Wyton Grove	0	0	0/-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
327	Land north of Maybury Road (former Maybury School)	?/+	0	-	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
328	Land north and south of Portobello Road, south of Marfleet Lane, west of Bilton Grove	-	0	0/-	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
329	Kedrum Road, Southcoates Lane	-	0	0/-	-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
331	Land to East and West of Marfleet Avenue	-	0	0/-	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
336	Land South of Preston Road and East of Marfleet Lane	-	0	0/-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
9	380 Beverley Road (Former Mayfair Cinema)	0	0	-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
26	1-41 Sharp Street	0	0	0/-	-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
27	West End of Sharp Street	0	0	-	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
30	Former Newland Primary School, Newland Avenue	-	0	0/-	0	0	0	0	0	++	0	-	?	?/-	+	0	+	0	?	+	+	+	+
43	48 Pearson Park, HU5 2TG	0	0	-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
46	50 Pearson Park	0	0	-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
51	20-24 Lambert Street	0	0	0/-	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
219	Goodfellowship Inn Pub, Cottingham Road	0	0	0/-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
226	173 to 187 Cottingham Road	-	0	0/-	0	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
231	Land between Bishop Alcock Road and Hotham Road North	0	0	0/-	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
232	Land at Bishop Alcock Road	0	0	0/-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
234	Land west of Bishop Alcock Road (former William Gee School)	0	0	0/-	0	0	0	0	?/-	++	0	0	?	-	+/-	0	+	0	?	+	+	+	+
291	114 Blenheim Street	0	0	0/-	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+

364	Land between Stanley Street and Derringham Street, Spring Bank	0	0	0/-	0	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
447	109- 111 Beverley Road (Upper floors)	0	0	0/-	0	0	0	0	0	++	0	0	0	+	+	0	+	0	?	+	+	+	+
482	Brunswick Avenue	-	0	-	-	0	0	0	--	0	-	-	-	+	0	+	0	?	+	+	+	+	
485	Former School of Architecture building, Brunswick Avenue	?	0	-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+	
502	Land parcels to north of Walker Street	-	0	-	-	-	0	-	--	0	0	-	-	+	0	+	0	?	+	+	+	+	
524	Providence Row, Beverley Road	0	0	-	-	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+	
561	Trinity House Grounds, Calvert Lane	-	0	-	-	0	0	?/-	--	0	0	-	-	-	0	+	0	?	+	+	+	-	
607	Amber Development, Former Boothferry Park, Boothferry Road	0	0	0/-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
659	West of No's 288-264 Pickering Road, former LA Training Centre	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
691	University Of Hull, Cottingham Road.	0	0	-	-	0	0	0	--	0	0	-	+	+	0	+	0	?	+	+	+	+	
721	Former Dane Park Primary School, Orchard Park	-	-	-	0	0	0	?/-	++	0	0	?	-	+/-	0	+	0	?	+	+	+	+	
723	The Danes, North of Hall Road	-	-	-	-	0	0	?/-	++	0	0	?	?/-	+/-	0	+	0	?	+	+	+	+	
927	Land at 103 8th Avenue	0	-	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
928	Extra Care Home Hall Road	0	-	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
936	Rear of 465-467 Priory Road	?	0	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
42	Area of Change - North Bransholme	?	0	0/-	0	0	0	0	++	0	?	?	-	+	0	+	0	?	+	+	+	+	
47	Kinderscout Close, North Bransholme	0	0	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
65	Leitholm Close, North Bransholme	-	0	0/-	?	0	0	0	++	0	0	?	0	+	0	+	0	?	+	+	+	+	
102	North of Grassington Close, North Bransholme	0	0	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
106	Land North East of Highlands Health Centre, Cumbrian Way	0	0	0	-	0	0	0	--	0	0	-	--	+	0	+	0	?	+	+	+	+	
117	Reckitts Recreation Ground, Chamberlain Road	-	0	-	-	0	0	?/-	--	0	0	-	+	+/-	0	+	0	?	+	+	+	+	
120	Land east of Stoneferry Road, south west of Foredyke Avenue	0	0	-	-	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+	
122	Corner of Leads Road & Glebe Road	0	0	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
137	Land north of Wansbeck Road/ East of Frome Road	?	0	0/-	?	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
138	Land at former Viking Public House, Shannon Road	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
190	Hollywell Close	0	0	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
192	Land north of Hopewell Road	0	0	0/-	-	0	0	0	--	0	0	-	+	+	0	+	0	?	+	+	+	+	
197	Brandsby Grove	0	0	0/-	-	0	0	0	--	0	0	-	+/-	+	0	+	0	?	+	+	+	+	
199	Land to south of Oakfield School	?	0	-	-	0	0	?/-	--	0	0	-	-	+/-	0	+	0	?	+	+	+	+	
804	James Reckitt Library and adjacent land, Holderness Road	0	0	-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+	
805	Land at Minehead Road	?	0	0/-	-	0	0	?/-	--	0	0	-	+	+/-	0	+	0	?	+	+	+	+	
807	Holderness Road, Franklin Street	0	0	-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+	
861	Land to north of Danby Close, Howdale Road Part 1	?	-	-	-	0	0	?/-	--	0	-	-	+	+/-	0	+	0	?	+	+	+	+	

862	Land to north of Danby Close, Howdale Road Part 2	?	-	-	-	0	0	?/-	--	0	-	-	+	+/-	0	+	0	?	+	+	+	+
875	Extra Care Home, Leads Road	0	0	0/-	0	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+
879	The Lawns Club, 33 Lowgate, Sutton	0	0	0	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
914	Gleneagles Centre, Gleneagles Park	?	0	0/-	0	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+
917	Land west of Astral Gardens	0	0	0	-	0	0	0	--	0	0	-	+	+	0	+	0	?	+	+	+	+

6.4.2 Employment Allocations

The assessment summarised in Table 6.2 identifies that there are potential negative and uncertain environmental and social effects on some/multiple receptors associated with the development of the majority of the proposed employment land site allocations (e.g. loss of biodiversity, impacts on designated sites, flood risk issues, impacts on listed buildings/Conservation Areas; contamination risks, loss of amenity green space), although a few sites have neutral/uncertain effects. Those identified in red primarily relate to the potential adverse effects on the adjacent designated Humber Estuary European site and are considered through the HRA process, although not all sites that require such assessment are shown in red. As indicated for the housing site allocations, it is anticipated that many of these potential effects could be mitigated during the site development process through further assessment and appropriate design. It is considered that all of these sites will give rise to positive social and economic effects by providing new employment and contributing to economic growth. Most sites lie within close proximity to services and facilities and scored positively, however it should be noted that some have better access than others.

As with housing, a consistent observation is that the site proposals do not contribute to addressing crime (perceived and actual). Although an abstract theme, the design of a development can have a reasonable effect on addressing this issue- such as adopting Secure by Design standards.

With the application of mitigation measures provided through Local Plan policies, it is unlikely that development of these sites would result in significant adverse impacts.

Overall positive or neutral effects are observed across most site allocations. The uncertain or negative effects predicted are typically for the following reasons. Reference must be made to the detailed assessment for specific assessment results for each site.

- Habitats - where the sites are located within or adjacent or very close to wildlife sites, Humber Estuary, green networks, open space or water, negative effects could occur on the habitats and biodiversity features at the wildlife sites. Where the proposed site are in the vicinity of a site of potential biodiversity value, dependent on size and site features the effects on biodiversity features may be neutral or negative, which can be predicted with further details, therefore at such sites the effect on SA1-Habitats objective is predicted to be uncertain unless further information has been made available.
- Water Quality - Most sites are located within the Source Protection Zone 3 and therefore effects on water are neutral from this perspective. Few are within Source Protection Zone 2 (for example, Land next to Donaldson Filtration Components factory, Stockholm Road). The effect of development at these sites on the water objective is predicted to be negative. It is most likely that this minor negative effect can be negated with appropriate mitigation measures. In addition, where sites lies in close proximity to a water feature the effects are uncertain and potentially negative. However, without further information, these cannot be assessed. It is likely that commercial water consumption would increase and have a negative effect. However, most sites have been scored as uncertain as more information on the development would be required to inform the scale of the impacts on water consumption.
- Flood Risk – A majority of sites lie in Flood Zone 3a, ranging from I (low hazard) to iii (high hazard). The effect of development at these sites on the water objective is predicted to be negative. However, those within Flood Zone 3a I (low hazard) have been scored as 0/- as it is most likely these areas will be a minor negative.
- Soils – Any sites that are known to be contaminated have been scored as having a negative effect against this objective. If the site has potential contamination due to a previous use then it has been given an uncertain effect. Where Greenfield sites (either in full or part) are put forward for development, the effect on the soil are considered negative.
- Reducing Emissions – Generally this scored as a neutral as a site allocation would have little effect on reducing emissions at this stage. However, any site within an AQMA (Site 7 Neptune Street) have been scored as having a negative effect against this objective as

development within these areas is likely to exacerbate air quality related issues due to increased CO2 emissions.

- Air Quality – One site (Site 7 Neptune Street site is within an AQMA and has been scored as having a negative effect against this objective. Where there are known issues on the road regarding congestion, the site has been scored as unknown to negative against this objective as it could exacerbate air quality related issues.
- Previously Developed Land - In general, as most sites are on PDL the majority of sites score significantly positive under both SA8 (previously developed land). Where Greenfield sites (either in full or part) are put forward for development, the effect on this objective is considered significantly negative.
- Historical Cultural – Sites that are in close proximity or within Conservation Areas or a Listed Building or in close proximity to a Listed Building may have a negative effect, dependent on the scale of the development and setting. Further details are available in each assessment.
- Landscape and townscape - At sites that are likely to encroach into an open space, wooded area (or the Green Belt), dependent on the scale of the development landscape features and related visual amenity in the area will be affected in a negative way. The effect has mainly been scored as uncertain as at this stage, as landscape effects are unknown.
- Healthy Lifestyle – Employment sites may cause rise to health issues for residents living in close proximity to the site (such as noise pollution/traffic emissions etc) dependent on the proposed land use. As most sites lie within a primarily industrial estate, impacts are likely to be minimal on this objective, however without knowing the employment use, it cannot be determined and has therefore been scored as uncertain. Where employment sites are adjacent to residential areas or within an AQMA, the site has been scored as negative against this SA objective.
- Access to Transport – Where there are known issues on the road regarding congestion and access, the site has been scored as negative against this objective. If the site has good public transport links, but access/congestion issues then the site has been scored as +/-.
- Access to facilities – Three sites (for example Site 4 Land to the North Side of Freightliner Street) have scored negatively against this objective as they are situated near Hessle Road District Centre and there could be a potential negative effect on this facility.
- Crime Reduction – As discussed previously, it is uncertain whether site proposals would contribute to addressing crime (perceived and actual). Although an abstract theme, the design of a development can have a reasonable effect on addressing this issue- such as adopting Secure by Design standards.

Table 6.2: Summary of the predicted effects of the proposed employment land site allocations.

SEA Objective		1 - Habitats	2 - Water Quality	3 - Flood Risk	4 - Soils	5 - Reducing Emissions	6 - Climate Change	7 - Air Quality	8 - Previously Developed Land	9 - Natural Resources	10 - Historic / Cultural	11 - Landscape Townscape	12 - Healthy Lifestyle	13 - Access to Transport	14 - Promote Equality	15 - Access to Housing	16 - Community Identity	17 - Crime Reduction	18 - Access to Education	19 - Access to Facilities	20 - Sustainable Economic Growth	21 - City Centre Vitality & Viability
Local Plan Site Reference	Site name																					
1	Priory Business Park	-	?	-	?	0	0	?/-	++	0	0	-	?	+/-	0	0	0	?	0	+	++	++
2	Priory Business Park (Arco)	-	?	-	?	0	0	?/-	++	0	0	-	?	+/-	0	0	0	?	0	+	++	++
3	Former Birds Eye factory site, Hessle Road	-	?	-	-	0	0	?/-	++	0	0	-	?	+/-	0	0	0	?	0	+	++	++
4	Land on the north side of Freightliner Road	?	?	-	?	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
5	Former Cavaghan and Gray factory, Freightliner Road	?	?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
6	Land between Wassand Street and Walcott Street, Hessle Road	?	?	-	-	0	0	0	++	0	-	?	?	+	0	0	0	?	0	+	++	++
7	Neptune Street	?	?	-	-	-	0	-	++	0	0	?	-	+/-	0	0	0	?	0	+	++	++
8	St Andrew's Dock	-	?	-	-	0	0	?/-	++	0	-	-	?	-	0	0	0	?	0	-	++	++
9	Land to the west of Gibson Street	?	?	-	0	0	0	0	++	0	0	?	-	+	0	0	0	?	0	+	++	++
10	Land at Oxford Street/Swann Street, Wincolmllee	?	-/?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
11	Land at Cleveland Street (Former ADM Cocoa Plant), including the former Spiller's flour mill site	?	?	-	0	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
12	Land south of Foster Street, Stoneferry Road	?	?	0/-	-	0	0	?/-	++	0	-	-	?	+/-	0	0	0	?	0	+	++	++
13	Land at Foster Street, Stoneferry Road	?	?	0/-	-	0	0	?/-	++	0	-	-	?	+/-	0	0	0	?	0	+	++	++
14	National Grid Site, Clough Road	?	?	-	-	0	0	?/-	++	0	?	?	?	+/-	0	0	0	?	0	+	++	++
15	Former Ameron Paint Factory Site, Bankside	0	?	0/-	-	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
16	Land at Rix Road, Stoneferry Road	0	?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
17	Land at the Eastern End of Bedford Street, Cleveland Street	?	?	-	-	0	0	?/-	++	0	0	?	-	+/-	0	0	0	?	0	+	++	++
18	Land at Chapman Street	-	?	-	-	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
19	Land at St. Mark Street	-	?	-	-	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
20	Land on the south of Merrick Street, Hedon Road	0	?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
21	Land at the corner of Hedon Road and Mount Pleasant	0	?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
22	Land at Keystore, Earles Road, south of Hedon Road	?	?	-	?	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
23	Kingston Parklands Business Park, Hedon Road	?	?	0/-	0	0	0	0	++	0	?	?	?	+	0	0	0	?	0	+	++	++
24	Former Norman Nicholson Box site, Hedon Road	?	?	0/-	?	0	0	0	++	0	?	?	?	+	0	0	0	?	0	+	++	++
25	Land west of Littlefair Road, north of Hedon Road	?	?	0/-	?	0	0	0	++	0	?	?	?	+/-	0	0	0	?	0	+	++	++
26	Land at Burma Drive, Marfleet Lane	?	?	0/-	?	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++

27	Land to the south of Hedon Road, south east of Marfleet Avenue Roundabout	?	?	0/-	?	0	0	0	0	0	0	?	?	+/-	0	0	0	?	0	+	++	++	
28	Land west of Marfleet Lane (part of Fenners Factory Complex)	?	?	0/-	-	0	0	0	-	0	0	-	-	+	0	0	0	?	0	+	++	++	
29	Land at Elba Street (1251 Hedon Road)	?	?	0/-	?	0	0	0	0	0	0	-	?	+/-	0	0	0	?	0	+	++	++	
30	Land off Valletta Street, Hedon Road, including former Seven Seas Factory Site	?	?	0/-	-	0	0	0	0	0	0	-	?	+/-	0	0	0	?	0	+	++	++	
31	Land to the west of Somerden Road	?	?	-	?	0	0	0	0	0	0	?	?	+/=	0	0	0	?	0	+	++	++	
32	Former Isaac Newton School site, Annandale Road, Greatfield	?	?	-	?	0	0	0	0	0	0	?	-	+/-	0	-	0	?	0	+	++	++	
33	Land north of Wyke Works, Hedon Road	-	?	-	-	0	0	0	0	0	0	-	?	+/-	0	0	0	?	0	+	++	++	
34	Kingston International Business Park, Hedon Road	0	?	-	?	0	0	0	0	0	0	?	0	+/-	0	0	0	?	0	+	++	++	
35	Land on the eastern side of Somerden Rd, Hedon Road	?	?	-	-	0	0	0	0	0	0	-	?	+/-	0	0	0	?	0	+	++	++	
36	Geneva Way (south side, east end)	0	?	0/-	?	0	0	0	0	0	0	?	?	-	0	0	0	?	0	+	++	++	
37	Phase 4, Rotterdam Park, Rotterdam Road	?	?	-	-	0	0	0	0	0	0	-	?	-	0	0	0	?	0	+	++	++	
38	Land at corner of Hamburg Road and Rotterdam Road	?	?	-	-	0	0	0	0	0	0	-	?	-	0	0	0	?	0	+	++	++	
39	Land west of Stockholm Road	-	?	-	?	0	0	0	0	0	0	?	?	-	0	0	0	?	0	+	++	++	
40	Land next to Donaldson Filtration Components factory, Stockholm Road	-	-	-	-	0	0	0	0	0	0	-	?	-	0	0	0	?	0	+	++	++	
41	Land on Oslo Road, at the corner of Helsinki Road	?	?	-	-	0	0	0	0	0	0	-	?	-	0	0	0	?	0	+	++	++	
42	Land at the north side of Bontoft Avenue	?	?	0/=	-	0	0	0	0	0	0	-	-	?	-	0	0	0	?	0	+	++	++
43	The Ideal Business Park, National Avenue	0	?	0/-	0	0	0	0	0	0	0	?	?	+	0	0	0	?	0	+	++	++	
44	Queen Elizabeth Dock North	-	?	-	?	+	+	+	+	+	+	-	?	+/-	0	0	0	?	0	+	++	++	
45	Queen Elizabeth Dock South	-	?	-	0	+	+	+	+	+	+	-	?	+/-	0	0	0	?	0	+	++	++	

6.4.3 Mixed Use Allocations

The assessment summarised in Table 6.3 identifies that there are potential negative and uncertain environmental and social effects on some/multiple receptors associated with the development of the majority of the proposed employment land site allocations (e.g. loss of biodiversity, impacts on designated sites, flood risk issues, impacts on listed buildings/Conservation Areas; contamination risks, loss of amenity green space), although a few sites have neutral/uncertain effects. Those identified in red primarily relate to the potential adverse effects on the adjacent designated Humber Estuary European site and are considered through the HRA process, although not all sites that require such assessment are shown in red. As indicated for the housing and employment site allocations, it is anticipated that many of these potential effects could be mitigated during the site development process through further assessment and appropriate design.

The assessment found that all the mixed use sites that included housing, will support the good quality housing SA objectives and have good access to transport (SA13). It is considered that all of these sites will give rise to positive social and economic effects by providing new employment and contributing to economic growth, however where housing is included as part of the scheme, measures must be made to ensure there are no adverse effects on health, such as noise. All lie within close proximity to services, facilities and schools and scored positively, however it should be noted that some have better access than others.

As with housing and employment allocations, a consistent observation is that the site proposals do not contribute to addressing crime (perceived and actual). Although an abstract theme, the design of a development can have a reasonable effect on addressing this issue- such as adopting Secure by Design standards.

In economic terms, many of the effects are positive as they provide much needed housing in deprived areas, offer employment opportunities and could generate need for local services in the long term, supporting local economic growth; although some sites will require further consideration. With the application of mitigation measures provided through Local Plan policies, it is unlikely that development of these sites would result in significant adverse impacts.

Overall positive or neutral effects are observed across most site allocations. The uncertain or negative effects predicted are typically for the following reasons. Reference must be made to the detailed assessment for specific assessment results for each site.

- Habitats - where the sites are located within or adjacent or very close to wildlife sites, Humber Estuary, green networks, open space or water, negative effects could occur on the habitats and biodiversity features at the wildlife sites. Where the proposed site are in the vicinity of a site of potential biodiversity value, dependent on size and site features the effects on biodiversity features may be neutral or negative, which can be predicted with further details, therefore at such sites the effect on SA1-Habitats objective is predicted to be uncertain unless further information has been made available.
- Water Quality - All sites are located within the Source Protection Zone 3 and therefore effects on water are neutral from this perspective. It is likely that commercial water consumption would increase and have a negative effect. However, most sites have been scored as uncertain as more information on the development would be required to inform the scale of the impacts on water consumption. In addition, where sites lie in close proximity to a water feature the effects are uncertain and potentially negative. However, without further information, these cannot be assessed.
- Flood Risk – A majority of sites lie in Flood Zone 3a, ranging from I (low hazard) to iii (high hazard). The effect of development at these sites on the water objective is predicted to be negative. However, those within Flood Zone 3a I (low hazard) have been scored as 0/- as it is most likely these areas will be a minor negative.

- Soils – Any sites that are known to be contaminated have been scored as having a negative effect against this objective. If the site has potential contamination due to a previous use then it has been given an uncertain effect.
- Reducing Emissions – Generally this scored as a neutral as a site allocation would have little effect on reducing emissions at this stage. However, any site within an AQMA (for example, Site 4 Fruit Market Site A - Mixed Use Site 4) have been scored as having a negative effect against this objective as development within these areas is likely to exacerbate air quality related issues.
- Air Quality – Sites are within an AQMA and have been scored as having a negative effect against this objective. Where there are known issues on the road regarding congestion, the site has been scored as unknown to negative against this objective as it could exacerbate air quality related issues.
- Historical Cultural – Sites that are in close proximity or within Conservation Areas or a Listed Building or in close proximity to a Listed Building may have a negative effect, dependent on the scale of the development and setting. Further details are available in each assessment.
- Landscape and townscape - At sites that are likely to encroach into an open space, wooded area (or the Green Belt), dependent on the scale of the development landscape features and related visual amenity in the area will be affected in a negative way. The effect has mainly been scored as uncertain as at this stage, as landscape effects are unknown.
- Healthy Lifestyle – Mixed use sites, where housing is incorporated may give rise to health issues for residents living in close proximity to the site (such as noise pollution/traffic emissions etc) and has been scored as negative. In addition, where the site lies within an AQMA, this may have negative impacts on health.
- Crime Reduction – As discussed previously, it is uncertain whether site proposals would contribute to addressing crime (perceived and actual). Although an abstract theme, the design of a development can have a reasonable effect on addressing this issue- such as adopting Secure by Design standards.

Table 6.3: Summary of the predicted effects of the proposed mixed use site allocations

SEA Objective		1 - Habitats	2 - Water Quality	3 - Flood Risk	4 - Soils	5 - Reducing Emissions	6 - Climate Change	7 - Air Quality	8 - Previously Developed Land	9 - Natural Resources	10 - Historic / Cultural	11 - Landscape Townscape	12 - Healthy Lifestyle	13 - Access to Transport	14 - Promote Equality	15 - Access to Housing	16 - Community Identity	17 - Crime Reduction	18 - Access to Education	19 - Access to Facilities	20 - Sustainable Economic Growth	21 - City Centre Vitality & Viability
Local Plan Site Reference	Site name																					
1/15/18	Albion Square including Kingston House - Mixed Use Site 1	0	?	0/-	?	0	0	0	++	0	-	?	?	+	0	+	0	?	+	++	+	+
2	Myton Street	?	?	-	?	-	0	-	++	0	-	?	-	+	0	+	0	?	+	++	+	+
4	Fruit Market Site A - Mixed Use Site 4	-	?	-	-	-	0	-	++	0	-	?	-	+	0	+	0	?	+	++	+	+
5	Fruit Market Site C - Mixed Use Site 5	-	?	-	?	-	0	-	++	0	-	?	-	+	0	+	0	?	+	++	+	+
7	Fruit Market Site D - Mixed Use Site 7	-	?	-	-	-	0	-	++	0	-	?	-	+	0	+	0	?	+	++	+	+
8	Land at Tower Street/St. Peter Street, East bank of the River Hull (North) - Mixed Use Site 8	-	?	-	?	0	0	0	++	0	-	?	?	+/?	0	+	0	?	+	++	+	+
9	Clarence Mills, Great Union Street/St. Peter Street, City Centre - Mixed Use Site 9	-	?	-	?	0	0	0	++	0	0	?	?	+/?	0	+	0	?	+	++	+	+
10	Land at Tower Street/St. Peter Street, East bank of the River Hull (South) - Mixed Use Site 10	-	?	-	-	0	0	0	++	0	0	?	?	+	0	+	0	?	+	++	+	+
12	Former Circus Circus Public House	0	?	0/-	?	0	0	0	++	0	0	?	?	+	0	+	0	?	+	++	+	+
14	The site of the former LAs nightclub	0	?	0/-	0	0	0	0	++	0	0	?	?	+	0	+	0	?	+	++	+	+
20	Land between George Street & Queens Dock Avenue, City Centre - Mixed Use Site 20	0	?	0/-	?	0	0	0	++	0	0	?	?	+	0	+	0	?	+	++	+	+
21	Land Adjacent to Central Fire Station	0	?	0/-	?	0	0	0	++	0	0	?	?	?	0	+	0	?	+	++	+	+

6.4.4 Open Space Allocations

The assessment summarised in Table 6.4 identifies that the whole effects of the open space allocations should be positive providing and protecting habitat for wildlife, whilst providing amenity and recreational value for local residents. Issues regarding accessibility of the open spaces prevent them from scoring significantly positively and there are some unknown issues in relation to contamination given previous uses on the sites, particularly in relation to Site 1 which is known to have been occupied by several former industrial uses including railway land, fish curing sheds and a timber yard. There is also a potential negative economic effect associated with this site. This is predominantly as a consequence of the site formerly being allocated for employment use within the previous Local Plan and therefore the loss of the site to open space would prevent the site from being used for this purpose and the resulting contribution towards economic growth.

Table 6.4: Summary of the predicted effects of the proposed open space site allocations

SEA Objective		1 - Habitats	2 - Water Quality	3 - Flood Risk	4 - Soils	5 - Reducing Emissions	6 - Climate Change	7 - Air Quality	8 - Previously Developed Land	9 - Natural Resources	10 - Historic / Cultural	11 - Landscape Townscape	12 - Healthy Lifestyle	13 - Access to Transport	14 - Promote Equality	15 - Access to Housing	16 - Community Identity	17 - Crime Reduction	18 - Access to Education	19 - Access to Facilities	20 - Sustainable Economic Growth	21 - City Centre Vitality & Viability
Local Plan Site Reference	Site name																					
Site 1	Land west of Booker (Manor Quay)	+	0	+	?	0	0	0	+	0	0	++	+	0	0	0	0	0	0	+	-	0
Site 2	Land north of the Deep (South Blockhouse)	+	0	+	?	0	0	0	+	0	0	++	+	0	0	0	0	0	0	+	0	0

6.5 Additional and Discounted Sites

A number of sites were included or discounted after the Preferred Options consultation. This section shows the additional and discounted sites for housing, employment and mixed use allocations.

Table 6.4: Additional housing site allocations

Local Plan Site Reference	Site name
9	380 Beverley Road (Former Mayfair Cinema)
31	Tower Grange Police Station, Holderness Road
43	48 Pearson Park, HU5 2TG
46	50 Pearson Park
362	Land between Stanley Street and Derringham Street, Spring Bank
372	Tivoli House (Upper Floors), South Street, Hull
383	24 - 28 Whitefriargate, Friary Chambers (Upper Floors)
394	City Exchange, Alfred Gelder Street
395	Essex House Floors 5 to 9
433	Kings Building, South Church Side
450	84-102 Anlaby Road/Park Street
691	University Of Hull, Cottingham Road.
807	Holderness Road, Franklin Street

Table 6.5: Discounted housing site allocations

Preferred Options Site Reference	Site name
23	Land Nth of Bellfield Avenue, between Micham Road and Twickenham Close (Ings site D)
24	Former Princess Royal Hospital, Kingston upon Hull
26	Former Goodfellows Supermarket - Sharp Street, Kingston upon Hull
32	Lambert Street Curch and adjacent land, Kingston upon Hull
38	Holderness Road/Charnock Avenue West, Kingston upon Hull
80	Gifford Close, Kingston upon Hull
106	Land to the North East of Highlands Health, Centre Cumbrian Way, Kingston upon Hull
113	Land South of Saddleworth Close, Kingston upon Hull
119	Lorraine Street Bakery, Kingston upon Hull
121	Corner of Leads Road & Glebe Road 1/3, Kingston upon Hull
173	St Bedes, Wivern Road, Kingston upon Hull
198	Fruit Market Site D, Kingston upon Hull
212	South of Goddard Avenue, east of Chanterlands Avenue
225	Former Grammar School, Cottingham Road, Kingston Upon Hull
313	Baker Street Garage, Kingston upon Hull
314	Story Street, Kingston upon Hull
316	Albion Square, Kingston upon Hull
317	Former Edwyn Davies Building, Bond Street, Kingston Upon Hull
318	31-53 Ferensway
364	Land between Stanley Street and Derringham Street, Spring Bank, Kingston upon Hull

401	Mutiny on the Bounty Public House, Kingston upon Hull
432	Former Co-Operative Building Jameson Street, Kingston upon Hull
486	The Basin, St Andrews Dock, Kingston upon Hull
521	Land adjacent to 8 Louis Street, Kingston upon Hull
522	40 Margaret Street, Kingston upon Hull
580	The Sidings Development, west of Calvert Lane, Kingston upon Hull
673	Newland Homes, Cottingham Road, Kingston upon Hull
757	Haworth Park playing fields, Kingston upon Hull
784	Clarence Mills, Great Union Street/St. Peter Street, Kingston upon Hull
785	Land at Tower Street/St. Peter Street, East bank of the River Hull - Phase 2
787	Land at Tower Street/St. Peter Street, East bank of the River Hull - Phase 1
City Centre 20	Former Queens Gardens Police Station & car park
City Centre Central	Central Fire Station

Table 6.6: Additional employment site allocations

Local Plan Site Reference	Site name
8	St Andrew's Dock
9	Land to the west of Gibson Street
10	Land at Oxford Street/Swann Street, Wincolmllee
12	Land south of Foster Street, Stoneferry Road
15	Former Ameron paint factory site, Bankside
16	Land at Rix Road, Stoneferry Road
28	Land west of Marfleet Lane (part of Fenners factory complex)
30	Land off Valletta Street, Hedon Road, including former Seven Seas factory site
31	Land to the west of Somerden Road
35	Land on the eastern side of Somerden Rd, Hedon Road
39	Land west of Stockholm Road

Table 6.7: Discounted employment site allocations

Preferred Options Site Reference	Site name
69/104	Alexandra Dock (56ha)
14/116	Ferensway Circus
14/117	31-53 Ferensway
14/119 (SHLAA 428)	City Centre 16: Tripett Street
City Centre 20	Former Queens Garden Police Station & car park
City Centre 21	Central Fire Station
11/111	Land at Gillet Street/Havelock Street
11/112-2	Land at Walcott Street (south of the Hesse Road Health Centre Building)
11/112-3	Land between Wassand Street and Walcott Street (southern site), Hesse Road
11/22	The Beacon Business Park, Brighton Street
11/22-6	Beacon Way, east side of Brighton Street
14/120	Land at Central Dry Dock, South of Humber Street and east of Queen Street (known as Digital City)
16/90	Land to the west side of Lockwood Street

Table 6.8: Additional mixed use site allocations

Local Plan Site Reference	Site name
1	Albion Square including Kingston House - Mixed Use Site 1
7	Fruit Market Site D - Mixed Use Site 7
8	Land at Tower Street/St. Peter Street, East bank of the River Hull (North) - Mixed Use Site 8
9	Clarence Mills, Great Union Street/St. Peter Street, City Centre - Mixed Use Site 9
10	Land at Tower Street/St. Peter Street, East bank of the River Hull (South)-Mixed Use Site 10
20	Land between George Street & Queens Dock Avenue, City Centre - Mixed Use Site 20

6.6 Sites not assessed

The following sites have not been assessed as part of the SA as they have been appraised as part of the Kingswood Area Action Plan.

Table 6.9: Site allocations not assessed

Local Plan Site Reference	Site name
58	Kingswood Land parcel H17 - Charles Church
59	Kingswood Land parcel Wawne View 41/19
60	Kingswood Land parcels H22 - Beal homes
61	Kingswood Land parcel Wawne View
62	Kingswood Land parcel Wawne View 41/19B
63	Kingswood Land parcel Wawne View 41/19C
67	Kingswood Land parcels H23 – Persimmon
72	Kingswood Land Parcel Wawne View 41/19F
81	Kingswood Riverside Site South
82	Kingswood Riverside Site North
92	Kingswood Land parcel Wawne View
101	Kingswood Land parcel to front of Health Centre
129	Kingswood - Approach to Broadacre School
165	Kingswood Land parcels H20b - Beal Homes
166	Kingswood Land parcels H21 - Charles Church
167	Kingswood Land parcels H24, H27 - Beal Homes
168	Kingswood Land parcels H26 – Persimmon
169	Kingswood Land parcels H28 - Beal Homes
Policy 2	The Riverbank area
Policy 2	The Kingswood Centre area

7. Appraisal Conclusions

7.1 Introduction

The Sustainability Appraisal has evaluated the implications of the Local Plan policies and site allocations across Hull. Full details of the policy appraisal is provided in Appendix C, whilst full details of the site allocations, covering housing, employment, mixed use and open space development is provided in Appendix D. This Section covers the following:

- the impact that the appraisal process has had on the Plan and its policies;
- consideration of the cumulative impacts;
- mitigation requirements; and
- monitoring

7.2 Appraisal Impact

As part of the SA process, this Sustainability Appraisal Report has considered the policies and site allocations proposed within the Local Plan Publication Consultation Document. Each of these elements has been appraised in terms of the 21 SA objectives and criteria covering environmental, social and economic factors to determine whether it is likely to give rise to direct positive, negative, neutral or uncertain impacts.

Overall this appraisal concludes that across the Local Plan, the policies generally perform well and have positive effects in environmental, social and economic terms. Where negative effects were found, suitable mitigation measures were available through other policies in the Plan.

The key conclusions and recommendations of the SA appraisal in terms of the Local Plan themes/chapters are as follows.

Economic growth – The policies in relation to economic growth, including the identification, allocation and future use of employment land and the future development of the University of Hull, will generally have a direct positive economic impact by identifying and protecting the land required to meet the desired future economic growth within the city. This would also have generally direct positive or neutral social impacts. The environmental impacts are predominantly uncertain or potentially negative, with the effects on biodiversity, flooding, landscape and townscape depending on the location, scale and type of development and use, although protection is afforded through other policies within the Local Plan.

The Local Plan recognises that there is pressure for housing within some employment areas, however has ensured that sufficient housing sites have been identified elsewhere across the city to enable the delivery of the City Plan objective of creating 7,500 jobs. The development of 12,160 dwellings and approximately 107 hectares of employment land will increase the local market for goods, services and amenities. This will support the economic vitality of Hull and the surrounding area and improve employment opportunities locally. Economic vitality will be further supported by the Local Plan through a promotion of a range of employment land types, including offices and industrial. In particular, the renewable energy sector, offshore wind manufacturing and distribution activity at Green Port will be major drivers of economic growth.

Housing – The Hull Local Plan will support the delivery of up to 12,160 dwellings across the period to 2032 and promotes the development of housing on mainly brownfield land. The Local Plan also sets the framework for varying types of housing in Hull, including affordable housing, starter homes, custom and self-build housing and specialist housing for older people. This will help meet local housing needs. The Local Plan ensures that housing meets national housing space standards to meet the needs of potential occupiers and restricts Houses of Multiple Occupation in areas where it would adversely affect a neighborhood's amenity or lead to over concentration, and ensures rooms meet the minimum internal space standards to provide quality environments for residents.

The sustainability and efficiency of new housing in Hull is promoted by the Local Plan through Policy 21. Through seeking to optimise energy efficiency in new dwellings, including through ensuring new dwellings meet standard Build for Life principles, the policy will promote the development of high quality housing which is healthy, comfortable and cheap to run. In this context the Local Plan's focus on the energy efficiency of new housing will promote the construction of warmer, drier and healthier homes and help limit fuel poverty.

The Local Plan also seeks to encourage high quality design within residential environments. The quality and vitality of residential areas and neighbourhoods will further support the development of comprehensive walking and cycling networks and multifunctional green infrastructure networks, open space and the integration of residential areas with other land uses.

In environmental, social and economic terms, the policies perform mainly positively. Building new homes on undeveloped land could result in adverse direct environmental impacts depending on the site location and the sensitivity of the surrounding environment. The emphasis on brownfield developments may also have environmental impacts due to increased risk of contamination. The Local Plan ensures that mitigation measures can be provided for both greenfield or brownfield sites. Although Local Plan policies promote the provision of 'safe' schemes, it should consider a 'Secure by Design' option for future development designs. One of the biggest environmental and social concern is the large amount of housing allocated in areas at risk of flooding. However this is inevitable, given a majority of Hull lies within Flood Zone 3a. Water management policies ensure that flooding issues are adequately managed for future residents.

Collectively, the policies ensure the Plan will deliver a wide choice of high quality homes that are built in the right places and are the right type, widening opportunities for home ownership and creating sustainable, inclusive and mixed communities.

City Centre – the policies in relation to the city centre, which address retail provision, leisure and tourism, and office, residential and mixed use developments, are generally anticipated to have overall positive or neutral (or no) direct social and economic impacts. The policies provide a clear focus for the protection and future development of the city centre, thus enhancing its vitality and viability, increasing employment opportunities and access for the local community and providing attractions to encourage visitors that will contribute to economic growth. In environmental terms, no direct impacts are predicted in terms of the area designations, except where these contribute to protecting townscape character, but the impacts of development within the city centre could be both positive and negative, depending on the site location and the sensitivity of the surrounding environment. The Local Plan also ensures an appropriate balance of uses that supports the vitality and viability of the centre by restricting certain A uses and locating development where it is needed most.

District, Local and Neighbourhood Centres – the policies in relation to district, local and neighbourhood centres are generally anticipated to have overall positive or neutral (or no) direct social, economic and

environmental impacts. The Local Plan establishes a hierarchy of centres which shall mainly have social and economic positive effects by enabling people to access the range of facilities they require, reducing the need to travel. They help support healthy communities through the promotion of access to fresh food and social interaction, and they also support local economies providing opportunities for independent businesses employing, and often owned by, local people. The centres are also important in the part they play in defining places and local distinctiveness. A hierarchy of centres is defined by the Plan which ensures that they will be maintained and ensure that development is directed to the appropriate level of centre, based on scale and catchment.

Education, Health and Community Facilities – the policies performs well at providing and protecting education, health and community facilities and are likely to perform positively across environmental, social and economic objectives.

Design and Heritage – The implementation of the Hull Local Plan will lead to inevitable effects on landscape and townscape quality, particularly development located in close proximity to the Humber Estuary or conservation areas. The Plan will however help minimise potential effects on landscape quality and support a high quality built environment and townscape. Whilst the nature and scale of new development in Hull may have a residual effects on landscape and townscape quality in the area, the Plan presents a range of initiatives to limit impacts.

The policies in relation to design and heritage are generally anticipated to have overall positive direct environmental and social impacts and positive or neutral (or no) economic impacts. These policies set specific criteria for the design of new developments (including energy efficiency), the protection of heritage assets and retail frontages and the promotion of local distinctiveness. These policies specifically promote the protection and enhancement of the local environment and contribute to delivering more sustainable development and community improvements with associated benefits.

Historic England have recommended that the plan should be amended to state:

- (a) A Development Brief should be prepared for all the larger sites which includes details of the considerations which will need to be taken into account in respect of the nearby heritage assets, and/or
- (b) The plan should include a set of Development Principles for each site which include setting out the considerations which will need to be taken into account in respect of any heritage assets in their vicinity.

Transport - The development of Hull up to 2032, has the potential to have significant effects on local transport networks. In this context the scale of development proposed by the Hull Plan, coupled with anticipated growth in the demand for travel from existing communities within the sub-region, will place further demands on already stretched transport networks in the area, including the M62 and the A63/A1033 The development policies and principles proposed through the Hull Local Plan however have the potential to reduce the potential effects of Hull on transport networks through introducing a range of transport interventions to improve the flow of road traffic and reduce the need to travel by the private car.

A number of the Plan's policies have a close focus on promoting accessibility by sustainable modes of transport, including through the introduction of high quality walking and cycling networks within Hull and links have been incorporated within the green infrastructure network proposed for Hull through the Green Network Designation. Hull will also be linked to the wider area through high quality public transport networks. This enhancement of the River Hull as a transport corridor will also help provide another means of travel.

The Local Plan also seeks to ensure areas within Hull are linked by sustainable modes of transport. For example the Plan (Policy 25 Sustainable Travel) aims to ensure that developments provide convenient access to jobs, homes, shops, public transport and services, education, healthcare, open space and recreation facilities.

In addition to introducing measures which will encourage the use of sustainable modes of transport, the Plans policies will support accessibility through introducing land use allocations which will reduce the need to travel. This includes through the provision of a wide range of residential, employment and other land uses within Hull, and the provision of services, facilities and amenities within district local and neighbourhood centres which are in close proximity and easily accessible to residential areas.

The development of new roads/road improvements, park and ride sites, rail schemes, lorry and coach parks will have mixed impacts. These could be positive by promoting more sustainable transport modes and reducing adverse environmental impacts in the city centre (e.g. air quality, fuel consumption, emissions) with benefits to health; but the development of such facilities could also have potential adverse environmental and social impacts.

Policy 31 which restricts the provision of city centre parking spaces will have positive environmental impacts by reducing the number of cars and associated negative environmental impacts, but this could also have negative social and economic impacts in terms of access to facilities for local people and the vitality and viability of the city centre if this discourages people from using the city centre in favour of out of centre facilities. However, the provision and encouragement of public transport is likely to provide a viable alternative.

Water management - The majority of Hull is located within flood zone 3a and there will consequently there will be negative impacts with locating development within these areas. However, the policies all perform strongly against environmental, social and economic objectives by seeking to address flood risk in the area, including ensuring applications demonstrate that they are located in the most appropriate place given their vulnerability to flood risk, and that the design of the development has taken account of flood risk and will not increase flood risk on the site or elsewhere.

No policies have been included in relation to water supply and waste water based on an assessment that the existing provision and protection is adequate, which provides some uncertainty as regarding potential environmental impacts and the inclusion of a policy may be preferred.

Open space and the Natural Environment – the Local Plan’s area designations and proposed policies in relation to open space have generally positive direct impacts in terms of environmental and social factors and neutral (or no) direct impacts in economic terms. The policies designate and protect a range of sites of varying sizes accessible to the local community to provide a green lung, support biodiversity, help manage drainage and flood risk, contribute to townscape character and provide accessible locations for people to come into contact with nature, with associated benefits to health and promotion of social inclusion. The policies also identify and protect a citywide Green Network which increases the area of overall green space available and provides increased linkages between green spaces; provide specific protection for sites, habitats and species of nature conservation value, and seek ways to enhance and restore biodiversity; and protect trees.

Environmental quality – the Local Plans policies in relation to environmental quality have generally positive direct impacts in terms of environmental and social factors and neutral (or no) direct impacts in economic terms. The policies provide specific protection to environmental receptors and the local

community in terms of atmospheric, noise and light pollution and risks from contaminated land and hazardous substances.

Infrastructure and delivery – The policy performs well in terms of many SA objectives as it ensures development is capable of withstanding climate change, helps to deliver sustainable economic growth and contributes to enhancing the vibrancy and vitality of existing centres. No direct adverse impacts were identified in terms of the SA objectives and the policy acknowledges that protection against potential adverse environmental impacts would be provided through other relevant policies in the Local Plan.

An overall observation was that whilst policies when used together aimed to reduce the impacts of climate change there was no clear commitment through a single policy. The decision not to have a dedicated climate change policy was made post Preferred Options stage. Although policies address climate change issues, they could be strengthened where they lack in tackling climate change issues, for example, reference to minimising waste and encouraging recycling. In addition, although Local Plan policies promote the provision of ‘safe’ schemes, it should consider a ‘Secure by Design’ option for future development designs.

7.3 Cumulative Impacts

An assessment of the cumulative impacts of the Plan’s policies has been carried and is provided in Appendix E. The assessment summarises the cumulative impacts of the policies under the main sustainability issues of:

- Population & Human Health
- Social Factors
- Water
- Habitats and Biodiversity
- Transport Infrastructure
- Material Assets and Waste Management
- Air and Climatic Factors
- Landscape
- Historic and Cultural Heritage

The assessment outlines the sustainability issues and causes, along with the cumulative and combined effects and the potential receptors of those effects. It then details how the Plan will influence the effects along with potential mitigation that would be delivered through the Plan’s policies to address residual impacts.

7.4 Monitoring of significant effects

The SEA Directive requires SA Reports to identify monitoring measures for significant (adverse and positive) environmental, social and economic effects of the plan. The SA of the Local Plan has identified separate significant positive effects, positive effects (minor), negative effects (minor), uncertain and neutral impacts, when considered against the 21 objectives. Mitigation and monitoring has been considered to cover these effects. The precise effects of the broad directional policies within the Plan

are clearly going to be difficult to predict at the local level. The effects, whether positive, negative or cumulative will depend on how policies are implemented at the local level, the precise nature of the developments that are being assessed, the economic, social and environmental characteristics of the potential locations of developments and the implementation of mitigation.

Mitigation has been possible through further modification of policies in line with the results of the sustainability appraisal and the feedback from previous consultation. There were no cases where any policy was found to generate an overall negative impact or clear, strong negative impacts on the sustainability objectives. In some cases there were policies that appeared to be generating uncertain effects (for example in the case of certain environmental objectives and trends) that could have resulted in negative or positive impacts depending on their application and the local circumstances. However after mitigation, there was an outcome of neutral to positive effects.

Monitoring has also been proposed in relation to the mild negative effects that have been forecast in the assessment. There are likely to be several benefits in monitoring any effects arising from the implementation of the Local Plan policies, including:

- Whether the prediction of effects was accurate;
- If the mitigation of effects through the application of specific policies is performing as well as can be expected or whether policies need further modification;
- Whether any further modification of policies is necessary to mitigate any adverse effects which had not been identified previously;
- Determining whether the plan is contributing to the achievement of the Sustainability Objectives and targets.
- Identifying when action should be taken to reduce or offset any potential effects of the plan;
- Tracking whether the plan has any unforeseen environmental, social and economic effects; and
- Providing baseline data for future SAs/SEAs.

7.5 Monitoring Measures

The monitoring measures recommended in this report should be considered draft as this is based on assessment of the draft Local Plan, which may be altered after the public examination or the baseline position may change at the time of adoption of this framework. Additionally the framework should be flexible to adapt to any changes in monitoring methods.

As a number of uncertain effects have been identified in this assessment, there is a need to develop a monitoring strategy at a later stage when the likely impacts of these effects are further understood. The monitoring framework for the Plan is based on the establishment of a set of indicators for each of the sustainability objectives that also address the sustainability issues identified.

Appendix F presents a monitoring framework that should be viewed in conjunction with Hull City Council's Annual Monitoring Report and the monitoring indicators and targets provided in Table 14.2 of the Local Plan.

8. Next steps

This SA Report will be made available to consultation bodies and the public and representations sought. This consultation period will run in parallel with the publication of the Local Plan. All comments received will then be reviewed and will inform the adoption process for the Local Plan. This SA Report will be submitted to the Secretary of State accompanying the Local Plan for independent examination. It may be necessary to update the SA to consider any further modifications to the Plan before it is adopted. This should only be necessary where major modifications are proposed that would significantly alter the Plan and/or could have consequential significant effects.

Following the adoption of the Local Plan, the final stage of the SA process will be post-adoption reporting and monitoring. This will comprise the preparation and publication of the post-adoption statement; and subsequent ongoing monitoring of the significant effects of implementing the Local Plan; and responding to adverse effects during the Plan implementation period.

Appendix A

Relevant Plans, Policies and Programmes

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
International				
European Spatial Development Perspective (ESDP)	<p>ESDP considers that there are strong links and impacts from urban development and spatial organisation on sustainable development, as well as on environmental quality, energy consumption, mobility, health and quality of life.</p> <p>The ESDP put forward a three spatial policy guidelines:</p> <ol style="list-style-type: none"> 1. Development of a balanced and polycentric urban system and a new urban-rural relationship; 2. Securing parity of access to infrastructure and knowledge; and 3. Sustainable development, prudent management and production of nature and cultural heritage. 	<p>The ESDP does not contain target. It sets a number of guiding principles:</p> <ol style="list-style-type: none"> 1. policies and decision with implications for spatial development must not have negative impacts on sustainable development; 2. Spatial planning should balance public interest between the objectives of social cohesion and sustainability and need of competitiveness and market imperatives; 3. conservation of the rich diversity of European territory is paramount; and 4. spatial planning should be a tool for combating local and global climate change. 	Mainly relevant at national and regional scale	Mainly relevant at national and regional scale
Renewed European Union Sustainable Development Strategy (EU SDS), June 2006	<p>The renewed EUSDS builds on the Gothenburg strategy of 2001 and sets out a single, coherent strategy of how the EU will commit and meet the challenges of sustainable development. The ESDS has the following relevant key objectives:</p> <ol style="list-style-type: none"> 1. Environmental protection; 2. Social equity and cohesion; 3. Economic prosperity; and <p>And the following policy guiding principles</p> <ol style="list-style-type: none"> 1. Promotion and protection of fundamental rights; 2. Solidarity within and between generations; 3. Open and democratic society; 4. Involvement of citizens 5. Involvement of businesses and social partners 6. Policy coherence and governance; 7. Policy integration; 8. Use best available knowledge; 9. Precautionary principle; 10. Make polluters pay. 	<p>The ESDS sets a number of relevant headline indicators to meet its priorities. These are</p> <ol style="list-style-type: none"> 1. Limit climate change and increase the use of clean energy; 2. Improving the transport system whilst reducing unsustainable impacts; 3. Promote sustainable consumption and production patterns; 4. Improve management and conservation of natural resources; 5. Address threats to public health; and 6. Secure and increase the quality of life of citizens 	Mainly relevant at national and regional scale	Mainly relevant at national and regional scale
EC Council Directive on the Conservation of Natural Habitats of Wild Fauna and Flora (Directive 92/43/EC) 1992 as amended in 1997.	<p>The aim of the Habitats Directive is to create a coherent European ecological network known as Natura 2000. This network will consist of a series of Special Areas of Conservation (SACs) which will protect habitats and species of Community interest.</p>	<p>Concerns flora, fauna and natural habitats of EU importance. Seeks to establish a framework of protected areas, and ensure biodiversity.</p>	<p>Plan policies should support the objectives of the directives.</p>	<p>Reflect objectives of the directives in the SA framework.</p>
Candidate Special Area of conservation objectives.	<p>Annex I habitats that are a primary reason for selection of this site: 1130 Estuaries. The Humber is the second-largest coastal plain estuary in the UK, and the largest coastal plain estuary on the east</p>	<p>No specific targets or indicators.</p>	<p>The proximity of the SAC to Hull means that the Local Plan will require an assessment under the Habitats</p>	<p>The SA will have to take into account the results of the Habitats Regulations Assessment (HRA)</p>

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
	<p>coast of Britain. It is a muddy, macro-tidal estuary, fed by the Rivers Ouse, Trent and Hull, Ancholme and Graveney. Suspended sediment concentrations are high, and are derived from a variety of sources, including marine sediments and eroding boulder clay along the Holderness coast. This is the northernmost of the English east coast estuaries whose structure and function is intimately linked with soft eroding shorelines. Habitats within the Humber Estuary include 1330 Atlantic salt meadows and a range of sand dune types in the outer estuary, together with subtidal sandbanks (H1110 Sandbanks which are slightly covered by sea water all the time), extensive intertidal mudflats (H1140 Mudflats and sandflats not covered by seawater at low tide), glasswort beds (H1310 Salicornia and other annuals colonising mud and sand), and 1150 coastal lagoons. As salinity declines upstream, reedbeds and brackish saltmarsh communities fringe the estuary. These are best represented at the confluence of the Rivers Ouse and Trent at Blacktoft Sands. Upstream from the Humber Bridge, the navigation channel undergoes major shifts from north to south banks, for reasons that have yet to be fully explained. This section of the estuary is also noteworthy for extensive mud and sand bars, which in places form semi-permanent islands. Significant fish species include 1099 river lamprey <i>Lampetra fluviatilis</i> and 1095 sea lamprey <i>Petromyzon marinus</i> which breed in the River Derwent, a tributary of the River Ouse. 1140 Mudflats and sand flats not covered by seawater at low tide. The Humber Estuary includes extensive intertidal mudflats and sandflats not covered by seawater at low tide. Upstream from the Humber Bridge, extensive mud and sand bars in places form semi-permanent islands. Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site 1110 Sandbanks which are slightly covered by sea water all the time. 1150 Coastal lagoons * Priority feature. 1310 Salicornia and other annuals colonizing mud and sand. 1330 Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>). 2110 Embryonic shifting dunes. 2120 Shifting dunes along the shoreline with <i>Ammophila arenaria</i> ('white dunes'). 2130 Fixed dunes with herbaceous vegetation ('grey dunes') * Priority feature. 2160 Dunes with <i>Hippophae rhamnoides</i>. Annex II species present as a qualifying feature, but not a primary reason for site selection: 1095 Sea lamprey <i>Petromyzon marinus</i>. 1099 River lamprey <i>Lampetra</i></p>		<p>Regulations and may also require an Appropriate Assessment.</p>	<p>and Appropriate Assessment if one is also required.</p>

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
	<p>fluviatilis. 1364 Grey seal Halichoerus grypus.</p>			
<p>Special Protection Area conservation objectives.</p>	<p>The following conservation objectives were developed on the basis of the 2000 citation for the Humber Flats, Marshes and Coast SPA. Natural England advise that it is valid to apply these conservation objectives to the bird species and numbers set out in the current citation for the recently classified Humber Estuary SPA. The conservation objective for the internationally important populations of the regularly occurring Annex I species:</p> <ul style="list-style-type: none"> • Intertidal mudflats and sandflats • Saltmarsh communities • Tidal reedbeds • Coastal lagoons • Unvegetated sand and shingle <p>(* Maintain implies restoration if the feature is not currently in favourable condition).</p> <p>The conservation objective for the internationally important populations of regularly occurring migratory bird species: Subject to natural change, maintain* in favourable condition the habitats for the internationally important populations of the regularly occurring migratory bird species, in particular:</p> <ul style="list-style-type: none"> • Intertidal mudflats and sandflats • Saltmarsh communities • Tidal reedbeds • Coastal lagoons <p>(* Maintain implies restoration if the feature is not currently in favourable condition).</p> <p>The conservation objective for the internationally important assemblage of waterfowl: Subject to natural change, maintain* in favourable condition the habitats for the internationally important assemblage of waterfowl, in particular:</p> <ul style="list-style-type: none"> • Intertidal mudflats and sandflats • Saltmarsh communities • Tidal reedbeds • Coastal lagoons <p>(* Maintain implies restoration if the feature is not currently in favourable condition).</p>	<p>No specific targets or indicators.</p>	<p>The proximity of the SAC to Hull means that the Local Plan will require an assessment under the Habitats Regulations and may also require a Habitat Regulations Assessment.</p>	<p>The SA will have to take into account the results of the Habitats Regulations Assessment (HRA) and Appropriate Assessment if one is also required.</p>

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
<p>Progress towards halting the loss of biodiversity by 2010 – 2007 Progress Report, January 2008</p>	<p>The EC Biodiversity Communication, adopted by the European Commission on 22 May 2006, provides a strategic framework for EU action to meet the target set by Heads of State and Government of halting biodiversity loss by 2010 and to also support achieving the global target of significantly reducing the rate of biodiversity loss by 2010.</p> <p>The 2007 Progress Report focuses on action at the Community Level.</p> <p>The report highlights key elements of progress for each of the following relevant objectives of the Biodiversity Communication:</p> <ol style="list-style-type: none"> 1. To safeguard the EU's most important habitats and species; 2. To conserve and restore biodiversity and ecosystem services in the wider EU countryside; 3. To conserve and restore biodiversity and ecosystem services in the wider EU marine environment; 4. To reinforce compatibility of regional and territorial development with biodiversity in the EU; 5. To substantially reduce the impact on EU biodiversity of invasive alien species and alien genotypes; and 6. To support biodiversity adaptation to climate change. 	<p>Specific targets are identified.</p>	<p>No direct implications.</p>	<p>Key European Context</p>
<p>Kyoto Protocol to the UN Framework Convention on Climate Change – 1999 and Progress following COP thirteenth session in Bali 2007.</p>	<p>The ultimate objective of the Convention is “to achieve stabilization of atmospheric concentrations of greenhouse gases at levels that would prevent dangerous anthropogenic (human-induced) interference with the climate system.”</p> <p>COP thirteenth session: Adoption of the Bali Road Map that represent the process to reaching a secure climate future. The Bali Road Map includes the Bali Action Plan, which charts the course for a new negotiating process designed to tackle climate change, with the aim of completing this by 2009.</p>	<p>Does not include any targets.</p> <p>Bali Action Plan includes the AWG-KP negotiations and their 2009 deadline, the launch of the Adaptation Fund, the scope and content of the Article 9 review of the Kyoto Protocol, as well as decisions on technology transfer and on reducing emissions from deforestation.</p>	<p>Mainly relevant at national and regional scale</p>	<p>Mainly relevant at national and regional scale</p>
<p>Waste Framework Directive 2006/12/EC and daughter directives eg; Landfill Directive 99/31/EC</p>	<p>The essential objective is to protect human health from any adverse effects from waste. Member states should take measures to restrict the production of waste particularly by promoting clean technologies and products which can be recycled and re-used, taking into consideration existing or potential market opportunities for recovered waste. Where possible, the secondary raw materials should be recovered from waste by recycling, reuse and reclamation or any other process, as well as used to produce energy. Waste should be managed with minimal environmental impact.</p>	<p>Advocates the use of a waste hierarchy – Reduce, reuse and recycle</p>	<p>Implications for general waste management policies and also policies relating specifically to the waste energy facility.</p>	<p>Reflect objectives of the directives in the SA framework.</p>

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
Water Framework Directive (2000/60/EC)	Promote sustainable water use based on a long-term protection of available water resources; Contribute to mitigating the effects of floods and droughts; Ensure the progressive reduction of pollution of groundwater and prevent its further pollution.	All inland and coastal waters to reach good ecological and chemical status by 2015. By 2010 ensure adequate contribution from key sectors to the recovery of costs of water services.	Plan policies to support overall objectives and requirements of the Directive.	Reflect objectives of the directives in the SA framework.
National				
National Planning Policy Framework (2012) and subsequent Planning Practice Guidance (2013)	The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together these policies articulate the Government's vision for sustainable development, which should be interpreted and applied locally to meet local aspirations. The framework replaces all existing Planning Policy Statements, Planning Policy Guidance Notes and some circulars. The NPPF recognizes that the purpose of the planning system is to achieve sustainable development, which can be achieved when economic, social and environmental gains are sought jointly. In this, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.	The NPPF provides policy detail for the 13 topics listed below. It does not include specific objectives for these topic areas. The following provides a selective and high-level summary of what is included under each topic. It will be necessary to refer to the NPPF itself to obtain the full picture of the NPPF's requirements. Deliver safe and attractive places to live, which respect the character of the area, promote health and wellbeing, and reduce social inequalities by ensuring that people have access to high quality open spaces, green infrastructure and sports, recreational and play spaces and facilities which are safely and easily accessible by walking, cycling or public transport. Provide access and appropriate recreational opportunities in rural and coastal areas to enable urban and rural dwellers to enjoy the wider countryside. 1. Building a strong, competitive economy Local Plans should set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth. 2. Ensuring the vitality of town centres Local Plans should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality. 3. Supporting a prosperous rural economy Plans should support the sustainable growth and expansion of all types of business and enterprise in rural areas. 4. Promoting sustainable transport Local Plans should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	The LDD and all subsequent development plans will need to comply with the requirements of the NPPF and any amendments to previous national policy contained within it.	The NPPF has implications for all of the objectives in the Hull Framework.
National Planning Policy for Waste (2014)	This document sets out the government's detailed waste planning policies. It should be read in conjunction with the National Planning Policy Framework, the Waste	In preparing their Local Plans, waste planning authorities should, to the extent appropriate to their responsibilities:	Plan Policies should have full regard to the provisions within the document with	

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
	<p>Management Plan for England and National Policy Statements for Waste Water and Hazardous Waste, or any successor documents. All local planning authorities should have regard to its policies when discharging their responsibilities to the extent that they are appropriate to waste management.</p>	<ul style="list-style-type: none"> • ensure that the planned provision of new capacity and its spatial distribution is based on robust analysis of best available data and information, and an appraisal of options. Spurious precision should be avoided; • work jointly and collaboratively with other planning authorities to collect and share data and information on waste arisings, and take account of: <ul style="list-style-type: none"> (i) waste arisings across neighbouring waste planning authority areas; (ii) any waste management requirement identified nationally, including the Government’s latest advice on forecasts of waste arisings and the proportion of waste that can be recycled; and • ensure that the need for waste management facilities is considered alongside other spatial planning concerns, recognising the positive contribution that waste management can bring to the development of sustainable communities. <p>Waste planning authorities should also prepare Local Plans which identify sufficient opportunities to meet the identified needs of their area for the management of waste streams and should identify, in their Local Plans, sites and/or areas for new or enhanced waste management facilities in appropriate locations.</p>	<p>particular regard to residual impacts and location of development</p>	
<p>Planning Policies for Traveller Sites 2012</p>	<p>This document sets out the Government’s planning policy for traveller sites. The policy must be taken into account in the preparation of development plans, and is a material consideration in planning decisions.</p>	<p>Government’s aims in respect of traveller sites are:</p> <ul style="list-style-type: none"> - that local planning authorities should make their own assessment of need for the purposes of planning - to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites 	<p>The LDD should have full regard of the points set out within this policy note.</p>	

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
		<ul style="list-style-type: none"> - to encourage local planning authorities to plan for sites over a reasonable timescale - that plan-making and decision-taking should protect Green Belt from inappropriate development - to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites - that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective 		
Town and Country Planning (Local Planning) (England) Regulations 2012 and the Localism Act 2011	<p>The Town and Country Planning (Local Planning) (England) Regulations 2012 (the Regulations) sets out how local councils should prepare and consult on their local plans.</p> <p>Following the adoption of the Localism Act 2011 (the Act) the Government is proposing to abolish top-down regional strategies, subject to an environmental assessment which is currently underway. To promote local joint working between public authorities, the Act has introduced a legal duty to cooperate between local authorities, and the powers to specify in the Regulations which bodies are bound. The Regulations and Act ensure that the bodies responsible for developing local plans have a duty to take regard of the views of the local enterprise partnerships in relation to strategic planning matters.</p>	<p>The Regulations aim to strengthen the objectives of localism set out within the Act by putting councils back in control of the preparation and examination of their local plans. The Regulations set out the preparation and adoption process for local plans and supplementary planning documents (SPD). The Regulations specifically stipulate that:</p> <p>Local plans should set out a reasoned justification for the policies contained within it SPD and local plans must not conflict with adopted development plan. Local planning authorities must consult specified stakeholders, as well as any further specific affected individuals or groups, during the preparation of a local plan.</p>	<p>The LDD should have full regard of the regulations put forward in the Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>The LDD should make adequate provision to facilitate the development of neighbourhood plans</p>	
Good Practice Guide on Planning for Tourism (2006)	<p>This guide acknowledges that tourism, in all its forms, is of crucial importance to the economic, social and environmental well-being of the whole country. It explains that the planning system has a vital role to play in terms of facilitating the development and improvement of tourism in appropriate locations.</p>	<p>There are three main objectives:</p> <p>Ensure that the importance of tourism is understood and take this fully into account when preparing development plans and taking planning decisions;</p> <p>Ensure that those involved in the tourism industry understand the principles of national planning policy as they apply to tourism and how these can be applied when preparing individual planning applications and;</p> <p>Ensure that planners and the tourism industry work together effectively to facilitate, promote</p>	<p>Promoting tourism would increase prosperity and employment, however it is important to recognise the potential conflicts between tourist developments and other environmental objectives.</p>	

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
		and deliver new tourism development in a sustainable way.		
Climate Change Act 2008	The UK has passed legislation which introduces the world's first long-term legally binding framework to tackle the dangers of climate change. The Climate Change Bill was introduced into Parliament on 14 November 2007 and became law on 26 November 2008. The Climate Change Act creates a new approach to managing and responding to climate change in the UK, by: Setting ambitious, legally binding targets; Taking powers to help meet those targets; Strengthening the institutional framework; Enhancing the UK's ability to adapt to the impact of climate change; and Establishing clear and regular accountability to the UK Parliament and to the devolved legislatures.	Two key aims of the Act: To improve carbon management, helping the transition towards a low-carbon economy in the UK; and To demonstrate UK leadership internationally, signalling that we are committed to taking our share of responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in December 2009. The Act also sets a legally binding target of at least an 80 percent cut in greenhouse gas emissions by 2050, to be achieved through action in the UK and abroad. Also a reduction in emissions of at least 34 percent by 2020. Both these targets are against a 1990 baseline.		
The UK Government Sustainable Development Strategy: Securing the Future, DTI - Mar 2005	Living Within Environmental Limits - Respecting the limits of the planet's environment, resources and biodiversity – to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations. Ensuring a Strong, Healthy and Just Society - Meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all. Achieving a Sustainable Economy - Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays), and efficient resource use is incentivised. Promoting Good Governance - Actively promoting effective, participative systems of governance in all levels of society – engaging people's creativity, energy, and diversity. Using Sound Science Responsibly - Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.	The Strategy introduces a set of high-level indicators; the <i>UK Framework Indicators</i> to give an overview of sustainable development and priority areas shared across the UK. There will also be a mix of indicators, targets and performance measures in the individual strategies for the UK Government, Scotland, Wales and Northern Ireland. The UK Government Strategy includes all 20 of the <i>UK Framework Indicators</i> and a further 48 indicators related to priority areas.	The LOCAL PLAN will have to take into account the Key Objectives and targets of the strategy. The Strategy states that it must be implemented by working across Departmental boundaries and through all levels of government. Development must be focused on long-term solutions, ensuring we get the full environmental, social and economic dividend for money spent. This Strategy is the highest level plan for sustainable development.	All aspects of this strategy must be reflected fully within the appraisal process.
Planning for a Sustainable Future White Paper, May 2007	This paper sets the vision for a planning system which supports vibrant, healthy sustainable communities, promotes the UK's international competitiveness, and enables the infrastructure which	Five core principles underpin our proposals: • Planning must be responsive, particularly to longer term challenges such as increasing globalisation and climate change,	The White Paper reforms must be implemented by working across departmental	All aspects of this strategy must be reflected fully within the appraisal process.

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	<p>is vital to quality of life to be provided, in a way that is integrated with the delivery of other sustainable development objectives, and ensures that local communities and members of the public can make their views heard. This White Paper sets out the detailed proposals for reform, which for the first time, embrace all development consent regimes, including those for major energy, water, transport and waste development, as well as the town and country planning system. These reforms will deliver the following benefits for individuals, communities, business, society and the environment:</p> <ul style="list-style-type: none"> • More and better jobs as a result of sustainable economic development; • Better infrastructure so people have access to reliable transport, clean and secure energy, clean water supplies, and better local amenities; • Continued protection and enhancement of the natural and historic environment; • Places shaped by their communities where people are proud to live; • More efficient and timely systems in which controls are proportionate to impact and unnecessary costs are eliminated; and • A more transparent and accountable planning system in which national and local government work together to ensure decisions at every level deliver the best outcomes for all. 	<p>and properly integrate our economic, social and environmental objectives to deliver sustainable development;</p>	<p>boundaries and through all levels of government to ensure the planning system delivers long term benefits for society.</p>	
<p>Securing the Regions' Future – Strengthening delivery of sustainable development in the English Regions: 2006</p>	<p>Reiterates the five guiding principles and the four priorities set out in the UK Government Sustainable Development Strategy. Outlines how will strengthen delivery of sustainable development within the regions. Responds to the recommendations of the Sustainability Development Commission's review in November 2005. SDC review set out 16 recommendations, including strengthening regional leadership, decision-making and delivery processes on sustainable development.</p>	<p>Securing the Regions' Future sets out 20 commitments which will help the regions to make a step change in delivering sustainable development. Split between five key action areas: Delivering sustainable development through regional strategies Government Offices Regional Assemblies Regional Development Agencies Joining it up within and across the regions.</p>	<p>The Local Plan will have to take into account the commitments of this strategy. The Strategy states that it must be implemented by working across departmental boundaries and through all levels of government. Development must be focused on long-term solutions, ensuring we get the full environmental, social and economic dividend for money spent.</p>	<p>All aspects of this strategy must be reflected fully within the appraisal process. Including within IRFs, RSSs, and RESSs.</p>
<p>Homes for the future: more affordable, more sustainable – Housing Green Paper, July 2007</p>	<p>This Green Paper sets out the proposals to improve the housing fabric of England. The main objectives are to provide:</p> <ul style="list-style-type: none"> • More homes to meet growing demand; • Well-designed and greener homes, linked to good schools, transport and healthcare; and 	<p>Deliver 2 million homes by 2016 and 3 million homes by 2020;</p> <ul style="list-style-type: none"> • At least 70,000 more affordable homes a year by 2010-11; • At least 45,000 new social homes a year by 2010-11; 	<p>Plan policies should support housing delivery and partnership working between local government, developers, house</p>	<p>Consider sustainability objectives that aim to improve housing offer.</p>

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	<ul style="list-style-type: none"> • More affordable homes to buy or rent. 	<ul style="list-style-type: none"> • Increase protection of the environment by cutting carbon emissions and we want all new homes to be zero carbon from 2016; • Strengthen building regulations by 25% in 2010 and by 44% in 2013; and • Set new minimum standards for water use in new homes cutting average water use by almost 20%. 	builders, housing associations and the community, tenant and residential groups.	
The Future of Transport: A Network for 2030' (White Paper), DfT - 2004	Advocates taking a long term view of transport issues. The Vision for 2030 is: <ol style="list-style-type: none"> 1. the road network providing a more reliable and freer flowing services for both personal travel and freight, with people able to make informed choices about how and when they travel; 2. the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas; 3. bus services that are reliable, flexible, convenient and tailored to local needs; 4. making walking and cycling a real alternative for local trips; and 5. ports and airports providing international and domestic links. 	The targets are the same as the adjacent objectives	Plan policies should support the aim to take a long term view of transport issues	Consider including a sustainability objective relating to transport
Air Transport White Paper, DfT - Dec 2003	<p>Significant growth at many airports in the North of England is anticipated and supported.</p> <p>Additional terminal capacity and a runway extension at Leeds Bradford Airport are supported, but should be accompanied by measures to minimise and mitigate noise impacts and improve access White paper states that Humberside airport should be encouraged to attract as much traffic as it can.</p> <p>Environmental Impacts – At the local level, decisions about the amount and location of future airport capacity must properly reflect environmental concerns</p>	<p>Local controls should manage the environmental impact of aviation and airport development so that:</p> <ul style="list-style-type: none"> • Noise impacts are limited, and where possible reduced over time • Local air quality is maintained within legal limits across all relevant pollutants in order to protect human health and the wider environment • Loss of landscape and built heritage is avoided wherever possible, and otherwise minimised and mitigated to the greatest extent possible • All relevant water quality and other mandatory environmental standards are met • Surface access to airports is designed to help limit local environmental impacts • Impacts on biodiversity, such as disturbance of habitats and species, are minimised 	The LOCAL PLAN should have regard to White Paper, in particular where development in Hull could impact on Humberside Airport (i.e. travel from Hull to the airport)	Reflect objectives of the White Paper in the SA framework.
Local Transport Bill, Adopted January 2008	<p>The core purpose of the Bill is:</p> <ul style="list-style-type: none"> • To tackle congestion and improve public transport; • Empowering transport delivery at the local level; • Developing the bus market through stronger joint working between public and private sectors 	<p>New duty would be placed on PTAs and metropolitan district councils to have regard to Government policy and guidance on climate change in carrying out their functions.</p> <p>For Metropolitan areas, the joint duty on district councils and PTAs to produce an LTP would be</p>	Secretary of State could issue guidance on carrying out reviews and schemes, and implement proposed changes through secondary legislation. Subject to specific	SA to have regard to potential changes in public transport delivery at the local level,

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	<ul style="list-style-type: none"> Strengthening transport strategy and delivery in our major urban areas Continuing to support the introduction of local road pricing as part of a package of transport improvements. 	replaced with a duty on PTAs to produce an Integrated Transport Strategy (ITS) and an Implementation Plan.	criteria, would allow establishment of new PTA/Es and changes to existing boundaries.	
Air Quality Strategy for England, Wales, Scotland and northern Ireland, DEFRA - July 2007	<p>This Air Quality Strategy sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.</p> <p>Sets objectives for 9 main air pollutants to protect health. Performance against these objectives will be regularly monitored</p>	Contains a number of national air quality targets that were updated by DEFRA in Aug 2002. New targets have been included in relation to the addition of a ninth pollutant (PM2.5). A new EU target has also been added in for Ozone.	Consider use of policies to improve Air Quality	Consideration of direct and indirect impacts of plan policies on air quality
Waste Strategy for England 2007 DEFRA, May 2007.	<p>Describes a vision for managing waste and resources in a more sustainable way. Sets out changes needed to deliver more sustainable development. This new strategy builds on Waste Strategy 2000 (WS2000) and the progress since then but aims for greater ambition by addressing the key challenges for the future through additional steps. The Government's key objectives are to:</p> <ul style="list-style-type: none"> Decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and re-use; Meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020; Increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste; Secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste; and Get the most environmental benefit from that investment, through increased recycling of resources and recovery of energy from residual waste using a mix of technologies. 	<p>Key targets include;</p> <ul style="list-style-type: none"> Reduce annual greenhouse gas emissions by 10 million tonnes of CO2 equivalents by 2020 (from 2006 levels). Increase household waste recycling: 2010: 40% 2015: 45% 2020: 50% Reduce household residual waste (from 2000 levels): 2010: 29% reduction 2015: 35% reduction 2020: 45% reduction Municipal waste recovery: 2010: 53% 2015: 67% 2020: 75% Reduce levels of commercial and industrial waste landfilled by 20% by 2010 (from 2004 levels). <p>The Government is considering a further target:</p> <ul style="list-style-type: none"> In conjunction with the construction industry, halve the amount of construction, demolition and excavation wastes going to landfill by 2012. <p>The Government is also increasing the landfill tax escalator so that the standard rate of tax will increase by £8 per year from 2008 until at least 2010/2011 to give greater financial incentives to businesses to reduce, re-use and recycle waste (from £24 now to £48 in 2010);</p>	Waste management strategy to be incorporated into waste policies within LOCAL PLAN.	SA will include indicator on minimization of waste. Will also need indicators on re-use, recycling and recovery of waste as well, to demonstrate the movement away from disposal.
Water for Life and Livelihoods: A Framework for River Basin Planning in England and Wales – Summary (Draft), EA - Feb 2006.	<p>The strategy is the current thinking on how to implement key parts of the Water Framework Directive. The objectives of the directive are;</p> <ul style="list-style-type: none"> Reduce pollution, prevent deterioration and improve health of aquatic ecosystems Promote the sustainable use of water. Help reduce the effects of floods and drought. <p>Objectives of the Strategy are;</p> <ul style="list-style-type: none"> Create a more integrated, long-term approach to river basin planning and management 	<p>Publish River Basin Management Plans by the end of 2009</p> <p>Ensure appropriate reference to the Water Framework Directive in Planning Policy Statements</p>	<p>Direct regulation of abstraction from and emission to the water environment.</p> <p>Economic instruments – taxes, grants and incentives. New emphasis on collaborative agreements – land use planning and regeneration policies.</p>	Must address the requirements of the Strategy and Water Framework Directive for integrated, long term approach and environmental, social and economic benefits.

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	<ul style="list-style-type: none"> • Work closely with partners and provide increased opportunity for stakeholder involvement. • Aim to achieve environmental, social and economic benefits concurrently. 		Links between land use planning and River Basin Management Planning	
Future Water – Water Strategy for England, DEFRA, 2008	<p>This Strategy sets out the Governments aspirations for the water sector by 2030 and the action plan required to meet this vision.</p> <p>The strategy is a response to the pressures faced by the water sector as a result of climate change (droughts and floods)</p> <p>The vision is for the sustainable delivery of secure water supplies and an improved and protected water environment.</p>	<p>Targets set by the vision for 2030 are:</p> <ul style="list-style-type: none"> • Improved the quality of our water environment and the ecology which it supports, and continued to provide high levels of drinking water quality from our taps; • Sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water; • Ensure a sustainable use of water resources, and implement fair, affordable and cost reflective water charges; • cut greenhouse gas emissions; and embed continuous adaptation to climate change and other pressures across the water industry and water users. 	Water strategy to be incorporated into water (and climate change)policies within LOCAL PLAN.	SA will include indicator on minimization of water use.
Making Space for Water: Taking Forward a Government Strategy for Flood and Coastal Erosion Risk Management in England. Latest Government Response, DEFRA, Dec 2007	<p>The government is trying to implement a more holistic approach to managing flood and coastal erosion. It takes into account all sources of flooding, embedding flood and coastal risk management across a range of government policies and reflecting other relevant government policies in policies and operations of flood and coastal erosion risk management.</p> <p>It aims to manage risks by employing an integrated portfolio of approaches which reflect both national and local priorities to -reduce threat to people and their property -deliver the greatest environmental, social and economic benefit consistent with government sustainable development principles. The aim of this new strategy response has an additional aim:</p> <p><i>- to secure efficient and reliable funding mechanisms that deliver the levels of investment required to achieve the vision of this strategy."</i></p>	<ul style="list-style-type: none"> • Progress stakeholder engagement at all levels of decision making. • Revise risk management and scheme appraisal guidance. • Complete revision of PPG25 into PSS format. • Add flood risk assessment question into Standard Planning Application. • Make Environment Agency a Statutory Consultee. • Incorporate sustainable buildings code • Increase the use of multi-objective schemes in rural areas • Undertake pilot studies for integrated urban drainage 	<p>Flood risk assessment will become a more important part of planning policies.</p> <p>There will be increased emphasis on integrated systems and multi-objective schemes.</p> <p>The EA will become a more significant consultee.</p>	Implementation of sustainable building codes Integration of schemes.
Countryside Character Areas Volume 3. Yorkshire and the Humber, Countryside Agency 1999	<p>The majority of the authority's area falls within the Humber Estuary Character Area, the key features of which are outlined as:</p> <ul style="list-style-type: none"> • Expansive, flat, low-lying, sometimes remote estuarine landscape dominated by the Humber and with an ever changing character due to tidal influences. Dominance of sky and open views over the estuary, mudflats and salt marshes, where flood embankments allow. • A predominantly reclaimed former inter-tidal landscape of rectilinear fields with boundaries formed by dykes, drains and embankments. 	The Countryside Character Areas do not set any targets, however they do provide good qualitative indicator for monitoring and assessing impacts on landscape character.	The LDD should take the broad landscape setting into consideration when forming policy in order to tie policies into the wider landscape.	Landscape character and quality will be included as an element of the appraisal. The Character Assessments will provide a high-level baseline for future SA work.

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	<ul style="list-style-type: none"> • A landscape of predominantly arable farming with some conspicuous areas of market gardening, particularly around Hull. • Internationally important coastal mudflats and other wetland and coastal habitats, including the Spurn peninsula. • Urban and industrial influences especially around Hull and on the South bank. <p>The western, northern and eastern boundaries of the authority's area falls within the Holderness Character Area which is described as:</p> <ul style="list-style-type: none"> • Low lying, predominantly flat or gently undulating plateau, jutting into the North Sea and dividing it from the Humber Estuary. • Glacial landscape of till deposits, gravels and alluvium over chalk, with many glacial features such as drumlin mounds, hummocky terrain, moraine like ridges and kettle holes. • Rapidly eroding soft clay cliff coast. • High quality agricultural land, used predominantly for large scale arable cultivation and intensive livestock farming. • Fields bounded by ditches in some areas, especially the floodplain of the River Hull, but by hedges on higher ground. • Sparse tree and woodland cover leading to a generally open landscape with long views, though enclosed by the Wolds to the north and west. • Highly fragmented, though locally prominent remnants of semi-natural vegetation including Hornsea Mere and various carr, swamp and damp grassland habitats. • Winding roads linking dispersed villages and hamlets, with village churches providing important landmarks in the generally flat landscape. Vernacular buildings of red brick and red pantile, with some older buildings, especially churches, built in limestone, and with use of cobbles near the coast. 			
PAS 2010:2006 Planning to halt the loss of biodiversity	<p>The PAS provides recommendations for the integration of biodiversity conservation into land use and spatial planning in the UK</p> <p>PAS 2010 identifies where competent authorities have clear responsibilities for biodiversity conservation, and recommends tasks that should be undertaken to discharge their planning functions in a manner that is compliant with statutory obligations, government policy and professional good practice.</p> <ul style="list-style-type: none"> • PAS 2010 provides recommendations and information for the following; • Key tasks to be undertaken to ensure lawful compliance and good practice; • Key planning responsibilities that should incorporate biodiversity conservation; 	<p>PAS 2010 aims to achieve:</p> <ul style="list-style-type: none"> • A reduction in the net loss of biodiversity arising from development to zero by 2010; • Effective compliance with statutory obligations for biodiversity; • Definition of a commonly understood process and tasks for biodiversity woven into all of the relevant stages of the planning system; • Consistent implementation by all competent planning authorities of central government planning policy guidance for biodiversity; 	<p>Inclusions of framework that illustrates where and how biodiversity fits into the authority's planning functions.</p>	<p>Consideration of direct and indirect impacts of plan policies on biodiversity.</p>

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	<ul style="list-style-type: none"> • A consistent framework for incorporating biodiversity into both forward planning and development control and management functions; • Main sources of information (including statute, policy guidance and advice). 	<ul style="list-style-type: none"> • Wider understanding and application of good practice for biodiversity in the planning process; • Greater certainty for planning applicants over the information required of them when addressing biodiversity issues; • Confidence of stakeholders that biodiversity will enjoy similar levels of protection by all competent authorities considering a development proposal in the UK; • A consistent basis among competent authorities for monitoring and reporting on their planning performance. • Clarification among stakeholders of a standard role to be played by competent authorities and how the role of other stakeholders relates to each other. 		
Conserving Biodiversity – A UK Approach, Defra, 2007	<p>This framework sets out the vision and approach to conserving biodiversity within the UK's devolved framework. It complements the UK's framework for sustainable development (<i>One future – different paths</i>) which recognises the importance of living within environmental limits in order to conserve biodiversity. Within the integrating framework of an Ecosystem Approach, we will deliver our biodiversity objectives by putting sustained effort into the following six priorities:</p> <ul style="list-style-type: none"> • Protecting the best sites for wildlife; • Targeting action on priority species and habitats; • Embedding proper consideration of biodiversity and ecosystem services in all relevant sectors of policy and decision-making; • Engaging people, and encouraging behaviour change; • Developing and interpreting the evidence base; and • Ensuring that the UK plays a proactive role in influencing the development of Multilateral Environmental Agreements, and contributes fully to their domestic delivery. In undertaking this work it will be crucial to tackle three cross-cutting issues: • Helping biodiversity respond to climate change; • Reducing the risks and damage caused by invasive non-native species; and • Providing spatial frameworks for landscape scale habitat restoration. 	<p>Overriding target is to halt the loss of biodiversity.</p> <p>This will be assessed using the UK Biodiversity Partnership's 18 indicators (<i>Biodiversity Indicators in your pocket, June 2007</i>). The indicators show changes in aspects of biodiversity such as the population size of important species or areas managed for wildlife. The indicators will be further developed and updated periodically as new data are made available over the next three years to provide a full set of indicators for assessing the 2010 target. The indicators are grouped under six focal areas:</p> <ol style="list-style-type: none"> 1. Status and trends of the components of biological diversity; 2. Sustainable use; 3. Threats to Biodiversity; 4. Ecosystem integrity and ecosystem goods and services; 5. Status of resource transfers and use; and 6. Public awareness and participation. 	Biodiversity conservation is to be included in the Local Plan policies.	Consideration of direct and indirect impacts of plan policies on biodiversity.
UK Climate Change Programme 2006: Tomorrow's Climate Today's	<p>The report is for the UK Climate Change Programme, its sets out the Government's aims and provides an Action Plan for achieving carbon savings. The Programme is designed to deliver the UK's Kyoto Protocol target of reducing</p>	<p>The 2006 Climate Change Programme supports the generation of more electricity from renewable sources, improving incentives and removing barriers to development of renewable energy</p>	Local Plan and local delivery to incorporate UK programme and embed targets and principles.	SA to recognise the increased importance of climate change and carbon emission targets.

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Challenge, DEFRA, March 2006	emissions of the six greenhouse gases by 12.5% below base year levels over the commitment period 2008 to 2012. Its role also extends to moving towards the UK domestic goal to reduce carbon dioxide emissions by 20% below 1990 levels by 2010. It is also designed to help the UK cut carbon dioxide emissions by 60% by 2050.	technologies, including micro-generation. It sets out the Government's commitments both at international and domestic levels to meet the challenge of climate change and the approach to strengthening the role that individuals can play, encouraging individuals to take action necessary to meet the Government's goals.		
Energy White Paper, DTI - May 2007	White Paper 2003 proposed to ensure that a strategic approach to energy is developed and implemented in each region. It is based on four goals: 1. cut the UK's carbon dioxide emissions by 60% by 2050, 2. maintain the reliability of energy supplies, 3. promote competitive markets and 4. ensure every home is adequately and affordably heated. White Paper 2007 comments on the progress towards the goals set in 2003. No additional goals have been set.	<ul style="list-style-type: none"> • Nobody in Britain should be living in fuel poverty by 2016-18 • More diverse energy system by 2020. • Achieve carbon cuts of between 15-25 million tonnes of carbon in 2020 • UK has a Kyoto Protocol commitment to reduce greenhouse gas emissions by 12.5% below 1990 levels by 2008-12. • Seek to make households more energy efficient by encouraging use of most energy efficient condensing boilers, insulating 4.5 million cavity walls, improve standards of household appliances and revision of building regulations to improve the energy efficiency standards of new build properties. • Renewable should supply 10% of UK electricity in 2010. 	Local Plan needs to take account of government long term aspirations and targets	The SA needs to take account of the long term aspirations and targets
The Historic Environment: A Force for Our Future. Department for Culture, Media and Sport Architecture and Historic Environment Division 2001.	This document sets out the Government's vision for the future role of the historic environment. The key objectives for this vision are listed below: <ul style="list-style-type: none"> • public interest in the historic environment is matched by firm leadership, effective partnerships, and the development of a sound knowledge base from which to develop policies; • the full potential of the historic environment as a learning resource is realised; • the historic environment is accessible to everybody and is seen as something with which the whole of society can identify and engage; • the historic environment is protected and sustained for the benefit of our own and future generations; • the historic environment's importance as an economic asset is skilfully harnessed. 'The Government looks to local authorities to adopt a positive approach to the management of the historic environment within their area and monitoring its condition. It urges them to appoint champions for the historic environment within their management structures and to ensure that 	No specific targets or indicators.	This document urges local authorities to 'champion the historic environment' and the LOCAL PLAN provides one means in which to do this.	The document makes links between the historic environment and wider sustainability issues such as those considered by the SA.

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	elected members have access to training in respect of the historic environment wherever it is needed'			
Saving Lives: Our Healthier Nation White Paper, DoH - 1999	<p>Strategy is largely an Action plan for tackling poor health and improving the health of everyone in England, especially the worst off.</p> <p>Addresses inequality with a range of initiatives on education, welfare to work, housing, neighbourhoods, transport and the environment, which will help improve health.</p>	<p>By 2010:</p> <ul style="list-style-type: none"> • reduce the death rate from cancer in people under 75 by at least a fifth; • reduce the death rate from coronary heart disease and stroke and related diseases in people under 75 by at least two fifths; • reduce the death rate from accidents by at least a fifth and to reduce the rate of serious injury from accidents by at least a tenth; • reduce the death rate from suicide and undetermined injury by at least a fifth; • Increased education and training for health. 	Plan policies should support the provision of health care facilities where appropriate.	Consider sustainability objectives that aim to improve human health.
Rural Strategy 2004, DEFRA - Jul 2004	<p>The strategy reviews the Rural White Paper, 2000 after the creation of Defra in 2001. It sets out a new devolved and targeted approach to rural policy and delivery over the next 3-5 years.</p> <p>There are three priorities for rural policy;</p> <ul style="list-style-type: none"> • Economic and social regeneration – supporting enterprise across rural England but targeting greater resources at areas of greatest need. • Social justice for all – tackling rural social exclusion and providing fair access to services and opportunities. • Enhancing the value of our countryside – protecting the natural environment 	<p>Reduce the gap in productivity by 2008, demonstrating progress by 2006.</p> <p>Improve accessibility of services for rural people.</p> <p>Production of a second generation Local Public Service Agreement.</p> <p>Provide affordable housing</p> <p>Make the countryside more accessible and promote sustainable tourism.</p>	<p>There is a new PPS on sustainable development in rural areas including; Social inclusion. Effective protection and enhancement of the environment. Prudent use of natural resources.</p> <p>High and stable levels of economic growth and employment. There will be a new Integrated Agency for conserving and enhancing resources of nature together with realizing social and economic benefits for people.</p>	Strategic priorities for creating Sustainable Communities apply equally in rural and urban areas.
Regional				
Draft Integrated Regional Framework, December 2007	<p>There are four main objectives of the IRF:</p> <ol style="list-style-type: none"> 1. It provides a single high level strategy for the Yorkshire and Humber Region – replacing 'Advancing Together' and the 'Regional Sustainable Development Framework'. 2. It sets out the key sustainable development challenges facing the Region and the evidence for this. 3. It sets a direction for addressing these challenges (which will be continued by the Single Regional Strategy). 4. It sets a common agenda for action across the Region so that the plans, strategies, investment decisions and programmes address challenges in a joined-up way. 	<p>The IRF identifies 10 specific issues:</p> <ol style="list-style-type: none"> 1. Sustainable Transport 2. Climate Change Mitigation 3. Climate Change Adaptation 4. Productivity & Innovation 5. Education & Skills 6. Housing Markets & Affordability 7. Public Health and Obesity 8. Violent Crime 9. Diversity and Equality 10. Sustainable Growth <p>For each issue, the IRF identifies a number of key actions and a specific strategic direction.</p>	<p>The IRF provides a basis from which to immediately influence further regional, sub-regional and local work, including the Local Plan. Whilst it will fulfil a role as a transition document the IRF has this key more immediate role to play.</p> <p>A strongly articulated evidence base will also give the IRF a more lasting role and aids understanding of</p>	SA needs to consider the specific issues raised in the IRF.

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			sustainable development in the Region.	
The Northern Way – First Growth Strategy Report, NW/ODPM - Sept 2004	Establish the North of England as an area of exceptional opportunity combining a world-class economy with a superb quality of life	Investing in the city regions in the North to make them more attractive places to live, work and visit Ensuring that our universities are world class in their teaching and research, and work well with businesses to boost economic success Supporting the creation of more indigenous businesses and attracting more entrepreneurs to the North Ensuring that the North's companies can compete effectively in global markets Creating a skilled workforce and reduce the number of people out of work Improving road, rail, air and sea transport	Consider the aims and objectives of the Northern Way	The SA should have regard to the Northern Way
Regional Economic Strategy 2006-15, YF/Y&HA	The RES economic vision is to be 'a great place to live, work and do business that fully benefits from a prosperous and sustainable economy'. To achieve the vision Yorkshire Forward has three aims that the region must deliver together. The three aims are: Enhancing and realising the potential of all Yorkshire and Humber's people to achieve a healthy learning region and social inclusion; Growing existing and new businesses to achieve sustainable economic growth and jobs; and Utilising the full potential of Yorkshire and Humber's physical and cultural assets, maximising resource efficiency and conserving and enhancing its environment to achieve an integrated, sustainable economy. Together these three aims are designed to achieve sustainable development. The RES recognises the importance of sustainable development and the impact of climate change.	Six Objectives translate these aims into action on the ground. The central principle of quality and pride of place binds them together, and the themes of sustainable development, diversity and leadership and ambition underpin the way they are delivered. The six objectives are: • More business • Competitive business • Skilled people • Good jobs • Transport, infrastructure and environment Stronger cities, towns and rural areas	The LOCAL PLAN should have regard to the RES targets and indicators.	The RES indicators and targets may be useful to developing the SA baseline and monitoring progress.
Regional Employment Land Study, Arup on behalf of Yorkshire & Humber Assembly, 2005	RELS provides strategic framework for economic growth through site portfolio rationalization, supporting growth and regeneration initiatives and allowing for sustainable and economic development. It is anticipated that RELS will provide a 20 year strategy.	The demand assessment examines whether the current supply of employment sites in the region is commensurate with patterns of current and projected economic growth in the region. This will inform LDF production in the region.	RELS will inform policies for the economy in the LOCAL PLAN	The SA should have regard to RELS and its implications.
Regional Housing Strategy 2005-2021, Y&HA	Purpose of the strategy is to influence the creation and management of housing and neighbourhoods in the region so that we deliver the goals set out and create sustainable communities. The Strategy has three strategic themes: 1. Creating better places	The strategy sets out priorities, criteria, targets and actions to meet the strategic themes. Targets include: • Close by a third the gap between vacancies and house values in Pathfinder areas and West	The RHS and RSS complement each other. The LOCAL PLAN should be in demonstrate conformity with the RSS so the	The RHS provides useful baseline information and targets that could be incorporated into the SA

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	<p>2. delivering better homes, choice and opportunity 3. fair access</p>	<p>Yorkshire low demand areas compared to the regional average.</p> <ul style="list-style-type: none"> • Achieve population stability in the main urban areas. • Achieve an overall regional vacancy rate of between 2.5 and 3.5% by 2010 and sustain it. • ensure all social housing tenants live in decent homes by 2010 as a minimum and continue to do so thereafter • increase the proportion of vulnerable private sector households living in decent homes to at least 70% by 2010 • end fuel poverty for vulnerable households by 2010 and for all households by 2016. • reduce the number of homelessness acceptances by 30% by 2010 • continue to ensure than no families with children are placed in Bed & Breakfast accommodation for longer than 6 weeks. 	<p>LOCAL PLAN should have regard to the objectives and targets of the RHS.</p>	
<p>Regional Waste Strategy, Y&HA - Jul 2003</p>	<p>Amount of municipal waste produced is increasing at a rate of 3% per year. The purpose of this strategy is to address the barriers to progress in order to facilitate waste management across the region by:</p> <ol style="list-style-type: none"> a. stating the region's agreed objectives for waste management; and b. collating and interpreting best available data on waste c. providing the regional planning framework for waste d. developing actions to address the barriers to progress e. supporting local and sub-regional Municipal Waste Management Strategies. <p>The Objectives are:</p> <ol style="list-style-type: none"> 1. Gain community support and involvement in the delivery of the strategy 2. Reduce waste production and increase re-use, recycling and composting 3. Manage residual waste in the most sustainable way 4. Provide technical support and advice 	<p>Reduce the annual increase in waste production per household to 2% by 2008/9</p> <p>Achieve statutory targets for recycling and composting household waste and diverting biodegradable municipal waste from landfill</p>		<p>The issues raised in the regional waste strategy may need to be taken into account in developing the SA framework.</p>
<p>Yorkshire and Humber Environmental Enhancement Strategy, Y&H Regional Environment Forum – Feb 2008.</p>	<p>The strategy presents 5 to 10 year regional objectives for environmental enhancement arranged within 4 themes and a set of practical 2-5 year actions to achieve these objectives.</p> <p>Objectives:</p> <ol style="list-style-type: none"> 1. Building knowledge and understanding 2. Conserving environmental resources 3. Managing environmental change 4. Making community connections <p>The 2008 document is a reviewed version of the previous strategy, although the objectives are still valid.</p>	<p>The Regional Environment Enhancement Strategy was updated in 2008 and contains a five year plan aiming to:</p> <ul style="list-style-type: none"> ▪ build on the strengths of the previous Strategy whilst being clearer in approach; ▪ embrace the principle of 'living within environmental limits' as its core purpose; 	<p>The LOCAL PLAN should have regard to the regional environmental objectives.</p>	<p>The SA should have regard to the regional environmental objectives.</p>

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		<ul style="list-style-type: none"> ▪ set out a manifesto for how that principle can and should inform regional decision-making, with a specific goal of shaping the Single Regional Strategy that will be prepared during the life of this Enhancement Strategy; ▪ analyse the current strategic landscape in terms of its potential to deliver environmental enhancement; ▪ provide a summary programme of likely activities needed between 2008 and 2013 to secure successful implementation of the Strategy. <p>The strategy draws reference to the Integrated Regional Framework Indicators :</p> <ul style="list-style-type: none"> • Biodiversity • Water Quality • Air Quality • Waste and Resources • Energy • Ecological Footprint • Green Infrastructure • Built Environment, Built and Natural Heritage. 		
The Value of Trees in our Changing Region, The Strategic Framework for Trees, Woods and Forests in Yorkshire and Humber Region, GOYH, July 2005	<p>Aims to establish a strategic framework for trees and woodland to 2020. An Action Plan will follow. Woodland cover for the region is approximately 5.8% which is below the average for England which is 8.4%. Strategic aims (each of which are supported by a series of objectives):</p> <ol style="list-style-type: none"> 1. <i>Regional Context</i> – ensure that transformation and expansion of the region’s tree and woodland resource takes account of and respects the historic, natural and cultural identity of the region while contributing positively to its economic, environmental and social development and regeneration. 2. <i>Trees, Woods and People</i> – ensure the benefits provided by the region’s trees and woodlands are understood, recognised and valued. 3. <i>Sustainable Forestry</i> – sustainably managed regional tree and woodland resource supporting the retention and development of a viable and vibrant forestry sector, and contributing to the overall sustainable development of the region and vibrant forestry sector 4. <i>Creating a Setting</i> – utilise the many 	Each strategic aim has several individual aims and targets within them.	LDFs should take account of the aims and objectives of the Regional Forestry Strategy	The SA should take account of the aims and objectives of the Regional Forestry Strategy

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	<p>environmental strengths of trees and woodlands to underpin the economic and social renaissance of the region</p> <p>5. <i>Natural and Cultural Heritage</i> - to achieve maximum biodiversity gain for the region through appropriate tree and woodland planting and management that takes of the needs of all species and habitats.</p> <p>6. <i>Healthy Environments</i> – help the region address issues of ill-health by maximising the contribution of trees and woodlands, particularly in areas of greatest health inequalities</p> <p>7. <i>Climate Change</i> - to help the region combat climate change through maximizing the contribution of trees and woodlands.</p> <p>8. <i>Delivering the Strategy</i> - to achieve effective and efficient implementation of the aims and objectives of the strategy.</p>			
Your Climate: Yorkshire and Humber's Climate Change Action Plan, 2005	The Action Plan seeks to operate within regional strategic and delivery frameworks to identify what needs strengthening and the tools to achieve this. This document is key to the region's approach to addressing climate change.	<p>The Climate Change Action Plan is needed as mitigate and adapt to the impacts of climate change forecast for the region. This includes:</p> <ul style="list-style-type: none"> • Average temperatures 1.0 - 2.3°C higher by 2050s and 1.6 - 3.9°C higher by 2080s • Winters up to 20% wetter by 2050s with higher rainfall intensities • Increase in sea level between 15-75cm by 2080s • Decrease in summer rainfall by up to 32% by 2050s • Temperature extremes become more common • 4 times fewer frost nights, 5 times as many warm summer nights <p>More very hot days, fewer foggy days</p>	Targets and indicators to be included within Local Plan and other planning documents. Monitoring Performance against target within the Annual Monitoring Report.	SA to reference increased priority on climate change and appreciate methods to ensure local delivery of objectives.
Regional Energy Strategy and Action Plan, Yorkshire and Humber Assembly, April 2006	<p>The principal statutory driver for Energy Policy in the UK and, therefore, the region is the Energy White Paper. The region has responded to the goals and targets laid out by this and other government documents, such as the UK Fuel Poverty Strategy and the Renewables Obligation, to develop a suite of targets that relate directly to energy in the region.</p> <p>These targets are communicated in a number of statutory documents, such as, the Regional Spatial Strategy and the Regional Economic Strategy. The Regional Energy Strategy and Action Plan provides the framework within which these targets are set</p>	<p>The vision for the Regional Energy Strategy up to 2020: "Yorkshire and Humber will continue to be a primary energy provider for the UK while achieving low carbon energy targets".</p> <p>Three key objectives support the attainment of this Vision:</p> <p>Maximise low carbon energy generation.</p> <ul style="list-style-type: none"> • Promote the reduction in energy demand. Lead the way in delivering secure regional and national energy supplies. The strategy provides a breakdown of Local Authority Renewable energy targets for 2010/2020 The totals are 708MW/1820MW of which: • Humber 124MW/350MW, • North Yorkshire 209MW/350MW, • South Yorkshire 47MW/160MW, • West Yorkshire 88MW/270MW, 	The LOCAL PLAN will have to contribute towards reaching the sub regional renewable energy targets set out in the Strategy.	The SA should have regard to these renewable energy targets.

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<p>Regional Energy Infrastructure Strategy, February 2007</p>	<p>Yorkshire and Humber presently contributes 17-18% of the UK's electricity production while consuming 7-8%. As a net exporter the region is an integral whilst also attaining the stringent national and regional emission reduction and energy targets.</p> <p>The strategy sets the framework to continue as a primary energy provider for the UK whilst achieving low carbon energy targets. Their main actions will:</p> <ul style="list-style-type: none"> • benefit our economy; • support our communities; and • protect and enhance our environment. <p>Three key objectives support the attainment of this vision:</p> <ul style="list-style-type: none"> • Maximise low carbon energy generation; • Lead the way in delivering secure regional and national energy supplies; and • Promote the reduction in energy demand. <p>The effective implementation of this Action Plan is a critical step in delivering the long-term vision for the region.</p>	<p>Other 240MW/690MW.</p> <p>The key actions (to 2010) to support the objectives are:</p> <ul style="list-style-type: none"> • Deliver the development of a diverse energy portfolio for the region; • Reinforce the energy supply chain and grid infrastructure to enable both centralised and distributed generation; • Facilitate skills growth in the energy sector and energy technology areas; • Identify opportunities for increased energy efficiency in generation and transmission; • Identify opportunities for capturing waste heat and for new combined heat and power schemes; • Reduce greenhouse gas emissions; • Progress the region's targets for energy generated from renewable sources and promote microgeneration; and • Facilitate the development of bio-energy production in the region. <p>Targets from several different Regional strategies and policies that support the objectives and vision of the strategy are:</p> <ul style="list-style-type: none"> • Reduce greenhouse gas emissions by 20-25% by 2016 (from a 1990 baseline) (RES); • 10% of energy required for sizeable new developments must come from on-site renewable energy sources (Draft RSS); • Refurbishment work energy efficiency standards in the public and private sectors should be either Building Regulations thermal efficiency levels or SAP, 65 whichever is the higher (Regional Housing Strategy); • Ensure fuel poverty is eliminated by 2016 (Affordable Warmth Action Plan); • Seek an end to fuel poverty for vulnerable households by 2010 (UK Fuel Poverty Strategy); • Local Authority Renewable energy targets for 2010/2021 (Humber 124MW/350MW); and • Reduce greenhouse gas emissions from coal-fired power stations in the region by 50% by 2020 compared to current levels (Vision for Coal). 	<p>Targets and indicators to be included within Local Plan and other planning documents. Monitoring performance against target within the Annual Monitoring Report.</p>	<p>SA to understand the relationship between localised energy provision and wider infrastructure provision.</p>

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Low Carbon and Renewable Energy Capacity in Yorkshire and Humber 2011	To identify the renewable energy potential across identified technologies in the region, identify viability and deliverability.	<p>Key recommendations for the regions and sub-regions of relevance are:</p> <ol style="list-style-type: none"> 1. Develop local policies and targets to support renewable energy in the LDF process, including policies for new development and strategic sites (including viability testing). 2. Develop greater understanding of the relationship between renewable energy development and the sub-region's landscape character and natural environment. 3. Educate communities, authorities and members about appropriate technologies for the sub-region. 4. Develop skills in local communities and support mechanisms to help communities deliver renewable energy schemes. 5. Investigate and integrate local manufacture and management of renewable energy technologies within local economic strategies. 6. Identify delivery vehicles, and the role and capacity of local authorities to assist in delivery. 7. Share local knowledge and skills through a coordinated forum. 8. Stimulate the development of regional biomass supply markets. 9. Identify a lead coordinator for activity in the sub-region, who can act as a promotional lead and also coordinate funding to local priorities. 10. Identify opportunities on brownfield land for renewable energy installations in tandem with regeneration and redevelopment initiatives. 		
Our Region, Our Health, : A Regional Strategic Framework for Public Health in Yorkshire and the Humber, Dec 2004	<p>The report describes the state of the public's health in the region and what can be done at the regional level to meet the challenge. The document recognises that there is a strong correlation between educational attainment, employability and health.</p> <p>The three purposes of this framework are to:</p> <ol style="list-style-type: none"> 1. offer a vision of what better public health will look like across the region 2. identify the unique actions that can be taken at a regional level to influence better health and reduce health inequalities. 3. maximise opportunities for co-ordinated regional action through the implementation of the White Paper on Health. 	<p>Detailed Action Plan due shortly which will include activities and timescales</p> <p>The Framework identifies 8 strategic priorities to promote the health of the region. These are:</p> <ol style="list-style-type: none"> 1. Improving health and reducing health inequalities through regional policies, strategies and plans 2. developing the regional role in supporting the implementation of national public health programmes and policies 3. influencing national and European health policy development 4. continuing to form and develop strategic partnerships that have the potential to improve public health 	The LOCAL PLAN should be informed by the priorities of the Regional Strategic Health Framework.	The SA should have regard to the priorities of the Regional Strategic Health Framework.

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		<p>5. working to support the development of organisations, networks and communities.</p> <p>6. developing strong, reliable and accessible public health intelligence systems</p> <p>7. establishing an intrinsic culture of learning from evidence and best public health practice</p> <p>8. creating a sustainable long term strategy for public health capacity development</p>		
Yorkshire Plan for Sport, Sport England – 2004	Provides an agenda for change that will shape the activity of all those involved in delivering the vision of an active and successful sporting nation.	Introduces 7 regional outcomes to be reached by 2008 including: increased participation in sport, widening access, improving health and wellbeing, improving levels of performance, creating safer stronger communities, improving education and benefiting the economy.	Will impact on policies for leisure, recreation and economy.	Assessment should cover the impact of sport on health and community cohesion.
Sub-regional and Hull				
Hull Local Area Agreement 2007 - 2010 (LAA) (February, 2007)	<p>The LAA is based on existing plans and strategies to provide a city-wide context, but within that focuses on the neighbourhood dimension to reflect the inequalities that exist across the City. The document:</p> <ul style="list-style-type: none"> identifies poverty and social inclusion* as complex and multi-dimensional problems, which partners will be seeking to address through the LAA; recognises that the LAA provides a means of securing more transparent and shared outcomes, better value and improved delivery of key services through joint working, and simplified but delivery driven structures; establishes mechanisms through which service improvement is addressed systematically across the partnership, in a way that promotes innovation and learning and integrates these into mainstream service delivery through engaging local people and customer facing staff. 	<p>The LAA identifies indicators for four broad areas:</p> <p>Children and Young People</p> <ul style="list-style-type: none"> Improving attendance in primary and secondary schools to bring Hull in line with the best achieving authorities in the country. This has enabled us to set a target for primary school absences at 4.5% and secondary absences at 8%. To reduce the City's NEET (not in education, employment or training) population to 9.6%. To improve key stage 2 English and Mathematics Floor Targets* to 65%. To increase key stage 3 and 4 English and Mathematics Floor Targets, aiming to establish a 2% increase above baseline. 	The Local Plan should be aware of the priority areas raised in the LAA.	The SA should be aware of the priority areas raised in the LAA.
Hull and Humber Ports City Region Development Programme II, September 2006	<p>The objectives of the second Hull and Humber Ports City Region and Development Programme rests in particular on the first two of its "guiding principles":</p> <ul style="list-style-type: none"> To look at the North of England as a whole in order to identify pan-Northern investments which would add value to that which is being undertaken in each of the individual regions; and To be based on how best to build on the North's strengths, clearly defining what Government must do to realise benefits from these assets:1 	<p>The document identifies the following targets:</p> <ul style="list-style-type: none"> Develop and implement cost-effective regeneration delivery vehicles, maximising the impact of public sector programmes and leveraging the greatest possible private sector investment; align investment and the policy environment to concentrate investment upon the major urban areas and the "Global Gateway Investment Corridor" adjoining the Humber estuary and its tributaries; focus upon protecting the major economic assets, ports and infrastructure and major clusters from the effects of climate change; 	This second City Region Development Programme for the Hull and Humber Ports City Region represents the Partnership's contribution to the Northern Way. It sets out how the Hull and Humber Ports City Region can contribute to closing the national productivity gap between the North and the England average. The Local Plan should take into	SA needs to consider the specific issues raised in the second City Region Development Programme for the Hull and Humber Ports City Region.

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		<ul style="list-style-type: none"> ensure that the existing major centres are optimised in terms of their potential. Ensuring that their agglomerative benefits of business /commerce, culture and learning, settlement, community and sense of place are built upon and not dissipated. 	consideration the issues raised in this document.	
<p>Joint Structure Plan for Kingston Upon Hull and the East Riding of Yorkshire, June 2005</p>	<p>The Joint Structure Plan (JSP) sets the framework for the development and use of land up to 2016 in the combined area of Hull and the East Riding of Yorkshire. The plan includes policies on the general location of land for new homes, businesses, shops and leisure facilities. It takes the form of an overall strategy and is not site specific. It also gives guidance on encouraging more sustainable forms of movement (for both people and goods), protecting the natural and build environment, respecting and improving the character of the area and managing the risk from flooding and coastal erosion. There are 6 key chapters that inform the JSP. These are: housing growth and renewal, creating a stronger economy, a modern integrated transport system, sense of place, natural and built environment assets and, managing natural processes and resources.</p>	<p>The key targets and indicators for each of the 6 chapters are detailed below:</p> <p>Housing growth and renewal</p> <ul style="list-style-type: none"> to ensure that housing growth supports the JSP development strategy and the sub-area priorities to promote more efficient use of land and buildings for housing to support a sequential approach for managing housing land Provision. The JSP sets a requirement for 7000 additional dwellings in Hull between 2003 and 2009 (850 dwellings in 2003, increasing by 50 dwellings per annum to 1150 in 2009) and 1200 dwellings per annum between 2010 and 2016. <p>Creating a stronger economy</p> <p>The aim is to create a stronger economy by promoting existing strengths, broadening the area's existing economic base and being more outward looking. The key objectives are:</p> <ul style="list-style-type: none"> to make the most of the area's economic assets in a sustainable way to provide a range of employment sites to serve the needs of the whole area to contribute towards reducing social exclusion by providing employment opportunities <p>A modern integrated transport system</p> <ul style="list-style-type: none"> to make the best use of the JSP area's existing transport infrastructure to promote choice for the movement of people and goods to encourage the use of more sustainable forms of travel to improve accessibility to services, facilities and places of employment <p>Sense of place</p> <ul style="list-style-type: none"> to protect settlement character and diversity 	<p>Under the new planning system, the JSP will be abolished after being 'saved' for a period of 3 years or until they are replaced by the future Local Development Framework and Regional Spatial Strategy. A key role of the JSP is to provide the strategic framework in the future Local Development Frameworks (LDF) - fulfilling the role of a "Core Strategy".</p>	<p>Hull as part of their LOCAL PLAN and these policies will be subject to sustainability appraisal as part of the wider LDD document.</p>

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		<ul style="list-style-type: none"> • to safeguard and enhance landscape quality • to achieve high standards of design <p>Natural and built environment assets</p> <ul style="list-style-type: none"> • to safeguard and increase biodiversity • to protect and enhance important natural environmental assets • to safeguard important built, historic and archaeological features <p>Managing natural processes and resources</p> <ul style="list-style-type: none"> • to maintain and improve air, land and water quality • to encourage the development of renewable energy resources • to manage and avoid where possible the risk of flooding and coastal erosion 		
Humber Strategic Economic Assessment (SEA), August 2006	The SEA provides a robust and objective analysis of data, trends and project activity for each Regional Economic Strategy (RES) objective and sets out clear investment priorities.	The key targets and indicators of the SEA follow 6 regional priorities set out in the RES: 1: Creating more Businesses That Last 2: Creating competitive businesses 3: Skilled People benefiting Business 4: Connecting people to good jobs 5: Improving transport, infrastructure and environment	The 2006 Humber Strategic Economic Assessment has been produced in partnership with key stakeholder organisations in the Humber. It provides a sound economic analysis of the sub region and sets out the priorities for investment that have been agreed by the partnership. Therefore, the Core Strategy needs to consider these regional priorities in its analysis.	SA needs to consider the specific issues raised in the SEA.
Hull Retail Study, Kingston upon Hull City Council (2006)	Nathaniel Litchfield were commissioned by Hull City Council to undertake a city wide retail strategy, assessing the four main shopping retail centres; Hull city centre, Holderness Road, Hessle Road and Northpoint. The study defines potential for new retail development in the Borough and the scope for accommodating growth. No quantitative need to permit further food store development within Hull to 2011, unless to serve localized efficiency. St Stephen's and other existing commitments should be the focus for new comparison retail development. Quay West or Albion Street would soak up remaining surplus to 2011. The Hull City Masterplan proposals could meet demand for retail; development beyond 2011. Whilst existing retail developments and commitments are sufficient to meet floorspace capacity for the foreseeable	Projected expenditure until 2011 could support approximately 48,600m ² net high street comparison shops and 17,000m ² net retail warehousing. These figures assume major improvements in quality of shopping will result in uplift in hull's retail hierarchy.	From a sustainability perspective, growth in comparison business should be focused in the city and district centres. The sequential test, outlined in PPS6, should be applied to all proposals for retail development.	Consider issue in SA

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	future that does not necessarily imply that all proposals should be refused planning permission.			
Local Transport Plan 2011-2026	<p>The Local Transport Plans sets out the following objectives:</p> <ul style="list-style-type: none"> • Delivering accessibility - To ensure that good levels of accessibility, especially by public transport, are integrated with planned changes to the City in the health, housing, education, and employment sectors. • Safer roads - To maintain and improve road safety on the City's roads. • Tackling traffic congestion - To help facilitate regeneration of the City and expansion of the port in a sustainable manner. • Better air quality - To promote a healthier City through improving air quality and encouraging cycling and walking. <ul style="list-style-type: none"> • use of Intelligent Transport Systems (ITS) 	The plan has identified a set of seventeen mandatory indicators. These cover a range of transport modes and issues. They are designed, so the council can add individual local indicators that will show progress relevant to the city.	Ensure LOCAL PLAN aligns with LTP	Ensure SA aligns with LTP SEA
Hull Strategic Flood Risk Assessment, 2016	<p>The SFRA identifies flood risk categories and makes recommendations for policy implications for each category. The document is used as a tool by a planning authority to assess all types of flood risk for spatial planning, producing development briefs, setting constraints, informing sustainability appraisals, identifying locations of Emergency Planning measures and requirements for flood risk assessment, and making planning decisions.</p>	No targets	Observe Policy and Guidelines recommended for each flood Category	Observe Policy and Guidelines recommended for each flood Category
The Humber Flood Risk Management Strategy March 2008 (Planning for the Rising Tides)	<p>This strategy sets out the Environment Agency's vision for managing the risk of flooding from the Humber Estuary as the climate changes and sea levels rise. Overall aims of the strategy are:</p> <ul style="list-style-type: none"> • To manage the risk of flooding around the Humber Estuary in ways that are sustainable for the people who live there, the economy and the environment, taking into account:: <ul style="list-style-type: none"> – natural estuary processes; and – future changes in the environment (built or natural), sea levels or the climate. • To ensure that all proposals are: <ul style="list-style-type: none"> – technically feasible; – economically viable; – environmentally appropriate; and socially beneficial. <p>Within these overall aims, the strategy seeks to achieve the following objectives:</p> <ul style="list-style-type: none"> • To maintain and, where possible, enhance public safety, health and security; • To respond to natural processes and to avoid contamination and erosion; • To protect and, where appropriate, provide opportunities for economic development and employment (including protection of existing land uses where appropriate); 	The SEA Environmental Report that supports The Strategy contains indicators used to assess the impacts of flood risk management measures on the environment.	<p>The potential for Existing defences not being up to an adequate standard means that development within the City Centre area could be at risk from flooding.</p> <p>The LOCAL PLAN needs to take this and PPSG 25 into consideration during the preparation of the LOCAL PLAN.</p>	Consider potential strategic flood risk issues.

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	<ul style="list-style-type: none"> • To protect existing transport infrastructure(land and sea); • To protect and, where appropriate, enhance flora and fauna (biodiversity); • To protect the historic environment; and • To protect and, where appropriate, enhance landscape, amenity and recreational features. <p>The strategy identifies works required in the next 5, 15 and 100 years of the strategy. Within the next five years the some of the flood defences along the Humber at Hull (in the area around Victoria Docks) will be reviewed by the Environment Agency to establish whether they provide a desired level of flood protection and consequently whether works would be required to raise them.</p> <p>In the medium term, within the next 15 years, improvement works to the flood defences at Albert Docks, St Andrews Quay and the Hull Barrier may be required.</p>			
The Hull and East Riding Catchment Abstraction Management Strategy, EA March 2006 (Water abstraction getting the balance right)	<p>The overall objective of Catchment Abstraction Management Strategy (CAMS) is to manage the licensing of surface and ground water resources in a sustainable manner. The purpose of this approach is to try and ensure that the area's water resources are not over-exploited and that an abstraction will not result in a significantly adverse environmental impact.</p> <p>The Hull and East Riding CAMS has 4 groundwater management units (GWMUs). The GWMU for Hull (GWMU11) is to remain at 'no water available'. Applications for new abstraction licences will have restrictions on the volume of water they can abstract and the licence will be time limited.</p>	The GWMU status as stated in the CAMS document can be used as an indicator of the condition of the existing water resource.	Useful background to the development of the LOCAL PLAN especially when considering the effects spatial planning could have on water resources.	Consider the potential for water resource issues that could affect the status of thee GWMU.
Hull Biodiversity Action Plan	Built on the Natureplan Partnership (1995). The plan covers 8 habitats and 25 species. Some species are national priority.	The plan targets actions to be carried out. These are set timescales (short, medium or long). Each Habitat and Species Action Plan includes a 'what we can all do' list of suggested actions.	Biodiversity is a key issue for the LOCAL PLAN.	The SA should include objectives relating to biodiversity
Supporting People Strategy – 2005-2010, 2005	<p>This strategy sets out how the council will seek to recruit, retain, deploy, engage and develop people who are employed to provide services to the communities. The councils declared values are:</p> <ul style="list-style-type: none"> • Communicating openly and honestly • Putting people and communities at the heart of everything they do • Ensuring that people are treated equally and the difference is valued • Valuing and investing in people as the Councils key resource • Encouraging local democracy and public accountability 	No Targets	Useful background for development of the LOCAL PLAN	Consider issues in SA

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
	<ul style="list-style-type: none"> • Being responsive to changing aspirations, priorities and opportunities • Striving for excellence • Concentrating on outcomes not process • Contributing to and taking an interest in all new initiatives within the city. <p>Five key strategic building blocks have been identified and broad actions, targets and success measures have been identified for each for the next 5 years.</p>			
Education Development Plan, April 2005	<p>The plan is made available to all key stakeholders. There are 7 main priorities which were revisited for the 2004-2005 education plan. These priorities are:</p> <ul style="list-style-type: none"> • Raise Attainment in the early years towards the early learning goals, and in primary education, especially in numeracy and literacy. • Raise standards in key stage 3 • Implementation of strategies to raise standards of achievement at key stage 4, in particular to improve the percentage of pupils gaining 5+ a*-C and 5+ A*-G • Narrowing the attainment gap/ tackling underachievement • Support for schools causing concern • Recruitment and development of teachers and governors • Develop a coherent 14-19 strategy with local providers • Raise attainment in ICT and enable schools to meet their statutory requirements for ICT in the curriculum. 	No targets	The LOCAL PLAN should consider how it can assist in the achievement of these priorities	The SA should consider the need to improve educational attainment
At a Turning Point, the State of Race Relations in Kingston Upon Hull, 2005	<p>Report of a research enquiry into the state of race relations in Hull. The research sets out the present position in Hull, and makes recommendations for policy and practice. Outcome of report suggests that further research is not necessary, but actions should be taken forward from the research already completed. Actions for the future were split into:</p> <ul style="list-style-type: none"> • A strategic view • Education • Police • Housing • The media • The private sector • Other agencies 	• No Targets	Consider the need for equalities policy in the LOCAL PLAN	The SA should consider the need to encourage equality and reducing social exclusion.
Hull City Council Race Equality Action Plan, 2005	<p>The plan provides actions, assessment and review dates for the following objectives:</p> <ul style="list-style-type: none"> • To ensure effective assessment and consultation on the likely impact of proposed policies on the promotion of race equality • To ensure arrangements in place for monitoring existing policies for adverse impact on the promotion of race equality • Ensure arrangements in place for publishing the results of assessments, consultation and monitoring 	No Targets	Consider the need for equalities policy in the LOCAL PLAN	The SA should consider the need to encourage equality and reducing social exclusion.

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
	<ul style="list-style-type: none"> • Ensure arrangements in place for making sure the public have access to information and services • Ensure arrangements in place for training staff in relation to general and specific duties • Employment duty 			
Hull City Council, Race Equality Scheme, 2006	<p>The scheme aims to highlight any direct or indirect racial discrimination by City of Hull Council. The key objectives are to:</p> <ul style="list-style-type: none"> • Eliminate unlawful racial discrimination • Promote equality of opportunity • Promote good race relations between persons of different racial groups <p>In order to achieve this within the council, they aim to achieve:</p> <ul style="list-style-type: none"> • A better understanding of the makeup, needs and satisfaction levels of the communities and workforce • New systems for customer feedback, consultation and decision making • Greater access to services and information • Increased representation of ethnic minority staff working within the council to reflect the local community • A structured and defined approach to equalities in terms of staff training and development • A Community Cohesion Strategy, which is owned by the statutory bodies, community and voluntary groups, businesses and the residents of Hull. 	No Targets	Consider the need for equalities policy in the LOCAL PLAN	The SA should consider the need to encourage equality and reducing social exclusion.
Health Inequalities and Health Promotion - A Snapshot, ER&HHA, September 2000	The Report undertook intensive research into the current health status of the most disadvantaged communities, to inform the national and local debate on tackling health inequalities and identify how best to address some deep rooted issues.	<p>Recommendations were made to address key issues to improve inequalities in health promotion which included;</p> <ol style="list-style-type: none"> 1. Health promotion interventions should adhere to a systematic approach to planning, implementation and evaluation. Priority should be given to interventions, which tackle health priority in identified areas of 2. socio-economic deprivation. 3. A comprehensive health promotion quality and evaluation framework should be made available to local agencies engaged in health promotion activity. 4. A local 'Health Promotion Good Practice Database' should be established to collate examples of local health promotion activity to highlight good practice. 5. Community Health Development should be formally recognised as a key approach to health promotion activity and appropriate investment should be identified to support this method of engaging local communities. 6. Innovative schemes for both improving access to healthy foods and developing cooking and 	Any health promotion developments should follow recommendations made in report	Any health promotion developments should follow recommendations made in report

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
		<p>budgeting skills in community settings.</p> <p>7. Further action is required to encourage recognition of the diverse activities, which can become part of everyday life and impact on health.</p> <p>8. This research reinforces the importance of consulting and involving young people and the wider community in developing appropriate action and prevention methods.</p> <p>9. Development of the Mental Health Promotion Strategy should acknowledge the importance of positive mental health and the impact of socio-economic conditions upon mental health/illness.</p> <p>10. All agencies and organisations that focus upon young people to consider opportunities for engaging more explicitly with this target group, facilitating enhanced involvement in decision making and reducing perceptions of young people as a 'threat'. Opportunities to be sought to develop work which integrates young people with other age groups to generate greater inter-generational understanding and communication.</p> <p>11. It is recommended that service developments take into account the need for both increased availability and access to a wide range of NHS services including improved information to enable ease of access for all sectors of the community. In addition health information should aim to convey clear and consistent messages using a variety of methods that can be easily accessed by communities.</p>		
<p>Yorkshire and Humber Climate change adaptation study Local area report: City of Kingston upon Hull</p>	<p>Provides an account of key climate change related risks specific for the City i.e., from flooding to properties, businesses and the delivery of emergency services; from coastal erosion that could in turn squeeze inter-tidal habitats; from groundwater (chalk) depletion and drought and sea water intrusion; impact on biodiversity- urban greenspaces and brownfield sites may become refuge sites for species that may be pushed out due to loss of productive soils; and risk to population health due to increase in temperature.</p>		<p>Take into account risks identified under the objectives section to address them through the plan.</p>	<p>Depletion of chalk aquifer resources and sea water intrusion, combined with drought must be addressed; potentially combining with addressing surface water run-off (rain water harvesting). Consider reduction of species fragmentation and design of urban spaces to address potential in-migration</p>

PPP	Key Objectives relevant to Plan and SA	Key Targets and Indicators relevant to Plan and SA	Implications for the Local Plan	Implications for SA
				of species to greenspaces. Promote reduction of urban heat island effect from built spaces.
Kingston upon Hull Climate change 2010-2020 A Low Carbon Framework for Hull	Energy Security and Efficiency objective, which promotes energy efficiency in new and old buildings (retrofit); Economic Development objective which advocates promotion of low carbon industries as key cluster for growth; Resource Management objective which promotes waste hierarchy use as well as the protection and enhancement of green corridors, biodiversity and habitats in the green and marine environment.		Development policies may consider translating the objectives into guidance for future developments.	SA should include promotion of energy efficiency from environmental and economic growth perspectives and should support the enhancement of green corridors.
Hull Infrastructure Study 2011	Three types of infrastructure classifications can be made: Strategic Infrastructure – with citywide influence and typically Government funding; <ul style="list-style-type: none"> • Place Shaping Infrastructure – driven by the need to regenerate areas and particularly the quality of the public realm and green infrastructure; and • Enabling Infrastructure – critical to the development of strategically important areas and sites in the city, including facilities at the Port, renewable energy generation and broadband provision. 		Local Plan should take the various infrastructure type requirements across the City and address how they could be provided.	SA should consider infrastructure provision (existing and proposed), in relation to the proposals identified in the Plan.

Appendix B

Baseline Conditions

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Site of national and international nature conservation	Ramsar	Environ 2008	n/a		Maintain and protect	n/a	n/a
		SPAs						
		SACs						
	No. SNCIs		Hull CC	n/a		Maintain and protect	n/a	n/a
	No. SSSIs		Hull CC	n/a		Maintain and protect	n/a	n/a
	Urban green spaces	Total	Hull CC UDP (2000)	n/a		Maintain or increase	n/a	n/a
		Publicly accessible	Edaw 2008	n/a		Increase number of publicly accessible green spaces		
No TPOs		Hull CC	Awaiting information		Increase or maintain	n/a	n/a	
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Water quality of River Humber	Biological quality	RPS Factual Report on Water Quality (May 2006) / Environment Agency (2005)	n/a	Improving	Continue to improve biological	80% rivers 'Good' or better	Approx 70% 'Good' quality
		Chemical quality		n/a	Decreasing	Improve chemical water quality	85% rivers 'Good' or better	Approx 60% 'Good' quality
		pH		n/a	n/a	Unknown	n/a	n/a
		Total suspended solids		n/a	n/a	Unknown / Awaiting data	n/a	n/a
		Ammonia (N)		n/a	n/a	Unknown / Awaiting	n/a	n/a
		Ammonia (NH3)		n/a	n/a	Unknown / Awaiting	n/a	n/a
		Chloride		n/a	n/a	Unknown / Awaiting	n/a	n/a
		Nitrate (NO3)		n/a	n/a	Unknown / Awaiting	n/a	n/a
		Nitrate (NO2)		n/a	n/a	Unknown / Awaiting	n/a	n/a
3. Ensure that new development	Development	Proportion within Zone 1	SFRA (Hull CC)	No trend data		Improve and properly maintain existing drainage facilities	n/a	n/a

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas		Proportion within Zone 2					n/a	n/a
		Proportion within Zone 3					n/a	n/a
4. Minimise the loss of soils to new development and encourage remediation of contaminated land	No. potentially contaminated sites	Priority 1	Contaminated land inspection strategy (Hull CC)	103	No trend	Reduce number of contaminated sites	n/a	n/a
		Priority 2		642	No trend		n/a	n/a
		Priority 3		1590	No trend		n/a	n/a
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2 6. Ensure that development is capable of withstanding the effects of climate change	Energy Consumption	Overall	Hull CC Energy Policy (2008)	Awaiting data	Reducing (10.3% since 2000)	Reduce overall consumption	Awaiting data	Awaiting data
		Fossil fuel		Awaiting data	Reducing (20.2% since 2000)	Reduce consumption of fossil fuels	Awaiting data	Awaiting data
		Electricity		Awaiting data	Increasing (17.7% since 2000)	Reduce consumption of electricity	Awaiting data	Awaiting data
		Renewable energy	Hull Climate Change Strategy	No data	No data	Increase use of renewable energy resources (to 6MW pa by 2010 and	Awaiting data	Awaiting data

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
	Energy cost	Overall	Hull CC Energy Policy (2008)	Awaiting data	Increasing (78.5% since 2000)	Stabilise/mitigate against increasing energy costs to avoid fuel poverty whilst encouraging a reduction of use	Awaiting data	Awaiting data
		Fossil Fuels		£2.9M pa	Increasing (124.7% from £1.3M pa in 2000)		Awaiting data	Awaiting data
		Electricity		£4.1M pa	Increasing (55.8% from £2.6M pa since 2000)		Awaiting data	Awaiting data
	Greenhouse gases	Carbon Dioxide	Hull CC Energy Policy (2008) / Hull Climate Change Strategy (2008)	430ppm	Reducing (7.8% since 2000)	Continue to reduce to meet UK target of 12.5% reduction in	Awaiting data	Awaiting data
		Methane		Awaiting data	Awaiting data	Reduce (target?)	Awaiting data	Awaiting data
		Nitrous Oxide		Awaiting data	Awaiting data	Reduce (target?)	Awaiting data	Awaiting data
		Hydrofluoro-carbons		Awaiting data	Awaiting data	Reduce (target?)	Awaiting data	Awaiting data

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
		Perfluoro-carbons		Awaiting data	Awaiting data	Reduce (target?)	Awaiting data	Awaiting data
		Sulphur hexa-fluoride		Awaiting data	Awaiting data	Reduce (target?)	Awaiting data	Awaiting data
	Proportion on-site energy generation		Awaiting data	Awaiting data	Awaiting data	Increase (target?)	Awaiting data	Awaiting data
	Proportion self-generated electricity (Hull CC)		Hull CC Energy Policy (2008)	3%	Increasing	Increase (target?)	n/a	n/a
	CO2 reductions based on 1990 baseline		Hull CC Energy Policy (2008)	8%	Increasing	Continue to increase to work towards Hull CC targets: 12.5% (2008-12) 60% (2015-	Awaiting data	Awaiting data
7. Achieve good air quality	Air quality / Pollutants	NO2 levels	Air Quality Action Plan 2007 (Hull CC)	45µg/m3	Reducing	Reduce to 40µg/m3	n/a	n/a
		CO		0.1 mg/m3	Reducing	Maintain below	No data	No data
	Benzene	1.3 µg/m3		Overall decrease, recent increase	Maintain below 5.00µg/m3	No data	No data	
	Lead	No data		Reducing	Maintain below 0.25	No data	No data	
	Particles (PM10)	23µg/m3		Overall decrease, recent increase	Maintain below 40 µg/m3	No data	No data	

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
		Butadiene		No data	Reducing	Maintain below	No data	No data
		SO2		126 µg/m3 not exceeded	Reducing	126 µg/m3 not to be exceeded more than 35 times a	No data	No data
8. Maximise the use of previously developed land and buildings, and the efficient use of land	No. of office premises		EGi 2008	Increasing	Increase availability of high quality office space in East Hull		n/a	n/a
	Available office space (sqm)		EGi 2008	Increasing	Reduce available office space as an indication of efficient use of employment land and existing facilities and raised profile in the area		n/a	n/a
	No. of industrial premises		EGi 2008	No trend data	Reduce proportion of vacant industrial space		n/a	n/a
	Available industrial space		EGi 2008	No trend data	Reduce available space as an indication of efficient use of employment land		n/a	n/a
	% Vacant dwellings		2015	4995 (4.2%)	Reduce proportion of vacant dwellings to use residential land more efficiently		3.2%	2.5%
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever	No. landfill sites		-	No trend data	Develop sustainable waste management solutions		n/a	n/a
	No. recycling facilities		Hull CC (Joint Waste DPD)	Increasing	Increase number and accessibility of recycling facilities		n/a	n/a
	No. household recycling centres/education facilities			Increasing	Increase number and accessibility of recycling facilities			

SA Objective	Indicator	Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison	
possible	Recycling Rate	Hull City Council (2006/07)	The predicted rate for 2007/8 was set to increase to 26.5%	Increase proportion of recycled waste				
10. To maintain and enhance historic and cultural assets	Number of listed buildings	Hull City Council Listed Building Schedule and conservation records.	Stable	Maintain and protect		n/a	n/a	
	Number of Conservation Areas		Stable					
	Number of historic parks and gardens		Stable	Maintain and protect		n/a	n/a	
	Areas of archaeological importance	Hull City Council Local Plan	Stable	Maintain and protect		n/a	n/a	
	No. scheduled ancient monuments	Edaw Spatial Report 2008 / Hull CC	Stable	Maintain and protect		n/a	n/a	
	Areas of archaeological potential	Edaw Spatial Report 2008 / Hull CC	Stable	Maintain and protect		n/a	n/a	
11. Conserve and enhance the landscape and townscape,	IMD rank of living environment - No of SOAs in 10% most deprived in England	IMD 2015	37	Declining	Decrease	n/a	n/a	
	Townscape Quality	HEHA (EDAW 2008)	Positive	n/a	n/a	Increase	n/a	n/a
			Satisfactory	n/a		-	n/a	n/a
			Poor	n/a		Decrease	n/a	n/a
			Very Poor	n/a		Decrease	n/a	n/a
Areas of Major	EDAW	Awaiting data	n/a		Reduce no.	n/a	n/a	

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
	heritage value at potential risk	Medium	Spatial Report 2008			heritage areas at risk		
		Minor						
	Publicly accessible open space		EDAW 2008	Need PPG17 Assessment (HCC)	n/a	Increase	n/a	n/a
	No. 'Weak' character areas (as defined by EDAW's character zones)		EDAW 2008	n/a	n/a	Decrease	n/a	n/a
	Green spaces awarded 'Green Flag' status		n/a	Unknown	n/a	Increase	n/a	n/a
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Number of SOAs within the 10% most deprived nationally for health		IMD 2015	43	Decreasing	Reduce health deprivation within the area and Improve the local provision of health, fitness and recreational facilities	No data	No data
	Average life expectancy		ONS data	Males 76.6 Females 80.5	Increasing	Increase overall life expectancy for men women (to bring it in line with regional and national averages)	Men – 78.7 years Females – 82.4 years	Men – 79.6 years Females – 83.2 years
	% of people in good health		2011 Census	34.9%	No trend data	Reduce health	34.4%	34.2%

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
	% of people in fair health			14.9%	No trend data	deprivation within the area and Improve the local provision of health, fitness and recreational facilities	14.0%	13.1%
	% people in bad health			5.5%	No trend data		4.7%	4.2%
	People of working age with a limiting long-term illness or disability			19.6%	No trend data		18.9%	17.6%
	% of people providing care			9.2%	No trend data		10.4%	10.2%
	No. of Health-care facilities	Doctors	GVA Grimley 2008	Decreasing	n/a		n/a	n/a
		Hospital						
	Number and distribution of health, leisure and fitness facilities		Hull Retail and Leisure Study Update (2006)	Stable	Increase the number and affordability of health and leisure facilities	n/a	n/a	
	Number and distribution of leisure, cultural and recreation activities		Hull Retail and Leisure Survey Update (2006)	Slight Increase	Increase the provision of local leisure, cultural and recreational facilities	n/a	n/a	
	Road safety data	Road Casualties Per 1,000 Pop (2014)	Hull CC	3.95	No trend data	Reduce	3.37	3.22
		Killed or Seriously Injured Per 1,000 Pop		0.48	No trend data	Reduce	0.45	0.39
Child Road Casualties Per 1,000 Pop (2014)		2.26		No trend data	Reduce	1.81	1.37	

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
		Killed or Seriously Injured Per 1,000 Pop		0.33	No trend data	Reduce	0.24	0.16
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Modal use of transport	Foot or bicycle	2011 Census	19.52%	Slight Decrease	Increase	13.40%	13.40%
		Public Transport		14.54%	Slight Increase	Increase	11.79%	11.79%
		Car		58.92%	Slight Increase	Decrease	64.43%	64.43%
	Car ownership and reliance	% of households who do not own a car	2011 Census	40.6%	Decreasing	Improve alternative transport provisions within the area to Increase affordable accessibility, reduce car reliance and associated traffic congestion / pollution	27.6%	25.8%
	No. bus services operating	Daytime / Evening services	JMP Baseline Transport conditions survey 2008	n/a	No trend	Increase frequency and reliability of bus services	n/a	n/a
		Night buses		n/a	No trend		n/a	n/a
	Designated bus lanes	Dedicated bus lanes	JMP Baseline Transport conditions survey 2008	Awaiting data	Stable	Increase number and length of dedicated bus lanes to encourage modal change	n/a	n/a
Travel to work	Employed At Home / in Hull	Census 2011	71.2%	No trend	Increase (to reduce traffic	n/a	n/a	

SA Objective	Indicator	Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
	Employed in East Riding		16.7%	No trend	Reduce (to reduce traffic emissions and congestion)	n/a	n/a
	Employed in Rest of Humber		1.1%	No trend		n/a	n/a
	Employed in Rest of Yorkshire		1.8%	No trend		n/a	n/a
	Employed Elsewhere		9.2%	No trend		n/a	n/a
	Live At Home / in Hull		69.1%	No trend	Increase (to reduce traffic	n/a	n/a
	Live in East Riding		26.5%	No trend	Increase (but policy will have to consider potential traffic implications	n/a	n/a
	Live in Rest of Humber		1.6%	No trend		n/a	n/a
	Live in Rest of Yorkshire		1.5%	No trend		n/a	n/a
	Live Elsewhere		1.2%	No trend		n/a	n/a
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	No of SOAs in 10% most deprived in England	IMD 2015	75	Improving	Reduce	n/a	n/a
	Employment deprivation - No of SOAs in 10% most deprived in England	IMD 2015	75	Improving	Reduce	n/a	n/a
	Income deprivation - No of SOAs in 10% most deprived in England	IMD 2015	69	Improving	Reduce	n/a	n/a

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
	Proportion of population claiming housing/council tax benefit		CTB Households (HCC Feb 2016):	34,107 (29.9%)	No data	Reduce	No data	No data
	Proportion of population whose country of birth was outside the UK		Census 2011	8.5%	Recent increase due to international migration patterns	Incorporate recent increase into (policy) decisions to avoid/reduce social exclusion	8.8%	13.8%
	BME Households inc White Other		Census 2011	10.3%	Recent increase (due to international migration patterns)	Incorporate recent increase into (policy) decisions to avoid/reduce social exclusion	14.2%	20.2%
	Community facilities	Community Centres	HCC Website	No data	Decrease	Increase the number and quality of community facilities available	n/a	n/a
Youth Centres		No data						
Libraries		12						
15. Ensure that everyone has access to good quality housing that meets their needs	Occupied Households		HCC Feb 2016	113,903	Increasing	Reflect in housing policy and delivery	2,122,000	21,062,000
	Average household size		HCC Feb 2016	2.27	Decreasing	Reflect in housing policy and delivery	No data	No data
16. Enhance community								

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
Identity and participation	Household composition	Households with dependent children	Census 2011	28.4%	Decreasing	Reflect in housing policy and delivery	28.7%	29%
		Lone parent with dependent children		9.1%	Increasing		7.1%	7.1%
		One person households		35.3%	Increasing		30.6%	30.3%
	Affordability Ratio			4.22	Decreasing	Improve affordability to provide more equitable access to the housing market	6.26	7.02
	Average house price (Apr 16)			£98,239	Increasing	Ensure house prices are affordable in relative terms	£146,712	£224,731
	Housing stock by tenure	Privately rented	Census 2011	20.4%	Increasing	Provide a greater mix of tenure types and reduce the financial burden on HCC by decreasing their stock	15.9%	16.8%
		Renting from HA or RSL		6.9%	Increasing		5.8%	8.3%
		Rented from Council		21.2%	Decreasing		12.3%	9.4%
		Owner Occupied		49.5%	Decreasing		64.1%	63.3%
	% housing sold through Right to Buy		Kingston Upon Hull Housing Strategy 2008-11	35.2%	Figures are the total % since RTB schemes began	Provide a greater mix of tenure and types to enable	n/a	n/a
% stock classified as unfit	LA	HSSA (in Hull HMA 2008)	0.6%	Increasing	Decrease % stock classified as unfit	5.9%	3.4%	
	RSL		0.0%	No trend data		3.2%	1.6%	

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
		Other public sector		0.0%	No trend data		0.0%	1.4%
		Social rented		0.5%	increasing		4.8%	2.5%
		Private stock		4.9%	No trend data		4.8%	4.9%
	Housing stock by house type	Detached	HCC Household Stock (2015)	4.4%	Decreasing	Improve the diversity of housing tenures and provide a more balanced housing offer	13.6%	15.4%
		Semi-detached		18.0%	Decreasing		29.4%	24.0%
		Terraced		54.6%	Increasing		29.4%	26.8%
		Flat, maisonette, apartment		15.9%	Increasing		14.7%	22.4%
		Bungalow		6.7%	No trend data		11.2%	9.6%
	Population (Mid 2015)		Census 2011	258,995	Increase	Retain economically active population and attract skilled population of working age	4,964,833	52,041,916
	Population growth (% change)		Census (1991-2001)	- 6.4%	Historic decrease	Attract and sustain more in-migration and ensure that the population continues to rise	4.6%	8.2%
			ONS (2001 – 2005)	2.6 %	Recent increase (due to natural change)		2.1 %	2.1 %
Migration (net change)		Census 2001	No data	Decreasing	Encourage in-migration of economically active/skilled population	n/a	n/a	
Age profile	0-9	Census	13.18%	Stable	Reduce		12.4%	

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
	10-24		2011	19.93%	Decrease	geographical pockets of demographic concentration		17.91%
	25-64			52.17%	Increase			52.04%
	65+			14.73%	Decrease			17.73%
17. Reduce both crime and fear of crime	Total offences (per 1000 population)		May 2016	10.4	No trend data	Reduce crime levels	No data	No data
	No. of LSOA in Hull fall within the 10% most deprived under the Crime domain		IMD 2015	64	Improving	Reduce	n/a	n/a
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	% pupils achieving 5+ GCSEs (A*-C)		2014/2015	55.1%	Increasing	Increase - Improve academic attainment rates	63.8%	64.9%
	% Unemployed		Dec 2015	8.51%	Increasing	Decrease – provide employment opportunities matching the local skills base	6.15%	5.27%
	DWP Out of Work Benefits		Nov 2015	15.69%	Slight overall decrease		10.22%	8.68%
	Per Capita GVA		2014	£19,549	Increasing	Increase	£19,863	£25,367
	Annual Change in Business No		(2014)	2.28%	No data	Increase - increase entrepreneurial activity	3.90%	4.41%

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
	Number of new businesses surviving 2+ Years		2012	71.74%	Decreasing	Increase - facilitate sustainable	72.98%	73.74%
	Labour force	Economically active	Dec 2015	73.02%	Increasing	n/a	77.23%	77.96%
		In employment		66.86%	Increasing	Increase	72.48%	73.85%
		Self- employed		5.21%	Increasing	Increase (to encourage entrepreneurial activity and as an indication of rising education, skills and training)	9.23%	10.42%
		Un- employed		8.51%	Decreasing	Decrease	6.15%	5.27%
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Schools	Secondary schools	Baseline report 2008	14	Stable	Increase no., quality and type of educational facilities, particularly adult education facilities to address poor skills levels	n/a	n/a
		Primary schools		71			n/a	n/a
		Nursery Schools		3			n/a	n/a
		Special schools		3			n/a	n/a
		Other adult/youth community education centres		12			n/a	n/a

SA Objective	Indicator	Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison	
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Work origins and destinations (% of workers travelling to area from outside Hull and the East Riding)	Refer to SA Objective 13						
	Per Capita GVA	See above						
	Employment by Sector	Managers and senior officers	Dec 2015	4.34%	Decreasing	Provide a more diverse and highly skilled employment market	9.52%	10.61%
		Professional occupations		15.29%	Increasing		17.67%	19.88%
		Associate professional and technical occupations		7.82%	Increasing		12.56%	14.27%
		Administrative and secretarial		10.08%	Decreasing		10.21%	10.68%
		Skilled trades occupations		12.86%	Decreasing		11.38%	10.44%
		Personal service occupations		11.82%	Increasing		9.56%	9.07%
		Sales and customer service occupations		9.99%	Stable		8.32%	7.54%
		Process plant and machine operatives		9.99%	Decreasing		8.16%	6.30%
		Elementary occupations		16.59%			11.93%	10.77%
	Employment by Sector	Manufacturing	Dec 2015	16.51%	Decreasing	Provide jobs in- keeping	12.27%	9.55%
Construction		6.69%		Increasing	7.14%		7.21%	

SA Objective	Indicator		Information Source	Hull Performance	Trend	Future Target	Regional Comparison	National Comparison
		Services		72.64%	Decreasing			
	Resident Average Weekly Wage		2015	£344.90	No data	Increase salaries and attract higher paid forms of employment	£390.00	£430.20
	Resident Full Time Weekly Wage			£455.90	No data		£480.50	£532.60
	Resident Part Time Weekly Wage			£155.00	No data		£168.80	£166.80
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Headline office rents		Focus report (2008)	156 psm	Increasing	Increase (to indicate high quality facilities and developing sub- regional economy)	£269 psm	n/a
	Headline Retail Rents (Zone A)		Focus report (2008)	£1,884 psm	Increasing	Increase (to indicate increasing demand and quality of retail premises)	£3,337 psm	n/a

POLICY 1							
Meeting future employment land requirements							
<p>1. A growing and competitive city economy will be supported through the identification and maintenance of a wide portfolio of sites that can accommodate demand for development of 'B' class uses within defined market areas of the city. Designated employment areas within the city will be the focus for a range of manufacturing, research and development, warehouse and distribution uses.</p> <p>2. The Port of Hull, as designated on the Policies Map will continue to be the location for a range of operational port uses. It will also support major development needs associated with Green Port Hull.</p> <p>3. Within designated employment areas, development of non-employment uses outside use classes B1, B2 and B8 will not be allowed on readily available employment land :</p> <p>a. where there is not existing adequate provision of such land nearby, and loss of land would therefore lead to a shortfall of land available to meet identified economic development needs; and</p> <p>b. unless the development is small scale ancillary development supporting employment uses, including sui-generis uses that are of an industrial nature that are compatible with surrounding uses and meet other objectives of the plan.</p> <p>4. All office development will be subject to a sequential test to demonstrate that it cannot be better located in the city centre. Outside of the city centre office development will be supported where it is ancillary to, or there is operational need to be close to, manufacturing and logistics businesses, or within a business park development where smaller offices can support a wider mix of employment uses.</p> <p>5. Expansion of existing businesses within designated employment areas will be supported subject to detailed planning considerations.</p>							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
<p>Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect</p>							
<p>ENVIRONMENTAL</p>							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be positive or negative depending on precise location of new employment development.	The application of policies 43 and 44 should ensure that employment sites that have been allocated do not generate negative effects on this SA Objective.	Using the mitigation measures set out in Policies 43 and 44 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.	0/+	0/+	0/+	<p>By promoting additional employment development there is the potential for negative or positive impacts on habitats and biodiversity. This would depend on the precise location of any new development and whether green infrastructure is incorporated.</p> <p>Potential negative effect in regards to the protection of habitats; with the potential loss of habitat and increased fragmentation, with associated impacts on species. Strict environmental regulation will need to be adhered to allow development to proceed.</p> <p>The policy seeks to support development at the Hull Port. There could be potential for adverse environmental impacts, but Policy 35 (Water Transport) ensures developments will have to comply with stringent environmental safeguards, which will protect key habitats and species and could result in improving local habitats.</p> <p>Using the mitigation measures set out in Policies 44 and 45 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.</p>
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor negative impact.	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on this objective. SuDS techniques will help mitigate the risk from surface run-off.	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on this objective and the policy will have a neutral effect.	0	0	0	The policy promotes land for employment purposes meaning there will be an increase in hard standing, which will increase local surface run-off of surface waters. This could transport pollutants from the employment operations into surface and groundwaters. This could lead to reduced water quality.
3. Ensure that new development does not increase flood risk and	Likely to have a minor negative impact.	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on this objective. SuDS	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on	0	0	0	The policy seeks to promote land for employment purposes. If this is fulfilled, there will be an increase in hard standing, which will

protects or enhances the capacity & integrity of flood storage areas		techniques will help mitigate the risk from surface run-off.	this objective and the policy will have a neutral effect. In addition Policy 35 (Water Transport) states that development of water based freight and passenger handling facilities at the Port of Hull and on the River Hull will be supported provided that it does not have a detrimental impact on existing flood defences.				increase local surface run-off of surface waters. This could increase the risk of local surface water flooding. In addition, development is proposed at the Port of Hull which could have an impact on flooding due to its proximity to a watercourse.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a minor positive effect.			+	+	+	The policy provides employment on previously developed land and therefore performs positively when applied in conjunction with Policy 48 (Land Affected by Contamination).
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor negative impact.	Policy 17 (Energy Efficient Design) will ensure that employment development will seek to achieve BREEAM 'Very Good' or better unless it has been demonstrated through an economic viability assessment that it is not viable to do so.	With the application of Policy 17 (Energy Efficient Design) there will be no adverse effects on this objective and the policy will have a neutral effect or positive effect depending on the measures incorporated into the design.	0/	0/+	0/+	The policy seeks to promote land for employment purposes. This could increase energy demand, both directly from site and indirectly, through the supply chain. This will generally be met by burning fossil fuels, which will increase GHG emissions.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	The policy is concerned with promoting and ensuring enough land for employment. However, Policy 17 (Energy Efficient Design) will ensure that buildings take climate change into account where possible.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a minor positive effect.			+	+	+	Employment sites include brownfield land.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Uncertain but could be positive or negative depending on the type of employment and how energy efficient the use is.	Policy 17 (Energy Efficient Design) will ensure that employment development will seek to achieve BREEAM 'Very Good' or better unless it has been demonstrated through an economic viability assessment that it is not viable to do so. It also ensures that construction materials are considered. Policy 18 (Renewable and Low Carbon Energy) will encourage employment to include renewable or low carbon technology.	With the application of Policy 17 (Energy Efficient Design) and Policy 18 (Renewable and Low Carbon Energy) the effects are likely to be neutral or positive depending on the type of development.	0/+	0/+	0/+	Dependent on the use of the site, there may be negative effects from employment development, such as, increase in resource use including finite, non-renewable resources. This could also increase the amount of waste produced. The effects could be mitigated through sustainable construction and use of recycled materials which are provided in Policy 17 (Energy Efficient Design) and Policy 18 (Renewable and Low Carbon Energy).
10. To maintain and enhance historic and cultural assets	The effects are unknown and dependent on the site location and employment type.	Policies 14 (Design), 15 (Local Distinctiveness), 16 (Heritage Considerations) and Policy 23 (Designing Employment Development) will ensure any negative effects are mitigated.	After mitigation the policy will have a neutral or positive effect depending on how well the design incorporates or enhances heritage assets.	0/+	0/+	0/+	The potential effects on historic and cultural assets are unknown. Specific impacts on these features are considered through the separate employment site allocation assessment and will be mitigated through other policies relating to heritage and design.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	The effects are unknown and dependent on the site location and employment type.	Policies 14 (Design), 15 (Local Distinctiveness) and Policy 23 (Designing Employment Development) will ensure any negative effects are mitigated.	After mitigation the policy will have a neutral or positive effect depending on how well the design incorporates or enhances heritage assets.	0/+	0/+	0/+	The potential effects on and townscape are unknown. Specific impacts on these features are considered through the separate employment site allocation assessment and will be mitigated through other policies relating to heritage and design.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The focus on locating new employment development within existing centres should ensure that such development is located where there is generally the highest level of sustainable accessibility.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a significant positive effect.			++	++	++	The policy performs very positively by seeking to protect existing employment provisions, whilst supporting the delivery of new economic development, based on the identified level of demand across the city. The policy therefore supports economic growth, diversity and job opportunities.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a significant positive effect.			++	++	++	The delivery of sustainable economic growth is important to the vitality, viability and diversity of the city and other centres, which support employment uses and provide job opportunities for the local workforce. The policy ensures that employment uses are compatible with surrounding uses and ensures a range of employment uses in appropriate locations.
SUMMARY							
Environmental (ranges from + to -)							
<p>The effects of this policy on environmental objectives ranges from minor positive to minor negative, however through the provision of mitigation covered in other Plan policies, it is considered that any negative effects can be neutralised to the extent that there will be no residual long term negative effects. Additional employment development inevitably has the potential for both negative and positive impacts on habitats and biodiversity and is dependent on the precise location of any new development and whether green infrastructure is incorporated. Potential negative effects in regards to the protection of habitats, including the potential loss of habitat and increased fragmentation, with associated impacts on species, is possible as a consequence of the policy. However, the application of other Plan policy, such as policies 43 and 44 will ensure that strict environmental regulation will be adhered to if development is to be allowed to proceed. With specific regards to development at the Port of Hull, there could again be potential for adverse environmental impacts on habitats and the water environment in terms of flooding and water quality, but again it is considered that other Plan policies include sufficient provisions requiring new development to comply with stringent environmental safeguards, which will protect against flooding and surface water run-off and provide protection to key habitats and species which could result in improved local habitats through the provision of additional green space and infrastructure. The policy seeks to promote land for employment purposes including on previously developed land and therefore performs positively when applied in conjunction with Policy 48. In addition, there could be an increase in energy demand, impact on finite resources and generate waste, however, other Plan policies such as policies 17 and 18 will ensure that buildings take climate change into account where possible and sustainable construction techniques are implemented including the use of recycled materials which should mitigate against potential adverse effects. The potential effects on historic and cultural assets and townscape are unknown. Specific impacts on these features are considered through the separate employment site allocation assessment and will be mitigated through other policies relating to heritage and design.</p>							

Social (+)

The policy is expected to have an overall positive effect on social objectives, with particular regard to sustainable transport. The policy seeks to focus the location of new employment development within existing employment areas and in particular the City centre, which should ensure that new economic development is located where there is generally the highest level of sustainable accessibility, with the best access to a range of sustainable transport modes, services and facilities.

Economic (++)

The policy should have a very positive effect on economic objectives by seeking to protect existing employment provisions, whilst supporting the delivery of new economic development, based on the identified level of demand across the City. The policy therefore supports economic growth, diversity and job opportunities and will contribute towards the vitality, viability and diversity of the City and other centres, which support employment uses and provide job opportunities for the local workforce. The policy ensures that employment uses are compatible with surrounding uses and ensures a range of employment uses in appropriate locations.

POLICY 2

Employment Allocations

1. The sites listed in table 4.1, and shown on the Policies Map, are allocated for a range of uses within industrial and business use under Use Classes B1(b) (c) and B2 and B8 and should be developed in accordance with the relevant development brief or Local Development Order (LDO) where one exists:
2. The sites within the Port Estate, listed in table 4.2 and shown on the Policies Map, are allocated for uses linked to Green Port Hull or will remain within operational port use.
3. The site at the former Isaac Newton School (LP Ref 32) shown on the Policies Map, is allocated to provide up to 3ha for development of small scale office / business start up space within Use Class B1 amongst a mixture of other uses.
4. Development on land at Arco, Priory Park (LP Ref 2) to support expansion of the National Distribution Centre will include the re-provision of 1.6ha of natural habitat that currently exists on the site to ensure that habitat of equivalent quantity and quality is maintained within the overall site occupied by the distribution centre.
5. At Kingswood 7.7ha will be allocated within the Riverbank area and up to 11.5ha of land will be allocated within the Kingswood Centre Area. The detailed allocations are made within the Kingswood Area Action Plan.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be positive or negative depending on precise location of new employment development.	The application of policies 43 and 44 should ensure that employment sites that have been allocated do not generate negative effects on this SA Objective. Policy 35 (Water Transport) ensures development at the Port Estate will have to comply with stringent environmental safeguards, which will protect key habitats and species and could result in improving local habitats.	Using the mitigation measures set out in Policies 35, 43 and 44 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.	0/+	0/+	0/+	<p>Some of the proposed sites include green space (for example the National Distribution Centre); greenspaces may be of biodiversity value and consequently development of these sites may affect any habitat that exists there. For example, Queen Elizabeth Dock south and north is vacant and has largely been returned to nature. If this site is taken forward then any adverse impacts on biodiversity must be mitigated.</p> <p>The policy also supports development at the Port Estate. There could be potential for adverse environmental impacts, but Policy 35 (Water Transport) ensures developments will have to comply with stringent environmental safeguards, which will protect key habitats and species and could result in improving local habitats.</p> <p>Employment allocated to brownfield land is also important as it may have biodiversity interest which could be negatively impacted.</p> <p>Using the mitigation measures set out in Policies 44 and 45 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.</p>
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2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor negative impact.	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on this objective. SuDS techniques will help mitigate the risk from surface run-off.	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on this objective and the policy will have a neutral effect.	0	0	0	The policy designates land for employment purposes meaning there will be an increase in hard standing, which will increase local surface run-off of surface waters. This could transport pollutants from the employment operations into surface and groundwaters. This could lead to reduced water quality.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor negative impact.	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on this objective. SuDS techniques will help mitigate the risk from surface run-off.	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on this objective and the policy will have a neutral effect. In addition Policy 35 (Water Transport) states that development of water based freight and passenger handling facilities at the Port of Hull and on the River Hull will be supported provided that it does not have a detrimental impact on existing flood defences.	0	0	0	The policy designates land for employment purposes meaning there will be an increase in hard standing, which will increase local surface run-off of surface waters. This could increase the risk of local surface water flooding. In addition, development is proposed at the Port of Hull which could have an impact on flooding due to its proximity to a watercourse.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a minor positive effect.			+	+	+	The policy seeks to designate land for employment purposes on previously developed land and therefore performs positively when applied in conjunction with Policy 48 (Land Affected by Contamination).
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor negative impact.	Policy 17 (Energy Efficient Design) will ensure that employment development will seek to achieve BREEAM 'Very Good' or better unless it has been demonstrated through an economic viability assessment that it is not viable to do so.	With the application of Policy 17 (Energy Efficient Design) there will be no adverse effects on this objective and the policy will have a neutral effect or positive effect depending on the measures incorporated into the design.	0/	0/+	0/+	The policy seeks to designate land for employment purposes. This could increase energy demand, both directly from site and indirectly, through the supply chain. This will generally be met by burning fossil fuels, which will increase GHG emissions. The Port Estate presents opportunities for offshore wind turbines and is set to be the focus of the Humber's burgeoning renewable energy sector. It will therefore have a positive effect that will increase with time as more sites are delivered.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	The policy is concerned with allocating sites for employment. However, Policy 17 (Energy Efficient Design) will ensure that buildings take climate change into account where possible.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a minor positive effect.			+	+	+	Employment sites include brownfield land.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a minor positive effect.			+	++	++	The Port Estate presents opportunities for offshore wind turbines and is set to be the focus of the Humber's burgeoning renewable energy sector. It will therefore have a positive effect that will increase with time as more sites are delivered.
10. To maintain and enhance historic and cultural assets	The effects are unknown and dependent on the site location and employment type.	Policies 14 (Design), 15 (Local Distinctiveness), 16 (Heritage Considerations) and Policy 23 (Designing	After mitigation the policy will have a neutral or positive effect depending on how well the	0/+	0/+	0/+	The potential effects on historic and cultural assets at are unknown. Specific impacts on these features are considered through the

		Employment Development) will ensure any negative effects are mitigated.	design incorporates or enhances heritage assets.				separate employment site allocation assessment and will be mitigated through other policies relating to heritage and design.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	The effects are unknown and dependent on the site location and employment type.	Policies 14 (Design) 15 (Local Distinctiveness) and Policy 23 (Designing Employment Development) will ensure any negative effects are mitigated.	After mitigation the policy will have a neutral or positive effect depending on how well the design incorporates or enhances heritage assets.	0/+	0/+	0/+	The potential effects on and townscape are unknown. Specific impacts on these features are considered through the separate employment site allocation assessment and will be mitigated through other policies relating to heritage and design.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	The effects are unknown and dependent on the site location and employment type could be neutral or negative.	Policy 23 (Designing Employment Development) will mitigate any effects by minimising impacts such as noise, disturbance and overlooking, particularly where the site is adjacent to residential properties.	After mitigation, the policy is likely to have a neutral effect.	0	0	0	Employment sites within close proximity to residential areas have the potential to generate adverse effects (for example, noise may cause stress). It is likely that if the site is Use Class B1(a)(b)&(c) amongst a mixture of other uses there will be a less adverse effect on the surroundings. Whilst it is likely that there are no direct impacts predicted for the majority of the sites, the Former Isaac Newton School site lies just outside a residential area and therefore it could have adverse effects.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The focus on locating new employment development within existing centres should ensure that such development is located where there is generally the highest level of sustainable accessibility.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a significant positive effect.			++	++	++	The policy performs very positively by allocating all land necessary to support the level of economic growth required over the plan period, providing certainty through site identification on the proposals map, whilst also

							detailing the size of the site and types of uses supported.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a significant positive effect.			++	++	++	The policy performs very positively by allocating all land, including within the city and other centres, necessary to support the level of economic growth required over the plan period, which will enhance the sustainability of existing centres.
SUMMARY							
Environmental (ranges from + to -)							
<p>The policy has the potential to generate a number of minor adverse effects on environmental objectives, however it is considered that overall, following the mitigation provided in other Plan policies that such effects could be neutralised with the potential to reverse the impact to have a long term positive effect in some instances. Additional employment development inevitably has the potential for both negative and positive impacts on habitats and biodiversity and is dependent on the precise location of any new development and whether green infrastructure is incorporated. Potential negative effects in regards to the protection of habitats, including the potential loss of habitat and increased fragmentation, with associated impacts on species, is possible as a consequence of the policy. However, the application of other Plan policy, such as policies 43 and 44 will ensure that strict environmental regulation will be adhered to if development is to be allowed to proceed. With specific regards to development at the Port of Hull, there could again be potential for adverse environmental impacts on habitats and the water environment in terms of flooding and water quality, but again it is considered that other Plan policies include sufficient provisions requiring new development to comply with stringent environmental safeguards, which will protect against flooding and surface water run-off and provide protection to key habitats and species which could result in improved local habitats through the provision of additional green space and infrastructure. The policy seeks to promote land for employment purposes including on previously developed land and therefore performs positively when applied in conjunction with Policy 48. In addition, there could be an increase in energy demand, impact on finite resources and generate waste, however, other Plan policies such as policies 17 and 18 will ensure that buildings take climate change into account where possible and sustainable construction techniques are implemented including the use of recycled materials which should mitigate against potential adverse effects. The potential effects on historic and cultural assets and townscape are unknown. Specific impacts on these features are considered through the separate employment site allocation assessment and will be mitigated through other policies relating to heritage and design.</p>							
Social (+)							
<p>The policy is expected to have an overall positive effect on social objectives. Employment sites within close proximity to residential areas have the potential to generate adverse effects (for example, noise may cause stress). It is likely that if the site is in a B1 Use Class that amongst a mixture of other uses there will be a less adverse effect on the surroundings. The policy seeks to focus the location of new employment development within existing centres and in particular the City centre, which should ensure that new economic development is located where there is generally the highest level of sustainable accessibility, with the best access to a range of sustainable transport modes, services and facilities.</p>							
Economic (++)							
<p>The policy performs very positively by allocating all land necessary to support the level of economic growth required over the plan period, providing certainty through site identification on the proposals map, whilst also detailing the size of the site and types of uses supported. The policy ensures that employment uses are compatible with surrounding uses and ensures a range of employment uses in appropriate locations. The policy therefore supports economic growth, diversity and job opportunities and will contribute towards the vitality, viability and diversity of the City and other centres, which support employment uses and provide job opportunities for the local workforce.</p>							

POLICY 3							
Housing requirement and site allocations							
Housing requirement							
<ol style="list-style-type: none"> Provision will be made for the development of 12,160 new homes in Hull during the period 2016 to 2032. This housing requirement will be delivered at an average rate of 760 dwellings per year. The overall delivery of housing in Hull and the East Riding will be monitored to ensure needs are being met across the two local authority areas. 							
Housing site allocations							
<ol style="list-style-type: none"> The sites listed in Tables 5.6 - 5.9, 5.11 and 5.12, and shown on the Local Plan Policies Map, are allocated for housing development. The Council will ensure that a minimum 5-year supply of deliverable housing sites is available in Hull. 							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be positive or negative depending on precise location of new housing development.	The application of policies 43 and 44 should ensure that housing schemes that arise out of Policy 3 do not generate negative effects on this SA Objective.	Using the mitigation measures set out in Policies 43 and 44 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.	0/+	0/+	0/+	By promoting additional housing developments there is the potential for negative or positive impacts on habitats and biodiversity. This would depend on the precise location of any new development.

							<p>Potential negative effect in regards to the protection of habitats; with the potential loss of habitat and increased fragmentation, with associated impacts on species. Strict environmental regulation will need to be adhered to allow development to proceed.</p> <p>Using the mitigation measures set out in Policies 43 and 44 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.</p>
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor negative effect.	The application of Policy 17 (Energy Efficient Design) should ensure that water consumption is reduced.	After mitigation, this policy is likely to have a neutral to negative effect. Whilst the mitigation measures aim to reduce water consumption, an increase in homes will mean an increase in water consumption.	0/-	0/-	0/-	The policy has a potential negative effect. Increasing the number of residential homes will increase water consumption.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Uncertain but could be positive or negative depending on precise location of new housing development.	The application of Policy 52 (Infrastructure and Delivery) and Policies 37 to 40 will ensure that flood risk is not increased and improved where necessary.	After mitigation, this policy is likely to have a neutral to positive effect.	0/+	0/+	0/+	<p>The policy would result in an increase in hard standing, which, subject to mitigation, will increase local surface run-off of surface waters. This could increase the risk of local surface water flooding.</p> <p>The application of Policy 52 (Infrastructure and Delivery) could have a positive effect by allowing funding towards flood defences which not only protect proposed developments but also existing. In addition Policies 37 to 40 will ensure that flood risk is not increased.</p> <p>The policy has therefore been scored as neutral to positive after mitigation.</p>
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Uncertain but could be positive or negative depending on whether housing is to be provided on brownfield or greenfield land.	Policy 4 (Housing regeneration and brownfield land) will ensure that housing delivery is encouraged on brownfield land.	The policy has scored as uncertain overall, however it shall be positive where development is proposed on brownfield land and negative where is proposed on greenfield land.	?/+/-	?/+/-	?/+/-	<p>If housing development is on undeveloped land, this could increase the loss of soils from new development.</p> <p>The majority of housing (60%) is on previously developed land and as such, there is likely to be less soil lost to new development.</p>
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor negative effect.	The application of Policy 17 (Energy Efficient Design) should ensure that energy consumption is reduced.	After mitigation, this policy is likely to have a neutral to negative effect. Whilst the mitigation measures aim to reduce energy consumption, an increase in homes will mean an increase in energy consumption.	0/-	0/-	0/-	<p>The construction of new houses under the policy will result in an increase in energy demand, both directly from the construction and operation of new houses and indirectly, through the supply chain. This will generally be met by burning fossil fuels, which will increase GHG emissions.</p> <p>Policy 17 (Energy Efficient Design) will ensure that the negative effects are reduced.</p>
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective. The design of housing is covered in Policy 21 Designing for Housing.

7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct impact predicted. Measures to protect air quality are addressed under Policy 47 (Atmospheric Pollution).
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Uncertain but could be positive or negative depending on whether housing is to be provided on brownfield or greenfield land.	Policy 4 (Housing regeneration and brownfield land) will ensure that housing delivery is encouraged on brownfield land.	The policy has scored as uncertain overall, however it shall be positive where development is proposed on brownfield land and negative where is proposed on greenfield land.	?/+/-	?/+/-	?/+/-	The majority of housing (60%) is on previously developed land and is therefore more positive than negative. However, it is dependent on housing location as to how to score this policy.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a minor negative effect.	The application of Policy 17 (Energy Efficient Design) should ensure that energy consumption is reduced.	After mitigation, this policy is likely to have a neutral to negative effect. Whilst the mitigation measures aim to reduce energy consumption, an increase in homes will inadvertently mean an increase in energy consumption.	0/-	0/-	0/-	An increase in housing will result in an increase in resource use including finite, non-renewable resources. This could also increase the amount of waste produced. Policy 17 (Energy Efficient Design) will ensure that the negative effects are reduced.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct impact predicted. Measures to protect cultural heritage are addressed under Policy 16 (Heritage Considerations) in the Local Plan and specific issues are addressed in terms of the allocated housing sites.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct impact known, although there remains the potential for specific impact on townscape and visual amenity from any development. Specific impacts are addressed in terms of the proposed housing allocations elsewhere in the Local Plan.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	Although this policy does not deal directly with issues around health, there are indirect benefits from increased housing availability to address identified need, which should lead to general improvements in health and wellbeing in the longer term. In addition, developer contributions may improve local facilities such as healthcare and open space which will have health benefits for new and existing communities.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Uncertain but could be positive or negative depending on where housing is to be provided.	Policy 52 Infrastructure and Delivery and Policy 26 Location and layout of development should ensure that housing is delivered sustainably, maintaining and improving sustainable accessibility and/or mitigating its impact.	After mitigation, this policy is likely to have a neutral to positive effect depending on location.	0/+	0/+	0/+	Although this policy does not deal directly with issues around sustainable development patterns and transport, there are indirect effects from increased housing delivery, which will place greater strain on the capacity of existing infrastructure, including transport that may require mitigation. However, housing delivery should also contribute towards the cost of delivering infrastructure improvements.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy provides a balanced approach to housing delivery and is based upon evidence which identifies the level of need within the City, to ensure that the scale of future housing delivery is appropriate and sufficient to address existing deficiencies, whilst planning for growth, thereby enabling all communities to have better access to housing supply.

15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	++	++	<p>The Policy seeks to deliver new housing based on the findings of the Strategic Housing Land Availability Assessment (SHLAA) and the Objectively Assessed Need 2015 Update and therefore should help to strengthen the community by providing new housing where it is needed.</p> <p>The policy will have an overall positive impact with a quantum of housing identified to meet the level of need reflecting the aspiration of future economic growth whilst being realistic and deliverable. This will strengthen with time.</p>
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.	The application of Policy 52 (Infrastructure and Delivery) will ensure that housing development does not put a strain on existing services.	The policy is likely to have a positive effect when used in conjunction with Policy 52.	+	+	+	<p>The policy seeks to deliver new housing based on the findings of the Strategic Housing Land Availability Assessment (SHLAA) and the Objectively Assessed Need 2015 Update and therefore should help to strengthen the community by providing new housing where it is needed. This should ensure that housing is delivered where there is access to local services, facilities and amenities that are necessary to support sustainable communities. However, new development can also increase the strain on such provisions or exacerbate existing deficiencies if measures are not taken to mitigate such impacts.</p>
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	++	++	<p>The policy seeks to deliver housing growth to address existing and future needs, which is necessary to support sustainable economic growth.</p> <p>The policy will strengthen against this objective as more housing is delivered.</p>
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	The policy seeks to deliver new housing which when located within existing centres should complement existing use and facilities enhancing the vitality and vibrancy of the centre
SUMMARY							
Environmental (ranges from ? to -)							
<p>The delivery of new housing development is inevitably going to have environmental consequences. Building new homes on undeveloped or previously developed land could result in adverse impacts on any habitats and species present; increase surface water run-off by increasing levels of hard standing with associated impacts on water quality and flood risk; increase energy and water consumption; loss of soils; increased use of resources/waste generation; and depending on the site location, impacts on the character and setting of the surrounding environment. However overall, as a consequence of other policies set out within the Plan protecting against such impacts, the environmental effects of this policy are considered to be neutral, although this ranges from neutral and uncertain to minor negative effects before mitigation. The application of other plan policies should mitigate a number of minor negative effects to the extent that residual long term effects will be neutral, and with regards to protecting and enhancing habitats</p>							

and biodiversity and reducing flood risk, there is even the potential for minor positive long term effects. In relation to the impact on climate change and the effects on water and natural resources there is the potential to neutralise the long term residual effects, although it remains possible that new housing development would leave a long term minor negative effect if the impacts cannot be fully mitigated.

Social (ranges from ++ to 0)

The policy provides a balanced approach to housing delivery and is based upon evidence which identifies the level of need within the City, to ensure that the scale of future housing delivery is appropriate and sufficient to address existing deficiencies, whilst planning for growth, thereby enabling all communities to have better access to housing supply. Whilst the policy does not deal directly with a number of the social objectives, indirectly it will deliver benefits in relation many of the social objectives, particularly in relation to health, where increased housing availability to address identified need, should lead to general improvements in health and wellbeing in the longer term and the requirement for developer contributions may improve local facilities such as healthcare and open space. In addition, by supporting sustainable patterns of development, this should ensure that high levels of sustainable accessibility is achieved, which also contributes towards supporting healthier lifestyles particularly where access to local services, facilities and amenities that are necessary to support sustainable communities can be delivered. Whilst there are also indirect effects from increased housing delivery in terms of the potential for greater strain to be placed on the capacity of existing infrastructure, mitigation provided by other plan policies and a requirements for developers to contribute towards the cost of delivering infrastructure improvements neutralise long term residual effects and potentially result in positive effects through increased access.

Economic (ranges from ++ to +)

The policy seeks to deliver housing growth to address existing and future needs, which is necessary to support the aspirations for sustainable economic growth based on realistic evidence lead requirements. It is considered that the policy will strengthen against this objective as more housing is delivered resulting in a very positive long term effect as housing needs and economic growth becomes more strongly aligned. In addition, the policy seeks to deliver new housing which when located within existing centres should complement existing uses and facilities providing a positive long term impact on the vitality and vibrancy of the centre.

POLICY 4

Housing regeneration and brownfield land

Housing regeneration

1. The areas listed below, and shown on the Local Plan Policies Map, are identified as priority areas for housing regeneration:

1. Newington & St Andrews
2. Holderness Road Corridor
3. North Bransholme
4. Orchard Park

2. The Council has identified indicative levels of housing demolitions in regeneration priority areas, as set out in Table 5.3.

3. Where housing stock is to be renovated, improvements to frontages and/or boundaries will be supported.

4. The Council will continue to review the need to regenerate other areas and identify specific interventions and funding opportunities.

Housing on brownfield land

5. The re-use of previously developed (brownfield) land for housing will be supported, providing the site is suitable for housing and not needed for employment purposes.

6. Over the plan period, at least 60% of new housing should be built on brownfield sites.

7. The Council will maintain a register of brownfield sites suitable for housing and update it annually.*

8. Brownfield sites allocated for housing will be included on the brownfield register.*

9. Brownfield sites allocated for housing with no constraints will be deemed to have 'permission in principle'.*

**this is subject to the implementation of proposed government legislation*

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be positive or negative depending on precise location of new housing development and whether species are present.	The application of policies 43 and 44 should ensure that housing schemes that arise out of Policy 4 do not generate negative effects on this SA Objective.	Using the mitigation measures set out in Policies 43 and 44 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.	0/+	0/+	0/+	By promoting additional housing developments there is the potential for negative or positive impacts on habitats and biodiversity. This would depend on the precise location of any new development. Brownfield land has biodiversity interest which could be negatively impacted. Using the mitigation measures set out in Policies 43 and 44 the residual effects are likely to be positive or neutral, particularly if a
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							provision for additional green infrastructure is made.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor negative effect.	The application of Policy 17 (Energy Efficient Design) should ensure that water consumption is reduced.	After mitigation, this policy is likely to have a neutral to negative effect. Whilst the mitigation measures aim to reduce water consumption, an increase in homes will inadvertently mean an increase in water consumption.	0/-	0/-	0/-	The policy has a potential negative effect. Increasing the number of residential homes will increase water consumption.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Uncertain but could be positive or negative depending on precise location of new housing development.	The application of Policy 52 (Infrastructure and Delivery) and Policies 37 to 40 will ensure that flood risk is not increased and improved where necessary.	After mitigation, this policy is likely to have a neutral to positive effect.	0/+	0/+	0/+	Although the policy promotes housing on brownfield sites. The policy could result in an increase in hard standing, which, subject to mitigation, will increase local surface run-off of surface waters. This could increase the risk of local surface water flooding. The application of Policy 52 (Infrastructure and Delivery) could have a positive effect by allowing funding towards flood defences which not only protect proposed developments but also existing. In addition Policies 37 to 40 will ensure that flood risk is not increased. The policy has therefore been scored as neutral to positive after mitigation.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a minor positive effect.			+	+	+	The policy seeks to allocate 60% of new housing on brownfield sites. As these sites are on previously developed land, this will reduce the amount of soil excavated for the construction of new houses compared with the use of greenfield sites.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a significant positive effect.			++	++	++	The policy seeks to allocate 60% of new housing on brownfield sites. This is an efficient use of land by using more previously developed land than undeveloped land.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							

12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The policy should indirectly have a positive impact providing a realistic approach to brownfield land delivery and supporting the reuse of previously developed land which is predominantly located within existing urban areas, where there is better access to more sustainable means of transport and services within walking distance.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy should indirectly have a positive impact providing a realistic approach to brownfield land delivery and supporting the reuse of previously developed land which is predominantly located within existing urban areas, which generally provide more sustainable locations for new housing development, with better access to employment, services, facilities and a range of sustainable means of transport.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy should indirectly have a positive impact providing a realistic approach to brownfield land delivery and supporting the reuse of previously developed land which is predominantly located within existing urban areas, which generally provide more sustainable locations for new housing development, with better access to employment, services, facilities and a range of sustainable means of transport.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy should perform positively against this objective ensuring that protection is provided for viable employment sites, which are essential to sustainable economic growth, from development / redevelopment and conversion for residential use, which could compromise this objective.
21. Enhance the vibrancy and vitality of city centre and local centres and	Likely to have a minor positive effect.			+	+	+	The policy should have a positive impact by focusing development towards previously

encourage a complementary and appropriate mix of uses and facilities within and between centres.							developed land and bringing sites within existing centres back in to use, helping to revitalise those centres and their sustainability.
SUMMARY							
Environmental (ranges from ++ to 0/-)							
<p>Overall the policy supports the delivery of new housing on brownfield land which generally delivers a number of positive environmental effects. Maximising the area of brownfield land to be redeveloped provides a more efficient use of land and reduces the potential impacts on habitats and biodiversity and the loss of soils associated with undeveloped land and greenfield sites. Consequently, the scale and magnitude of these benefits increases as more housing development is delivered on brownfield land over the Plan period. Many of the uncertainties are as a consequence of the general overarching nature of the policy as the results with vary depending on the precise location of new housing development, which are covered in the separate site assessment.</p> <p>Notwithstanding this, brownfield land does not preclude a site from having biodiversity interest and there is the potential that increasing the number of residential homes will increase water consumption and could increase flood risk and surface water run-off, although it is expected that other policies should ensure that such impacts are appropriately mitigated in the long term and development proposals include or contribute towards the cost of delivering or maintaining supporting infrastructure, including flood defences and SUDS.</p>							
Social (ranges from + to 0)							
<p>The policy should indirectly have a positive social impact providing a realistic approach to brownfield land delivery and supporting the reuse of previously developed land which is predominantly located within existing urban areas, where there is better access to a range of more sustainable means of transport, employment opportunities and community services and facilities within walking distance. These positive effects should be maintained in the long term.</p>							
Economic (+)							
<p>Overall the policy is likely to have a positive effect on supporting sustainable economic growth by supporting viable brownfield employment sites, which are essential to sustainable economic growth. It ensures that such sites are protected from development / redevelopment and conversion for residential use, which could compromise this objective and supports bringing sites within existing centres back in to use, helping to revitalise those centres and providing for a complimentary mix of uses, which delivers vibrancy and helps to maintain the viability of centres.</p>							

POLICY 5							
Type and mix of housing							
Size of homes							
<p>1. Housing development should contribute to re-balancing the housing stock in Hull in the following ways:</p> <ul style="list-style-type: none"> a. on sites of 100 or more dwellings outside the city centre, at least 60% of new market housing should contain 3 or more bedrooms; and b. at least 70% of new affordable housing should contain no more than 2 bedrooms. 							
Affordable housing and starter homes							
<p>2. Market housing development should contribute towards the supply of affordable housing and starter homes by delivering 10% affordable housing and/ or starter homes on sites of 15 or more dwellings in all areas of the city (except Kingswood, where the Area Action Plan proposes 15% on all sites).</p> <p>3. Affordable housing and starter homes should be provided on-site and fully integrated into the development.</p> <p>4. In exceptional circumstances, where on-site provision is not suitable or feasible, off-site provision or payment in lieu will be accepted.</p> <p>5. Only in exceptional circumstances, where a fully costed economic viability appraisal concludes that a 10% contribution would make a scheme unviable, will a reduced level of affordable housing and/ or started homes be considered acceptable.</p>							
Custom and self-build housing							
<p>6. Development of custom and self-build housing will be supported where demand has been established.</p> <p>7. The Council will seek to identify appropriate sites to meet the demand for custom and self-build housing, or may require housing developments to provide a proportion of suitable plots for custom and self-build housing.</p>							
Specialist housing							
<p>8. Development of specialist housing for older persons, people with disabilities, and other vulnerable people, will be supported.</p> <p>9. Specialist housing should be located with particular regard to:</p> <ul style="list-style-type: none"> a. access to services and facilities; b. access to public transport; and c. minimising flood risk. 							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy should have a positive impact on this objective supporting the delivery of a range of housing types, including affordable housing to address the level and type of housing need, which should help to ensure that housing is available/delivered where there will be access to supporting community services, facilities and public transport.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy should have a positive impact by supporting an increase in affordable housing and specialist provision which meets the needs in the City.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy is likely to have a positive effect by ensuring housing is available/delivered where there will be access to supporting community services, facilities and public transport.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (0) The policy is considered to have no direct relation to the environmental objectives and therefore is likely to have an overall neutral effect.							
Social (+) The policy supporting the delivery of a range of housing types, including affordable housing to address the level and type of housing need, which should help to ensure that housing is available/delivered where there will be access to employment opportunities, supporting community services, facilities and public transport and should therefore have a positive effect on these pertinent social objectives in the short, medium and long term.							
Economic (0) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 6							
Housing space standards							
1. Housing development should meet the national minimum internal space standards set out in Table 5.4.							
2. Conversion of a dwelling house into self-contained flats will be allowed if the property has a minimum internal floorspace of at least 110m2 before conversion.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

processes and storage systems, taking into account the impact of climate change							
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy is likely to have a positive effect. By having a minimum standard, this will ensure that rooms will have a positive effect on the health and comfort of residents.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy is likely to have a positive effect against this SA objective as it will ensure that a minimum standard is provided for all, regardless of financial background.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy is likely to have a positive effect against this SA objective as it will ensure that a minimum standard is provided for everyone.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels;	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

raising attainment and enhancing local workforce skills that match current and future business requirements							
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (0) The policy is considered to have no direct relation to the environmental objectives and therefore is likely to have an overall neutral effect.							
Social (+) The policy supports the delivery of housing to national minimum standards thereby ensuring that liveable rooms will conform as a minimum to these standards which will ensure the effect on the comfort of residents is not compromised or detrimental to their health, regardless of the type of housing and financial background of residents, and that the same minimum standards can be expected by everyone. This should therefore have a positive effect on these pertinent social objectives in the short, medium and long term.							
Economic (0) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 7							
Houses in multiple occupation							
<p>1. Conversion of a property into a house in multiple occupation (HMO) will not be allowed if it would:</p> <ul style="list-style-type: none"> a. result in a concentration of similar uses adversely affecting local amenity and the character of the area; b. introduce a potential source of noise and disturbance greater than that normally associated with a dwelling to the detriment of neighbouring residential amenity, which could not be mitigated by careful planning of room layout and the use of sound insulation; and c. create unacceptable parking problems to the detriment of local amenity. <p>2. An Article 4 Direction requiring planning permission for small HMOs for between 3 and 6 unrelated people, and/ or a limit on the number of HMOs allowed, will be introduced in areas of the city where family housing needs to be protected or a specific need for such measures can be evidenced.</p> <p>3. Where an Article 4 Direction exists for small HMOs, if the concentration of HMOs and flats exceeds 50% in a specific street then further HMOs will not be allowed, with the exception of streets within the University Quarter.</p> <p>4. Houses in multiple occupation (HMOs) should meet the minimum internal space standards set out in Table 5.5.</p> <p>5. Minimum parking standards for HMOs are set out in Policy 32 and Table 10.2.</p> <p>6. Adequate provision must be made for the storage of refuse and recycling containers whereby the containers are not visible from an area accessible by the public, and the containers can be moved to and from their collection point along a route external to the property.</p> <p>7. Conversion of a dwelling house into a house in multiple occupation (HMO) for more than 6 unrelated people will be allowed if the property has a minimum internal floorspace of at least 150m2 before conversion.</p>							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a minor positive effect			+	+	+	Likely to have a minor positive effect. HMO's can have 6 or more unrelated people (a large HMO) or 3-6 people (a small HMO) sharing a house at a time. This means that less land is required to provide one bedroom dwellings to meet single household demand.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a significant positive effect.			++	++	++	The policy actively tries to reduce the negative effects of HMO's by restricting HMO's in certain conditions or providing mitigating against any adverse effects. It makes explicit reference to reducing the effects on the amenity of neighbourhoods, for example, a proliferation of refuse and recycling bins, limited parking, and a potential for excessive noise and disturbance, which can all have an adverse impact on an area and its residents health.

13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect			+	+	+	The policy has a minor positive effect as houses in multiple occupation (HMOs) often accommodate people with few housing options and people who are more vulnerable. The policy ensures that residents of HMOs are provided with at least a minimum standard of accommodation.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect			+	+	+	The policy has a minor positive effect as houses in multiple occupation (HMOs) often accommodate people with few housing options and people who are more vulnerable. The policy ensures that residents of HMOs are provided with at least a minimum standard of accommodation. The policy should also have a positive impact by still allowing HMOs. Demand for HMOs is likely to increase as a consequence of welfare reforms and the difficulty many people are having in accessing mortgage finance. The policy performs strongly as it would allow for limits and restrictions to be put in place to protect certain areas and family housing, whilst still providing a much needed accommodation type.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (+)							

The policy is considered to have no direct relation to the majority of environmental objectives and therefore is likely to have a neutral effect on these objectives. However, with regards to the objective to maximise the use of previously developed land it is expected to have a minor positive effect. HMO's can have 6 or more unrelated people (a large HMO) or 3-6 people (a small HMO) sharing a house at a time. Consequently, this means that less land is required to provide one bedroom dwellings to meet single household demand. This positive effect is expected continue in the long term whilst dwellings remain as HMOs.

Social (Ranges from ++ to +)

Overall, this policy is expected to have a positive effect on social objectives, with a significant positive effect on encouraging healthy lifestyles as the policy actively tries to reduce the negative effects of HMO's, placing appropriate restrictions to protect certain areas and family housing and mitigating against adverse effects. Specific reference is made to measures to reduce the effects on the amenity of neighbourhoods, including a proliferation of refuse and recycling bins, limited parking, and a potential for excessive noise and disturbance, which can all have an adverse impact on an area and its residents health. The policy should also have a minor positive effect on ensuring everyone has access to good housing by supporting HMOs, which often accommodate more vulnerable people and those with few housing options, ensuring that they can reside in a property that complies with at least a minimum standard of accommodation. It is expected that demand for HMOs could increase as a consequence of welfare reforms and as a result of difficulties in accessing mortgage financing and will therefore continue to perform an important role over the life time of the Plan.

Economic (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

POLICY 8
Traveller provision
 1. The Council will seek to identify sites to accommodate Traveller pitches:
 a. firstly, in Flood Risk zones 1 and 2; or
 b. secondly, if insufficient land is available in these zones, in Flood Risk zone 3a if mitigation measures are possible.
 2. New permanent or transit Traveller sites should:
 a. avoid areas of high flood risk;
 b. provide adequate on-site services and facilities, including water, drainage, sewerage, waste disposal, electricity, access and parking;
 c. have access to schools, health services, shops and employment; and
 d. respect the amenity of nearby residents.
 3. If a Traveller site is to be located in Flood Risk zone 3a, it will be granted only a seasonal permission.
 4. Existing Traveller sites at Bankside, Bedford Street, Newington and Wilmington will be protected from conflicting development.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be positive or negative depending on precise location of pitches and whether species are present.	The application of policies 43 and 44 should ensure that pitches that arise out of Policy 8 do not generate negative effects on this SA Objective.	Using the mitigation measures set out in Policies 43 and 44 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.	0/+	0/+	0/+	There is the potential for negative or positive impacts on habitats and biodiversity. This would depend on the precise location of any new pitch. Using the mitigation measures set out in Policies 43 and 44 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Uncertain but could be positive or negative depending on whether water storage measures are proposed as part of the policy.	Mitigation could be provided through Policy 17 (Energy Efficient Design) however this is more steered towards housing and non-residential schemes.		?/+/-	?/+/-	?/+/-	The policy has a potential negative effect. Increasing the number of residential homes will increase water consumption. The policy advises that water is to be provided on-site, however it is unknown whether this includes water storage.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a significant positive effect.			++	++	++	Policy promotes protection of sites from flooding by steering traveller pitches away from areas at risk of flooding and where this cannot be avoided proposes mitigation measures. Most importantly it grants seasonal permission

							for sites in Flood Zone 3a, which avoids development at times when the risk of flooding is most likely.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Uncertain but could be positive or negative depending on whether on brownfield or greenfield sites.			-/+	-/+	-/+	Development of traveller sites will create areas of hardstanding with associated loss of soils.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect.	The policy could be strengthened by ensuring pitches are more resilient to flooding should it occur (for example anchoring caravans or an evacuation plan as stated in Environment Agency guidance).		+	+	+	Policy promotes protection of sites from flooding.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy should deliver a positive impact in relation to this objective by reducing the health and safety risks to residents associated with locating inappropriate development in locations subject to a high risk of flooding. The policy also aims to respect the amenity of existing residents which can have health benefits (stress reduction etc).
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a minor positive effect.			+	+	+	This policy is likely to provide some form of support to the economy by ensuring travelling groups have access to jobs and education.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy performs positively against this objective by ensuring that travellers have access to a range of services and facilities.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
<p>Environmental (ranges from ++ to ?/+/-) Overall, whilst there are some uncertainties as a consequence of site specific issues and the precise location of pitches, the policy is expected to have a predominantly positive effect on environmental objectives. Where there are uncertainties and potential negative impacts, such as in relation to habitats and biodiversity, water consumption and the loss of soils through the creation of hardstanding, mitigation is expected to be provided by other Plan policies to ensure any residual effects are likely to be positive or neutral. With regards to flooding, the policy promotes protection of sites from flooding by steering traveller pitches away from areas at risk of flooding and where this cannot be avoided requires mitigation to be provided. In addition, the policy supports seasonal permission for sites in Flood Zone 3a, which avoids development at times when the risk of flooding is most likely. It therefore performs very positively in response to minimising flood risk objectives and positively in respect to mitigating the effects of climate change.</p> <p>Social (+) The policy is expected to deliver a positive impact in relation to the relevant social objectives by reducing the health and safety risks to residents associated with locating inappropriate development in locations subject to a high risk of flooding. The policy aims to respect the amenity of existing residents which can help to reduce the health impacts associated with new development and locating traveller pitches within or adjacent to existing communities. The policy also delivers significant benefits in terms of addressing social exclusion and access to education, ensuring the traveller community have appropriate access to employment, education and a range of services and facilities.</p> <p>Economic (0) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.</p>							

POLICY 9 City Centre							
<p>1. The city centre as defined on the Policies Map will accommodate a full range of main town centre uses and necessary infrastructure to promote key objectives for economic growth and to make Hull a world class visitor destination. The city centre will be the primary location for all major town centre uses where these, by their scale and nature and either individually or cumulatively, will serve a catchment area including the city as a whole and the wider region.</p> <p>2. The city centre will accommodate educational (D1) uses in connection with Hull College, Trinity House Academy or other emerging educational establishments including the University Technical College, and needs for expansion or remodelling of facilities will be supported subject to detailed planning considerations and other policy objectives of the Local Plan.</p> <p>3. Approximately 2,500 homes will be developed in the city centre over the plan period to meet needs and to promote a larger city centre resident population. Homes will be delivered on allocated housing sites, within allocated mixed use sites, and within upper floors of properties that make up the primary shopping area where these are not in retail use, and in locations that will not undermine the operation of main town centre uses that are critical to the function of the city centre.</p> <p>4. The Old Town of the city centre will support a range of main town centre uses where these are compatible with and respect the historic fabric and unique heritage importance of the area. The future of the Old Town area of Hull city centre will be informed by use of master plans to influence the development of the area to secure its long term viability as a residential and business area as well as a key visitor destination.</p> <p>5. The primary shopping area as shown on the Policies Map will be the focus for A1-A5 and related leisure uses. A concentration of A1 shops and services should be maintained in the primary shopping area of the city centre to promote its continuing vitality and viability. Within primary frontages, change of use from A1 shops to other A class uses will be permitted where the proportion of non-A1 floorspace within units in individual streets, or malls within shopping centres, would not exceed 30%. Within secondary frontages that make up the remaining parts of the primary shopping area, change of use from A1 to other A class and also leisure uses will be permitted where the proportion of non-A1 floorspace would not exceed 60%. Where proportions would be exceeded development should demonstrate that it will not undermine the vitality and viability of the centre.</p> <p>6. A sequential approach will be needed to justify why any development of main town centre uses that should primarily be located in the city centre cannot be located within its designated boundary. If they cannot then development should consider sites immediately adjacent to and readily accessed from within the city centre. Only where such sites are not available should development consider sites outside of the city centre, including within and then adjacent to District Centres, and only then in other locations which are readily accessed by a range of transport and promote linked trips with other facilities .</p> <p>7. For shopping development the sequential approach should consider sites and properties within the Primary Shopping Area (PSA). Where sites cannot be found within the PSA then development should consider sites immediately adjacent to and easily accessed from the PSA to promote strong footfall and ensure the development will function as part of this area. Only where such sites are not available should development consider sites elsewhere in the city centre, within and then adjacent to District Centres.</p> <p>8. Where main town centre uses are not able to be located within the city centre, or for shopping – inside the Primary Shopping Area, the applicant will be required to demonstrate that development will not have significant adverse impact on the city centre and / or District Centres. An impact assessment will be required if development is for A1 retail or a use that could change to A1 retail without planning permission, over 900 sqm, and for office over 1,000 sqm and leisure development over 2,500 sqm.</p> <p>9. Where specific mitigation measures are required to ensure that development outside of centres, including of retail warehouses and within retail parks, will not have a significant adverse impact then conditions and / or legal agreements will be applied to the permission to ensure such measures continue until such time as they are not required.</p> <p>10. Development of leisure and tourism facilities outside of the city centre will be supported where the unique characteristics of the location support it as a tourist or leisure destination, and where the draw of the facility would not adversely impact on the visitor attraction of the city centre.</p>							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
<p>Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect</p>							
<p>ENVIRONMENTAL</p>							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be positive or negative depending on precise location of new development.	The application of policy 44 (Biodiversity and Wildlife) should ensure that development does not generate negative effects on this SA Objective.	Using the mitigation measures set out in Policy 44 the residual effects are likely to be neutral or positive depending on whether habitats are enhanced by development.	0/+	0/+	0/+	<p>There is the potential for negative or positive impacts on habitats and biodiversity. This would depend on the precise location of any new development and whether the schemes enhance biodiversity.</p> <p>The policy states that development of leisure and tourism facilities outside of the city centre will be supported where the unique characteristics of the location support it as a tourist or leisure destination. This may impact on the Humber Estuary, should water based or associated leisure and tourism opportunities be sought. The application of other policies relating to biodiversity and wildlife will ensure there are no adverse effects</p> <p>Some sites are also located adjacent to the Humber Estuary European Site. Development that results in habitat losses/fragmentation in the city centre could have an adverse impact on biodiversity.</p>
2. Maintain and enhance water quality and limit water consumption	Likely to have a minor negative impact.	With the application of Policy 39 (Sustainable Drainage) there will be no	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on	0	0	0	The policy may result in an increase in hard standing, which will increase local surface run-

to levels supportable by natural processes and storage systems, taking into account the impact of climate change		adverse effects on this objective. SuDS techniques will help mitigate the risk from surface run-off.	this objective and the policy will have a neutral effect.				off of surface waters. This could transport pollutants from the employment operations into surface and groundwaters. This could lead to reduced water quality.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor negative impact.	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on this objective. SuDS techniques will help mitigate the risk from surface run-off.	With the application of Policy 39 (Sustainable Drainage) there will be no adverse effects on this objective and the policy will have a neutral effect.	0	0	0	The policy may result in an increase in hard standing, which will increase local surface run-off of surface waters. This could increase the risk of local surface water flooding.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a minor positive effect.			+	+	+	The policy seeks to promote city centre development, with some being on previously developed land and therefore performs positively when applied in conjunction with Policy 48 (Land Affected by Contamination).
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	The policy is concerned with city centre development. However, Policy 17 (Energy Efficient Design) will ensure that buildings take climate change into account where possible.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective. Although the policy may have an indirect effect by having a range of services and housing within close proximity which may encourage walking and reduce the reliance on the private car.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a minor positive effect.			+	+	+	City Centre sites include brownfield land.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy explicitly states that the Old Town of the city centre will support a range of main town centre uses where these are compatible with and respect the historic fabric and unique heritage importance of the area. When applied with other policies relating to heritage and design the policy performs positively.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy explicitly states that the Old Town of the city centre will support a range of main town centre uses where these are compatible with and respect the historic fabric and unique heritage importance of the area. This will help to encourage local distinctiveness. When applied with other policies relating to heritage and design the policy performs positively.

SOCIAL

12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy may have an indirect positive effect by supporting mixed use development which would ensure housing, employment and a range of services and facilities are co-located within close proximity which may encourage walking.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The policy provides housing, shopping and education all within the city centre meaning the reliance on the private car will be reduced.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy states that approximately 2,500 homes will be developed in the city centre over the plan period to meet needs.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a significant positive effect			++	++	++	The policy has a significant positive effect by stating that the city centre will accommodate educational (D1) uses in connection with Hull College, Trinity House Academy or other emerging educational establishments including the University Technical College, and needs for expansion or remodelling of facilities will be supported
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The Policies Map accommodates a full range of main town centre uses and necessary infrastructure. In addition, it provides approximately 2500 within the city centre meaning people have easy access to these city centre services.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a significant positive effect			++	++	++	The Policies Map accommodates a full range of main town centre uses and necessary infrastructure to promote key objectives for economic growth and to make Hull a world class visitor destination. In addition, the uses allow the city to attract inward investment which brings economic benefits to the whole of Hull. Housing is proposed as part of the policy, however the policy ensures that these are in locations that will not undermine the operation of main town centre uses that are critical to the function of the city centre.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect by ensuring an appropriate balance of uses that supports the vitality and viability of the centre

<p>appropriate mix of uses and facilities within and between centres.</p>					<p>The policy aims to enhance the city centre's place in competition with other centres and to allow people within the city and beyond to access a range of shops and services that they would otherwise have to travel outside of the city to access.</p> <p>The policy defines frontages which enables management of the range and location of uses, and ultimately the vitality and viability of the city centre.</p>
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SUMMARY

Environmental (ranges from + to -)
 The policy has the potential to generate a number of minor adverse effects on environmental objectives, however it is considered that overall, following the mitigation provided in other Plan policies that such effects could be neutralised. Additional development inevitably has the potential for both negative and positive impacts on habitats and biodiversity and is dependent on the precise location of any new development and what it proposes. Potential negative effects in regards to the protection of habitats, including the potential loss of habitat and increased fragmentation, with associated impacts on species, is possible as a consequence of the policy. However, the application of other Plan policy, such as policies 43 and 44 will ensure that strict environmental regulation will be adhered to if development is to be allowed to proceed. There is also the potential for adverse environmental impacts in terms of flooding and water quality, but again it is considered that other Plan policies include sufficient provisions requiring new development to comply with stringent environmental safeguards, which will protect against flooding and surface water run-off. In addition, there could be an increase in energy demand, impact on finite resources and generate waste, however, other Plan policies such as policies 17 and 18 will ensure that buildings take climate change into account where possible and sustainable construction techniques are implemented including the use of recycled materials which should mitigate against potential adverse effects. The policy provides an opportunity to utilise previously developed land within the City centre and therefore performs positively when applied in conjunction with Policy 48, and with regards to the impact on historic and cultural assets the effect should also be positive, particularly when applied with other policies relating to heritage and design, as the policy include specific reference to supporting a range of main town centre uses within the Old Town of the City centre where these are compatible with and respect the historic fabric and unique heritage importance of the area.

Social (ranges from ++ to +)
 The policy seeks to deliver a range of housing and employment development accompanied by a range of town centre uses, including retail, leisure and community facilities and services. The delivery is based upon addressing the level of need within the City, to ensure that the scale of future housing and employment delivery is appropriate and sufficient to address existing deficiencies, whilst planning for growth, thereby enabling all communities to have better access to housing supply. Whilst the policy does not deal directly with a number of the social objectives, indirectly it will deliver benefits in relation many of the social objectives, particularly in relation to health, where the provision of mixed use development should increase housing availability to address identified need and lead to general improvements in health and wellbeing through the delivery of new and improved local facilities such as healthcare. The provision of mixed use development within the City should also ensure housing, employment and a range of services and facilities are co-located within close proximity which may support healthier lifestyles and encourage walking. Whilst there are also indirect effects from increased housing and employment delivery within the City centre in terms of the potential for greater strain to be placed on the capacity of existing infrastructure, the City centre generally provides the most sustainably accessible location for new development providing the best access to a range of sustainable modes of transport, and reduces the need to commute by private car. The policy should also have a significant positive effect on the accessibility of education through the promotion of the City centre as a location to accommodate educational uses in connection with Hull College, Trinity House Academy and other emerging educational establishments including the University Technical College, along with support for the expansion or remodelling of educational facilities.

Economic (++)
 The policy's support for a range and mix of uses within the City centre should have a positive effect on the key objective of delivering sustainable economic growth and supporting the City centres role as the principle place for work, retail and leisure within the region and as a world class visitor destination. In addition, this enhanced role should allow the City to attract further inward investment bringing additional economic benefits to the whole of Hull and further afield. The delivery of a balance mix of uses and the defining of frontages within the policy should also enhance the vitality and viability of the City centre, thereby having a very positive effect on this objective.

POLICY 10
City Centre Development Sites
 City Centre Development Sites
 1. The following development opportunities identified within the city centre will be developed for a mix of uses.
 a. Land at Albion Square (2.1 ha); (ref 1, 15 & 18) will be developed for a major retail led development with strong linkages provided to Jameson Street and other parts of the Primary Shopping Area of the city centre. Other main town centre use will be supported on the site where they are ancillary to retail and do not prevent this objective for the site being achieved. The site should also be developed to accommodate approximately 270 dwellings. The amount of parking on the site will be retained through provision of new multi-storey car park.
 b. Land around Myton Street (west of Princes Quay) (3.8 ha); (ref 2) will be developed for commercial leisure / conference centre use together with a hotel and retail space. Other main town centre uses and residential development will be supported where these are complementary to these main uses and do not constrain these main development priorities for the site. The amount of parking on the site will be retained or improved through retention of the existing multistorey car park, or provision of new space to at least equivalent capacity.
 c. The Fruit Market and Digital Quarter (2.7 ha); (refs 4, 5, & 7) will be developed for a range of main town centre uses including small scale retail and B1 offices and work spaces. Approximately 150 dwellings will be developed in addition to those allocated on site 195.
 Development will be of a scale that remains in character with the street scene of the Fruit Market, and details will be guided by the Fruit Market Masterplan.
 d. East Bank and River Hull Corridor (2.8 ha); (refs 8, 9, 10) will be developed for a range of uses, predominantly residential, but also with the potential to include leisure, office, or hotel use. The sites should be developed to accommodate approximately 850 dwellings. Development will be designed to ensure that it does not lead to any significant adverse impact on adjoining business units, and has full regard to the setting of the old town.
 e. Former Police Station and George Street Car Park; (ref 20) will be developed for residential, office and / or educational uses. The sites should be developed to accommodate approximately 100 dwellings. Development will include demolition of the existing car park, and should allow replacement of approximately 150 spaces to allow adequate parking to service this part of the city centre.
 f. Land Adjacent to Central Fire Station. (ref 21) will be developed to provide an extension to Hull New Theatre, and a new University Technical College.
 g. The site of the former LAs nightclub (ref 14) and Circus Circus public house (ref 12) on Ferensway will be developed for a range of uses including hotel, office and / or residential.
 2. Development of sites will be guided by preparation of development briefs to ensure that full consideration is given to any specific features on site as well as their wider context.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be positive or neutral depending on precise location of new employment development.	The application of policy 44 (Biodiversity and Wildlife) should ensure that development does not generate negative effects on this SA Objective.	Using the mitigation measures set out in Policy 44 the residual effects are likely to be neutral or positive depending on whether habitats are enhanced by development.	0/+	0/+	0/+	There is the potential for negative or positive impacts on habitats and biodiversity. This would depend on the precise location of any new development and whether the schemes enhance biodiversity.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Uncertain but could be neutral or positive depending on precise location of new employment development.			0/+	0/+	0/+	The effects are uncertain as need to be considered on a site by site basis, however the policy includes brownfield sites which encourage the remediation of potentially contaminated land.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

8. Maximise the use of previously developed land and buildings, and the efficient use of land	Uncertain but could be neutral or positive depending on precise location of new employment development.			0/+	0/+	0/+	The effects are uncertain as need to be considered on a site by site basis, however the policy includes brownfield sites.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy states that development of sites will be guided by preparation of development briefs to ensure that full consideration is given to any specific features on site as well as their wider context.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The street scene of Fruit Market is taken into consideration. In addition the policy states that development of sites will be guided by preparation of development briefs to ensure that full consideration is given to any specific features on site as well as their wider context.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy will have a minor positive effect by providing some housing in the city centre.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a minor positive effect.			+	+	+	The specific effects of the policy are somewhat uncertain as they need to be considered on a site by site basis, however sites included in the policy make provision for educational facilities, which will have a positive effect.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The specific effects of the policy are somewhat uncertain as they need to be considered on a site by site basis, however sites included in the policy make provision for retail, leisure and community facilities which will have a positive effect.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a significant positive effect			++	++	++	The policy has a significant positive effect by promoting a full range of main town centre uses which will encourage economic growth and encourage visitors. In addition, the uses allow the city to attract inward investment

							which brings economic benefits to the whole of Hull.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect by ensuring an appropriate balance of uses that supports the vitality and viability of the centre
SUMMARY							
<p>Environmental (ranges from + to ?) When consider against environmental objectives the policy has the potential for both negative and positive effects as it is dependent on the location of individual sites. The effect on habitats and biodiversity would depend on the precise location of any new development and whether the schemes seek to protect and enhance biodiversity and with regards to remediating land and utilising previously developed land objectives, the policy includes brownfield sites which would encourage the remediation of potentially contaminated land as part of any regeneration scheme. The policy also states that development of sites will be guided by preparation of development briefs to ensure that full consideration is given to any specific features on site as well as their wider context, and the street scene of Fruit Market is taken into consideration, contributing towards protect the historic environment and townscape.</p> <p>Social (+) The policy is expected to have a minor positive effect by providing some housing in the city centre. However, overall the effects are uncertain as they need to be considered on a site by site basis, however sites included in the policy make provision for educational facilities, retail, leisure and community facilities which will have a positive effect.</p> <p>Economic (++) The policy should have a significant positive effect by promoting a full range of main town centre uses which will encourage economic growth and encourage visitors. In addition, the uses allow the city to attract inward investment which brings economic benefits to the whole of Hull, and ensures an appropriate balance of uses that supports the vitality and viability of the centre.</p>							

POLICY 11
Centre Hierarchy
 Below the City Centre the following hierarchy of centres is to be maintained in Hull to ensure that development is directed to the appropriate level of centre based on scale and catchment. District, Local and Neighbourhood Centres are designated in the following locations:
 A. District Centres
 DC-2. Hessle Road DC-3. Holderness Road
 DC-4. Kingswood DC-5. North Point
 B. Local Centres
 LC-6. Anlaby Road LC-21. Ings Centre, Savoy Road
 LC-7. Annandale Road LC-22. Kingswood Village
 LC-8. Beverley Road / Cave Street LC-23. Marfleet Lane
 LC-9. Beverley Road / Cottingham Road LC-24. Newland Avenue
 LC-10. Beverley Road/Washington Street LC-25. Orchard Park
 LC-11. Chanterlands Avenue LC-26. Princes Avenue
 LC-12. Cottingham Road/Hall Road LC-27. Shannon Road
 LC-13. Endike Lane LC-28. Southcoates Lane
 LC-14. Gipsyville LC-29. Spring Bank
 LC-15. Grampian Way LC-30. Spring Bank West
 LC-16. Grandale LC-31. Sutton Village
 LC-17. Greenwich Avenue LC-32. Tween Dykes / Ings Road
 LC-18. Greenwood Avenue (west) LC-33. Wawne View
 LC-19. Holderness Road (Faraday St) LC-34. Willerby Road
 LC-20. Holderness Road/Morrison's
 C. Neighbourhood Centres
 NC-35. Anlaby Road/Anlaby Park NC-50. Dalsetter Rise
 NC-51. Goodwin Parade, Walker Street
 NC-36. Anlaby Road/Calvert Lane
 NC-37. Anlaby Road/Coltman Street NC-52. Greenwood Avenue (east)
 NC-38. Anlaby Road/East Ella Drive NC-53. Holderness Road/Woodford
 NC-39. Askew Avenue NC-54. Hotham Road South
 NC-40. Barham Road NC-55. Inglemire Lane/Hall Road
 NC-41. Bethune Avenue NC-56. James Reckitt Avenue
 NC-42. Beverley Road/Melwood Grove NC-57. Preston Road Village
 NC-43. Beverley Road/Riversdale Road NC-58. Priory Road
 NC-59. Spring Bank West/Luton Street
 NC-44. Beverley Road/Strand Close
 NC-45. Beverley Road/Sutton Road NC-60. The Quadrant
 NC-46. Boothferry Road/Belgrave Drive NC-61. Victoria Dock
 NC-47. Boothferry Road/North Road NC-62. Wawne Road/Zeals Garth
 NC-48. Bricknell Avenue NC-63. Wold Road
 NC-49. County Road South
 The boundaries of all designated centres are shown on the Policies Map.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

storage systems, taking into account the impact of climate change							
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping,	Likely to have a significant positive effect.			++	++	++	The policy performs positively by supporting local centres across the city. The policy also

community and other services and facilities.							<p>recognises the role of smaller local and neighbourhood centres which need to be supported by a mix of services and facilities to maintain sustainability and vibrancy of these communities.</p> <p>For each of the centres a boundary is designated to include all main town centre uses, as well as community facilities, leisure or other non-A uses where these present an integral part of the overall role and function of the centre. This improves the performance against this objective by including community facilities and other uses.</p>
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a significant positive effect.			++	++	++	The policy has a positive effect by supporting local centres across the city. The policy also recognises the role of smaller local and neighbourhood centres which need to be supported by a mix of services and facilities to maintain sustainability and vibrancy of these communities.
SUMMARY							
<p>Environmental (0) The policy is considered to have no direct relation to the environmental objectives and therefore is likely to have an overall neutral effect.</p> <p>Social (ranges from ++ to +) For each of the centres a boundary is designated to include all open spaces where these present an integral part of the overall role and function of the centre. This may encourage walking and physical exercise, which would therefore have a positive effect on health objectives. The policy performs positively by supporting local centres across the City and recognises the role of smaller local and neighbourhood centres which need to be supported by a mix of services and facilities to maintain sustainability and vibrancy of these communities. For each of the centres a boundary is designated to include all main town centre uses, as well as community facilities, leisure or other non-A uses where these present an integral part of the overall role and function of the centre. This improves the performance against this objective by including specific provision for community facilities and other uses.</p> <p>Economic (++) The policy has a positive effect by supporting local centres across the City. The policy also recognises the role of smaller local and neighbourhood centres which need to be supported by a mix of services and facilities to maintain sustainability and vibrancy of these communities.</p>							

POLICY 12
 District, Local and Neighbourhood Centres

- District centres will be the location for main town centre uses and also community facilities that serve a catchment over a significant area of the city and immediately adjoining areas, but are not a focus for the city as a whole or the wider sub-region / region beyond.
- Local and neighbourhood centres will be the location of main town centre uses and also community facilities that serve more immediate catchments.

Accommodating new development

- A sequential approach will be needed to justify why any development of main town centre uses of a scale and nature that would typically be located within a district centre cannot be located within its designated boundary then sites immediately adjacent to and readily accessed and linked with other parts of district centre should be considered, and then those within or adjacent to local centres prior to out of centre locations.
- For development that will serve a relatively local catchment, the sequential approach should consider sites in and then immediately adjacent to district, local or neighbourhood centres within the catchment that the development is projected to serve.
- Development of A1 retail over 900 sqm that cannot be located within a centre boundary should demonstrate that it will not have a significant adverse impact on any centre within its catchment.

Vitality and viability of centres

- Within primary frontages of Hessle Road and Holderness Road District Centres change of use from A1 shops to non-A1 class uses will be permitted where the proportion of non-A1 floorspace would not exceed 30% of the total floorspace of units in the frontage. Within remaining parts of the primary shopping areas of these centres change of use from A1 shops to non-A1 class uses will be permitted where the proportion of non-A1 floorspace would not exceed 50% of the total floorspace of units. Where proportions would be exceeded development should demonstrate that it will not undermine the vitality and viability of the centre.
- Within North Point and Kingswood District Centres change of use from A1 shops to non-A1 class uses will be permitted where the proportion of non-A1 floorspace within the primary shopping area would not exceed 30% of the total floorspace of units, to maintain the strong A1 shopping role of these centres. Where this proportion would be exceeded development should demonstrate that it will not undermine the vitality and viability of the centre. Where current non-A uses are converted to retail use outside of the primary shopping area they will be considered as part of the overall mix of uses for the purpose of this policy.
- Within the primary shopping area of local centres a concentration of shops and services should be maintained to promote their continuing vitality and viability. Change of use to non-A uses will be permitted where the proportion of non-A1 floorspace within the primary shopping area would not exceed 50% of the total floorspace of units, to maintain the strong A1 shopping role of these centres. Where this proportion would be exceeded development should demonstrate that it will not undermine the vitality and viability of the centre. Where current non-A uses are converted to retail use outside of the primary shopping area they will be considered as part of the overall mix of uses for the purpose of this policy.
- In the city's neighbourhood centres a change of use from an A1 use will not be supported if it leads to the loss of food shops when these are not otherwise within easy walking distance of surrounding residential neighbourhoods.
- In areas outside of defined centres the Council will support retention of corner shops and local convenience stores, where there is not sufficient supply of local, day-to-day shopping provision within walking distance of surrounding residential areas.
- Food and drink, drinking establishments or hot food takeaway outlets (A3 – A5) will be permitted within centres where they do not lead to an over concentration of inactive frontages within stretches of properties that would undermine vitality and viability or would harm local amenity.
- Development of new, or change of use of existing units to accommodate hot food takeaway (A5 use) will not be supported in local or neighbourhood centres where a threshold of 20% would be, or has already been reached, to prevent an over proliferation where this could undermine objectives to promote healthy eating in the city.
- Development of new, or change of use of existing units to accommodate hot food takeaway (A5 use) will not normally be supported within 400m of a secondary school or sixth form college, or playing fields.
- Community facilities should be located in or adjacent to district, local or neighbourhood centres where they serve a significant catchment, to promote linked trips and ease of access by public transport.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy is likely to have a positive effect by restricting A5 uses from near schools which can encourage healthy eating and reduce obesity. It also ensures that food and drink establishments take into account local amenity which may reduce adverse effects from such uses (noise etc).
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The policy is likely to have a minor positive effect. It explicitly states that community facilities should be located in or adjacent to district, local or neighbourhood centres where they serve a significant catchment, to promote linked trips and ease of access by public transport.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy places restrictions on certain uses, such as food and drink, pubs and hot food takeaways (A3, A4 & A5), which are highlighted as being within the least deprived areas within Hull. This restriction could help to improve deprivation.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a minor positive effect.			+	+	+	The policy places restrictions on certain uses, such as food and drink, pubs and hot food takeaways (A3, A4 & A5), which have been highlighted as causing anti-social and other community safety issues.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to	Likely to have a significant positive effect.			++	++	++	The policy will ensure that people will have a whole range of facilities and services within

shopping, community and other services and facilities.							easy access. It explicitly states that community facilities should be located in or adjacent to district, local or neighbourhood centres where they serve a significant catchment.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy places restrictions on certain uses, such as food and drink, pubs and hot food takeaways (A3, A4 & A5) which may encourage other business investments within the area.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	<p>The policy provides a clear direction for new development and protection to existing centres from alternative and inappropriate development. It aims to control development to ensure a mix of uses and enhance the vibrancy and vitality of centres.</p> <p>It places restrictions on certain uses, such as food and drink, pubs and hot food takeaways (A3, A4 & A5), which have potential to undermine the role of centres where concentration leads to loss of variety in the shopping offer available. By restricting such uses, the shopping street may become more appealing to visitors.</p>
SUMMARY							
<p>Environmental (0) The policy is considered to have no direct relation to the environmental objectives and therefore is likely to have an overall neutral effect.</p> <p>Social (ranges from ++ to +) The policy is likely to have a positive effect on many of the social objectives and a significant positive effect on the objective to deliver equitable and easy access to shopping, community and other services and facilities. The policy will ensure that people will have a whole range of facilities and services within easy access. It explicitly states that community facilities should be located in or adjacent to district, local or neighbourhood centres where they serve a significant catchment and that community facilities should be located in or adjacent to district, local or neighbourhood centres where they serve a significant catchment, to promote linked trips and ease of access by public transport. The policy also seeks to restrict certain uses, such as food and drink, pubs and hot food takeaways near schools which can encourage healthy eating and reduce obesity and also ensures that food and drink establishments take into account local amenity which may reduce adverse effects from such uses (noise etc) which can cause anti-social and other community safety issues.</p> <p>Economic (+) The policy provides a clear direction for new development and protection to existing centres from alternative and inappropriate development. It aims to control development to ensure a mix of uses and enhance the vibrancy and vitality of centres and places restrictions on certain uses, such as food and drink, pubs and hot food takeaways (A3, A4 & A5) which may encourage other business investments within the area and prevent the undermining the role of centres where concentration leads to loss of variety in the retail offer available. By restricting such uses, the shopping street may become more appealing to visitors</p>							

POLICY 13
University of Hull
 1. Development and expansion of facilities at the University of Hull will be supported to enable it to fulfil its role as a key economic driver, particularly through research and development, and as a leading educational establishment.
 2. Development on existing open space areas within the University Quarter as defined on the policies map will only be supported where there is a clear strategy to enable re-provision elsewhere and this is committed to, including funding secured, prior to any development taking place. A masterplan will form part of the strategy to give clear spatial definition of proposals, and to guide development decisions.
 3. Development of student accommodation within the University Quarter and upgrading of student accommodation within the University Quarter and in adjoining areas will be supported.
Education and schools
 4. Development to create new schools, or expand or alter schools existing schools as designated on the policies map will be supported where it does not conflict with other key planning objectives. Provision of community facilities, including for sports, within new schools will be promoted and provision should be made to ensure these are retained and continue to be accessible for local communities.
Health
 5. Development to create, expand or alter health facilities, including at Hull Royal Infirmary, will be supported where they do not conflict with other key planning objectives.
Encouraging and protecting new and existing community facilities
 6. Development of new community facilities will be supported where they are located to best meet the needs of the anticipated users of the facility. Where the facility incorporates main town centre uses then development should be subject to the sequential approach and consider relevant centres including within the City Centre, District, Local and Neighbourhood Centres. Other community facilities should consider centres where sites or properties are available, where they could promote linked trips and support vitality and viability of centres, and where they would have an acceptable impact on the amenity of the surrounding area.
 7. Extension of existing community facilities will be supported where it is of a scale appropriate to the location and use of the facility and would not have a detrimental impact on the amenity of the surrounding area.
 8. Development that would involve the loss of significant community facilities will not be supported unless it can be demonstrated that:
 a. the site is no longer needed for community use or the loss would not create, or add to a shortfall in the provision of such uses within its locality;
 b. the land or buildings in question are no longer suitable to accommodate the current use and cannot be retained or adapted to accommodate other community facilities;
 c. the community use is to be incorporated or replaced within a new development or redevelopment of the site; or
 d. existing nearby community uses can be improved to accommodate the loss or suitable alternative facilities are provided close by.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor negative effect.	The application of policy 44 (Biodiversity and Wildlife) should ensure that development does not generate negative effects on this SA Objective.	Using the mitigation measures set out in Policy 44 the residual effects are likely to be neutral or positive depending on whether habitats are enhanced by development.	0/+	0/+	0/+	The policy may allow development on existing open space areas within the University Quarter under certain conditions. It is unknown whether this open space supports wildlife.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a minor positive effect.			+	+	+	The policy will ensure that existing buildings will be used for other uses where necessary.

9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.	Any adverse effects will be mitigated through the application of Policy 52 (Infrastructure and Delivery). This will ensure new open space will be secured through a Section 106 planning obligations agreement.	The application of Policy 52 will result in the policy having an overall positive effect.	+	+	+	The policy has a positive effect by protecting and encouraging new community, health and leisure facilities which may encourage physical activity and improve health. The policy may allow development on existing open space areas within the University Quarter under certain conditions which may have been used by nearby residents for physical activity.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by protecting and encouraging new community, open space, health and leisure facilities which may bring people together from a variety of backgrounds.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy encourages much needed student accommodation within the University Quarter and upgrading of student accommodation within the University Quarter and in adjoining areas.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect against this objective by supporting the important role the University plays in supporting economic growth and providing the education, skills and training to a potential future workforce that will support future business needs.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect by protecting and encouraging new community, open space, health and leisure facilities.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect against this objective by supporting the important role the University plays in supporting economic growth. The University of Hull has a key role as an educational establishment, and is also a significant

							employer and research and development centre, both of which support economic growth in the city. The policy support its continuing investment needs and therefore has a significant positive effect.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

SUMMARY							
Environmental (ranges from + to -)							
The effects of the policy on relevant environmental objectives ranges from minor positive to negative. The policy may allow development on existing open space areas within the University Quarter under certain conditions, although it is unknown whether this open space supports wildlife and therefore the likely effect. However, through the application of other Plan policy, such as Policy 44 (Biodiversity and Wildlife) should ensure that development does not generate negative effects on habitat and biodiversity objectives and could generate a positive effect depending on whether habitats are enhanced by development. A further positive effect is that the policy will also ensure that existing buildings will be used for other uses where necessary thereby helping to maximise the use of previously developed land and buildings.							
Social (ranges from ++ to +)							
The policy is expected to have numerous positive effects on social objectives and significant positive effects in relation to improving access to education, shopping, community and other services and facilities. The policy should have a significant positive effect supporting the important role the University plays in supporting economic growth and providing the education, skills and training to a potential future workforce that will support future business needs. It also seeks to protect and encourage new community, open space, health and leisure facilities which may also encourage physical activity and improve health and may bring people together from a variety of backgrounds. The policy encourages much needed student accommodation within the University Quarter and upgrading of student accommodation within the University Quarter and in adjoining areas, helping to improve the quality and access to accommodation.							
Economic (++)							
The policy has a significant positive effect against the objective to deliver sustainable economic growth by supporting the important role the University plays in supporting economic growth through employment and the education of a skilled local workforce. The University of Hull has a key role as an educational establishment, and is also a significant employer and research and development centre, both of which support economic growth in the city. The policy support its continuing growth and investment needs and therefore has a significant positive effect.							

POLICY 14
Design
 Development should demonstrate how its design supports the delivery of a high quality environment in Hull, particularly with regard to:
 a. the relationship between the development and the surrounding built form of the city in terms of:
 i. character
 ii. use and surrounding uses
 iii. layout and connectivity
 iv. setting and relationship to key heritage assets
 v. scale
 vi. massing
 vii. grain and density
 viii. architectural structure and enclosure
 ix. detailing and materials.
 b. encouraging active and healthy lifestyles;
 c. providing landscaping which retains natural features where possible;
 d. providing inclusive access;
 e. opportunities to promote public safety and minimise the risk of crime;
 f. the creation of inclusive public spaces which encourage community interaction through:
 i. inclusive design
 ii. active frontages
 iii. high quality public realm
 iv. appropriate soft and hard landscaping
 v. minimising the potential for anti-social behaviour; and
 vi. providing public art where appropriate.
 g. ensuring where developments are proposed in the city centre, their design and landscaping complements the 2016/17 materials in the public realm. Where possible, this will involve the use of the same palette of materials.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	The policy does not directly refer to biodiversity enhancement, but the stated design requirements for public spaces, which includes the provision of high quality public realm and appropriate soft landscaping, offers potential for the inclusion of features that could contribute to biodiversity enhancement.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy explicitly states that the design of new developments should take into account the relationship between the development and the surrounding built form of the city. It makes explicit reference to setting and relationship to key heritage assets. This will provide some protection to heritage assets.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a significant positive effect.			++	++	++	The policy explicitly states that the design of new developments should take the existing built form of the cityscape into account, contribute to public art and create high quality public spaces. These design requirements will contribute to the protection of the existing cityscape, visual amenity and provide opportunities for enhancement.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy explicitly states that the design of new developments should encourage active and healthy lifestyles.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a minor positive effect.			+	+	+	Policy ensures that developments should provide public art which can contribute to community identity and provide the opportunity for community involvement. The policy also promotes the inclusive of public spaces which encourage community interaction.
17. Reduce both crime and fear of crime	Likely to have a significant positive effect.			++	++	++	The policy performs very positively against this objective by including provisions which will ensure that opportunities to minimise crime are utilised as part of the design process for

							new development as well as the potential to reduce anti-social behaviour through appropriately designed public spaces.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy will ensure people have access to public spaces and states that there shall be inclusive access to this.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a significant positive effect.			++	++	++	Policy performs very positively by requiring new development proposals to demonstrate that they are well designed and integrated with other surrounding uses. Active frontages and a high quality public realm should be achieved, which is essential to creating attractive centres with vitality and life.
SUMMARY							
<p>Environmental (ranges from ++ to +) The policy is expected to have a positive impact in response to several of the environmental objectives. The policy explicitly states that the design of new developments should take the existing built form of the cityscape into account, contribute to public art and create high quality public spaces; and take into account the setting and relationship to key heritage assets. These requirements will contribute to the protection of the existing townscape character, visual amenity and heritage assets and provide opportunities for enhancement. Indirectly, the policy supports the provision of high quality public realm and appropriate soft landscaping, which offers potential for the inclusion of features that could contribute to biodiversity enhancement.</p> <p>Social (ranges from ++ to +) The policy states that the design of new developments should encourage active and healthy lifestyles, encourage more sustainable modes of transport and provide inclusive access. It also supports the provision of public art and the opportunity for public involvement which can contribute to community identity and supports appropriately designed public spaces to minimise crime and reduce anti-social behaviour. These policy provisions therefore deliver positive effects when considered against many of the social objectives, which should endure over the long term.</p> <p>Economic (++) The policy performs very positively in economic terms by requiring new development proposals to demonstrate that they are well designed and integrated with other surrounding uses. Active frontages and a high quality public realm should be achieved, which is essential to creating attractive centres with vitality and life.</p>							

POLICY 15**Local Distinctiveness**

1. Development should promote local distinctiveness where appropriate, with particular reference to:
 - a. improving access to and making effective use of the Port, the city's waterfront and maritime assets along the River Hull and the Humber Estuary
 - b. creating a network of landmarks in prominent or gateway locations to develop legible local references that distinguish parts of the city;
 - c. encouraging contemporary architecture that respects the city's heritage, creating positive and distinctive contributions to enrich the built fabric;
 - d. the setting, character and appearance of Listed Buildings, Conservation Areas and other heritage assets;
 - e. waymarking arterial routes; and
 - f. ensuring proposals, including those on allocated sites, accord with any adopted masterplan, development brief or local development orders.
2. Development of tall buildings (above 30m in height) in and around the city centre as shown on the policies map must demonstrate that:
 - a. they would not harm the character and appearance of the city centre Conservation Areas which are characterised by their low rise nature;
 - b. would not harm the setting of heritage assets;
 - c. they would not harm the distinctive, historic skyline;
 - d. there would be an acceptable impact on views and vistas across and within the city centre;
 - e. they are providing a positive contribution to the skyline through a high standard of design.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a significant positive effect.			++	++	++	The policy explicitly states that local distinctiveness will be promoted with respect

							to Conservation Areas and other heritage assets; thus enabling the character of these areas to be protected and enhanced. In addition the policy ensures that 'contemporary' development will respect the city's heritage and that tall buildings will not impact on the City's heritage assets.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a significant positive effect.			++	++	++	This policy would contribute to the conservation and potentially enhancement of the cityscape. The reference to tall buildings provides specific protection to the character and appearance of Conservation Areas and views and vistas across the low rise city skyline, which form a key part of the cityscape and visual amenity of the city.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by improving access to the waterfront which may encourage walking and cycling.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The policy improves arterial routes and promotes other modes of transport, such as walking, through the creation of legible local references and improving access to the waterfront.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a significant positive effect.			++	++	++	The policy promotes, protects and improves assets and public realm in Hull which will potentially bring a sense of belonging and community pride with the local population. Policy directly improves local distinctiveness and therefore has a significant positive effect.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	Policy aims to promote the re-establishment of connections with the River Hull and Humber Estuary.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation,	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

entrepreneurship and business diversity							
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	The policy requires development proposals to demonstrate that they promote local distinctiveness, recognising the cities' key features, landmarks and architecture that distinguish the unique parts of the city and contribute towards the attractiveness, vitality and life of the city and its centres.

SUMMARY							
Environmental (++)							
The policy is expected to have a very positive long term effect on relevant environmental objectives. It includes provisions which will explicitly promote local distinctiveness with particular consideration to the setting, character and appearance of Listed Buildings, Conservation Areas and other heritage assets. In addition the policy ensures that 'contemporary' development will respect the city's heritage and that tall buildings will not impact on the City's heritage assets thereby contributing to the conservation and potential enhancement of the cityscape. The reference to tall buildings provides specific protection to the character and appearance of Conservation Areas and views and vistas across the low rise city skyline, which form a key part of the cityscape and visual amenity of the city.							
Social (ranges from ++ to +)							
The policy performs positively against social objectives and particularly positively in relation to enhancing community identity and participation. It contributes towards the attractiveness, vitality and life of the city and its centres, supports creating a sense of belonging and community pride to the local population, along with measures to improve arterial routes along with promoting other modes of sustainable transport, such as walking, through the creation of legible local references and improved access to the City's assets such as the waterfront.							
Economic (+)							
The policy requires development proposals to demonstrate that they promote local distinctiveness, recognising the cities key features, landmarks and architecture that distinguish the unique parts of the city and contribute towards the attractiveness, vitality and uniqueness of the city and its centres.							

POLICY 16							
Heritage Considerations							
<p>1. Development that would cause harm to the significance of a designated heritage asset will only be approved where it has been convincingly demonstrated that the harm cannot be avoided and there would be substantial public benefits sufficient to outweigh the harm or loss caused. Scheduled Monuments, Registered Parks and Gardens and Conservation Areas are shown on the Policies Map.</p> <p>2. Development affecting non-designated heritage assets must demonstrate that it has taken account of the particular interest of the asset. Development which would result in harm to or the loss of a non-designated heritage asset must demonstrate that:</p> <p>a. it would not be economically viable for the asset to be retained and that harm could not be avoided; and</p> <p>b. the economic or community benefits of the proposed development outweigh its loss.</p> <p>3. Where development is acceptable in principle but would affect an archaeological deposit of less than national importance, the Council will seek to preserve the remains in situ. If this is not achievable, adequate provision for excavation and recording before and during development and publication, curation and dissemination of findings after development, will be required.</p> <p>4. Where evidence supports it, Article 4 Directions removing permitted development rights will be introduced to preserve the character of an area.</p> <p>5. Development and initiatives which preserve and/or enhance the significance and setting of the city's heritage assets will be supported, especially those elements which contribute to the distinct identity of Hull. In addition to the city's designated heritage assets, important heritage assets include:</p> <p>a. buildings with heritage value, wet and dry docks, wharves and ancillary structures, and features relating to Hull's fishing, maritime and industrial heritage;</p> <p>b. the city centre as defined on the policies map, with particular reference to the surviving medieval and early post-medieval settlement, the Georgian townscape, and Victorian and Edwardian public buildings, especially within the Old and New Towns, and in the Charterhouse Conservation Areas;</p> <p>c. locations in the wider city which define the development of Hull such as the historic cores of medieval villages and settlements, such as Sutton and Marfleet, the later nineteenth and early twentieth century suburban developments such as the Avenues/Pearson Park and Anlaby Park, and planned garden suburbs at Broadway and Garden Village;</p> <p>d. locally listed buildings and sites identified on the local Historic Environment Record;</p> <p>e. archaeological remains and deposits including the City Walls, Beverley Gate, Hull Citadel and nationally significant military defences dating from the mid-fourteenth to the mid-nineteenth centuries on the east bank of the River Hull;</p> <p>f. archaeological remains and deposits relating to the Romano-British riverside settlements lining the banks of the River Hull from Kingswood to Stoneferry; and</p> <p>g. the University of Hull Quarter as shown on the policies map.</p>							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a significant positive effect.			++	++	++	This policy would have a significant positive effect by contributing to the protection, conservation and enhancement of Hull's heritage assets covering nationally and local designated features; key locations and buildings; and archaeological remains and deposits; for which specific references to named features/areas are provided.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a significant positive effect.			++	++	++	Hull's heritage assets form a key element of the character of its cityscape. The proposed policy would have a significant positive effect by providing for the protection, conservation and enhancement of Hull's heritage assets covering nationally and local designated features; key locations and buildings; and archaeological remains and deposits; for which specific references to named features/areas are provided
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a significant positive effect.			++	++	++	This policy has a significant positive effect by contributing to the protection, conservation and enhancement of Hull's heritage assets and consequently enhancing community identity and pride.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
<p>Environmental (++) The policy is expected to have a very positive long term effect on relevant environmental objectives. It includes provisions which will contribute towards the protection, conservation and enhancement of Hull's heritage assets, which also form a key element of the character of its cityscape, covering nationally and local designated features; key locations and buildings; and archaeological remains and deposits.</p> <p>Social (+) Whilst the majority of the social objectives have no direct relation to the policy, indirectly it performs positively against the objective to enhancing community identity and participation, by including provisions which will ensure that development contributes towards the protection, conservation and enhancement of Hull's heritage assets, which should consequently enhance the community's identity and sense of pride.</p> <p>Economic (+) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.</p>							

POLICY 17							
Energy efficient design							
1. Development should demonstrate how the design will reduce energy and water use and mitigate against flooding, pollution and over-heating. This should include consideration of the siting, form, orientation, layout and construction materials of buildings. The principles of passive solar design should be followed to minimise the need for mechanical heating and cooling.							
2. Non-residential development should seek to achieve BREEAM 'Very Good' or better unless it has been demonstrated through an economic viability assessment that it is not viable to do so.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	Potential for positive impact. The implementation of the proposed policy could provide opportunities for the inclusion of habitat features (e.g. trees for shading) as part of energy efficiency measures such as passive solar design.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect.			+	+	+	The policy will have a minor positive impact as it aims to reduce energy and water use. The policy also takes into account climate change by trying to reduce its effects by encouraging mitigation against flooding, pollution and over-heating. The policy is more directed towards the reduction of water in buildings and could be strengthened by reference to water harvesting in allotment/green space as stated in Policy 46 (Local Food Growing).
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a significant positive effect.			++	++	++	The policy explicitly states requirements for the inclusion of measures to mitigate flood risk as part of energy efficient design. When combined with other flood risk policies, it should have a significant positive effect.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a significant positive effect.			++	++	++	Significant positive effect. The policy explicitly states requirements for the inclusion of measures for energy efficient design, with specific reference to passive solar design and pollution reduction.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a significant positive effect.			++	++	++	The policy performs very positively by taking into account climate change by trying to reduce its effects by encouraging mitigation against flooding, pollution and over-heating.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	The policy performs positively by aiming to reduce pollution which could improve air quality.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as	Likely to have a minor positive effect.			+	+	+	Should have a minor positive effect by ensuring energy efficient design is a requirement for

possible, and re-use finite resources (including waste) or recycled alternatives wherever possible							non-residential buildings to a 'very good' BREEAM rating, unless demonstrated through an economic viability assessment.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	Energy efficient designs and in particular solar passive designs will help to lower energy prices as homes are more airtight, which has a positive effect on health and wellbeing. The policy has a positive effect by ensuring homes are designed to reduce energy and water use and mitigate against flooding, pollution and over-heating, which can all have negative effects on health and well-being.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by ensuring homes are designed to reduce energy and water use and mitigate against flooding, pollution and over-heating. This provides good quality housing.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy states that an economic viability assessment may be submitted where it is not viable to achieve a 'Very Good' BREEAM, which will ensure that economic development is not compromised by the policy.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

appropriate mix of uses and facilities within and between centres.							
SUMMARY							
<p>Environmental (ranges from ++ to +) Overall the policy performs positively when considered against the environmental objectives. The policy could provide opportunities for the inclusion of habitat features (e.g. trees for shading) as part of energy efficiency measures such as passive solar design, facilitate a reduction in energy and water use, and takes into account the objectives to reduce the effects of climate change and air pollution by encouraging mitigation against flooding, pollution and over-heating. When combined with other Plan policies, such as those which seek to mitigate flood risk, improve air quality and support water harvesting in allotment/green spaces, it is expect to have very positive long term effects.</p> <p>Social (+) The policy is likely to have an overall positive effect when considered against social objectives. In particular, energy efficient designs, such as solar passive designs promoted by the policy, will help to lower energy prices and maintain comfortable temperatures within homes and improve air quality, which would have a positive effect on health and wellbeing. It will also have a positive effect by ensuring homes are designed to reduce energy and water use and mitigate against flooding, pollution and over-heating, which can all have negative effects on health and well-being and will ensure that a good standard of housing is delivered for all.</p> <p>Economic (+) The policy is expected to perform positively in relation to supporting sustainable economic growth, requiring non-residential development to achieve a ‘Very Good’ BREEAM rating unless an economic viability assessment is submitted to demonstrate this would not be viable. This should ensure that a high standard of development is delivered and economic development is not compromised by the policy.</p>							

POLICY 18							
Renewable and Low Carbon Energy							
<p>1. Areas potentially suitable for wind turbines are shown on the Policies Map. Applications for wind turbines will also need to demonstrate that they are acceptable using the criteria set out in Part 2 of this policy.</p> <p>2. Development that generates, transmits or stores renewable and low carbon energy will be supported where the impact is or can be made acceptable. Potential impacts that are particularly relevant to this type of development are:</p> <p>a. Local amenity, including noise, air quality, water quality, traffic, vibration, dust, visual impact, shadow flicker and odour;</p> <p>b. Biodiversity, particularly in relation to national and international designations, and priority species and habitats;</p> <p>c. Historic environment, such as conservation areas and listed buildings;</p> <p>d. Telecommunications, so as not to interfere or block radio communications and radar systems.</p> <p>3. Arrangements should be put in place for the effective decommissioning of renewable and low carbon energy technology when it gets to the end of its useful life. The aim should be to prevent abandoned technology from blighting areas of the city.</p> <p>4. New development will be expected to connect to a district energy network, if there is a suitable one in place, and that it is viable and feasible to do so.</p> <p>5. Development that includes renewable or low carbon technology as an integral part of the design will be encouraged.</p>							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	The policy performs positively as it ensures that biodiversity, particularly in relation to national and international designations, and priority species and habitats are taken into consideration. The proposals map ensures that all historic parks, local nature reserves, cemeteries, green corridors and land that overlaps conservation areas and the Humber Estuary International Site are excluded from wind energy development.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect.			+	+	+	The policy performs positively against this SA objective by promoting renewable energy. Wind and solar energy require essentially no water to operate and thus do not pollute water resources or strain supply by competing with agriculture, drinking water systems, or other important water needs. In addition, the policy makes reference to water quality.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a significant positive effect.			++	++	++	Policy's aim is to promote renewable sources of energy which will reduce CO2 levels and fossil fuel consumption
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect.			+	+	++	The policy aims to reduce the effects of climate change, providing support for renewable energy schemes and through the promotion of development that includes renewable or low carbon technology as an integral part of the design will be encouraged
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	The policy makes specific reference to air quality and will help towards lowering air emissions and thus improving air quality.

8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective. However, it is presumed that given the dense, urban nature of Hull it is likely that Brownfield sites will be utilised where possible.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a significant positive effect.			++	++	++	The policy promotes a range of renewable development and therefore has a significant positive effect.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy refers to and will ensure that the historical environment will be protected. Specific reference is made to the protection of conservation areas and listed buildings.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy aims to protect the environment from the potential impacts of renewable energy developments. It makes reference to visual impact which will ensure the protection of landscape and townscape.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a significant positive effect.			++	++	++	The policy has a positive impact on human health as the policy takes into account factors such as, local amenity, including noise, air quality, water quality, traffic, vibration, dust, visual impact, shadow flicker and odour, thus having a positive effect on human health.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy will ensure that the quality of housing is not compromised by renewable energy proposals by ensuring it is located in the best possible sites. In particular, the reference to local amenities will ensure this.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							

20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy encourages renewable development which may encourage investment in the area and create employment opportunities.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

SUMMARY							
Environmental (ranges from ++ to +)							
The policy should have a positive effect on environmental objectives. In particular, it should have a significant positive effect on objectives relating to climate change, air quality and use of natural resources and fossil fuel consumption by supporting renewable energy schemes and through the promotion of development that includes renewable or low carbon technology as an integral part of the design. Wind and solar energy require essentially no water to operate and thus do not pollute water resources or strain supply by competing with agriculture, drinking water systems, or other important water needs. With regards to the impact on biodiversity and habitats, the policy requires consideration of the impact on national and international designations, and priority species and habitats. Further, the proposals map ensures that all historic parks, local nature reserves, cemeteries, green corridors and land that overlaps conservation areas and the Humber Estuary International Site are excluded from wind energy development. In addition the policy seeks to ensure that the historical environment will be protected, with specific reference made to the protection of conservation areas and listed buildings and that there will be no detrimental visual impact on the landscape and townscape.							
Social (ranges from ++ to +)							
The policy is likely to have an overall positive effect when considered against social objectives. In particular, it is likely to have a significant positive effect on human health as the policy takes into account factors such as, local amenity, including noise, air quality, water quality, traffic, vibration, dust, visual impact, shadow flicker and odour, which are all essential issues that can impact on human health. Indirectly the policy also has a positive effect on the quality of housing and local amenity by ensuring that it is not compromised by renewable energy proposals which will need to be appropriately located to where it will have or can be made to have an acceptable impact.							
Economic (+)							
The policy is expected to have minor positive economic effects, by providing support for new renewable development which may encourage further economic investment in the area, create employment opportunities and contribute towards further sustainable economic growth.							

POLICY 19
Shop Fronts
 1. Shop fronts should be designed with regard to the character of the building on which it is to be sited and the character of the surrounding area. Particular care should be given to the proportions and alignment of the shop front relative to the building, particularly within Conservation Areas.
 2. Consideration should be given to the retention and refurbishment of traditional shop fronts that make a positive contribution to the streetscene.
 3. Shop fronts should be designed in a way that maximises their accessibility. Applications that fail to do this will be refused.
 4. The installation of permanent security features must show why less intrusive security measures would not be appropriate. Security features must be designed as integral features of the shop front and must be treated in such a way as to provide an active frontage when lowered. Applications for solid, untreated shutters will be refused.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy is positive as it aims to ensure that shop fronts are well designed and therefore will not have a detrimental effect on buildings or the surrounding area. The policy is strengthened by making specific reference to the consideration of the surrounding area and in particular Conservation Areas and encouraging shop fronts that make a positive contribution to streetscene.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy is positive as it aims to ensure that shop fronts are well designed and therefore will not have a detrimental effect on buildings or the surrounding area. This may encourage local distinctiveness. The policy is strengthened by making specific reference to the consideration of the surrounding area and in particular Conservation Areas.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a minor positive effect.			+	+	+	The policy seeks to ensure shop fronts are designed with regard to the building and surroundings. Design improvements might help local community to create or enhance a sense of pride.
17. Reduce both crime and fear of crime	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect by seeking to reduce crime through a requirement for the installation of permanent security features.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a significant positive effect.			++	++	++	The policy explicitly states that shop fronts should be designed in a way that maximises their accessibility meaning that pushchair and wheelchair users will be able to access shops with ease..
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect			+	+	+	The policy seeks to reduce crime whilst ensuring that security features are designed as integral features of shopfronts, respecting the character and design of the building and its surroundings, whilst maintaining active frontages when lowered. This should help to maintain an attractive appearance without detrimentally impacting on the vibrancy and life of centres when shops are closed
SUMMARY							
Environmental (+) The policy performs positively when considered against the environmental objectives and specifically with regards to maintaining and enhancing historical assets and conserving and enhancing the townscape and local distinctiveness. The policy aims to ensure that shop fronts are well designed and make a positive contribution to streetscene and will therefore will not have a detrimental effect on buildings or the surrounding area and may encourage local distinctiveness.							
Social (ranges from ++ to +) The policy is likely to have an overall positive effect when considered against social objectives. The policy seeks to ensure shop fronts are designed with regard to the building and surroundings, helping to create and enhance local distinctiveness and a sense of pride. The requirement for the installation of permanent security features should have a positive effect on reducing crime, whilst specific provisions within the policy to ensure that shop fronts are designed in a way that maximises their accessibility, should facilitate better access for wheelchair and pushchair users.							
Economic (+) The policy seeks to reduce crime whilst ensuring that security features are designed as integral features of shopfronts, respecting the character and design of the building and its surroundings, whilst maintaining active frontages when lowered. This should help to maintain an attractive appearance without detrimentally impacting on the vibrancy and life of centres when shops are closed and therefore the policy should have a positive effect on enhancing the vibrancy and vitality of the city centre and local centres.							

POLICY 20							
Advertisements							
Advertisements should have an acceptable impact on public safety and amenity. Assessment of impact will have particular regard to:							
a. the impact of the advertisement on the safe movement of vehicles and pedestrians;							
b. the impact of the advertisement on CCTV coverage;							
c. the relationship of the advertisement to the features of the building it is placed on;							
d. the character of the surrounding area, particularly in Conservation Areas and in proximity to heritage assets; and							
e. advertisement clutter.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect by protecting the character of the surrounding area, particularly in Conservation Areas and in proximity to heritage assets.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a significant positive effect.			++	++	++	The policy states that the character of the surrounding area, particularly in Conservation Areas and in proximity to heritage assets will be considered. In addition the relationship of the

							advertisement to the features of the building it is placed on will be considered. This will ensure advertisements will not have an adverse effect on the landscape and townscape which should have a positive effect in encouraging local distinctiveness.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy performs positively against this SA objective by stating that advertisements should have an acceptable impact on public safety and amenity.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a minor positive effect.			+	+	+	The policy performs positively by aiming to protect an area from insensitive advertisements which could impact on an areas identity.
17. Reduce both crime and fear of crime	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect against this objective by stating that advertisements should not the impact on CCTV coverage.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (++)							
The policy should have a significant positive effect on environmental objectives, with particular regard to the impact on heritage and cultural assets and the overall landscape and townscape, by including specific provisions to protect the character of the surrounding area, particularly in Conservation Areas and in proximity to heritage assets. In addition the relationship of the advertisement to the features of the building it is placed on are to be considered which will ensure advertisements support local distinctiveness without adversely affecting the landscape or townscape.							

Social (+)

The policy should have a positive impact on social objectives by including provisions which will ensure that advertisements should have an acceptable impact on public safety and amenity, should not be insensitive to the effect that they could impact on an areas identity and should not the impact on CCTV coverage.

Economic (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

POLICY 21

Designing for housing

- Housing development should be designed according to Building for Life principles and will be required to achieve at least 9 green scores out of 12, minimise amber scores and avoid red scores.
- Housing density will be expected to be in the range of 30-40 dwellings per hectare unless the character of the surrounding area justifies otherwise except in the City Centre as shown on the Policies Map where higher densities may be acceptable subject to the specific circumstances of the site and its surroundings.
- Housing development will be encouraged to include a proportion of accessible dwellings built to Building Regulation M4(2) standard.
- The Council will seek to deliver accessible dwellings built to Building Regulation M4(3) standard on suitable housing sites, where there is a demonstrated need for such accommodation in that specific area.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain as it is unknown which of the 9 principles will be included, however, it is likely to have a neutral or minor positive effect.			0/+	0/+	0/++	The policy has a positive impact that will increase with time as more schemes are brought forward that encourage Build for Life principles. Build for Life scores more highly if a scheme takes advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Uncertain as it is unknown which of the 9 principles will be included, however, it is likely to have a neutral or minor positive effect.			0/+	0/+	0/++	The policy is likely to have a positive impact that will increase with time as more schemes are brought forward that encourage Build for Life principles. The policy seeks to require development to achieve 9 of the BfL12 standards which include environmental standards that could benefit the local water quality and reduce water consumption during construction and operation.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Uncertain as it is unknown which of the 9 principles will be included, however, it is likely to have a neutral or minor positive effect.			0/+	0/+	0/+	The policy seeks to require development to achieve 9 of the BfL12 standards. These standards include environmental standards that could reduce the risk to flooding.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Uncertain as it is unknown which of the 9 principles will be included, however, it is likely to have a neutral or minor positive effect.			0/+	0/+	0/+	Build for Life principles include the reuse of soils and therefore may have a positive impact on this objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Uncertain as it is unknown which of the 9 principles will be included, however, it is likely to have a neutral or minor positive effect.			0/+	0/+	0/+	Policy seeks to require development to achieve 9 of the BfL12 standards. These standards include environmental standards that could reduce the GHG emissions.

6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	The policy and in particular, BfL12 standards do not refer to development withstanding the effects of climate change. Other policies throughout the Local Plan ensure that new development is not adversely affected by climate change and has therefore been scored as neutral.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a minor positive effect.			+	+	+	The policy encourages higher densities where possible, meaning less landtake.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Uncertain as it is unknown which of the 9 principles will be included, however, it is likely to have a neutral or minor positive effect.			0/+	0	0	BfL12 recommends the reuse of soils and other recyclable materials are used as part of a scheme and therefore has a positive impact on this objective. The policy is scored as positive throughout construction and will then have a neutral effect post construction.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy performs positively by ensuring that density does not impact on the character of an area. In addition, BfL12 standards encourage schemes to create a place that is inspired and enhances by local character. This may include heritage assets.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy performs positively by ensuring that density does not impact on the character of an area. In addition, BfL12 standards encourage schemes to create a place with a locally inspired or otherwise distinctive character.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	Good housing design can create places that are healthy, safe and desirable, making them better places to live. This is encouraged throughout BfL12 principles BfL12 encourages housing to be located by public transport to reduce the reliance on the private car and encourage walking and cycling which can have health benefits.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	BfL12 encourages housing to be located by public transport to reduce the reliance on the private car and encourage walking. When applied with other sustainable transport policies the policy will have a positive effect.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a significant positive effect.			++	++	++	BfL12 encourages good quality housing regardless of tenure or tenant. The policy performs positively by ensuring that the needs of the elderly and disabled residents are taken into account through accessible dwellings built to Building Regulation M4(2) and M4(3) standard. In addition,
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a significant positive effect.			++	++	++	BfL12 encourages development to have a mix of housing types and tenures that suit local requirements and its main purpose is to ensure good quality housing.

							The policy performs positively by ensuring that the needs of the elderly and disabled residents are taken into account through accessible dwellings built to Building Regulation M4(2) and M4(3) standard.
16. Enhance community identity and participation	Likely to have a minor positive effect.			+	+	+	The policy ensures BfL12 is incorporated into schemes. The 12 questions provide a structure for discussions between local communities, the local planning authority, the developer and other stakeholders. Its 12 criteria were specifically developed in response to communities' views, and to enable stakeholders involved in housing to consider all the elements of what makes "a good place to live" at the design stage. Better designed neighbourhoods can enhance community identity and give a sense of pride in an area.
17. Reduce both crime and fear of crime	Likely to have a minor positive effect.			+	+	+	Good housing design can create places that are healthy, safe and desirable, making them better places to live. This is encouraged throughout BfL12 principles
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	BfL12 ensures development provides (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (+)							
The policy is expected to have a positive impact that will increase with time as more schemes are brought forward based on Build for Life principles. Build for Life scores more highly if a scheme takes advantage of existing topography, landscape features, water courses, trees and plants, wildlife habitats, existing buildings, site orientation and microclimate and should therefore have a positive effect on protecting habitats and biodiversity. The policy seeks to require development to achieve 9 of the BfL12 standards which include environmental standards that could benefit the local water quality and reduce water consumption during construction and operation, reduce the risk to flooding and GHG emissions. The policy encourages higher densities where possible, which could result in less land take and recommends the reuse of soils and other recyclable materials are used as part of a scheme, which should have a positive effect on minimising waste and use of resources. BfL12 standards encourage schemes to create a place that is of an appropriate density and is inspired by and enhances local character, which could include heritage assets and other locally distinctive features or assets.							
Social (ranges from ++ to +)							
The policy should have an overall positive impact on social objectives with a significant positive effect expected in relation to promoting equality and access to good quality housing for everyone. Good housing design can create places that are healthy, safe and desirable, making them better places to live, which is encouraged throughout BfL12 principles. BfL12 also encourages housing to be located where it is close to community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes and where there is convenient access to public transport to reduce the reliance on the private car and encourage walking and cycling which can also have health benefits. It also encourages a mix of housing types and tenures that suit local requirements with its main							

purpose being to ensure good quality housing is delivered regardless of tenure or tenant and ensures that the needs of elderly and disabled residents are taken into account through accessible dwellings built to the relevant standards. Better designed neighbourhoods can enhance community identity and give a sense of pride in an area and should therefore have a positive effect on this objective.

Economic

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

POLICY 22
House extensions and alterations
 House extensions should be designed to minimise their impact on the amenity of neighbouring occupiers and the surrounding area. The design should:
 a. not over-dominate or unduly enclose the neighbouring properties or the property itself;
 b. minimise the impact of overshadowing, loss of daylight and loss of privacy;
 c. be subordinate to the main dwelling;
 d. be well related to the existing building in terms of size, siting, materials and detailing; and
 e. respect the context of the surrounding area.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

(including waste) or recycled alternatives wherever possible							
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective. The policy encourages developers to consider the design of original building, however heritage protection is offered in Policy 16 (Heritage Considerations).
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy seeks to set specific guidelines for housing extensions. Within these guidelines, they encourage designers to consider the surrounding occupants and the design of the original building. This will enhance the landscape and townscape aspect of the local area.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy aims to minimise effects of development that may have an effect on health, for example overshadowing which could lead to stress.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy is positive against this objective as it aims to minimise the effects of development that may have a negative effect on the quality of housing (in particular neighbouring properties), for example overshadowing
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

appropriate mix of uses and facilities within and between centres.							
SUMMARY							
Environmental (+) The policy will have a positive environmental effect, specifically with regards to conserving and enhancing the townscape and encouraging local distinctiveness through the setting of specific guidelines for housing extensions. Within these guidelines, designers are required to consider the surrounding occupants and the design of the original building, helping to maintain and enhance local area.							
Social (+) The policy performs positively against the social objectives by supporting well designed development and seeking to minimise the effects that development may have on the health and wellbeing neighbours, such as through over dominance, overshadowing and general poor quality design.							
Economic (0) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 23							
Designing Employment Development							
Employment development should:							
a. have regard to the surrounding context;							
b. minimise impacts such as noise, disturbance and overlooking, particularly where the site is adjacent to residential properties;							
c. provide a sense of identity and variety, particularly in prominent locations; and							
d. use appropriate soft and hard landscaping to integrate the development into the surrounding area.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by specifying soft landscaping should be incorporated when designing employment which can provide habitats and improve ecological connectivity.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy aims to ensure better designed employment areas which may have a positive impact on historic and heritage assets of an area.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	Policy will provide better designed employment areas and makes reference to having regard to the surrounding context which will ensure that there is no negative impact on the local landscape and townscape. The policy makes reference to the provision of soft landscaping. Better designed places encourage local distinctiveness of an area.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy performs positively by taking into account negative factors such as noise, disturbance and overlooking which may all have a negative impact on health (for example, causes of stress).
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect effect.			0	0	0	No direct relation to this SA objective, although the policy explicitly states that employment design should provide a sense of identity
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth,	Likely to have a minor positive effect.			+	+	+	The policy performs positively by ensuring there are better designed employment areas in

encourage investment, innovation, entrepreneurship and business diversity							Hull. More attractive areas could encourage growth and investment.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	The policy will ensure there are better designed employment areas in Hull which may enhance the vibrancy and vitality of the city centre. More attractive places will encourage more investment which could lead to a range of facilities and services being provided.

SUMMARY							
Environmental (+)							
The policy should have an overall positive effect on environmental objectives. It includes specific provisions that specifying soft landscaping should be incorporated when designing employment which can provide habitats and improve ecological connectivity. The policy also seeks to ensure better designed employment areas are delivered which may have a positive impact on historic and heritage assets of an area and have regard to the surrounding context to ensure that there are no negative impacts on the local landscape and townscape.							
Social (+)							
The policy should have a positive effect on social objectives by taking into account negative factors such as noise, disturbance and overlooking which may all have a negative impact on health (for example, causes of stress).							
Economic (+)							
The policy should have a positive effect on economic objectives by ensuring better designed employment areas are delivered in Hull that are more attractive to potential business, thereby encouraging growth and investment and enhancing the overall vibrancy and vitality of the City centre. This could also encourage the co-location of complementary services and facilities and other uses that would improve the viability of centres.							

POLICY 24							
Utility Equipment							
Installation of utility equipment will be supported where it meets the following criteria:							
a. the equipment has been sited so as to minimise its impact on the visual amenity, safety and use of the surrounding area;							
b. the equipment has an appropriate, anti-graffiti, colour treatment for its surrounds or an appropriate bespoke design;							
c. hard or soft landscaping is used to minimise the visual impact of the equipment; and							
d. any groundworks use the same materials as the immediate surrounding environment.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be positive or negative depending on precise location of development.	The application of policies 43 and 44 should ensure that the installation of utility equipment that arise out of Policy 24 do not generate negative effects on this SA Objective.	After mitigation, this policy is likely to have a positive effect.	0	0	0	Effects of the policy will be site specific depending on the biodiversity and species diversity at each site. Overall the effect is likely to be neutral but due to presence of a contextual element effect scored as uncertain. Although the policy does not provide any specific protection for habitats and biodiversity and/or connectivity, the application of Policy 43 and 44 (Green Infrastructure / Green Network and Biodiversity and Wildlife) would ensure adequate protection.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems,	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

taking into account the impact of climate change							
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.	Policy 16 (Heritage Considerations) should mitigate against any negative effects on the historic environment and cultural heritage.		+	+	+	The policy encourages thoughtful design however it does not provide any specific protection for heritage features.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.	Policy 16 (Heritage Considerations) should mitigate against any negative effects on the historic environment and cultural heritage.		+	+	+	The policy ensures the siting and design of utility equipment will minimise impacts on the surrounding landscape.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy has a positive impact by stating that equipment should be sited to minimise its impact on the safety on surrounding areas, therefore reducing health impacts.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a minor positive effect.			+	+	+	The policy is likely to have a positive effect by ensuring design is used to reduce opportunities for anti-social behavior through anti-graffiti paint.
18. Ensure that everyone has access to education at all ages and levels;	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

raising attainment and enhancing local workforce skills that match current and future business requirements.							
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (ranges from + to ?)							
Whilst there are uncertainties as the full impact will be site specific, the policy should have an overall positive environmental effect. The major focus of the policy is to ensure that the equipment is designed and sited to minimise visual impacts and is safe and incorporates measures to reduce vandalism. Although the policy does not specifically offer protection to biodiversity and wildlife, these should be protected through other policies within the Plan. The policy encourages thoughtful design and siting that considers its impact on its surroundings and should therefore provide some protection for heritage features and the surrounding townscape and landscape, which should be further enhanced by other Plan policies which should mitigate against any negative effects on the historic environment and cultural heritage.							
Social (+)							
The policy should have a minor positive effect on social objectives, particularly in relation to reducing crime and the health impacts of development, as the policy seeks to discourage some anti-social behaviour such as through supporting the use of anti-graffiti paint and ensuring equipment does not compromise health and wellbeing by being sited to minimise its impact on the safety of its surroundings.							
Economic (0)							
The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 25							
Sustainable transport							
1. Developments, including transport improvements, should promote sustainable transport objectives. They should have minimal impact on the environment and public health and should, where possible:							
a. include provision for walking, cycling and public transport and reduce the need to travel;							
b. reduce congestion and give priority to pedestrians and cyclists;							
c. provide convenient access to jobs, homes, shops, public transport and services, education, health care, open space and recreation facilities; and							
d. improve air quality and the journey time reliability of public transport.							
2. Provision for the use of alternative fuel sources and smart transport solutions will be supported.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor positive effect.			+	+	+	The policy may indirectly deliver a positive impact in regards to flood risk by reducing the need for car travel and encourage sustainable transport modes which reduce pollution and help towards tackling climate change.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	The policy seeks to ensure that transport systems within developments are sustainable, which could reduce the contribution to climate change (for example reducing consumption of fossil fuels for users).
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	++	The policy seeks to ensure that transport systems within developments are sustainable, which has the potential to reduce air emissions from vehicles and reduce the number of emitting vehicles being used. New development will also be required to reduce the need to travel, which could further reduce the use of vehicles that produce air pollution. The policy makes explicit reference to air quality. The effects will improve with time as more systems are delivered.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	++	The policy seeks to encourage a healthy lifestyle by ensuring that new development promotes sustainable transport objectives and includes provisions for public transport, walking and cycling. New development will also be required to seek to reduce the need to travel and ensure that convenient access to employment, public transport, services and facilities can be achieved. Access to open space

							is also made easier through sustainable transport which can have a positive effect on health. The effects of the policy will improve with time.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a significant positive effect.			++	++	++	The policy seeks to deliver sustainable patterns of development and improve access to sustainable transport by requiring new development to include provisions for public transport, walking and cycling. New development will also be required to seek to reduce the need to travel and ensure that convenient access to employment, public transport, services and facilities can be achieved.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy performs positively against this objective by seeking to deliver more sustainable patterns of development and improve everyone's access to sustainable transport.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective. It is worth noting that access to all homes is made easier through the provision of sustainable transport systems.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a significant positive effect.			++	++	++	Sustainable transport ensures people have easy access to jobs, homes, shops, public transport and services, such as education, healthcare, recreational facilities and open space by reducing the need to travel.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy seeks to deliver sustainable patterns of development and improve access to sustainable transport. New development will also be required to seek to reduce the need to travel and reduce congestion, which can be a constraint to economic growth.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	Sustainable transport facilities can act as focal point within centres, which could encourage the co-location of business, retail and other services and facilities.
SUMMARY							
Environmental (+)							
Overall the policy should have a number of positive effects in relation to environmental objectives. The delivery of new and improved sustainable transport provisions should help to facilitate a modal shift away from the private car, which could deliver numerous benefits through reduced congestion, reduced emissions, improving air quality and contributing towards tackling climate change, which can also contribute towards increasing flood risk. New development will also be required to reduce the need to travel, which could further reduce the use of vehicles that produce air pollution.							

Social (ranges from ++ to +)

The policy should have a number of positive effects on social objectives and some significant positive effects such as in relation to the delivery of more sustainable patterns of development, providing a range of transport modes and ensuring that people have equitable and easy access to employment, shopping, community and other services and facilities. New and improved sustainable transport services and facilities should help to encourage a healthy lifestyle by ensuring that new development promotes sustainable transport objectives and includes provisions for public transport, walking and cycling. New development will also be required to seek to reduce the need to travel and ensure that convenient access to employment, public transport, services and facilities can be achieved. Access to open space should also be made easier through greater access to sustainable transport which can have a positive effect on health. It is worth noting that access to all homes is made easier through the provision of a wider network of more viable, efficient and reliable sustainable transport systems.

Economic (+)

The policy seeks to deliver sustainable patterns of development and improve access to sustainable transport, which should have a positive effect on increasing the accessibility of places of employment. New development will also be required to seek to reduce the need to travel and reduce congestion, which can act as a constraint on sustainable economic growth. In addition, sustainable transport facilities can act as focal point within centres, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.

POLICY 26

Location and layout of development

Development should:

a. provide all user modes of transport with safe, convenient, and direct access, where relevant, to:

- i. the road network;
- ii. bus transport (e.g. bus stops) (maximum walking distance 400m);
- iii. rail and water transport;
- iv. pedestrian routes;
- v. cycle routes;
- vi. public rights of way; and
- vii. local services and facilities (maximum walking distance 400m); and

b. provide within the site, where practicable:

- i. public transport facilities;
- ii. cycle and walking facilities (including cycle parking areas);
- iii. initiatives to reduce congestion and air pollution;
- iv. layouts to assist accessibility for mobility impaired;
- v. adequate parking provision; and

vi. a choice of travel, encouraging modes of transport which conserve energy and reduce pollution impact on human and environmental receptors; and

c. deliver, where relevant:

- i. proposals that are acceptable in terms of traffic generation and road safety;
- ii. proposals that, in terms of traffic generation and road safety impact, do not compromise the delivery of allocated development sites shown on the Policies Map;
- iii. proposals, in terms of the A63/A1033 (strategic road network), that can be accommodated within the existing capacity of a section (link or junction) of the SRN or they do not increase demand for use of a section that is already at full capacity; and
- iv. new cycle, pedestrian routes, public transport facilities which serve the site.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	The policy explicitly promotes a choice of travel, encouraging modes of transport which conserve energy and reduce pollution impact on human and environmental receptors. This may have a positive effect on wildlife.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	The policy seeks to ensure the developments are located near established and integrated transport systems with access to new cycle, pedestrian routes and public transport facilities. This provides the opportunity to reduce air emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport. The policy explicitly promotes a choice of travel, encouraging modes of transport which conserve energy and reduce pollution impact on human and environmental receptors. In addition it encourages initiatives to reduce congestion and air pollution.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective. However the policy may have an indirect effect by reducing pollution and the effects of climate change.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	The policy seeks to ensure the developments are located near established and integrated transport systems with access to new cycle, pedestrian routes and public transport facilities. This provides the opportunity to reduce air emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport which may have a positive effect on air quality. The policy explicitly promotes a choice of travel, encouraging modes of transport which conserve energy and reduce pollution impact on human and environmental receptors. In addition it encourages initiatives to reduce congestion and air pollution.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							

12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy performs positively against this objective by providing a strong focus on delivering sustainably accessible development and encouraging the use of more sustainable modes, which should help to facilitate a healthier lifestyle. Specific reference is made to the provision of new cycle, pedestrian routes, public transport facilities which can promote healthier lifestyles. The policy also emphasises the importance of proposals being acceptable in terms of road safety. This will help to reduce accidents and thus have a positive effect on health.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a significant positive effect.			++	++	++	The policy should deliver a significant positive impact by ensuring everyone has access to high quality public transport and more sustainable alternatives to the private car. The policy also includes measures for people with disabilities.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy performs positively by ensuring layouts to assist accessibility for the mobility impaired. In addition it ensures that everyone has access to high quality public transport and more sustainable alternatives to the private car.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a significant positive effect.			++	++	++	The policy ensures that everyone has access to high quality public transport and more sustainable alternatives to the private car. It specifies that this should be delivered where relevant to local services and facilities (maximum walking distance 400m). It ensures layouts to assist accessibility for the mobility impaired
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	Sustainable economic growth is reliant on efficiently operating transport infrastructure and a mobile workforce. The policy should deliver a positive impact by ensuring communities are sustainably accessible with reliable access to sustainable transport infrastructure. It will also ensure that housing, employment and services are better integrated and reduce the need to travel by private car, helping to reduce congestion.

21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	Sustainable transport facilities can act as focal point within centres, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.
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SUMMARY							
Environmental (+)							
The policy explicitly promotes a choice of travel, encouraging modes of transport which conserve energy and reduce the pollution impact on human, wildlife and environmental receptors. The policy seeks to ensure that new development is located near established and integrated transport systems with access to new cycle, pedestrian routes and public transport facilities. This provides the opportunity to reduce air emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport, which could also have positive effects in relation to tackling the effects of climate change.							
Social (ranges from ++ to +)							
The policy should generally have very positive effects when considered against the social objectives. The policy provides a strong focus on delivering sustainably accessible development and encouraging the use of more sustainable modes, which should help to facilitate a healthier lifestyle. Specific reference is made to the provision of new cycle, pedestrian routes and public transport facilities, which can promote healthier lifestyles, and also emphasises the importance of proposals being acceptable in terms of road safety which should have a positive effect on health through reduced accidents. The policy should deliver a significant positive impact by ensuring everyone has access to high quality public transport and more sustainable alternatives to the private car. The policy also includes measures for people with disabilities and seeks to ensure appropriate layouts are provided to assist accessibility for the mobility impaired. In addition it ensures that everyone has access to high quality public transport and more sustainable alternatives to the private car.							
Economic (+)							
Sustainable economic growth is reliant on efficiently operating transport infrastructure and a mobile workforce. The policy should deliver a positive impact by ensuring communities are sustainably accessible with reliable access to sustainable transport infrastructure. It will also ensure that housing, employment and services are better integrated and reduce the need to travel by private car, helping to reduce congestion, which can act as a constraint on sustainable economic growth. In addition, sustainable transport facilities can act as focal point within centres, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.							

POLICY 27							
Transport appraisals							
Development should demonstrate an understanding of the travel requirements and resultant impacts by providing:							
a. a satisfactory design and layout giving priority to those on foot, cycling or using public transport;							
b. a transport appraisal (eg Transport Statement /Transport Assessment /Travel Plan) and Construction Management Plan that confirms that the development will reach the required threshold of level of trips generated and impacts on the surrounding road network as given in Table 10.1 Transport Appraisals and Guidelines; and							
c. measures to improve transport infrastructure and services to encourage travel by walking, cycling and public transport within the catchment area of the development.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

protects or enhances the capacity & integrity of flood storage areas							
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	The policy seeks to ensure development proposals are accompanied by a transport appraisal. This should help to ensure that more sustainable modes of transportation will be utilised, provided or supported through the planning process. This provides an opportunity to reduce carbon emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	The policy seeks to ensure development proposals are accompanied by a transport appraisal. This should help to ensure that more sustainable modes of transportation will be utilised, provided or supported through the planning process. This provides an opportunity to reduce carbon emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport. This may have a positive effect on air quality.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy should deliver a positive impact by ensuring sustainable modes of transport are considered in development. This can promote healthier modes of travelling, such as walking and cycling.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect by ensuring that development provides a satisfactory design and layout giving priority to those on foot, cycling or using public transport. It is also strengthened by stating that development should provide measures to improve transport infrastructure and services to encourage travel by walking, cycling and public transport within the catchment area of the development.

14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy ensures that everyone will have access to sustainable modes of transport. Although it does not make reference to the mobility impaired, this is covered throughout other transport policies.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy should deliver a positive impact by ensuring sustainable modes of transport are considered in development. This will ensure people have access to a range of services and facilities.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy aims to ensure that new development can be delivered without detrimentally impacting on the efficiency of existing infrastructure which can be a constraint to sustainable economic growth.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (+)							
The policy seeks to ensure the development proposals are supported by a transport appraisal in the form of a Transport Statement, Transport Assessment and/or Travel Plan and are designed and arranged to give priority to those on foot, cycling or using public transport. This focus on sustainable accessibility and reducing the use and impacts of the private car provides an opportunity to reduce fossil fuel consumption, carbon emissions and improve air quality and the effects on climate change, which could be further enhanced by reducing the travel time for road users and reducing the number of road vehicles used for transport.							
Social (ranges from ++ to +)							
The policy should deliver a positive impact by ensuring the impacts, in terms of efficiency and safety, on exiting transport infrastructure can be accommodated or mitigated and access to sustainable modes of transport or the need to improve or deliver new sustainable transport infrastructure is considered as part of new development proposals. This can promote healthier modes of travel, such as walking and cycling, which the policy seeks to improve by requiring development proposals to provide a satisfactory design and layout giving priority to those on foot, cycling or using public transport. The policy also seeks to ensure that everyone will have access to sustainable modes of transport and consequently access to employment and a range of community services and facilities. Whilst the policy does not make explicit reference to the mobility impaired, this is covered within other transport policies in the Plan.							
Economic (+)							
The policy seeks to ensure that new development can be delivered without detrimentally impacting on the efficiency or safety of existing infrastructure which can be a constraint to sustainable economic growth.							

POLICY 28							
Classified Road Network							
1. Development adjacent to either the Classified Road Network as shown on Map 10.1 or potential classified roads will: <ol style="list-style-type: none"> take into account the main function of the road as a route for through traffic and the capacity of the road to meet predicted traffic resulting from the development; include provision of safe and adequate vehicular, cycle, and pedestrian access to and from the site; only allow direct access onto the Strategic Road Network or Classified Road Network or potential classified roads where it does not restrict the capacity of the road, its safety, or its intended purpose. Where a reasonable alternative exists, direct access will not be permitted. ensure that any junction or capacity improvements shall be completed before the occupation of the development; demonstrate that it will not have a detrimental impact on the A63/A1033 (strategic road network) in terms of traffic generation; and only be permitted new junctions or direct access onto the A63/A1033 (strategic road network) that are essential for the delivery of strategic planned growth 2. New vehicle crossovers on to classified roads will only be allowed where they are acceptable in terms of: <ol style="list-style-type: none"> safety implications of any proposed boundary treatments; impact on the character of the surrounding area and street scene including highway and garden trees; materials used particularly for hard surfacing and the need to complement adjoining footway; cumulative effect of crossings and front garden parking on the classified road; amount of surface water runoff likely to be created; drivers' visibility emerging from a frontage and the safety of pedestrians. Consideration should always be given first to using alternative access points. 							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor positive effect.			+	+	+	The policy ensures that development will take into account the amount of surface water runoff likely to be created which will help to ensure surface water flooding is not increased.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor negative effect.	Other transport and environmental policies in the Plan, such as those which include a requirement for transport assessments, promote sustainable transport and seek to protect air quality, should mitigate against potential negative effects to some extent.	It is expected that the application of other policies in the Plan should be able to neutralise the potential negative effects.	0	0	0	Improvements to the capacity of the road network could deliver greater efficiencies and reduce congestion, which contributes towards poorer air quality as a result of vehicle emissions, however it is still expected that an increase in emissions would result, given the likely increase in vehicle numbers that would be attracted by improved road accessibility. The policy states that development should include provision of cycle, and pedestrian access to and from the site however this benefit is still likely to be offset by the likely increase in vehicles as a consequence of road improvements.

6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect.			+	+	+	The policy ensures that development will take into account the amount of surface water runoff likely to be created which will help to ensure surface water flooding is not increased.
7. Achieve good air quality	Likely to have a minor negative effect.	Other transport and environmental policies in the Plan, such as those which include a requirement for transport assessments, promote sustainable transport and seek to protect air quality, should mitigate against potential negative effects to some extent.	It is expected that the application of other policies in the Plan should be able to neutralise the potential negative effects.	-	-	-	Improvements to the capacity of the road network could deliver greater efficiencies and reduce congestion, which contributes towards poorer air quality as a result of vehicle emissions, however it is still expected that an increase in emissions would result, given the likely increase in vehicle numbers that would be attracted by improved road accessibility. The policy states that development should include provision of cycle, and pedestrian access to and from the site however this benefit is still likely to be offset by the likely increase in vehicles as a consequence of road improvements.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect against this objective. It states that development should consider the impact on the character of the surrounding area and street scene including highway and garden trees. This will ensure that townscape and landscape is protected.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The Policy performs positively by ensuring that appropriate protection is given to the network to ensure that new development, either through its location or scale, will not compromise the safety of the network and its users and that safe access can be made into new development adjacent to the network. Other measures include development taking into account drivers' visibility emerging from a frontage and the safety of pedestrians.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The policy performs positively against this objective by including a requirement to ensure that safe and adequate vehicular, cycle and pedestrian access to and from sites adjacent to the network can be provided.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy performs positively against this objective by including a requirement to ensure that safe and adequate vehicular, cycle and pedestrian access to and from sites adjacent to the network can be provided. This will ensure that people have a range of means to access services and facilities.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The network provides a vital function in supporting and facilitating sustainable economic growth. The preferred policy supports and protects this function from inappropriate development that could consequently increase vehicle movements beyond the networks operating capacity, thereby acting as a constraint to economic growth
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
<p>Environmental (ranges from + to -) The policy has the potential to generate both positive and negative environmental effects. With regards to the negative effects, these are predominantly in relation to air quality and the impact on climate change. Improvements to the capacity of the road network could deliver greater efficiencies and reduce congestion, which contributes towards poorer air quality as a result of vehicle emissions, however it is still expected that an increase in emissions would result, given the likely increase in vehicle numbers that would be attracted by improved road accessibility. The policy states that development should include provision of cycle, and pedestrian access to and from the site, however this benefit is still likely to be offset by the likely increase in vehicles as a consequence of road improvements. Notwithstanding this, other transport and environmental policies in the Plan, such as those which include a requirement for transport assessments, promote sustainable transport and seek to protect air quality, should mitigate against potential negative effects to some extent with the expectation that such effects could be neutralised. In terms of positive effects, the policy ensures that development will take into account the amount of surface water runoff likely to be created which will help to ensure surface water flooding is not increased and states that development should consider the impact on the character of the surrounding area and street scene including highway and garden trees, which will ensure that townscape and landscape is protected.</p> <p>Social (+) The policy should have a number of positive effects on social objects by ensuring that appropriate protection is given to the road network from inappropriate development to ensure that new development, either through its location or scale, will not compromise the safety of the network and its users and that safe access can be made into new development adjacent to the network. Other measures include development taking into account drivers' visibility emerging from a frontage and the safety of pedestrians and ensuring that safe and adequate vehicular, cycle and pedestrian access to and from sites adjacent to the network can be provided, which will also ensure that people have a range of means to access employment, services and facilities.</p> <p>Economic (+) The road network provides a vital function in supporting and facilitating sustainable economic growth and the policy seeks to protect and enhance this function by protecting against inappropriate development that could consequently increase vehicle movements beyond the networks operating capacity, which could act as a constraint on economic growth. The policy also has a positive effect by supporting the delivery of additional capacity on the road network provided that it can be delivered without compromising the efficiency or safety on the strategic road network or classified road network.</p>							

POLICY 29
New roads and road improvements
 1. New road schemes will be supported if they:
 a. improve road safety;
 b. improve the environment;
 c. assist public transport or cyclists;
 d. improve accessibility including to employment areas;
 e. open up land for agreed development; and
 f. reduce congestion/pollution and improve air quality.
 2. New road schemes will be required to take into account the:
 a. safe and efficient movement of vehicles;
 b. impact on the built environment, in particular listed buildings and conservation areas;
 c. impact on the natural environment, in particular on local designated areas;
 d. impact on housing amenity;
 e. needs of businesses;
 f. needs of public transport, cyclists and pedestrians; and
 g. need for landscaping.
 Schemes that adequately address these issues will be supported.
 3. Routes and land required for new roads and improvements, including widening, are protected for the following:
 a. A63/A1033 Castle Street Improvement Scheme;
 b. Great Union Street (Eastern Orbital); and
 c. Eastern Corridor (internal road/rail scheme).
 These are shown on the Policies Map.
 4. Other identified road improvement schemes (e.g. junctions) are:
 a. Anlaby Road (near hospital) and Rawling Way;
 b. Garrison Road;
 c. Southcoates Avenue;
 d. Northern Gateway;
 e. Stoneferry Road;
 f. Spring Bank West/Calvert Lane;
 g. Marfleet Avenue; and
 h. Somerden Road.
 Land required for these will be protected from other development.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	The policy has a minor positive effect by stating that new road schemes must take into account the environment and any designated sites.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor negative effect.	With the application of Policy 39 (Sustainable Drainage) and Policy 17 (Energy Efficient Design) there will be no adverse effects on this objective. SuDS	When applied with Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 17 (Energy	0	0	0	The policy may have a negative effect as it does not specifically take into account flood risk and drainage issues associated with new roads and performs negatively. Increase in hard standing

		techniques will help mitigate the risk from flooding as well as offer opportunities to incorporate permeable materials into design.	Efficient Design) there will be no adverse effects on this objective.				for new highways and highway expansion could increase the risk of flooding in the immediate vicinity if not intergrated with a Sustainable Urban Drainage System (SUDS). When applied with Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 17 (Energy Efficient Design) there will be no adverse effects on this objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive / neutral effect.	Other transport and environmental policies in the Plan, such as those which include a requirement for transport assessments, promote sustainable transport and seek to protect air quality, should mitigate against potential negative effects to some extent.	It is expected that the application of other policies in the Plan should be able to neutralise the potential negative effects.	+/0	+/0	+/0	Improvements to the capacity of the road network could deliver greater efficiencies and reduce congestion, which contributes towards poorer air quality as a result of vehicle emissions. The likely increase in vehicle numbers that would be attracted by improved road accessibility could result in increased emissions and poorer air quality, however the policy seeks to ensure the transport improvement schemes are safeguarded and explicitly states that schemes should reduce congestion/pollution and improve air quality. In addition it aims to improve public transport (and so reduce fossil fuel consumption) which can improve air quality.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a minor positive / neutral effect.			+/0	+/0	+/0	Improvements to the capacity of the road network could deliver greater efficiencies and reduce congestion, which contributes towards poorer air quality as a result of vehicle emissions. The likely increase in vehicle numbers that would be attracted by improved road accessibility could result in increased emissions and poorer air quality, however the policy seeks to ensure the transport improvement schemes are safeguarded and explicitly states that schemes should reduce congestion/pollution and improve air quality. In addition it aims to improve public transport (and so reduce fossil fuel consumption) which can improve air quality.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	Policy states that new road schemes must take into account the built environment. It makes

							reference to listed buildings and Conservation Areas which will ensure these are not affected by development proposals.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	Policy states that new road schemes must take into account the built environment and the need for landscaping.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.	With the application of Policy 25 (Sustainable Transport), Policy 26 (Location and Layout of Development) and Policy 36 (Walking, Cycling and Powered Two Wheelers) as well as others throughout the Local Plan, the desirability to travel by car and should be reduced and the negative effects of this policy will become less.	When applied with other policies in the plan, such as Policy 25 (Sustainable Transport), Policy 26 (Location and Layout of Development) and Policy 36 (Walking, Cycling and Powered Two Wheelers) the negative impacts of this policy will be mitigated to a certain extent. All policies seek to increase and improve the provision of healthier modes of transport, such as walking and cycling.	+	+	+	The policy should overall have a positive effect from a healthy lifestyles objective. The protection and provision of new roads will help to improve connectivity for new and existing communities and should include measures to improve road safety. They also may be designed to incorporate bus lanes, cycle lanes and footpaths and thereby help to increase sustainable transport. New roads have the potential to encourage an increase in car use and make sustainable transport options less desirable. However, the Plan includes provisions that require new road schemes to take into account the needs of public transport, cyclists and pedestrians, whilst other policies in the plan seek to increase and improve healthier modes of transport such as walking and cycling, which should contribute to achieving this overall positive effect
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.	With the application of Policy 25 (Sustainable Transport), Policy 26 (Location and Layout of Development), Policy 33 (Bus Transport), Policy 34 (Rail Transport) and Policy 36 (Walking, Cycling and Powered Two Wheelers) as well as others throughout the Local Plan, the desirability to travel by car should be reduced and the negative effects of this policy will become less.	When applied with other policies in the plan, such as Policy 25 (Sustainable Transport), Policy 26 (Location and Layout of Development), Policy 33 (Bus Transport), Policy 34 (Rail Transport) and Policy 36 (Walking, Cycling and Powered Two Wheelers), the negative impacts of this policy will be mitigated to a certain extent. All policies seek to increase and improve the provision of public transport and other sustainable modes of transport.	0/+	0/+	0/+	The policy performs both positively and negatively from a sustainable transport perspective. The protection and provision of new roads will help to improve connectivity for new and existing communities and are may be designed to incorporate bus lanes, cycle lanes and footpaths and thereby help to increase sustainable transport accessibility. However, new roads can also encourage an increase in car use, making sustainable transport options less desirable. However, other policies in the plan seek to increase and improve the provision of public transport and other sustainable modes, which should help to mitigate the negative impact to a certain extent. The policy has therefore been scored as having a neutral minor positive effect.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy helps to assist in providing a variety of modes of transport and states that schemes will be supported that improve accessibility including to employment areas. This will help to ensure people can access a range of services and facilities.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	++	++	The policy states that schemes will be supported that improve accessibility including to employment areas and identifies the road schemes which are necessary to support the Plan's development aspirations and the delivery of sustainable economic growth in Hull. The policy should strengthen as the schemes are delivered.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (ranges from + to -)							
<p>The effects of the policy on environmental objectives ranges from positive to negative effects. The negative effect is in relation to flood risk objectives as the policy does not specifically take into account flood risk and drainage issues associated with new roads. In particular, an increase in hard standing for new highways and highway expansion could increase the risk of flooding in the immediate vicinity if not integrated with a Sustainable Urban Drainage System (SUDS). However, it is considered that when applied with other policies in the Plan, such as Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 17 (Energy Efficient Design) such adverse effects should be mitigated to neutralise the effect. The policy should have a positive effect in relation to the other relevant environmental objectives, with regards to habits, air quality and the impact on the built and natural landscape by including provisions requiring new road schemes to take into account the environment and any designated sites, reduce congestion/pollution, support new and improved sustainable transport, improve air quality and protect and conserve listed buildings and Conservation Areas.</p>							
Social (ranges from + to ?)							
<p>The policy should overall have a positive effect from a healthy lifestyles objective. The protection and provision of new roads will help to improve connectivity for new and existing communities and should include measures to improve road safety. They also may be designed to incorporate bus lanes, cycle lanes and footpaths and thereby help to increase sustainable transport. New roads have the potential to encourage an increase in car use and make sustainable transport options less desirable. However, the Plan includes provisions that require new road schemes to take into account the needs of public transport, cyclists and pedestrians, whilst other policies in the plan seek to increase and improve healthier modes of transport such as walking and cycling, which should contribute to achieving this overall positive effect. Further policy provisions include ensuring that vehicle movements are safe and efficient and that there is no detrimental impact on housing amenity, which again supports the healthy lifestyle objective and the policy should help to assist in improving accessibility including to employment areas and to other community services and facilities.</p>							
Economic (+)							
<p>The road network provides a vital function in supporting and facilitating sustainable economic growth and the policy seeks to improve this function through the delivery of new and improved roads and junctions that can alleviate existing deficiencies in capacity and release the potential of future development sites. Improved efficiency, reliability and safety on the road network can also attract new investment providing the conditions for further economic growth, which should therefore strengthen over the long term.</p>							

POLICY 30							
Park and ride							
1. Development of a park and ride site should: <ol style="list-style-type: none"> be sustainably located to ensure its effective operation and that, in consultation with Highways England, it will not have a demonstrable adverse impact on the safety or operation of the strategic road network (A63/A1033); be adjacent to a major radial approach route; be safe and easy to access and include a sustainable drainage system; be supported by a transport assessment; include sufficient car parking for persons with disabilities, cycle parking and facilities for buses, taxis and coaches, where appropriate; and incorporate suitable signage and traffic management measures to reduce potential conflicts. 2. The provision of park and side sites to serve the east and north of Hull will be supported by working with the East Riding of Yorkshire Council to ensure that sites can be delivered. 3. The existing Priory Park Park and Ride site serving west Hull will be safeguarded to protect it from inappropriate development.							
Lorry and coach parks							
4. The provision of lorry and coach parks will be supported. 5. Development of lorry parks should take account of their impact on the strategic road network. 6. The designated lorry park area within the Priory Park Park and Ride site, as shown on Policies Map, will be protected from other development, unless a replacement facility is provided in a location of at least equal benefit and access. 7. The city centre coach park at Waterhouse Lane, within mixed use allocation site ref 2 as shown on Policies Map, will be protected from other development, unless a replacement facility, such as a designated coach drop off and pick up area, is provided in a location of at least equal benefit. 8. A long-term coach park site in the Tower Street area of the city centre will be supported.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be neutral or negative depending on precise location.	The application of policies 43, 44 and 45 should ensure that Policy 30 does not generate negative effects on this SA Objective.	Using the mitigation measures set out in Policies 43, 44 and 45 the residual effects are likely to be neutral.	0	0	0	The policy does not take into account biodiversity and habitats, therefore impacts are uncertain and dependent on site location.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor positive effect.			+	+	+	The policy states that the development of a park and ride should include a sustainable drainage system and therefore has a positive effect on this objective
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	The policy seeks to provide and ensure Park and Ride schemes are safeguarded. This encourages more sustainable methods of transport to be used. This provides an opportunity to reduce carbon emissions by reducing the reliance on the private car.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect.			+	+	+	The increase in hard standing for Park and Ride schemes could increase the risk of flooding in the immediate vicinity. The policy states that the development of a park and ride should include a sustainable drainage system and therefore has a positive effect on this objective.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	The policy encourages the use of public transport and has the potential to deliver a positive impact by reducing traffic flow

							problems and relieving traffic congestion with associated air pollution problems.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy encourages cycling parking provision which encourage healthier modes of travel. In addition it states that development of a park and ride site should be safe and easy to access as well as not having a demonstrable adverse impact on the safety or operation of the strategic road network.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	Policy reduces the reliance on the private car and in addition states that there will be provision for cycling parking as well as buses and coaches.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy includes provision for sufficient car parking for persons with disabilities.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a minor positive effect.			+	+	+	The policy encourages secure cycle parking facilities. This security will reduce crime rates and fear of crime.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by providing another form of transport which allows people easier access to shopping, services and other facilities.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation,	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by providing another means to travel to areas such as the

entrepreneurship and business diversity							City. This may help to support economic growth. Hull's economic role, particularly as a port, means that lorries sometimes need to stop overnight in the city and therefore it is important to provide spaces to ensure that the economy can continue to grow. In addition coaches bring tourism to the city which can support economic growth.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	The policy supports coach parking. This will allow easy access for tourists into the City. This in turn can enhance the vibrancy and vitality of the city.

SUMMARY

Environmental (ranges from + to ?)
 Whilst it does not take into account the impact of park and ride sites on biodiversity and habitats, which therefore generates an uncertain and site dependent effect, it is considered that the application of other Plan policy should mitigate any uncertainty to an overall neutral effect. However, notwithstanding this the policy should have a positive effect on the remaining relevant environmental objectives. The policy requires park and ride sites to include sustainable drainage systems thereby having a positive effect on reducing flood risk and mitigating against the effects of climate change. It also provides an opportunity to reduce carbon emissions by reducing the reliance on the private car and encourages the use of public transport which has the potential to deliver a positive impact by reducing traffic flow problems and relieving traffic congestion with associated air pollution problems.

Social (+)
 The policy will have a number of positive effects on social objectives. In particular it seeks to provide and ensure Park and Ride schemes are safeguarded which should ultimately help to support a modal shift to a more sustainable means of transport. In addition it states that development of a park and ride site should be safe and easy to access as well as not having a demonstrable adverse impact on road network. It also encourages cycle parking provisions as well as for buses and coaches and for persons with disabilities which again should encourage healthier modes of travel and provide support to equality objectives.

Economic (+)
 The policy should have a positive effect on economic objectives by supporting another form of access and means of travel into the City, providing a quick and efficient means of transport for its users whilst also relieving pressure on the road network and parking within the City, thereby supporting sustainable economic growth objectives. In addition the policy supports coach parking, which brings tourism to the City which also contributes towards support economic growth and enhancing the vibrancy and vitality of the City centre.

POLICY 31							
City Centre car parking							
<p>1. Long stay car parks in the city centre, as shown on Policies Map, will be restricted to a maximum total of 3500 spaces. Such car parking spaces will be protected from other development where it would result in the total number of long stay spaces falling below the level of 2750 spaces. Proposals for new long stay car parks in the city centre or in edge of city centre locations will only be allowed in exceptional circumstances.</p> <p>2. Short stay car parks within the city centre or in edge of city centre locations will be supported subject to conditions that they remain available for short stay parking only. The loss of short stay car parks in the city centre will only be allowed if the same number of short stay car parking spaces are provided either on site, or in a location or form of at least equal benefit to users of the city centre. Parking for new developments must comply with parking standards as appropriate.</p> <p>3. In exceptional circumstances, where planning permission for temporary surface level car parking is considered appropriate, permission will only be forthcoming for a maximum three year period.</p> <p>4. New car parks, including undercrofts and temporary surface level car parks, should be of good quality, and where possible :</p> <p>a. the perimeter should have a clearly defined boundary;</p> <p>b. vehicular and pedestrian accesses and exit routes should be kept to a minimum;</p> <p>c. cycle/motorcycle parking should be provided;</p> <p>d. car parking spaces should be of adequate size;</p> <p>e. respect the surrounding buildings and local area particularly listed buildings and conservation areas;</p> <p>f. give careful consideration to layout and pedestrian access;</p> <p>g. be naturally well lit;</p> <p>h. have good artificial lighting levels when required;</p> <p>i. incorporate a sustainable drainage system;</p> <p>j. provide sufficient and wider spaces for people with restricted mobility;</p> <p>k. have good quality surface treatment (e.g. tarmacked);</p> <p>l. demonstrate that the facilities will be well managed and maintained;</p> <p>m. signage within the parking facility must be clearly visible; and</p> <p>n. design must aid surveillance and the smooth passage of traffic and ensure customer and staff safety.</p> <p>o. should incorporate measures to help reduce air pollution. These could include: tree planting; the use of pollution absorbent materials; and the installation of electric charging points.</p>							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.	The policy does not take into account biodiversity and habitats and as such the impacts are neutral. However when applied with Policy 44 (Biodiversity and Wildlife) it could potentially have a minor positive effect.	Application of Policy 44 should ensure the policy has a minor positive effect	+	+	+	<p>The policy makes specific reference to encouraging tree planting to improve local air quality, which could improve biodiversity at these sites.</p> <p>The policy does not take into account biodiversity and habitats and as such the impacts are neutral. However when applied with Policy 44 (Biodiversity and Wildlife) it could potentially have a minor positive effect.</p>
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor positive effect.			+	+	+	<p>The increase in hard standing for parking facilities could increase the risk of flooding in the immediate vicinity if not integrated with a Sustainable Urban Drainage System (SUDS).</p> <p>The policy states that parking should have good quality surface treatment and incorporate a sustainable drainage system. With the application of Policy 39 (Sustainable Drainage) and Policy 17 (Energy Efficient Design) there will be no adverse effects on this objective and</p>

							so the policy has been scored as a minor positive.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	The policy seeks to encourage environmentally friendly car parking and reduce the number of long stay car parking spaces. This encourages more sustainable methods of transport to be used. The policy states that 'the incorporation of measures in new car parks to help reduce air pollution will be supported. These could include tree planting and the use of pollution absorbent materials.'
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	The policy seeks to encourage environmentally friendly car parking and reduce the number of long stay car parking spaces. This encourages more sustainable methods of transport to be used. The policy states that 'the incorporation of measures in new car parks to help reduce air pollution will be supported. These could include tree planting and the use of pollution absorbent materials.'
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy states that proposals must respect the surrounding buildings and local area. It makes reference to listed buildings and Conservation Areas which will ensure these are not affected by development proposals.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy ensures that development should respect the surrounding buildings and local area. The policy promotes good artificial lighting which should ensure that the landscape and townscape is not affected by bright lighting.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	Policy discourages long stay parking, meaning commuters who normally park may be encouraged to walk or cycle to work instead. In addition, the policy encourages design which should aid the smooth passage of traffic and ensure pedestrians safety.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The policy actively promotes a reduction in car parking spaces and an increase in cycle/motorcycle spaces. By reducing parking

							spaces, people may also consider using other means of transport to access the City, for example train, bus or walking.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	Policy encourages wider spaces for people with restricted mobility.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a minor positive effect.			+	+	+	The policy encourages design which should aid surveillance and are naturally well-lit. This security will reduce crime rates and fear of crime.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	<p>The policy aims to provide car parking of a suitable type, amount, quality and location and protect an appropriate supply of short-stay car parking spaces. This is important so that shopping, leisure and tourist visitors can gain access to the city centre</p> <p>Long stay parking spaces are restricted meaning commuters may have to find another means to travel to work. However, the City is well served by other means of transport and so this negative effect is minimised. This is potentially an unavoidable conflict given the potential positive benefits against other objectives</p>
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy aims to provide car parking of a suitable type, amount, quality and location which is vital for Hull city centre to function properly. The right balance is provided for car parking and other transport modes and between the needs of different parking users. This is important so that shopping, leisure and tourist visitors can gain access to the city centre.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	The policy aims to provide and protect an appropriate supply of short-stay car parking spaces for visitors in the city centre. This will have positive effects enhancing the City's vitality and viability by attracting customers. A good balance of long stay and short stay parking is promoted by the policy.

SUMMARY
<p>Environmental (ranges from + to 0)</p> <p>The policy should deliver positive environmental effects. The increase in hard standing for parking facilities could increase the risk of flooding in the immediate vicinity if not integrated with a Sustainable Urban Drainage System (SUDS). The policy includes provisions requiring the use of good quality surface treatment and the incorporation of sustainable drainage systems. The policy seeks to encourage environmentally friendly car parking and reduce the number of long stay car parking spaces, which should contribute towards encouraging more sustainable methods of transport to be used. The policy also supports the incorporation of measures to help reduce air pollution providing a positive effect in relation to air quality and climate change objectives. The policy states that proposals must respect the surrounding buildings and local area and makes reference to listed buildings and Conservation Areas which should be protected from the effects of car parking proposals.</p> <p>Social (+)</p> <p>The policy sets parking standards and guidelines to ensure appropriate parking provisions are provided to prevent the creation of poor quality development and congested streets, which can have an adverse impact on health. The policy discourages long stay parking, meaning commuters who normally park may be encouraged to walk or cycle to work instead. In addition, the policy encourages design which should aid the smooth passage of traffic and ensure customer and staff safety. It actively promotes a reduction in car parking spaces and an increase in cycle/motorcycle spaces and encourages wider spaces for people with restricted mobility. The policy encourages design which should aid surveillance and ensure parking areas are naturally well-lit, which should have a positive effect on discouraging crime and reducing the fear of crime. The policy aims to provide car parking of a suitable type, amount, quality and location and protect an appropriate supply of short-stay car parking spaces, ensuring access is maintained to the city centre for shopping, leisure and tourist visitors. Long stay parking spaces are restricted meaning commuters may have to find another means to travel to work. However, the City is well served by other means of transport and so this negative effect is minimised. This is potentially an unavoidable conflict given the potential positive benefits against other objectives.</p> <p>Economic (+)</p> <p>The policy aims to provide car parking of a suitable type, amount, quality and location which is vital for Hull city centre to function properly and to ensure the right balance is provided for cars and other transport modes and between the needs of different parking users. This balance is important to ensure that workers can efficiently access employment in the City, along with accommodating shopping, leisure and tourist visitors. This will have positive effects in assist the City with vitality, viability and attracting customers.</p>

POLICY 32							
Parking standards							
Development should comply with the parking standards and guidelines as given in Table 10.2 Parking Standards and Guidelines. The standards will be applied flexibly to take account of:							
a. the accessibility of the development;							
b. the type, mix and use of development;							
c. the availability of and opportunities for public transport;							
d. local car ownership levels; and							
e. the need to reduce the use of high-emission vehicles;							
In the City Centre, as shown on Policies Map, new residential uses will not qualify for on-street residential parking permits.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on	Likely to have a minor positive effect.			+	+	+	The policy aims to deliver a positive impact by reducing the use of high-emission vehicles.

reducing the consumption of fossil fuels and levels of CO2							
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	The policy aims to deliver a positive impact by reducing the use of high-emission vehicles.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	Lack of appropriate parking standards can lead to poor quality development and congested streets, which can have an adverse impact on health. The policy takes a flexible approach to parking provision to ensure parking is appropriate for an area. It therefore helps ensure that streets are better designed with regards to parking.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The policy helps provide adequate parking ensuring all parking needs are met. It take into account accessibility and other modes of transport to ensure parking is located where it is needed most.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to	Likely to have a minor positive effect.			+	+	+	The policy provides adequate parking and includes additional disabled, cycle and motorcycle spaces to ensure all needs are met.

shopping, community and other services and facilities.							
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy provides adequate parking which increases the accessibility of the City and employment.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (+) The policy should deliver positive environmental effects with particular regard to reducing the impacts of climate change and achieving good air quality through the promoting a reduction in the use of high-emission vehicles.							
Social (+) The policy sets parking standards and guidelines to ensure appropriate parking provisions are provided to prevent the creation of poor quality development and congested streets, which can have an adverse impact on health. The approach is flexible to ensure parking is appropriate for the area and that adequate parking is provided to meet the level of need, without compromising the viability of other more sustainable modes of transport. It will also ensure that sufficient parking is provided for disabled, cycle and motorcycle spaces to ensure all needs are met. The policy therefore has a positive effect on social objectives.							
Economic (+) The policy will ensure that adequate parking is maintained and provided to support existing businesses within the City and any new investment and development in the City, thereby having a positive effect on supporting sustainable economic growth.							

POLICY 33							
Bus transport							
1. Improvements to bus services and facilities will be supported which : a. provide public transport priority schemes, such as bus lanes; b. improve bus passenger facilities including provision of bus shelters, smart ticketing, and real-time information rooms, for example at bus stops and particularly at district and local centre and park and ride sites; c. ensure that bus transport schemes are designed to provide integrated secure and quality car and cycle parking and take into account road safety and the needs of the mobility impaired, pedestrians, cyclists, residents and businesses; d. further improve the city centre Paragon Interchange; and e. ensure that bus flows in bus lanes are not compromised by traffic generated by nearby development. 2. Bus transport schemes, such as mini-transport interchanges, will be supported.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

protects or enhances the capacity & integrity of flood storage areas							
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	The policy seeks to deliver improvements to bus services and facilities, which can help to contribute towards a modal shift away from the private car, providing a more efficient and sustainable means of transport which could also contribute towards climate change goals such as reducing the consumption of fossil fuels.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	++	The policy seeks to deliver improvements to bus services and facilities, which has the potential to reduce air emissions from vehicles and reduce the number of emitting vehicles being used.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy ensures that bus transport schemes are designed to take into consideration road safety and encourages other modes of transport other than the car which may have health benefits.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a significant positive effect.			++	++	++	Policy has a significantly positive impact against this objective by seeking to improve bus services and facilities thereby ensuring a more viable and reliable alternative to the private car is delivered.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy performs positively by providing other means of travelling which ensures that people can access services and facilities even if they do not have access to the private car.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

17. Reduce both crime and fear of crime	Likely to have a minor positive effect.			+	+	+	The policy performs positively against this objective by stating that bus transport schemes are designed to provide integrated secure and quality car and cycle parking. This will reduce crime and fear of crime.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by providing bus services which are likely to be used by people without access to a car. This includes students who need to travel for education.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy performs positively by providing other means of travelling which ensures that people can access services and facilities even if they do not have access to the private car. The policy makes explicit reference to ensuring that the needs of the mobility impaired are taken into consideration in the designing of bus transport schemes.

ECONOMIC

20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by providing public transport which gives people without access to a private care the means to travel to areas such as the City. This may help to support economic growth.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	Sustainable transport facilities can act as focal point within centres, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.

SUMMARY

Environmental (+)
 Overall the policy should have a number of positive effects in relation to environmental objectives. The delivery of new and improved bus services and facilities should help to facilitate a modal shift away from the private car, which could deliver numerous benefits through reduced congestion, reduced emissions, improving air quality and contributing towards tackling climate change, which can also contribute towards increased flood risk.

Social (ranges from ++ to +)
 The policy should have a number of positive effects on social objectives and some significant positive effects such as in relation to the delivery of more sustainable patterns of development, providing a range of transport modes and ensuring that people have equitable and easy access to employment, shopping, community and other services and facilities. New and improved bus services and facilities should help to encourage a healthy lifestyle by providing better access to more viable, efficient and reliable public transport, which also encourages walking and cycling. The policy ensures that bus transport schemes are designed to take into consideration road safety and are designed to provide integrated secure and quality car and cycle parking, which has health benefits and reduces crime and fear of crime. The policy will also have a positive effect by providing increased access to transport for people without access to a car and students who need to travel for education. The policy also makes explicit reference to ensuring that the needs of the mobility impaired are taken into consideration in the designing of bus transport schemes.

Economic (+)
 The policy seeks to improve access to sustainable transport, which should have a positive effect on increasing the accessibility of places of employment and provides another means of travel into the City that is reliable and efficient, which is essential to the delivery of sustainable economic growth. Sustainable transport facilities such as bus stations and interchanges can act as focal point, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.

POLICY 34							
Rail transport							
1. Development of infrastructure directly associated with the electrification of the main passenger train line from the East Coast mainline to Hull will be supported. 2. Development will be supported which brings about the improvement of the Hull Paragon Interchange railway station, including the facilities and services available to passengers, but which is sympathetic to its Listed Building status. 3. Retaining and improving Hull’s rail freight services and facilities will be supported. Development detrimental to the future of the rail system will be resisted. 4. Moving freight by rail will be supported, in particular by encouraging: a. potential users to locate at sites accessible to the freight line; and b. the provision of rail freight handling facilities. 5. Rail freight facilities will be protected from other development unless a suitable replacement facility can be identified. Development to upgrade and increase the usage of the high level rail freight line will be supported. 6. The potential freight line from Hedon Haven/ Paull to the Port of Hull (as shown on the Policies Map) is protected for freight transport purposes. 7. New rail stations will be supported where need is identified. 8. New rail stations should provide: a. safe and convenient movement to and between platforms; and b. include other facilities, such as sheltered waiting and ticketing facilities, cycle parking, appropriate car parking, public transport information and sensitive lighting and landscaping.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be neutral or negative depending on precise location.	The application of policies 43, 44 and 45 should ensure that Policy 30 does not generate negative effects on this SA Objective. There may be opportunities for improving local habitats through these policies.	Using the mitigation measures set out in Policies 43, 44 and 45 the residual effects are likely to be neutral. There may be opportunities for improving local habitats through these policies and therefore may have positive effects.	0/+	0/+	0/+	Adverse impacts on habitats and biodiversity will be addressed through compliance with stringent environmental safeguards and there may be opportunities for improving local habitats.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Uncertain but could be neutral or negative depending on precise location.	The application of Policy 48 (Land Affected by Contamination) will ensure there are no adverse effects.	The application of Policy 48 (Land Affected by Contamination) will ensure there are no adverse effects and the policy will have a neutral effect against this objective.	0	0	0	Development in or close to land used for rail transport has the potential for contamination. Rail development should avoid creation of source-receptor pathways between the contaminants and groundwater source.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	The policy supports rail development and improvements in services and facilities. This encourages more sustainable methods of transport to be used. The electrification of rail lines is also supported. This provides opportunities to reduce carbon emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	The policy may deliver a positive impact by reducing fossil fuel consumption/carbon levels by encouraging sustainable transport systems.

							The electrification of rail lines is also supported. This provides opportunities to reduce air emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a minor positive effect.			+	+	+	Policy seeks to encourage rail related development which is likely to be on or adjacent to land already used for rail activities. This is an efficient use of land that will minimise land take from land currently unrelated to rail.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy makes specific reference to supporting development that is sympathetic to the Hull Paragon Interchange Railway Station's listed building status.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy promotes sensitive lighting and landscaping within rail stations and will therefore have a positive impact on landscape.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy states that proposals must take into account safety and encourages other forms of transport such as cycling which can have health benefits.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a significant positive effect.			++	++	++	Policy has a significantly positive impact against this objective through the provision of improvements and provision of rail services and facilities thereby ensuring a more viable and reliable alternative to the private car is delivered.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	Policy has a positive impact against this objective by supporting improvements and provision of rail as a means of travel, which can provide an important alternative means of transport to the private car, particularly for people who do not have access to a car.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a minor positive effect.			+	+	+	The policy promotes sensitive lighting which may deter criminal related activities.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by providing train services which are likely to be used by people without access to a car. This includes students who need to travel for education.
19. Ensure that people have equitable and easy access to	Likely to have a minor positive effect.			+	+	+	The policy performs positively by providing other means of travelling which ensures that

shopping, community and other services and facilities.							people can access services and facilities even if they do not have access to the private car.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity.	Likely to have a minor positive effect.			+	+	+	Policy performs positively by encouraging the movement of freight which will help support other manufacturing units, and encourage economic growth. In addition, rail developments can encourage tourism and attract investment into an area.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	Sustainable transport facilities can act as focal point within centres, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.
SUMMARY							
<p>Environmental (+) Overall the policy should have a number of positive effects in relation to environmental objectives. The delivery of new and improved rail services and facilities should help to facilitate a modal shift away from the private car, which could deliver numerous benefits through reduced congestion, reduced emissions, improving air quality and contributing towards tackling climate change, which can also contribute towards increased flood risk. The policy may deliver a positive impact by reducing fossil fuel consumption/carbon levels through the electrification of rail line. This provides opportunities to reduce air emissions by reducing the travel time for road users and reducing the number of road vehicles used for transport. Policy seeks to encourage rail related development which is likely to be on or adjacent to land already used for rail activities and is therefore an efficient use of land that will minimise land take from land currently unrelated to rail. The policy also makes specific reference to supporting development that is sympathetic to the Hull Paragon Interchange Railway Station’s listed building status thereby having a positive effect on the historic environment.</p> <p>Social (ranges from ++ to +) The policy should have a number of positive effects on social objectives and some significant positive effects such as in relation to the delivery of more sustainable patterns of development, providing a range of transport modes and ensuring that people have equitable and easy access to employment, shopping, community and other services and facilities. New and improved rail services and facilities should help to encourage a healthy lifestyle by providing better access to more viable, efficient and reliable public transport alternative to the private car is delivered, which also encourages walking and cycling. The policy states that proposals must take into account safety and encourages other forms of transport such as cycling which can have health benefits. Rail services also provides a means of transport for people who do not have access to a car, students who need to travel for education and people who are mobility impaired and therefore supports equity and the objective to provide easy access to shopping, community and other services and facilities for all. Other positive effects of the policy include the requirement for sensitive lighting which may deter criminal related activities, thereby reducing crime and the fear of crime.</p> <p>Economic (+) The policy seeks to improve access to sustainable transport, which should have a positive effect on increasing the accessibility of places of employment and provides another means of travel into the City other than by car that is reliable efficient and essential to the delivery of sustainable economic growth. The provision and improvement of rail freight handling facilities can deliver significant positive economic effects, supporting the movement of freight which can help to support and encourage further investment such as in the manufacturing and distribution sectors. The movement of freight by rail can help to reduce freight transportation on the road network thereby having a positive effect on reducing congestion and delivering a more efficient road network. Sustainable transport facilities such as railway stations and interchanges can act as focal point, which could encourage the co-location of business, retail and other services and facilities, encouraging further investment and economic growth and enhancing the vibrancy and vitality of the surrounding area.</p>							

POLICY 35							
Water transport							
1. Development of water based freight and passenger handling facilities at the Port of Hull and on the River Hull will be supported provided that environmental safeguards and safety requirements are met and development will not have a detrimental impact on existing users or on existing flood defences. 2. A cruise terminal adjacent to The Deep, as shown on the Policies Map, will be supported. Development should demonstrate that environmental safeguards and safety requirements are met and will not have an significant adverse direct and/or indirect impact during all phases of development on: a. the Humber Estuary International Site. Where there are any potential impacts identified on this Site, such as landtakes, the development will need to show how these can be suitably controlled including the use of mitigation/compensatory measures; b. amenities enjoyed by any nearby residential properties/areas; c. existing users or on existing flood defences; d. the city's heritage assets; e. air quality; and f. highways capacity. 3. Development to impound the River Hull (including part of the Humber Estuary) must demonstrate that it would not have a significant impact on: the existing environment; flood risk; existing users of the river; and nearby uses.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be neutral or positive depending on whether local habitats are improved.			0/+	0/+	0/+	The policy seeks to support development at the Port of Hull and the River Hull. There could be potential for adverse environmental impacts, but the policy ensures developments will have to comply with stringent environmental safeguards, which will protect key habitats and species and could result in improving local habitats. The policy makes specific reference to the Humber Estuary.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Uncertain but could be neutral or positive depending on whether the development improves water quality as part of the proposal.			0/+	0/+	0/+	Water transport has potential have a negative impact on water quality within the River Hull and the Humber estuary. However, as part of the policy, development will have to comply with stringent environmental safeguards, which will help prevent water pollution or mitigate any negative effect as a result of the development proposal.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor positive effect.			+	+	+	The policy ensures that development to impound the River Hull (including part of the Humber Estuary) must demonstrate that it would not have a significant impact on flood risk. In addition it states that development of water based freight and passenger handling facilities at the Port of Hull and on the River Hull will be supported provided that it does not have a detrimental impact on existing flood defences.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Uncertain but could be neutral or positive depending on how much freight is moved by water as opposed to lorries.			0/+	0/+	0/+	The policy seeks to increase the use of water-related transport. This has the potential to increase fossil fuel consumption although, it may lessen the impact of lorries on the environment by encouraging more freight, particularly bulky goods, to be carried by rail and also water, therefore offsetting and

							potentially improving any negative effects. The policy therefore has a neutral to positive effect as the effects are uncertain.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect.			+	+	+	The policy seeks to encourage waterside development and water transport. The most applicable effect of climate change to this policy is increase sea levels. New developments near waterbodies has the potential to improve flood defences as part of the development. When applied with Policy 37 (Flood Defences) it will have a positive effect.
7. Achieve good air quality	Uncertain but could be neutral or positive depending on how much freight is moved by water as opposed to lorries.			0/+	0/+	0/+	Policy seeks to increase water-related transport which has the potential to increase air emissions, however it may lessen the impact of lorries on the environment by encouraging more freight, particularly bulky goods, to be carried by rail and also water therefore offsetting and potentially improving any negative effects. The policy makes reference to development at the Deep not having a significant impact on air quality. The policy has a neutral to positive effect as the effects are uncertain.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy makes reference to development at the Deep not having a significant adverse impact the city's heritage assets.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy performs positively, supporting the role of the river as a means of sustainable transport which can have health benefits.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	The city's employment areas are mostly located along railway and waterway corridors. The policy performs positively by providing a strong focus on water transportation for both freight and passenger/leisure purposes which should contribute towards reducing the reliance on the movement of freight by roads and the use of the private car.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy has a positive impact against this objective by supporting water transport as a means of travel, which can provide an important alternative means of transport to the private car, particularly for people who do not have access to a car

15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy has a positive impact against this objective by supporting water transport as a means of travel, which can provide an important alternative means of transport to the private car and make access easier to a range of facilities and services.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy should have a positive impact against this objective, giving specific support to increasing the movement of freight and people by water using the Port of Hull and the River Hull, supporting the provision of new cruise terminals, docks and freight handling facilities, thereby enhancing the role of the port and the river and its contribution towards sustainable economic growth.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
<p>Environmental (+) The policy seeks to support development at the Hull Port and along the River Hull, whilst increasing water based transportation, which could have potential adverse environmental impacts. However, the policy ensures developments will have to comply with stringent environmental safeguards, which will protect key habitats and species and could result in improving local habitats, such as the Humber Estuary. It should also help prevent water pollution or mitigate any negative effect as a result of increased water base transportation. The policy ensures that development to impound the River Hull (including part of the Humber Estuary) must demonstrate that it would not have a significant impact on flood risk. In addition it states that development of water based freight and passenger handling facilities at the Port of Hull and on the River Hull will be supported provided that it does not have a detrimental impact on existing flood defences. The increased use of water-related transport for both passenger and freight movements has the potential to increase fossil fuel consumption however, overall it may lessen the impact of lorries on the environment, by encouraging more freight, particularly bulky goods, to be carried by rail and also water, therefore offsetting and potentially improving any negative effects. The policy therefore has a neutral to positive effect as the effects are uncertain with regards to air quality and fossil fuel consumption objectives. With regards to climate change objectives the most applicable effect of the policy is in relation to increase sea levels, with new development near waterbodies having the potential to improve flood defences as part of the development, which when applied with Policy 37 (Flood Defences) should have a positive effect. Further, specific provisions are included in the policy to development at the Deep not having a significant impact on the City's heritage assets, thereby having a positive effect on this objective.</p> <p>Social (+) The policy should have a number of positive social effects by supporting the role of the river as a means of sustainable transport which can have health benefits. The strong focus on water transportation for both freight and passenger/leisure purposes should contribute towards reducing the reliance on the movement of freight by roads and the use of the private car. Supporting water transport as a means of travel, provides an important alternative means of transport, particularly for people who do not have access to a car or may be mobility impaired and could potentially provide easier access to employment and a range of facilities and services.</p> <p>Economic (+) The policy should have a positive effect in relation to economic objectives, giving specific support to increasing the movement of freight and people by water using the Port of Hull and the River Hull, supporting the provision of new cruise terminals, docks and freight handling facilities, thereby enhancing the role of the port and the river and its contribution towards sustainable economic growth.</p>							

POLICY 36
Walking, Cycling, and Powered Two Wheelers

1. Improving facilities for cyclists and pedestrians will be supported and must take into account:
2. Extending or improving pedestrian areas in shopping centres and housing areas will be supported. New commercial and housing developments should, where feasible, include convenient and safe pedestrian/cycle links to existing areas and amenities. Where appropriate, consideration should also be given to the need for signposting/ waymarking and access for other recreational users such as horse riders.
3. The provision of covered and secure cycle and powered two wheeler (PTW) parking facilities will be supported, especially in the case of employment developments. Cycle and PTW parking standards for new developments are given Table 10.2 Parking Standards and Guidelines.
4. Proposed or existing key footpath and cycle track routes including:
5. The future route of the National Trail in Hull which will form part of the England Coast Path will be protected from development that would have an adverse impact on the facility.
6. Development involving footpaths or cycle track route diversions will be required to demonstrate that:
 - a. the diversion is necessary to facilitate the development;
 - b. an alternative route is to be provided of a good standard and appearance; and
 - c. benefits outweigh any disadvantages of the proposed diversion to users of the route as well as nearby residents.
7. The proposed A63 Castle Street foot/cycle bridge is supported and is identified on the Policies Map.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	The policy should have a positive effect by taking into account design which may offer the potential to combine habitats and biodiversity with cycleways and walkways. The policy makes specific reference to the protection of the National Trail in Hull where biodiversity and wildlife is present.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	++	++	The policy performs positively against this objective. Cycling and walking are non-polluting so therefore there is potential to deliver a positive impact by reducing fossil fuel consumption by encouraging sustainable transport modes. The effects are likely to improve with time as more cycleways and walkways are delivered.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

7. Achieve good air quality	Likely to have a minor positive effect.			+	++	++	The policy has the potential to deliver a positive impact by reducing air emissions by encouraging sustainable transport modes. The effects are likely to improve with time as more cycleways and walkways are delivered.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.	The policy would be improved if it made reference to landscape being incorporated into design, however Policy 14 (design) will ensure that landscaping is considered.		+	+	+	No specific reference is made to the protection of landscape, however the policy performs positively against this objective by protecting the National Trail from development which could have an adverse effect on this feature.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	++	++	The policy supports the creation and protection of walking and cycling routes and facilities which encourage and improve healthy lifestyles among the population. The policy makes reference to creating 'safe' pedestrian/cycle links which is important in encouraging people to use walkways and cycleways. The policy also considers the effects of a diverted route on users and nearby residents, which will ensure that walkway/cycleways are provided in the most appropriate locations. The effects are likely to improve with time as more cycleways and walkways are delivered.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a significant positive effect.			++	++	++	The policy is concerned with delivering and protecting walkways and cycleways throughout the City. The policy helps to develop a network of safe and accessible cycle and pedestrian routes, principally to connect residential areas with employment and shopping areas as well as other facilities and services. This will encourage other modes of travel and reduce the reliance on the private care.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	The policy ensures that other modes of transport are provided for those people who may not have access to a car. This ensures that everyone can access facilities and services and reduce the reliance on the private car.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a minor positive effect.			+	+	+	The policy explicitly states that safe pedestrian/cycle links and secure cycle and powered two wheeler (PTW) parking facilities

							will be supported. This security will reduce crime rates and fear of crime.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy performs positively by supporting and improving pedestrian area. The policy helps to develop a network of safe and accessible cycle and pedestrian routes, principally to connect residential areas with employment and shopping areas as well as other facilities and services. In particular, the policy includes support for the A63 Castle Street foot/cycle bridge, which should all provide significant improvements in accessibility. The policy will also ensure that people who are mobility impaired can access services.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy helps to develop a network of safe and accessible cycle and pedestrian routes, principally to connect residential areas with employment and shopping areas as well as other facilities and services. Increasing pedestrian and cycle access to places may encourage new businesses and economic growth as the area is likely to become more attractive to people without a car.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	The policy performs positively by supporting extending and improving pedestrian areas in shopping centres and includes support for the A63 Castle Street foot/cycle bridge, which should all provide significant improvements in accessibility and the desirability and vitality of existing centres.
SUMMARY							
Environmental (+)							
The policy should have an overall positive effect when assessed against environmental objectives. The policy requires the design to be taken into account which may offer the potential to combine habitats and biodiversity with cycleways and walkways. The policy makes specific reference to the protection of the National Trail in Hull where biodiversity and wildlife is present. Cycling and walking are non-polluting and therefore has a positive effect on the objective to reduce fossil fuel consumption and improve air quality by facilitating an increase in a more sustainable mode of transport and enabling movements to be made by means other than the private car. Consequently, such positive effects could potentially increase over time as more cycleways and walkways are delivered.							
Social (ranges from ++ to +)							
The policy supports the creation and protection of walking and cycling routes and facilities which should encourage and improve healthy lifestyles among the population. The policy makes reference to creating 'safe' pedestrian/cycle links which is important in encouraging people to use walkways and cycleways and also considers the effects of a diverted route on users and nearby residents, which will ensure that walkway/cycleways are provided in the most appropriate locations. Again the social and health benefits are likely to improve with time as more cycleways and walkways are delivered. The network of safe and accessible cycle and pedestrian routes that the policy seeks to deliver will principally help to facilitate connections between residential areas and employment and shopping areas as well as other facilities and services. This not only helps to reduce the reliance on the private care but provides a means of transport and access for those people who may not have access to a car or are mobility impaired and unable to drive, thereby ensuring that everyone can access facilities and services. The policy explicitly states that safe pedestrian/cycle links and secure cycle and powered two wheeler (PTW) parking facilities will be supported. This security should help to reduce crime and the fear of crime. Particular support in the policy is provide for schemes such as the A63 Castle Street foot/cycle bridge, which should provide significant improvements in accessibility.							
Economic (+)							
The policy helps to develop a network of safe and accessible cycle and pedestrian routes, principally to connect residential areas with employment and shopping areas as well as other facilities and services. Increasing pedestrian and cycle access to places may encourage new businesses and economic growth as the area is likely to become more attractive to people without a car. The policy performs positively by supporting extending and improving pedestrian areas in shopping centres and includes support for the A63 Castle Street foot/cycle bridge, which should all provide significant improvements in accessibility and the desirability and vitality of existing centres.							

POLICY 37 Flood Defences							
1. Development adjacent to flood defences must not reduce their effectiveness, or prevent or hinder their future maintenance. Proposals should include a minimum 8m easement to allow for access to flood defences, ordinary watercourses and main rivers unless otherwise agreed with the regulatory body.							
2. Improvement of the standard of flood defences will be supported. Where possible, development should be designed in such a way that improved flood defences can be incorporated into an enhanced public realm.							
3. Development may be required to improve the standard of flood defence infrastructure if required to make the development acceptable and where the improvements required would not otherwise be provided or funded by risk management authorities.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Uncertain but could be positive or negative depending on precise location.	The application of policies 43 and 44 should ensure that Policy 37 does not generate negative effects on this SA Objective.	Using the mitigation measures set out in Policies 43 and 44 the residual effects are likely to be positive or neutral, particularly if a provision for additional green infrastructure is made.	+/0	+/0	+/0	The policy aims to protect flood defences from development and improve defences where needed. This could protect inland freshwater habitats that are near the water body and flooding which would have an adverse impact on the condition of the habitat. However, development and improved defences on the Humber Estuary may have a detrimental effect on the Humber Estuary SAC, SPA and Ramsar due to coastal squeeze, potential fragmentation and disturbance. Flood defences, including the easement, can be designed in a way that allows for them to form part of the public realm. This can bring wider benefits to an area by providing open spaces which can increase habitat provision.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect.			+	+	+	The policy seeks to protect flood defences from development and improve defences where needed. This could reduce the risk of flooding, which has a negative impact on water quality when flooding events occur.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a significant positive effect.		When this policy is combined with Policy 52 Infrastructure and Delivery, it will be further strengthened by ensuring flooding infrastructure is provided where most needed.	++	++	++	The policy has a significant positive effect by offering protection to flood defences from development and improving defences where needed. Developers will have to further consider flood defences in their design for developments
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a minor positive effect.			+	+	+	The policy seeks to protect flood defences from development and improve defences where needed. This could include the soils that are eroded by flooding particularly along river banks and coastlines.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a significant positive effect.			++	++	++	The policy seeks to include improvements to flood defences as part of developments. This provides an opportunity to increase flood defences taking into account rising sea levels as a result of climate change.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	The policy seeks to protect flood defences from development and improve defences where needed. This could reduce the risk of flooding. Flooding events can reduce localised air quality
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy seeks to improve flood defences where required. This could reduce the risk of flooding to cultural heritage assets in close proximity to water bodies. The policy offers no protection to heritage features, however this is covered under Policy 16 (Heritage Considerations).
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy seeks to improve flood defences where required. This could reduce the risk of flooding to public amenities, conservation areas, which are part of a townscape, in close proximity to water bodies. Flood defences allow the opportunity to provide open space which may improve landscape.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a significant positive effect.			++	++	++	The policy should provide a significant positive impact by reducing the health impacts caused by protecting existing defences from new development, supporting new defences that could provide protection to existing communities currently at risk of flooding and ensuring that new development incorporates proposals for flood defence provision or improvement to either mitigate its impact on existing defences or to provide protection to the occupiers of the development. In addition, flood defences, including the easement, can be designed in a way that allows for them to form part of the public realm. This can bring wider benefits to an area by providing open spaces and improved access. This will in turn have health benefits by encouraging walking, cycling and other outdoor activities.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	+	+	Flood defences, including the easement, can be designed in a way that allows for them to form part of the public realm. This can bring wider benefits to an area by providing open spaces and improved access. The policy could support the re-establishment of links with water as

							highlighted in the design chapter, and provide routes for walkers and cyclists.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy could allow sites to be brought forward for housing, that wouldn't normally be permitted for development.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy allows for opportunities to increase open space and support the re-establishment of links with water to provide routes for walkers and cyclists.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy should provide a positive impact by protecting existing defences from new development, supporting new defences that could provide protection to existing communities and businesses currently at risk of flooding and ensuring that new development incorporates proposals for flood defence provision or improvement to either mitigate its impact on existing defences or to provide protection to the occupiers of the development. The policy could allow sites to be brought forward for employment, that wouldn't normally be permitted for development.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	The policy should provide a positive impact by protecting existing defences from new development, supporting new defences that could provide additional protection to existing centres and ensuring that new development incorporates proposals for flood defence provision or improvement to either mitigate its impact on existing defences or to provide protection to the occupiers of the development.
SUMMARY							
Environmental (ranges from ++ to +)							
The policy should have a number of positive environmental effects by seeking to protect flood defences from development and improve defences where needed. This could protect inland freshwater habitats that are near the water body and flooding which would have an adverse impact on the condition of the habitat. However, development and improved defences on the Humber Estuary could potentially detrimental effect the Humber Estuary SAC, SPA and Ramsar due to coastal squeeze, potential fragmentation and disturbance. Flood defences, including the easement, can be designed in a way that allows for them to form part of the public realm. This can bring wider benefits to an area by providing open spaces which can increase habitat provision. The protection							

provided to flood defences from development and delivery of improved defences will deliver obvious significant effects in terms of reducing the risk of flooding and ensuring that development can withstand the effects of climate change, whilst also improving water quality and soil erosion which can be affected during significant flood events, particularly along river banks and coastlines. Further the policy should ensure the risk of flooding to cultural heritage assets in close proximity to water bodies is reduced, providing further positive effects for the landscape and townscape.

Social (ranges from ++ to +)

The policy should provide a significant positive impact by reducing the health impacts caused by protecting existing defences from new development, supporting new defences that could provide protection to existing communities currently at risk of flooding and ensuring that new development incorporates proposals for flood defence provision or improvement to either mitigate its impact on existing defences or to provide protection to the occupiers of the development. In addition, flood defences, including the easement, can be designed in a way that allows for them to form part of the public realm. This can bring wider benefits to an area by providing open spaces and improved access. This will in turn have health benefits by encouraging walking, cycling and other outdoor activities.

Economic (+)

The policy should provide positive economic effects by protecting existing defences from new development, supporting new defences that could provide protection to existing communities and businesses currently at risk of flooding and ensuring that new development incorporates proposals for flood defence provision or improvement to either mitigate its impact on existing defences or to provide protection to the occupiers of the development. The policy could allow sites to be brought forward for employment, that wouldn't normally be permitted for development and ensure that the vibrancy and vitality of the City centre is not compromised by flood risk.

POLICY 38							
Surface Water Storage and Drainage							
1. Development of strategic facilities for the storage of water will be supported where they can be shown to improve the flood resilience of the city and are well designed.							
2. Development which will reduce the effectiveness of any surface water storage operation or facility will be refused.							
3. Localised surface water storage and drainage facilities will be supported.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	The policy has potential to have a positive impact on biodiversity if water storage areas can be designed to support biodiversity. Provides a sustainable source of water flow through the catchment to benefit biodiversity.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect.			+	+	+	The policy seeks to provide further support for water storage schemes. This could reduce the risk of flooding, which has a negative impact on water quality when flooding events occur.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect against this SA objective as it aims to reduce the risk of flooding and supports flood storage areas.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect.			+	+	+	The policy seeks to provide further support for water storage schemes. This provides an opportunity to reduce the risk of flooding

							taking into account rising sea levels as a result of climate change.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy may have an indirect effect by reducing the risk of flooding which could affect cultural heritage assets in close proximity to water bodies.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	The policy could reduce the risk of flooding to public amenities, conservation areas, which are part of a townscape, in close proximity to water bodies.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy supports strategic and local schemes for water storage which will improve the flood resilience of the city and therefore the health and safety of its residents
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a minor positive effect.			+	+	+	The policy could allow sites to be brought forward for housing, that wouldn't normally be permitted for development on grounds of flood risk.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation,	Likely to have a minor positive effect.			+	+	+	The policy aims to improve the flood resilience of the City which could offer protection to

entrepreneurship and business diversity							existing communities and businesses currently at risk of flooding. The policy could allow sites to be brought forward for employment, that wouldn't normally be permitted for development on grounds of flood risk.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

SUMMARY							
Environmental (ranges from ++ to +) The policy supports the provision of water storage which has potential to have a positive impact on biodiversity where water storage areas can be designed to support biodiversity. Water storage schemes can also contribute towards reducing the risk of flooding, which has a negative impact on water quality during flood events, taking into account rising sea levels as a result of climate change. Indirectly the policy will have a positive effect on historical and cultural assets and the townscape by reducing the risk of flooding which could affect such assets in close proximity to water bodies.							
Social (+) The policy supports strategic and local schemes for water storage which will improve the flood resilience of the City and will therefore have a positive effect on the health and safety of its residents. It could also enable sites to be brought forward for housing, that wouldn't normally be permitted for development on grounds of flood risk, supporting the objective of good quality accessible housing.							
Economic (+) The policy could have an indirect positive effect by supporting schemes for water storage which will improve the flood resilience of the City. This could help to protect existing businesses and allow sites to be brought forward for employment, that wouldn't normally be permitted for development and could contribute towards enhancing the vibrancy and vitality of City centre and local centres.							

POLICY 39							
Sustainable Drainage							
<p>1. All development should incorporate sustainable drainage systems unless it has been demonstrated this is not technically or economically feasible. Major development should be accompanied by a Drainage Impact Assessment.</p> <p>2. The Drainage Impact Assessment should account for the following:</p> <ul style="list-style-type: none"> a. run-off rates for greenfield sites should not exceed 1.4 litres per second per hectare; b. run-off rates for brownfield sites should not exceed 50% of the current run-off rate; c. the on-site drainage system should be capable of storing water for the 1 in 75 year (1.33% annual probability) rainfall event; d. the site should be capable of storing the water from a 1 in 100 year (1% annual probability) rainfall event; A 30% allowance should be added to the above requirements to account for climate change and to ensure that the development is safe for its lifetime. <p>3. The drainage system should be designed so that in the event of the system failing or the tolerances being exceeded, no surface water flooding is caused to habitable buildings on- or off-site.</p> <p>4. Site layout should have regard to any relative flood risk within the site and any existing features which could support sustainable drainage on-site.</p> <p>5. Sustainable drainage systems must be designed with regard to source protection zones.</p> <p>6. Applications should demonstrate how the long term maintenance of the sustainable drainage system will be assured.</p>							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect			+	+	+	Policy seeks to provide support for Sustainable Urban Drainage Systems (SuDS), this would encourage developers to include SuDS in the design of the development. This creates an opportunity for habitats to be used for water storage and flood prevention. If this was to be implemented, this would also improve habitats for local wildlife.

2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect			+	+	+	The policy seeks to provide support for SuDS. This could reduce the risk of surface water flooding, which has a negative impact on water quality when flooding events occur.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have significant positive effect.			++	++	++	The policy seeks to provide support for SuDS. This could reduce the risk of surface water flooding. SuDS techniques will help mitigate the risk from flooding as well as offer opportunities to reduce the anthropogenic cause of flooding, such as impermeable surfaces. For this reason, the policy is found to be fully supportive of the SEA/SA objective and should have a significant positive effect.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect			+	+	+	The policy seeks to provide support for SuDS. This provides an opportunity to reduce the risk of surface water flooding taking into account rising sea levels as a result of climate change.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a minor positive effect.	The policy would perform more positively by including measures to store rainwater for harvesting.	The policy would perform more positively if it included measures (where feasible) to store rainwater for harvesting.	++	++	++	The policy seeks to provide support for SuDS. This provides an opportunity to promote the efficient and re-use of water, such as including a Grey Water Recycling Tank/rainwater harvesting tank.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect			+	+	+	The policy may have an indirect effect by reducing the risk of surface water flooding which could affect cultural heritage assets in close proximity to water bodies.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect			+	+	+	The policy could reduce the risk of surface water flooding to public amenities, conservation areas, which are part of a townscape, in close proximity to water bodies.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy supports schemes for water storage which will improve the flood resilience of the City and therefore the health and safety of its residents
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

rest through a more equitable sharing of the benefits of prosperity							
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy could have an indirect effect by supporting schemes for water storage which will improve the flood resilience of the city. This could help to protect existing businesses and allow sites to be brought forward for employment, that wouldn't normally be permitted for development.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.			+	+	+	The policy could have an indirect effect by supporting schemes for water storage which will improve the flood resilience of the city. This could help to protect existing businesses and allow sites to be brought forward for employment, that wouldn't normally be permitted for development. This could in turn enhance the vibrancy and vitality of city centre and local centres
SUMMARY							
<p>Environmental (ranges from ++ to +) The policy should have a positive effect on many environmental objectives, with a significant positive effect in relation to minimising flood risk. The policy includes a requirement for development proposals to incorporate SuDS unless it can be demonstrated as being unfeasible. In addition to reducing the risk of surface water flooding, which has a negative impact on water quality during a flood event, it creates an opportunity for habitats to be used for water storage and flood prevention and could therefore contribute towards improving habitats for local wildlife. SuDS techniques will help mitigate the risk from flooding as well as offer opportunities to reduce the anthropogenic cause of flooding, such as impermeable surfaces and provides an opportunity to reduce the risk of surface water flooding taking into account rising sea levels as a result of climate change. It also provides an opportunity to promote the efficient and re-use of water, such as including a Grey Water Recycling Tank/rainwater harvesting tank. Indirectly it should have further positive effects by reducing the risk of surface water flooding which could affect cultural heritage assets in close proximity to water bodies and public amenities, conservation areas, which are part of a townscape, in close proximity to water bodies.</p> <p>Social (+) The policy supports schemes for water storage which will improve the flood resilience of the City and therefore the health and safety of its residents. It should therefore have a positive effect.</p> <p>Economic (+) The policy could have an indirect positive effect by supporting schemes for water storage which will improve the flood resilience of the City. This could help to protect existing businesses and allow sites to be brought forward for employment, that wouldn't normally be permitted for development and could contribute towards enhancing the vibrancy and vitality of City centre and local centres.</p>							

POLICY 40 Addressing Flood Risk in Planning Applications 1. Built development in flood zone 3b as shown on Policies Map is not acceptable unless of a water compatible use or essential infrastructure that has passed the exception test. 2. Sequential tests and flood risk assessments should have regard to the local sub-division of flood zone 3a. 3. Development of sites or uses not allocated on the Policies Map must be supported by a sequential test and exception test as required by the Council's current standing advice. 4. Development which requires a flood risk assessment as set out in the standing advice must demonstrate that appropriate flood mitigation, flood resilience and where appropriate, sustainable drainage measures have been incorporated in its design and layout. 5. The area of search for the sequential test should be the local authority boundary except in the following circumstances: a. For city centre development, the area of search should be the defined city centre. b. For development of one or two dwellings that would fall within Use Class C3(a), the area of search should be the ward in which the application site is located.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect.			+	+	+	The policy ensures that windfall site applications will need to demonstrate that they are located in the most appropriate place given their vulnerability to flood risk and that the design of the development has taken account of flood risk. This could encourage developers to locate the development in a location with reduced flood risk, which in turn would reduce the decrease in water quality from a flooding event.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a significant positive effect.			++	++	++	The policy sets criteria to ensure that certain applications will need to demonstrate that they are located in the most appropriate place given their vulnerability to flood risk and that the design of the development has taken account of flood risk.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
6. Ensure that development is capable of withstanding the effects of climate change							
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy may have an indirect effect by reducing the risk of flooding which could affect cultural heritage assets in close proximity to water bodies.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect			+	+	+	The policy could reduce the risk of flooding to public amenities, conservation areas, which are part of a townscape, in close proximity to water bodies.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy should deliver a positive impact in relation to this objective by reducing the health and safety risks to residents/occupiers associated with locating inappropriate development in locations subject to a high risk of flooding
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a minor positive effect.			+	+	+	The policy could have an indirect effect by ensuring that flood risk is not increased by new developments. This could help to protect existing businesses. Sites that have been allocated in the Local Plan for development do not need to submit a sequential test or exception test with their applications as this was carried out as part of the allocations process. This process might make submitting planning applications for employment uses more attractive to developers.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and	Likely to have a minor positive effect.			+	+	+	The policy could have an indirect effect by ensuring that flood risk is not increased by new developments. This could in turn enhance the

appropriate mix of uses and facilities within and between centres.						vibrancy and vitality of city centre and local centres
SUMMARY						
Environmental (ranges from ++ to +)						
The policy should have a positive effect on environmental objectives as it ensures that proposals for new development will need to demonstrate that they are located in the most appropriate place given their vulnerability to flood risk and that the design of the development has taken account flood risk potential. This could encourage developers to locate the development in a location with reduced flood risk or incorporate measures to mitigate the potential flood risk or its potential to exacerbate flood risk. Consequently, the policy sets criteria to ensure that certain applications will need to demonstrate that they are located in the most appropriate place given their vulnerability to flood risk and that the design of the development has taken account of flood risk. The policy may have an indirect effect by reducing the risk of flooding which could positively affect cultural and heritage assets and conservation areas, which form an important part of the townscape, in close proximity to water bodies.						
Social (+)						
The policy should deliver a positive impact in relation to social objectives by reducing the health and safety risks to residents/occupiers associated with locating inappropriate development in locations subject to a high risk of flooding.						
Economic (+)						
The policy should have a positive effect on supporting sustainable economic growth by ensuring that flood risk is not increased by new economic developments and such development will not be located where the risk of flooding cannot be mitigated to an appropriate level. The policy also includes provisions that remove the requirement for sites that have been allocated in the Plan for development to submit a sequential test or exception test with their applications which could make it more attractive and expedient for developers. In addition by ensuring that flood risk is not increased by new economic development, this could further enhance the vibrancy and vitality of city centre and local centres.						

POLICY 41							
Groundwater Protection							
1. Within Source Protection Zone 1, as shown on Map 11.2, all development will be required to be supported by a detailed hydro-geological risk assessment.							
2. Where development within Source Protection Zones 2 and 3, as shown on Map 11.2, has the potential to have a negative impact on the aquifer it should demonstrate, through a hydro-geological risk assessment where necessary, that it has been taken into account and mitigated for.							
3. Applications for development which has the potential to have a negative impact on Source Protection Zones which has not demonstrated consideration of their presence and how the risk of pollution has been mitigated, will be refused.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	Policy seeks to further support the protection of the groundwater source protection zones through this policy as part of the planning process. Groundwater can be essential to support natural habitats, therefore protecting this resource is essential.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect.			+	+	+	Policy seeks to further support the protection of the groundwater source protection zones through this policy as part of the planning process. This could reduce the amount of pollution to groundwaters and therefore reduce potential reductions in water quality.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect.			+	+	+	Policy seeks to further support the protection of the groundwater source protection zones through this policy as part of the planning process. This could reduce the amount of pollution to groundwaters, which are a vital resource that is diminishing due to climate change.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a significant positive effect.			++	++	++	The policy will have a significantly positive effect on health by ensuring that development does not contaminate drinking water
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation,	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

entrepreneurship and business diversity							
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
Environmental (+) The policy supports the protection of groundwater source protection zones which as a means of protecting groundwater which can be essential to support natural habitats. The policy could also contribute towards a reduction in the amount of pollution to groundwaters providing a positive effect on water quality.							
Social (++) The policy will have a significantly positive effect on health by ensuring that development does not contaminate drinking water.							
Economic (0) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 42							
Open Space							
Open space sites							
1. The Policies Map shows the following sites:							
a. Existing open space sites that are 0.1 hectares or greater; these are listed in Table 12.4.							
b. New open space allocation site 1. Schemes proposed for the area must be sensitive to the nature value of the site, and seek to conserve what is deemed valuable / rare in terms of biodiversity in the city. Schemes that open the site up to public access should aim to limit the amount of disturbance they cause.							
c. New open space allocation site 2. Schemes proposed for the area should consider the South Blockhouse as an importance archaeological feature. Designs for public open space in this area should aim to incorporate the archaeological findings and present them in an accessible way.							
d. New and existing green space in the Kingswood area. The detailed allocations are made within the Kingswood Area Action Plan.							
Open space standards							
2. Schemes that increase open space provision, particularly in order to rectify identified deficits, will be supported.							
Open space protection							
3. Open space, sports and recreational buildings and land, including playing fields, should not be built on unless:							
a. An assessment has been undertaken which has clearly shown the buildings or land to be surplus to requirements, including consideration of population growth over the plan period, its amenity value, and its strategic function. The assessment should fully consider the potential to re-use the site to address deficits for all types of open space in the area; or							
b. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or							
c. The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.							
On-site open space requirements							
4. On-site open space requirements for the Local Plan's housing allocations are listed in Table 12.5. Unless agreed otherwise, the development should incorporate the required amount and type of open space.							
5. Residential schemes on other sites may require on-site open space to make them acceptable in planning terms, where there is or will be a deficit of open space and it is practicable to do so. The on-site open space should provide for the needs of the estimated future population of the development. The on-site open space requirements will be based on the latest assessment of open space need, or the table of standards listed above.							
6. Where it has been demonstrated it is not feasible to provide on-site open space it will be provided off-site through a legal agreement securing a financial contribution.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a significant positive effect.			++	++	++	Maintaining a linked network of green spaces throughout the city is essential to provide a green lung, support biodiversity and provide accessible locations for people to come into contact with nature. Maintaining a range of sites of varying sizes, form and location

							provides opportunities for a diversity of habitats and species to be present. The inclusion of all sites down to 0.1ha on the policies map increases the area of overall green space available and provides increased linkages between green spaces with associated benefits for biodiversity through increased habitat provision and reduced habitat fragmentation. It also provides opportunities for people to come into contact with nature. The policy states that schemes proposed in Site 1 must seek to conserve what is deemed valuable / rare in terms of biodiversity in the city which offers additional protection. The designation of former employment land bounded by the A63, the Humber Estuary, St Andrew's Quay Retail Park and existing open space site 1 present a significant opportunity for the creation of habitat features which support local biodiversity within this open space, specifically linked to the adjacent existing open space and the Humber Estuary, and provides increased opportunities for people to come into contact with nature. It is understood that the species of flora found on the site make it one of the most important brownfield land sites in the region. In addition, its proximity to the Humber Estuary International Site also provides a major opportunity for it to provide a wetland habitat.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor positive effect.			+	+	+	The allocation of open green spaces provides for the protection of existing green spaces and the inclusion of new sites to expand this network. The policy also promotes the provision of new green spaces as part of new schemes. Maximising the area of green space available is desirable as this provides natural flood risk attenuation and mitigation within the urban area which supports the existing flood risk management processes and infrastructure.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a minor positive effect.	The application of Policy 48 (Land Affected by Contamination) will ensure that land is not potentially hazardous to members of the public.	The application of Policy 48 (Land Affected by Contamination) will ensure that any negative effects are mitigated.	+	+	+	The policy allocates and protects areas of green space available which will safeguard the amenity of these locations, thus avoiding the loss of soil to development at these locations. The designation of former employment land bounded by the A63, the Humber Estuary, St Andrew's Quay Retail Park and existing open space site 1 as a new area of open space provides opportunities for the remediation of this site for amenity use and prevents the loss

							of any remaining soils to further development. Its previously developed status means that the land is potentially hazardous to members of the public, however the application of Policy 48 (Land Affected by Contamination) will ensure that any negative effects are mitigated.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect.			+	+	+	Open space is important for the adaptation to and mitigation of climate change. Maximising the area of green space available is desirable as this provides natural flood risk attenuation and mitigation within the urban area which supports the existing flood risk management processes and infrastructure.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a minor positive effect.	The application of Policy 48 (Land Affected by Contamination) will ensure that land is not potentially hazardous to members of the public.	The application of Policy 48 (Land Affected by Contamination) will ensure that any negative effects are mitigated.	+	+	+	The designation of former employment land bounded by the A63, the Humber Estuary, St Andrew's Quay Retail Park and existing open space site 1 as a new area of open space provides opportunities for the remediation of this site for amenity use, restoring a brownfield site without any subsequent loss to built development. Its previously developed status means that the land is potentially hazardous to members of the public, however the application of Policy 48 (Land Affected by Contamination) will ensure that any negative effects are mitigated.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a minor positive effect.			+	+	+	The policy states that schemes proposed for the area site 2 should consider the South Blockhouse as an importance archaeological feature. Designs for public open space in this area should aim to incorporate the archaeological findings and present them in an accessible way. This will have a positive effect against this SA objective in protecting heritage assets.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Uncertain but could be positive or negative depending on precise location of new open space.	Policy 14 (Design) and Policy 15 (Local Distinctiveness) will ensure that landscape and townscape is taken into account when providing open space.	Policy 14 (Design) and Policy 15 (Local Distinctiveness) will ensure that the policy performs positively when applied in accordance.	+	+	+	The policy generally performs positively against this objective as maximising the area of green space available is generally desirable as these spaces often form a key component of and positively contribute to the landscape character, local distinctiveness and visual amenity of the city. However, this will required consideration on a site-specific basis. The inclusion of all sites down to 0.1ha on the policies map increases the area and network of

							green space available across the city and will positively contribute to the landscape character and visual amenity of the city where open space forms part of the existing character. Consideration of the setting of each specific location will be required.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a significant positive effect.			++	++	++	Open space, sport, recreation and play facilities are important to the quality of place and to people's overall wellbeing. As well as offering opportunities for physical activity, good quality, accessible green spaces are also linked to positive mental health benefits and can support community cohesiveness.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	There is growing evidence suggesting that health inequalities between the most and the least deprived groups are reduced where there is improved access to green space. The policy has a positive effect by providing open space for all.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
16. Enhance community identity and participation	Likely to have a minor positive effect.			+	+	+	The provision of open space, sport, recreation and play facilities are important to the quality of place can support and create local identity and encourage a sense of community pride.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy has a positive effect by offering protection to open space, sports and recreational buildings and land, including playing fields that are used by the community.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
SUMMARY							

Environmental

The policy is expected to have a number of positive environmental effects, particularly in relation to the protection and improvement of habitats and biodiversity. Maintaining a linked network of green spaces throughout the city is essential to provide a green lung, support biodiversity and provide accessible locations for people to come into contact with nature. Maintaining a range of sites of varying sizes, form and location provides opportunities for a diversity of habitats and species to be present. The inclusion of all sites down to 0.1ha on the policies map increases the area of overall green space available and provides increased linkages between green spaces with associated benefits for biodiversity through increased habitat provision and reduced habitat fragmentation. It also provides opportunities for people to come into contact with nature. The policy states that schemes proposed in Site 1 must seek to conserve what is deemed valuable / rare in terms of biodiversity in the city which offers additional protection. The designation of former employment land bounded by the A63, the Humber Estuary, St Andrew's Quay Retail Park and existing open space site 1 present a significant opportunity for the creation of habitat features which support local biodiversity within this open space, specifically linked to the adjacent existing open space and the Humber Estuary, and provides increased opportunities for people to come into contact with nature. It is understood that the species of flora found on the site make it one of the most important brownfield land sites in the region. In addition, its proximity to the Humber Estuary International Site also provides a major opportunity for it to provide a wetland habitat. Further, open space is important for the adaptation to and mitigation of climate change. Maximising the area of green space available is desirable as this provides natural flood risk attenuation and mitigation within the urban area which supports the existing flood risk management processes and infrastructure. The policy also should have positive effect on the townscape and heritage asset objectives. The policy states that schemes proposed for the area site 2 should consider the South Blockhouse as an importance archaeological feature and designs for public open space in this area should aim to incorporate the archaeological findings and present them in an accessible way, further maximising the area of green space available is generally desirable as these spaces often form a key component of and positively contribute to the landscape character, local distinctiveness and visual amenity of the city.

Social

The policy should have an overall positive effect on social objectives with a significant positive effect in relation to health objectives. Open space, sport, recreation and play facilities are important to the quality of place and to people's overall wellbeing. As well as offering opportunities for physical activity, good quality, accessible green spaces are also linked to positive mental health benefits and can support community cohesiveness. There is growing evidence suggesting that health inequalities between the most and the least deprived groups are reduced where there is improved access to green space. The policy therefore has a positive effect by providing open space for all. The provision of open space, sport, recreation and play facilities are important to the quality of place can support and create local identity and encourage a sense of community pride therefore the protection of such spaces that are used by the local community is particularly positive.

Economic

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

POLICY 43

Green Infrastructure / green network

1. Development that adversely affects the continuity and value of the Green Network, as designated on the Policies Map and Table 12.4, will not be permitted.
2. Development within or in close proximity to the Green Network should seek to protect and/or enhance the functionality and connectivity of the corridor.
3. Development adjacent to the River Hull Corridor should include a minimum of 8 metres space (unless otherwise agreed) to allow for:
 - a. a north-south pedestrian and cycle way;
 - b. flood defences as required to protect the city;
 - c. contractors to access and maintain existing and proposed flood defences; and
 - d. protection of wildlife corridors.
4. Development should incorporate and enhance existing and/or new green infrastructure features within their design, proportionate to their scale.
5. The Policies Map shows Green Network in the Kingswood area. The detailed allocations are made within the Kingswood Area Action Plan.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a significant positive effect.			++	++	++	<p>Maintaining a linked network of green spaces/infrastructure throughout the city is essential to provide a green lung, support biodiversity and provide accessible locations for people to come into contact with nature. Maintaining a range of sites of varying sizes, form and location provides opportunities for a diversity of habitats and species to be present.</p> <p>The identification and protection of a citywide Green Network increases the area of overall green space available and provides increased linkages between green spaces with associated benefits for biodiversity through increased habitat provision</p>
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							and reduced habitat fragmentation. It also provides increased opportunities for people to come into contact with nature. The requirement for new developments to incorporate green infrastructure features as part of design provides opportunities for the incorporation of habitat features that support species of biodiversity value. The policy actively seeks to protect wildlife corridors and would overall have a significant positive effect.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect.	Policy 46, which also promotes green infrastructure as part of design could make reference to the encouragement rainwater harvesting or other water recycling initiatives to strengthen this policy.	The policy will measure more strongly against this policy if green infrastructure incorporates water efficiency and conservation measures through Policy 46.	+	+	++	The identification and protection of a citywide Green Network will help to protect water quality, resources and minimise adverse impacts on water dependent sites and habitats. The requirement for new developments to incorporate green infrastructure as part of design provides opportunities for the incorporation of water efficiency and conservation measures.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a significant positive effect.			++	++	++	The policy will have a significant positive effect against this SA objective as it specifically advises adjacent development sites to incorporate space for flood defences to deliver the flood protection that the city needs.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a significant positive effect.			++	++	++	Protecting the Green Network will avoid the loss of soil to development at these locations.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	The inclusion of green infrastructure features within new developments could offer potential benefits by improving the energy efficiency of new developments.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a minor positive effect.			+	+	+	The identification and protection of a citywide Green Network (including the open countryside, the Humber estuary, rivers, drains, green corridors and railways) will help to provide resilience to climate change by providing natural and sustainable flood water attenuation and mitigation. The policy specifically advises adjacent development sites to incorporate space for flood defences to deliver the flood protection that the city needs. The required inclusion of green infrastructure features within new developments could offer potential benefits by improving the climate change resilience of new developments.
7. Achieve good air quality	Likely to have a minor positive effect.			+	++	++	Green infrastructure acts to relieve air pollution by purifying the air at a local level, acting as a green lung. The proposed Green Network will help create green lungs within the City, potentially making some contribution to the regulation of air quality, particularly near congestion hotspots. The inclusion of green infrastructure features within new developments required offer potential benefits to air quality at a local level.

							The policy will strengthen with time.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral or positive effect.			0/+	0/+	0/+	<p>The policy is directed toward natural heritage rather than cultural heritage, but there are no anticipated negative impacts on culture and heritage associated with the implementation of this policy.</p> <p>The riverside environment (River Hull Corridor) is an integral part of the city's historical and therefore cultural heritage. Improving and maintaining access to this corridor will help maintain the sense of place and local distinctiveness and add to this sustainability objective.</p>
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	++	++	<p>Maximising the area of green space available is desirable as these spaces are likely to form part of the landscape character and visual amenity of their setting. Protection against development in these locations could result in positive impacts on landscape character and visual amenity.</p> <p>The riverside environment (River Hull Corridor) is an integral part of the city's historical and therefore cultural heritage. Improving and maintaining access to this part of the city's "distinctive landscape character" will help maintain the sense of place and local distinctiveness and add to this sustainability objective.</p> <p>The positive effects will increase with time.</p>
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	++	++	<p>The improvement of green infrastructure in the area is likely to benefit health and well-being through the enhancement of the residential landscape, the provision of more areas for exercise and the improvement of air quality and general environmental conditions.</p> <p>The positive effects will increase with time.</p>
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a significant positive effect.			++	++	++	The policy protects land for a north-south pedestrian and cycle way which encourages more sustainable forms of transport and therefore has a significant positive effect.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

rest through a more equitable sharing of the benefits of prosperity							
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
16. Enhance community identity and participation	Likely to have a minor positive effect.			+	+	++	<p>The protection and enhancement of green infrastructure and the natural environment of the area will make a positive contribution towards building quality places which in turn will support quality of life and community wellbeing. All of these features serve to strengthen the community. In addition, green infrastructure provides a number of essential ecosystem services (such as flood attenuation, water management and biodiversity protection and enhancement) many of which are also measures to mitigate against the effects of climate change and all of which will help to promote stronger communities.</p> <p>Overall the policy is regarded as having a positive effect on this sustainability objective with the effect likely to be stronger in the longer term as key measures are delivered.</p> <p>The positive effects will increase with time.</p>
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a minor positive effect.			+	+	+	The policy safeguards the corridor and requires adjacent development sites to incorporate space for transport corridors, meaning significant improvements can be made to connectivity and ease access to services and facilities, as well as public access to green infrastructure and open space
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
SUMMARY							
Environmental (ranges from ++ to 0)							
The policy provides a positive environmental effect by identifying and protecting a citywide Green Network, which increases the area of overall green space available and provides increased linkages between green spaces. This will benefit biodiversity through increased habitat provision and reduced habitat fragmentation; provide increased opportunities for people to come into contact with nature. The policy is also likely to have a positive effect on: habitat features that support species of biodiversity value; protection of water quality and resource; conservation measures; managing flood risk; protection of soil resources; contributing to improving air quality; and protecting heritage and landscape character.							

Social (ranges from ++ to +)

By protecting and enhancing the green infrastructure and natural environment of the City in an inclusive way the policy is likely to have positive effects on those social objectives that relate to strengthening the community, improving health and wellbeing, particularly in the longer term as the measures within the policy start to deliver results. In addition, the policy promotes other modes of sustainable transport which could also improve access to other services and facilities.

Economic (0)

The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

POLICY 44

Biodiversity and wildlife

European sites (Ramsar, SPA, SAC)

1. Proposals for development that may affect an existing or proposed European or Ramsar site will need to do a Habitats Regulations assessment. This will need to consider the impact of the scheme both on its own and in combination with other relevant plans or projects. The proposal will need to follow the relevant legislation to determine whether it is acceptable.

National sites (SSSI)

2. Natural England will be consulted on proposals for development that are likely to have an effect on a SSSI. Schemes that will have a negative effect will not normally be permitted, except where the benefits of development clearly outweigh both the impact on the site and any broader impacts on the wider network of National Sites. In such cases, compensation for the harm will be sought.

Local sites

3. Development resulting in the loss or significant harm to a Local Wildlife Site or Local Nature Reserve will only be permitted if it can be clearly demonstrated there is a strong need for the development, and that there are no other appropriate locations for the development. Where loss or harm cannot be prevented or adequately mitigated, as a last resort, compensation for the loss/harm must be agreed. Development will be refused if loss or significant harm cannot be prevented, adequately mitigated against or compensated for.

4. Until formally reviewed by the Local Sites Partnership, sites designated as Sites of Nature Conservation Interest in the Hull Local Plan (2000) will be considered Candidate Local Wildlife Sites if they meet the Council's draft site selection criteria, and will be afforded the same level of protection as Local Wildlife Sites.

Protected species

5. Development adversely affecting a species protected by legislation will not be allowed.

Promoting biodiversity improvements

6. Proposals should seek to achieve a net gain in biodiversity commensurate with the scale of the development and will be supported where they:

- a. Conserve, restore, enhance or re-create biodiversity interests, particularly national Priority Habitats and Species and locally important habitat and species identified in the Hull Biodiversity Action Plan.
- b. Safeguard, enhance, create and connect identified habitat networks in order to:
 - i. protect, strengthen and reduce fragmentation of habitats;
 - ii. create a coherent ecological network that is resilient to current and future pressures;
 - iii. conserve and increase populations of species; and
 - iv. promote and enhance green infrastructure.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a significant positive effect.			++	++	++	<p>The proposed policy provides specific guidance for the protection and assessment (where development proposed that may affect) of designated sites at a European, national and local level and legally protected species; incorporating the statutory processes required where applicable.</p> <p>The policy performs strongly as it aims to not only avoid, mitigate or compensate for harm but seek ways to enhance and restore biodiversity.</p> <p>Overall the policy is regarded as having a positive effect on this sustainability objective</p>

							with the effect likely to be stronger in the longer term as key measures are delivered.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect.			+	+	++	The policy provides protection for designated wildlife sites, habitats and species, the policy will contribute to the protection of water quality in associated water bodies. The positive effects of implementing this policy are likely to increase with time.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor positive effect.			+	+	++	This policy will have positive effects toward this sustainability objective because by protecting biodiversity there may be indirect positive impacts on flood risk. For example, naturally draining areas would be less of a flood risk than areas of hardstanding associated with development. The positive effects of implementing this policy are likely to increase with time.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a minor positive effect.			+	+	++	This policy will have positive effects toward this sustainability objective because by protecting biodiversity there will be direct positive impacts on soils. Soil resources will not be lost to new development if wildlife sites are protected. The positive effects of implementing this policy are likely to increase with time.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	++	This policy will have positive effects toward this sustainability objective because the emphasis is on enhancing and creating green infrastructure that will provide very strong climate change adaptation benefits. These are based on the ecosystem services provided by green infrastructure that include flood attenuation, water management, heat absorption and acting as a carbon sink. The positive effects of implementing this policy are likely to increase with time.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	+	By protecting biodiversity there may be indirect positive impacts on air quality. For example, tree species and natural environments can absorb more air pollution.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective. The policy is directed toward natural heritage rather than cultural heritage, but there are no anticipated negative impacts on culture, heritage and diversity associated with the implementation of this policy.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect			+	+	++	Policy protects landscape and therefore has a positive effect on encouraging local distinctiveness. The positive effects of implementing this policy are likely to increase with time.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect			+	+	++	The policy protects open spaces which may encourage walking which can have health benefits. The protection and enhancement of green infrastructure and the natural environment of the area will make a positive contribution towards building quality places which in turn will support quality of life and community wellbeing. The positive effects of implementing this policy are likely to increase with time.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
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SUMMARY							
Environmental (ranges from ++ to +)							
The policy provides specific guidance for the protection and assessment (where development proposed that may affect) of designated sites at a European, national and local level and legally protected species; incorporating the statutory processes required where applicable. The policy should have a significant positive impact as it aims to not only avoid, mitigate or compensate for harm but seek ways to enhance and restore biodiversity. This will have significant benefits for biodiversity; the protection of water quality in associated water bodies, managing flood risk, protecting soil resources, maintaining landscape character and indirect benefits to air quality. These essential ecosystem services are also measures to mitigate against the effects of climate change and all of which will help to promote stronger communities. The positive effects of implementing this policy are likely to increase over the Plan period.							
Social (+)							
The improvement of green infrastructure in the area is likely to benefit health and well-being through the enhancement of the residential landscape and amenity, the provision of more areas for exercise and the improvement of air quality and general environmental conditions. Protecting biodiversity and wildlife as proposed will also have benefits to human health. Overall the policy therefore should have a positive effect when considered against social objectives.							
Economic (0)							
The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 45							
Trees							
Residential development and new trees							
1. Three new trees will be required to be planted for each new dwelling (this excludes conversions and changes of use).							
Tree protection and replacement							
2. Hull City Council will make Tree Preservation Orders when necessary in order to protect specific trees, groups of trees, or woodlands in the interests of amenity.							
3. The Council will not grant permission for the loss of or damage to a tree, group of trees or areas of woodland of significant amenity, biodiversity or historic value unless there is deemed to be an immediate hazard to public safety.							
4. Otherwise, trees protected by Tree Preservation Orders should be retained whenever possible unless:							
a. They are dead, dying, diseased, or represent a hazard to public safety; or							
b. The Council's aboricultural officer deems the felling to be acceptable with regards to the Council's policy on urban forestry and tree management; or							
c. The benefit of the proposed development outweighs the benefit of their retention.							
5. If felling is deemed acceptable by parts (3) or (4) then the planting of two replacement trees in an appropriate location will be required.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a significant positive effect.			++	++	++	Policy provides for the protection of trees which would make a significant positive contribution to the conservation of species and habitats.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor positive effect.			+	+	+	Policy encourages tree planting which can sometimes be used to help against flooding. Natural flood management (NFM) is the alteration, restoration or use of landscape

							features to reduce flood risk, which can include trees.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	++	Policy is likely to have a positive effect as the more trees that are planted the more CO2 is removed from the air. Overall the policy is regarded as having a positive effect on this sustainability objective with the effect likely to be stronger in the longer term as more trees are planted and protected.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
7. Achieve good air quality	Likely to have a minor positive effect.			+	+	++	Trees planted in the right circumstances can absorb a range of air-borne pollutants and help to improve air quality. The policy performs positively by protecting and encouraging tree planting which has been shown to improve air quality. The positive effects of implementing this policy are likely to increase with time.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible							
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	++	Performs positively by ensuring that trees are protected and provided as part of new developments. This is particularly important for Hull, which has a low level of tree cover. The planting of more trees shall improve and protect landscape and townscape, and enhance the local distinctiveness of the area. Overall the policy is regarded as having a positive effect on this sustainability objective with the effect likely to be stronger in the longer term as more trees are planted and protected.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	Policy performs strongly as it protects and encourages planting of trees which may have health benefits. For example, trees planted in

							the right circumstances can absorb a range of air-borne pollutants.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a minor positive effect.			+	+	+	Policy performs strongly as encourages planting of trees which offers the potential for school and community involvement.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
SUMMARY							
<p>Environmental (+) This policy will have provide a wide range of positive effects on environmental objectives, by seeking to avoid, mitigate or compensate for harm to trees. This would make a significant positive contribution to the conservation of species and habitats, improve local air quality, reduce carbon levels, protect against flooding and contribute to local landscape character and general amenity where trees form an important component.</p> <p>Social (+) In terms of social objectives the policy is considered to have a positive effect. The planting of trees offers the potential for school and community involvement, which could in turn enhance community identity and participation. In addition, the policy may improve health as trees planted in the right circumstances can also benefit human health by absorbing a range of air-borne pollutants.</p> <p>Economic (0) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.</p>							

POLICY 46							
Local food growing							
1. The use of land and buildings as new allotments, orchards and for local food growing spaces and production will be supported, including the temporary use of vacant or derelict land or buildings and the use of amenity greenspace on housing estates and other open space areas, where this does not conflict with other policy objectives or land use priorities.							
2. The incorporation of community gardens, allotments, orchards and innovative spaces for growing food, including green roofs, will be encouraged and supported in new developments where possible and appropriate, particularly where there is demand for food growing space in the vicinity of the application site.							
3. The inclusion of productive trees and plants in landscaping schemes will be encouraged where appropriate.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	Policy provides for the inclusion of trees and plant which would make a minor positive contribution to the conservation of species and habitats.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have neutral effect.			0	0	0	No direct relation to the SA objective. However the potential exists to promote water harvesting measures.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have neutral effect.			0	0	0	No direct relation to the SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a minor positive effect			+	+	+	Policy has a positive effect as it reduces the loss of soils to development.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	The encouragement of locally produced food that can help to reduce the carbon footprint generated by the transport of food and promote walking due to easier access. Overall this policy is assessed as having a minor slightly positive effect.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have neutral effect.			0	0	0	No direct relation to the SA objective.
7. Achieve good air quality	Likely to have neutral to minor positive effect.			0/+	0/+	0/+	Trees planted in the right circumstances can absorb a range of air-borne pollutants and help to improve air quality. It is unlikely that trees on this scale will make much of a difference and so the policy is scored as having a neutral to minor positive effect.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a minor positive effect.			+	+	+	The policy performs slightly positively as it aims to bring back into productive use some, vacant or derelict land and buildings for use of new allotments, orchards and for local food growing spaces and production. Although this is only temporary, the land is to be kept available after for other brownfield uses.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.

(including waste) or recycled alternatives wherever possible							
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	Policy performs positively as it encourages the planting of trees and plants in landscaping schemes.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect by improving access to healthy, locally-produced food. Community growing and other food-related activities improve physical and mental health for people of all ages. When combined with Policy 12 (District, Local and Neighbourhood Centres), which limits the opening of hot food takeaway (A5 use) within 400m of a secondary school or sixth form college, or playing fields, the policy performs very positively at addressing levels of obesity in children and adults.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	Policy performs positively meaning everyone has the opportunity to access healthy local food regardless of background and so will help to improve communities across the board.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
16. Enhance community identity and participation	Likely to have a minor positive effect.			+	+	+	The policy has a significant positive effect against this SEA/SA objective as it helps bring the community together.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective. However, the opportunity does exist to involve schools and provide gardening placements.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to this SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have neutral effect			0	0	0	The policy allows the temporary use of vacant or derelict land or buildings which could prevent or delay employment opportunities. The policy clearly states that this is to be a temporary use. However as highlighted in the Local Plan, the temporary nature of any permission granted should be clearly understood by all parties, so that necessary development is not blocked at a later date.

							Providing this is done, there should be no negative effects.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have neutral effect			0	0	0	No direct relation to the SA objective.
SUMMARY							
Environmental (+)							
The policy should deliver a number of positive environmental effects. The policy provides for the inclusion of trees and plant which would make a minor positive contribution to the conservation of species and habitats and should reduce the loss of soils to development. The encouragement of locally produced food that can help to reduce the carbon footprint generated by the transport of food and promote walking due to easier access. Trees planted in the right circumstances can absorb a range of air-borne pollutants and help to improve air quality. It is unlikely that trees on this scale will make much of a difference and so the policy is scored as having a neutral to minor positive effect. The policy performs slightly positively as it aims to bring back into productive use some, vacant or derelict land and buildings for use of new allotments, orchards and for local food growing spaces and production. Although this is only temporary, the land is to be kept available after for other brownfield uses.							
Social (ranges from ++ to +)							
The policy has a significant positive effect by Improving access to healthy, locally-produced food. Community growing and other food-related activities improve physical and mental health for people of all ages, particularly when combined with Policy 12 (District, Local and Neighbourhood Centres), which limits the opening of hot food takeaway (A5 use) within 400m of a secondary school or sixth form college, or playing fields, the policy performs very positively at addressing levels of obesity in children and adults. Allotments also perform a function of bringing the community together, helping to create a sense of pride and facilitating community participation.							
Economic (0)							
The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 47							
Atmospheric Pollution							
1. Applications for residential development within the Air Quality Management Area as shown on Map 13.1 must be accompanied by an assessment of air quality. Residential development in the NO2 Area of Exceedance as shown on Map 13.1 will not be allowed unless it can be demonstrated how the air quality within the building will be brought within acceptable limits.							
2. An assessment of air quality must accompany applications for major development which could, individually or cumulatively, with planning permissions and/or developments under construction:							
a. worsen air quality within an Air Quality Management Area;							
b. lead to the creation of a new Air Quality Management Area;							
c. increase the number of sensitive receptors within an Air Quality Management Area; or							
d. have a detrimental impact on local air quality anywhere in the city.							
3. The scope of any assessment of air quality should be agreed prior to the submission of a planning application and will be required to:							
a. identify the site, development proposal and area in which the impacts will be assessed;							
b. assess the existing air quality;							
c. assess the impact of the proposal on air quality individually and in conjunction with any outstanding planning permission or development under construction; and							
d. identify mitigation measures and quantify the impact of those measures.							
The assessment should also, if development is located in proximity to the Humber Estuary International Site, specifically consider any impact on the importance of the Humber sites.							
4. Development which cannot appropriately mitigate air quality concerns, including dust and odour, will only be supported where the social and economic benefits significantly outweigh the negative impact on air quality.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a significant positive effect.			++	++	++	The policy is likely to have a significant positive effect as it states that air quality must be assessed when in proximity to the Humber Estuary Special Protection Area.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems,	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

taking into account the impact of climate change							
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a minor positive effect.			+	+	+	Levels of pollution from vehicle emissions have led to an air quality management area being declared for in one area of the city. It is likely that the policy will encourage sustainable modes of transport to reduce emissions and improve local air quality.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
7. Achieve good air quality	Likely to have a significant positive effect.			++	++	++	The policy has a significant positive effect by aiming to avoid developments that could worsen air quality.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a significant positive effect.			+	++	++	The policy will have a positive effect on overall human health by aiming to improve air quality and mitigating the negative effects from development (for example dust and odour). The positive effects of implementing this policy are likely to increase with time.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	++	++	Levels of pollution from vehicle emissions have led to an air quality management area being declared in one part of the city. It is likely that the policy will encourage sustainable modes of transport to reduce emissions and improve local air quality. The positive effects of implementing this policy are likely to increase with time.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

ECONOMIC

20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

SUMMARY

Environmental (ranges from ++ to +)
 The policy is expected to have a significant positive effect on environmental objectives as it seeks to avoid adverse impacts on sensitive ecological receptors, with particular reference to the Humber estuary; avoid developments that could worsen air quality, particularly in sensitive areas (e.g. Air Quality Management Areas). In addition, it could reduce CO2 emissions if more sustainable modes of transport are encouraged by developers seeking to improve local air quality.

Social (ranges from ++ to +)
 The policy is expected to have a significant positive effect on social objectives as it aims to improve air quality and mitigate the negative effects from development (for example dust and odour) on human health and encourage sustainable modes of transport to reduce emissions and improve local air quality.

Economic (0)
 The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.

POLICY 48
Land Affected by Contamination
 1. Development which:
 a. involves the development of land known or suspected to be contaminated; and/or
 b. would have a vulnerable end user; and/or
 c. could create a new pathway between a contamination source and a vulnerable receptor (including local, national and internationally designated wildlife sites and the groundwater aquifer) must be accompanied by an appropriate contamination assessment.
 2. Development will be supported where it has been demonstrated that appropriate mitigation can be carried out and will have conditions attached to require the appropriate works to be carried out.

SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	

Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect

ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a minor positive effect.			+	+	+	Policy performs positively as it promotes contamination assessment which would include consideration of surface water and groundwater paths.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a significant positive effect.			++	++	++	Policy promotes contamination assessments and the conditioning of mitigation and remediation.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a significant positive effect.			++	++	++	The policy performs very positively as it allows developers to bring back into productive use contaminated and previously developed land by submitting the appropriate assessments and providing the appropriate mitigation measures.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a minor positive effect.			+	+	+	Policy promotes reuse of brownfield land which could result in the reuse of materials.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	Policy promotes remediation and therefore this will enhance the landscape and townscape by regenerating brownfield land.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	Although the policy does not have a direct impact relating to this SA objective, there likely to have a positive health impact on occupiers
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
SUMMARY							
Environmental (ranges from ++ to +)							
The policy should have a positive effect on environmental objectives and in particular is expected to have a significant positive effect in relation to remediation of contaminated land and brownfield land objectives. The policy promotes contamination assessments and the conditioning of mitigation and remediation, which would allow developers to bring back into productive use contaminated and previously developed land by submitting the appropriate assessments and providing the appropriate mitigation measures. This has additional positive effects for water quality in terms of both surface water and groundwater and through remediation of contaminated land should deliver overall enhancement of the landscape and the townscape helping to facilitate future regeneration of brownfield land.							
Social (+)							
Although the policy does not have a direct impact on social objectives, there are likely to be consequential positive health effects for future occupiers.							
Economic (0)							
The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 49							
Noise Pollution							
1. Development which would site noise sensitive receptors in proximity to noisy uses or areas should demonstrate that there would be an acceptable level of amenity for end users. Where this has not been demonstrated, development will not be allowed.							
2. Development of noisy uses should demonstrate that adverse impacts of noise can be mitigated and that there would be an acceptable impact on the amenity of surrounding land uses, including the Humber Estuary International Site.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity	Likely to have a minor positive effect.			+	+	+	The policy should provide a positive impact as new development must mitigate noise impacts

between sites and prevent habitat fragmentation.							on sensitive receptors. Specific reference is made to the Humber Estuary International Site.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy includes provisions to assess the impact of noise on sensitive receptors and where necessary mitigate such impacts, which should provide a positive impact in terms of minimising noise pollution, particularly where it would affect sensitive residential areas.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
SUMMARY							
Environmental (+) The policy should result in a positive effect on the natural environment as new development must mitigate detrimental noise impacts on sensitive receptors such as habitats, biodiversity and the overall townscape and includes specific regard to the Humber Estuary International Site.							
Social (+) The policy includes provisions to assess the impact of noise on sensitive receptors and where necessary mitigate such impacts, which should provide a positive impact in terms of minimising noise pollution, particularly where it would affect sensitive residential areas. As such the policy should have a positive social effect.							
Economic (0) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 50							
Light Pollution							
Development in proximity to sensitive receptors such as residential properties or the Humber Estuary International Site should ensure that lighting is designed in such a way as to avoid an adverse impact on those sensitive receptors.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	The policy should provide a positive impact as new development must mitigate any lighting impacts on sensitive receptors. Specific reference is made to the Humber Estuary International Site.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

processes and storage systems, taking into account the impact of climate change							
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a minor positive effect.			+	+	+	Has a positive impact by ensuring lighting is sensitive. Lighting which is not controlled can be particularly harmful to landscape and townscape (for example too much street lighting).
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	Has a positive impact by ensuring lighting is sensitive. Light pollution, particularly in residential areas, may cause health issues, such as stress. The policy should minimise these impacts.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	Although lighting can reduce crime and fear of crime, the policy is more concerned with light pollution.

18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
SUMMARY							
Environmental (+) The policy should result in a positive effect on the natural environment as new development must mitigate detrimental lighting impacts on sensitive receptors such as habitats, biodiversity and the overall townscape and includes specific regard to the Humber Estuary International Site.							
Social (+) The policy should have a positive social impact by ensuring lighting is sensitive to its surroundings, particularly in relation to residential areas, providing health benefits in terms of prevent stress from light pollution and can reduce crime and the fear of crime, through appropriate lighting of buildings streets and public spaces.							
Economic (0) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 51							
Hazardous Substances Consent							
1. Permission for hazardous substances consent will be granted where it has been demonstrated that the level of risk to the surrounding community and environment is within acceptable limits and that the benefits from the use of the site outweigh that level of risk.							
2. Development in proximity to a site with a hazardous substances consent must demonstrate that regard has been had to the presence of the hazardous substances consent and the design/ layout amended accordingly and that the benefits of the development outweigh the level of residual risk.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							
1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a minor positive effect.			+	+	+	Hazardous substances pose a major threat to the environment. Any impacts on biodiversity will be considered in hazardous substances consent.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural	Likely to have a minor positive effect.			+	+	+	The policy has a minor positive effect as any impacts on water quality will be considered in hazardous substances consent.

processes and storage systems, taking into account the impact of climate change							
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a significant positive effect.			++	++	++	The policy should have a significant positive impact by ensuring the health of residents is protected from hazardous substances, by locating such facilities away from sensitive locations and ensuring that development proposals, such as for housing, are located a safe distance away from facilities with hazardous substance consent.
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.

18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
ECONOMIC							
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
SUMMARY							
Environmental (+) The policy should have a positive effect on habitats, biodiversity and the water environment by requiring hazardous substances development and development in proximity to such sites to demonstrate that the level of risk to the surrounding community and environment is within acceptable limits and that the benefits from the use of the site outweigh that level of risk.							
Social (++) The policy should have a significant positive impact on health and wellbeing by ensuring the health of residents is protected from hazardous substances, by locating such facilities away from sensitive locations and ensuring that development proposals, such as for housing, are located a safe distance away from facilities with hazardous substance consent.							
Economic (0) The policy is considered to have no direct relation to the economic objectives and therefore is likely to have an overall neutral effect.							

POLICY 52							
Infrastructure and Delivery							
1. To ensure the delivery of infrastructure requirements, and to ensure the strategic and sustainability objectives of the Plan are met, the Council will:							
a. Support the provision of appropriate new infrastructure including to mitigate and adapt to climate change working with partner organisations and the East Riding of Yorkshire Council where necessary to deliver the priorities of the Local Plan.							
b. Support measures to protect, enhance or improve access to existing facilities, services and amenities that contribute to business needs, quality of life of residents, and visitor requirements, including access to information and communication technologies.							
c. Facilitate the timely provision of additional facilities, services and infrastructure to meet identified needs, whether arising from new developments or existing community need, including those of the emergency services and utilities, in locations that are appropriate and accessible.							
d. Seek additional infrastructure funding from European, national and local funding sources to enable development to come forward.							
2. To facilitate the delivery of identified place shaping infrastructure requirements in the city new development will be expected to contribute through the Community Infrastructure Levy Regulations, or successor regulations or guidance.							
3. S106 Planning Obligations will be required where they directly relate to the nature and potential impact of development taking account of material considerations, including viability of development.							
4. The timing of provision of Infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied. An Infrastructure Delivery Plan will guide how infrastructure will be funded and over what timeframes it will be delivered.							
SUSTAINABILITY OBJECTIVE	POTENTIAL IMPACTS	MITIGATION	RESIDUAL EFFECT	ASSESSMENT OF RESIDUAL EFFECT			COMMENTS
				Short Term	Med Term	Long Term	
Scale of Effect: ++ Significant positive effect, + Minor positive effect, 0 Neutral effect, - Minor negative effect, -- Significant negative effect, ? Uncertain effect							
ENVIRONMENTAL							

1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	Likely to have a minor positive effect.			+	++	++	The policy performs positively as flood defence infrastructure can be provided under this policy. It also makes reference to adapting to climate change. The positive effects are likely to strengthen with time as more infrastructure is delivered.
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	Likely to have a neutral effect.			0/+	0/+	0/+	No direct relation to the SA objective. However it could be argued that other objectives may have an indirect positive effect on this objective. For example, the reduction in the encouragement of more sustainable modes of transport will help to reduce car emissions.
6. Ensure that development is capable of withstanding the effects of climate change	Likely to have a significant positive effect.			++	++	++	The policy states that it will support the provision of appropriate new infrastructure including schemes to mitigate and adapt to climate change. The policy also refers to the Infrastructure Delivery Plan which lists a number of schemes which will aim to tackle climate change.
7. Achieve good air quality	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
8. Maximise the use of previously developed land and buildings, and the efficient use of land	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
10. To maintain and enhance historic and cultural assets	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	Likely to have a neutral effect			0	0	0	No direct relation to the SA objective.
SOCIAL							
12. Encourage healthy lifestyles and reduce the health impacts of new developments	Likely to have a minor positive effect.			+	+	+	The policy seeks to protect and enhance the quality of life of residents and deliver accessible services, facilities and amenities that are necessary to sustain and enhance local communities. Due to the requirement for developers to contribute towards infrastructure (via CIL or Section 106 Contributions) new and improved

							<p>facilities and services should be integrated into the community. Due to this there is the opportunity to improve access to health care, promote healthy urban planning, promote open spaces and encourage healthy lifestyles (e.g. walking).</p> <p>Therefore the policy is likely to have positive implications for health and wellbeing.</p>
13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport	Likely to have a minor positive effect.			+	++	++	<p>The policy includes provisions which seek to improve access and integration between homes, jobs and community facilities and services. Existing facilities, services and amenities are to be protected whilst additional facilities, services and infrastructure will be delivered to meet new or existing needs, which should help to deliver more sustainably accessible communities and contribute towards delivering a reduction in the need to travel.</p> <p>The policy also refers to the Infrastructure Delivery Plan, which sets out potential costs and delivery mechanisms for individual elements or types of infrastructure identified as necessary to the delivery of the objectives of the Local Plan. The IDP refers to a number of schemes which shall encourage a shift from the private car to public transport.</p> <p>The policy will strengthen with time as more schemes are delivered.</p>
14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity	Likely to have a minor positive effect.			+	+	+	<p>The policy does not directly commit to promoting inclusive communities. However, it does supports the provision of services to meet needs associated with growth. These will support the development of sustainable communities, and ultimately contributing to strong and inclusive neighbourhoods.</p>
15. Ensure that everyone has access to good quality housing that meets their needs	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
16. Enhance community identity and participation	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
17. Reduce both crime and fear of crime	Likely to have a neutral effect.			0	0	0	No direct relation to the SA objective.
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	Likely to have a minor positive effect.			+	+	+	The policy supports measures to protect, enhance or improve access to information and communication technologies which may have a positive effect on raising attainment levels.
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	Likely to have a significant positive effect.			++	++	++	The policy includes provisions which seek to improve access and integration between homes, jobs and community facilities and services thereby enhancing the vibrancy and

							vitality of existing centres. Existing facilities, services and amenities are to be protected whilst additional facilities, services and infrastructure will be delivered to meet new or existing needs, which will help to sustain viable centres, ensuring that they support an appropriate supply and mix of uses that are commensurate with its scale and level of identified need.	
ECONOMIC								
20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity	Likely to have a significant positive effect.				++	++	++	The policy seeks the timely delivery of infrastructure both within the City and cross boundary, which will be necessary to support the delivery sustainable economic growth. The IDP establishes how such infrastructure will support the development aspirations of the plan and how it will be funded, phased and delivered. The policy also seeks to support measures to protect and enhance facilities, services and amenities that contribute towards supporting business needs.
21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of uses and facilities within and between centres.	Likely to have a minor positive effect.				+	+	+	Policy includes provisions which seek to improve access and integration between homes, jobs and community facilities and services thereby enhancing the vibrancy and vitality of existing centres. Existing facilities, services and amenities are to be protected whilst additional facilities, services and infrastructure will be delivered to meet new or existing needs, which will help to sustain viable centres, ensuring that they support an appropriate supply and mix of uses that are commensurate with its scale and level of identified need.
SUMMARY								
<p>Environmental (ranges from ++ to +) The effects of this policy on environmental objectives ranges from minor to significant positive effects. The policy performs positively as flood defence infrastructure can be provided under this policy, which also makes reference to supporting the provision of appropriate new infrastructure including schemes to mitigate and adapt to climate change. The policy also refers to the Infrastructure Delivery Plan which lists a number of schemes which will aim to tackle climate change.</p> <p>Social (ranges from ++ to +) The policy seeks to protect and enhance the quality of life of residents and deliver accessible services, facilities and amenities that are necessary to sustain and enhance local communities, which should have a positive effect on social objectives. Due to the requirement for developers to contribute towards infrastructure (via CIL or Section 106 Contributions) new and improved facilities and services should be integrated into the community. Consequently this provides an opportunity to improve access to health care, promote healthy urban planning, promote open spaces and encourage healthy lifestyles (e.g. walking), thereby having positive implications for health and wellbeing. The policy also includes provisions which seek to improve access and integration between homes, jobs and community facilities and services. Existing facilities, services and amenities are to be protected whilst additional facilities, services and infrastructure will be delivered to meet new or existing needs, which should help to deliver more sustainably accessible communities and contribute towards delivering a reduction in the need to travel. The policy also refers to the Infrastructure Delivery Plan, which sets out potential costs and delivery mechanisms for individual elements or types of infrastructure identified as necessary to the delivery of the objectives of the Plan. It also refers to a number of sustainable transport schemes that can help to encourage a shift from the private car to public transport. The policy does not directly commit to promoting inclusive communities. However, it does supports the provision of services to meet needs associated with growth. These will support the development of sustainable communities, and ultimately contributing to strong and inclusive neighbourhoods.</p> <p>Economic (ranges from ++ to +) The policy seeks the timely delivery of infrastructure both within the City and cross boundary, which will be necessary to support the delivery sustainable economic growth. The policy includes reference to the Infrastructure Delivery Plan which establishes how such infrastructure will support the development aspirations of the Plan and how it will be funded, phased and delivered. The policy also seeks to support measures to protect and enhance facilities, services and amenities that contribute towards supporting business needs, and includes provisions which seek to improve access and integration between homes, jobs and community facilities and services thereby enhancing the vibrancy and vitality of existing centres. Existing facilities, services and amenities are to be protected whilst additional facilities, services and infrastructure will be delivered to meet new or existing needs, which will help to sustain viable centres, ensuring that they support an appropriate supply and mix of uses that are commensurate with its scale and level of identified need.</p>								

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																					
	Environmental											Social								Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	0	0/-	?	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+	
	Summary																					
SHLAA Reference 2 Site Name Eggington Street	<p>The site is brownfield land and there are likely to be no ecological constraints.</p> <p>There is a listed building and local listed building within site. Old Town Conservation Area is also to the south, however separated by A63 Castle Street which represents a significant barrier. Archaeological assessments will be required.</p> <p>It is within Flood Zone 3a i (low hazard); therefore, an appropriate Flood Risk Assessment (FRA) must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place. There is potential contamination on site.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. The nearest bus stop is approximately 132 metres away at Francis Street. It is within 600m of National Cycle Route 65 and Hull Paragon Interchange.</p> <p>There are three GP clinics within 1km of the site. There is one primary school within 600m the site, and two secondary schools are within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>								<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																					

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 6</p> <p>Site Name 13 - 25 George Street</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place. No former industrial uses are evident and so contamination is unlikely. The site lies within Old Town Conservation Area.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 200m of National Cycle Route 65 and within 700m of Hull Paragon Interchange. The nearest bus stop is 19m away on Saville Street.</p> <p>There are three GP clinics within 1km of the site. There are no primary schools within 600m of the site; however, the nearest primary school is 700m from the site. There are three secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 7</p> <p>Site Name 41 - 65 George Street (Upper Floors)</p>	<p>The site is brownfield land and development will take place on the upper floors of the building. As such most environmental impacts will be neutral. The site lies with Flood Zone 3a i (low hazard).</p> <p>The site lies within Old Town Conservation Area, with Locally Listed Buildings both within and adjacent to the site.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 200m of National Cycle Route 65 and within 700m of Hull Paragon Interchange.</p> <p>There are three GP clinics within 1km of the site. There are no primary schools within 600m the site; however, the nearest primary school is approximately 700m from the site and there is a secondary school nearby. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 8 Site Name 25 - 27 Dock Street</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is adjacent to several Listed Buildings and would require archaeological assessment works as part of submission of any application.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 200m of National Cycle Route 65 and within 700m of Hull Paragon Interchange. The nearest bus stop is 44m at Kenworthy House.</p> <p>There are three GP clinics within 1km of the site. There are no primary schools within 600m the site; however, the nearest primary school is 700m from the site. There are three secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
-	-	0	-	-	-	0	-	++	0	-	?	-	+/-	0	+	0	?	+	++	+	+
Summary																					
<p>SHLAA Reference 195</p> <p>Site Name Fruit Market Site B</p>	<p>The site is brownfield land which is near the Humber Estuary. The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site is within the Old Town Conservation Area and is adjacent to locally listed buildings and a listed Dock. The design of development (when incorporating high density housing) should prove compatibility with the surrounding land use and must not compromise the setting of the area - a challenge to be considerably resolved in order to downgrade the allocated rating.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>The site is within an AQMA area - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65 and within 800m of Hull Paragon Interchange. The nearest bus stop is 100m at Humber Dock.</p> <p>The site is an AQMA and may have impacts on health.</p> <p>There are three GP clinics within 1km of the site. The site is approximately 600m away from a primary school and there is a secondary school in the city centre. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>The main access/ egress to this development is via the A63 Castle Street which is currently subject to a planned major improvement scheme by Highways England. The scheme will be designed to take into account this potential development. However, if any of the development plots comes forward before the major scheme is implemented, a Transport Assessment/ Travel Plan will be required to be undertaken to determine the scope of the impact and any mitigation that may be required in the interim period before the major scheme is constructed.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing and other uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 27 (Transport Appraisals), Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Potential access constraints Heritage concerns are largely mitigated through Policy 16 Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. Environmental concerns are largely mitigated through overarching policies Flood mitigation plans should be developed and presented by the developer Air quality concerns are largely mitigated through Policy 47 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		

Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	0/-	0/-	-	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 313 Site Name Baker Street Garage	<p>The site is brownfield land and lies in the Georgian New Town Conservation Area and is opposite a terrace of Grade II Listed Buildings; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area. It has been highlighted that there is bat potential in the building and further surveys will be required.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65 and Hull Paragon Interchange. The nearest bus stop is 113m at City Centre Albion Street.</p> <p>There are five GP clinics within 1km of the site. The site is within 500m of one primary school, and there is a secondary school nearby. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>						<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>				
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Soil remediation potential exists which will have positive effect on soils objective. • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0/-	0/-	0	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 314</p> <p>Site Name</p> <p>Story Street, Upper Floors</p>	<p>The site is brownfield land and development will take place on the upper floors of the building and so impacts are likely to be neutral. The site lies within Flood Zone 3a I (low hazard); therefore, impacts should be assessed as part of the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place. 19 Storey Street is a Listed Building and this will need to be taken into account, however any negative effects are likely to be minimal.</p> <p>Given the proposed density, the design has to be creative to ensure compatibility with surrounding land use.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65 and Hull Paragon Interchange. A bus stop is outside the site at Prospect Centre 1.</p> <p>There are six GP clinics within 1km of the site. The site is within 500m of one primary school with a secondary school nearby. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • No environmental concerns providing design and use does not affect the listed building • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																					
	Environmental											Social								Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	0/-	0/-	-	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+	
Summary																						
<p>SHLAA Reference 318</p> <p>Site Name 31-53 Ferensway</p>	<p>This site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place. A locally Listed Building is to the south of the site on North Street.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site located in Hull City Centre and is in close proximity to community facilities. There are good walking and cycle routes in the area. Further, Hull Paragon Interchange is located approximately 300m away from the site.</p> <p>There are five GP clinics within 1km of the site. The site is also within 600m of two primary schools, and there is a secondary school close to the site. Policy 13 supports the provision of education for primary and secondary age school children</p> <p>Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>								<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).											Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. Environmental concerns are largely mitigated through overarching policies There are heritage considerations Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																					

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																					
	Environmental											Social								Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0/+	0	0	-	0	-	0	-	++	0	-	?/-	-	+	0	+	0	?	+	+	+	+	
	Summary																					
<p>SHLAA Reference 371</p> <p>Site Name Marina Recreation Centre, Commercial Road</p>	<p>The site hosts a listed building; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is within an AQMA area - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues and carbon emissions.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65 and Hull Paragon Interchange. The nearest bus stop is 85m away.</p> <p>The site lies within an AQMA which may have impacts on health.</p> <p>There are four GP clinics within 1km of the site. There are no primary schools within 600m of the site, with the closest school being approximately 700m from the site. There is a secondary school within Hull City Centre. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>								<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 47 (Atmospheric Pollution)											Policy 47 (Atmospheric Pollution) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Air quality concerns are largely mitigated through Policy 47 																					

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0/-	0/-	0	0	0	0	++	0	0	0	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 372</p> <p>Site Name Tivoli House (Upper Floors), South Street, Hull</p>	<p>The site is brownfield land and lies outside AQMA. Development will take place on the upper floors of the building and so many objectives are neutral. The site lies within a Conservation Area however impacts are likely to be neutral. The site lies within Flood Zone 3a i (low hazard), however effects are likely to be neutral given its location on upper floors.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within the primary shopping area in Hull City Centre.</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. It is approximately 80m from National Cycle Route 65. Further, the site is approximately 100m from Hull Paragon Interchange.</p> <p>There are five GP clinics within 1km of the site. The site is not within 600m of a primary school; however, the nearest primary school is 640m from the site. Further, there is a secondary school nearby. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).8</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Development will take place on the upper floors of an existing building and so impacts are mainly neutral • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • There are heritage considerations 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+/-	-	?	-	-	-	0	-	++	0	0	?	-	+/-	0	+	0	?	+	++	+	+
	Summary																				
SHLAA Reference 373 Site Name Humber Quays	<p>The site is brownfield land which is adjacent to the Humber Estuary and a SNCI, and has an RSPB constraint; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys must be conducted prior to development. Further, potential impacts on the Humber Estuary European Site need to be considered through the Habitats Regulations process. The site is adjacent to Old Town Conservation Area. Whilst the Conservation Area must be taken into account the development of the vacant site is unlikely to harm the setting of the Conservation Area.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>The site is within an AQMA area - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues. With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is an AQMA and may have impacts on health.</p> <p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 700m of National Cycle Route 65. The nearest bus stop is 164m away.</p> <p>There are four GP clinics within 1km of the site. There are no primary schools within 600m of the site, with the closest school being approximately 850m from the site and there is a secondary school in Hull City Centre. There are four secondary schools with 2km of the site. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within easy walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing and other uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).											Policy 27 (Transport Appraisals), Policy 47 (Atmospheric Pollution) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Air quality concerns are largely mitigated through Policy 47 • There are heritage considerations • Potential access/transport related issues 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	-	?	-	0	-	0	-	++	0	?	?	-	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 376</p> <p>Site Name 63-71 High Street, City Centre</p>	<p>The site is brownfield land which is adjacent to the River Hull and a SNCI; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys (including aquatic and mudflat habitat surveys) are recommended to be conducted prior to development. Site may need archaeological assessment.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is within an AQMA area - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is an AQMA and may have impacts on health.</p> <p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 50m of National Cycle Route 65. The nearest bus stop is 13m away at Humber Street.</p> <p>There are three GP clinics within 1km of the site. The site is approximately 400m from a primary school, and there is a secondary school in the city centre. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution)											Policy 47 (Atmospheric Pollution) and Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services The site is adjacent to the River Hull which may impact on water quality. However the effects are unknown at this stage Heritage considerations Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Air quality concerns are largely mitigated through Policy 47 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																					
	Environmental											Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	0	0/-	0	-	0	-	++	0	0	0	=	+	0	+	0	?	+	+	+	+	
	Summary																					
<p>SHLAA Reference 383</p> <p>Site Name 24 - 28 Whitefriargate, Friary Chambers (Upper Floors)</p>	<p>The site is brownfield land and within Flood Zone 3a i (low hazard), however as development will take place on the upper floors most environmental objectives will not be affected. The building is listed and there is a Conservation Area nearby. However, the development will be for a conversion and there are to be no effects.</p> <p>The design has to be creative to ensure compatibility with surrounding land uses.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p> <p>The site is within an AQMA area and will potentially add to the traffic, exacerbating air quality related issues and carbon emissions.</p>											<p>The site is located within the primary shopping area in Hull City Centre.</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. It is approximately 80m from National Cycle Route 65 and 61m from a bus stop. Further, the site is approximately 500m from Hull Paragon Interchange.</p> <p>The site lies in an AQMA and may have adverse impacts on health.</p> <p>There are five GP clinics within 1km of the site. The site is not within 600m of a primary school; however, the nearest primary school is approximately 800m from the site. Further, there is a secondary school in Hull City Centre. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution).											Policy 47 (Atmospheric Pollution) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Air quality concerns are largely mitigated through Policy 47 There are heritage considerations 																					

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																					
	Environmental											Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	0	0/-	0	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+	
	Summary																					
<p>SHLAA Reference 385</p> <p>Site Name Land to the west of Spring Street, Ferensway</p>	<p>The site is brownfield land and there are no ecological considerations.</p> <p>There is a listed building to east of site (St Matthews Church) and Spring Bank Conservation Area to north west, but separation and street layout will limit impact.</p> <p>The site is within Flood Zone 3a i (low hazard), however the site could be at risk from a dock gate failure scenario on the Humber Estuary. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 50m of National Cycle Route 65 with Hull Paragon Station close by. The nearest bus stop is 102m away at Hall Street.</p> <p>There are five GP clinics within 1km of the site. The site is within 600m of three primary schools, and there is a secondary school in Hull City Centre. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>A transport assessment will need to be undertaken to determine the extent of the traffic impact on Park Street and its junctions with Spring Bank and Anlaby Road. This section of the highway network currently experiences congestion during peak periods.</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 47 (Atmospheric Pollution).											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Congestion issues may have a minor adverse effect on air quality • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • There are heritage considerations. 																					

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 394 Site Name City Exchange, Alfred Gelder Street	<p>The site is brownfield land with no ecological considerations.</p> <p>The site is within Flood Zone 3a iii (high hazard). However, the development of the upper floors is likely to not have a major impact on flooding. However, design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is within a conservation area. The design and construction process must not severely affect the character and setting of the area.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 100m of National Cycle Route 65 and 18m from a bus stop. Further, the site is approximately 800m from Hull Paragon Interchange.</p> <p>There are three GP clinics within 1km of the site. The site is within 600m of one primary school, with a secondary school nearby. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing) and Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Heritage concerns are largely mitigated through Policy 16 There are no major environmental concerns 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	0	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 395</p> <p>Site Name Essex House Floors 5 to 9</p>	<p>The site is brownfield land and is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is within a conservation area. As the proposal is for change of use, impacts on heritage assets are likely to be neutral.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 100m of National Cycle Route 65 and the nearest bus stop is 2m away. Further, the site is approximately 800m from Hull Paragon Interchange.</p> <p>There are three GP clinics within 1km of the site. The site is within approximately 600m of one primary school and there is a secondary school nearby. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing) and Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Heritage concerns are largely mitigated through Policy 16 • Flooding reviewed as part of Policy 40 – however the conversion is unlikely to increase flood risk 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	-	?	0/-	-	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 398</p> <p>Site Name High Street East of Blaydes Staith</p>	<p>The site is brownfield land which is adjacent to the River Hull and a SNCI; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys must be conducted prior to development.</p> <p>Development of the site would require archaeological assessment works as part of submission of any application.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 50m of National Cycle Route 65 and 17m of the nearest bus stop. There are also opportunities to improve access along the River Hull.</p> <p>There are three GP clinics within 1km of the site. The site is within 500m of one primary school with a secondary school nearby. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 Green Infrastructure / Green Network, Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • The site is adjacent to the River Hull and impacts on water quality are unknown. • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Environmental concerns are largely mitigated through overarching policies • Potential to improve access along the River Hull • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	-	?	0/-	-	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
	Summary																				
<p>SHLAA Reference 399 Site Name 2-5 High Street</p>	<p>The site is brownfield land which is adjacent to the River Hull and a SNCI; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys are recommended to be conducted prior to development.</p> <p>The site is within the Old Town Conservation Area and adjoins a Grade II Listed Building; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area. Any development would require archaeological assessment works.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is likely to contain contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 50m of National Cycle Route 65 and 62m from the nearest bus stop.</p> <p>There are three GP clinics within 1km of the site. The site is approximately 500m from a primary school with a secondary school close by. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 Green Infrastructure / Green Network, Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • The site is adjacent to the River Hull and impacts on water quality are unknown. • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	-	?	-	-	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+
	Summary																				
<p>SHLAA Reference 400</p> <p>Site Name Blaydes Dock</p>	<p>The site is brownfield land which is adjacent to the River Hull and a SNCI; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys must be conducted prior to development (mudflat habitats within dry dock).</p> <p>The site is within the Old Town Conservation Area and hosts two Grade II Listed Buildings; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>The site is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 100m of National Cycle Route 65 and 103m from the nearest bus stop at Drypool Bridge. There is a potential opportunity to improve access along the River Hull.</p> <p>There are three GP clinics within 1km of the site. The site is within 600m of one primary school, and within 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 43 Green Infrastructure / Green Network, Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • There is a potential opportunity to improve access along the River Hull • Heritage concerns are largely mitigated through Policy 16 • The site is adjacent to the River Hull – impacts on water quality are unknown • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48 • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																					
	Environmental											Social								Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0/+	0	0	0/-	?	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+	
	Summary																					
SHLAA Reference 405 Site Name 83-93 George Street	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is within a conservation area and houses a listed building; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>The site is potentially contaminated due to a former garage to the north of the site and further investigation is required.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 300m of National Cycle Route 65. The nearest bus stop is located 33m away.</p> <p>There are three GP clinics within 1km of the site. The site is not within 600m of a primary school; however, the closest primary school is 700m from the site. Further, the site is within 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>								<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing) and Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).											Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Potentially contaminated soils • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																					

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	0	0	0/-	-	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+
	Summary																				
SHLAA Reference 418 Site Name 25-30 Albion Street	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site hosts a listed building and lies within a conservation area; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within the primary shopping area in Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65 and 78m from the nearest bus stop.</p> <p>There are three GP clinics within 1km of the site. The site is within 600m of one primary school, and 2km of four secondary schools. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 428</p> <p>Site Name Land between George Street, Carroll Place and Trippet Street</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site lies to the south of Charterhouse Conservation Area and requires the demolition of a Listed Building; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is approximately 300m from National Cycle Route 65. The nearest bus stop is 37m away on Charlotte Street</p> <p>There are three GP clinics within 1km of the site. The site is not within 600m of a primary school (the nearest primary school is 777m from the site); however, three secondary schools are within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing) Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Heritage concerns are largely mitigated through Policy 16 Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	0	0	-	?	-	0	-	++	0	?	?	-	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 429</p> <p>Site Name Land To The West Of And Burnett House, Castle Street</p>	<p>The site is brownfield land and is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>Development of the site would require archaeological assessment works as part of the submission of any application.</p> <p>The site potentially contains contaminated soil due to previous uses.</p> <p>The site is within an AQMA area - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65 and within 800m of Hull Paragon Interchange. The nearest bus stop is located 60m away from the site.</p> <p>The site is an AQMA and may have impacts on health.</p> <p>There are three GP clinics within 1km of the site. The site is 645m away from a primary school, and within 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing and other uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Air quality concerns are largely mitigated through Policy 47 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	0	0	-	-	-	0	-	++	0	?	?	-	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 433</p> <p>Site Name Kings Building, South Church Side</p>	<p>The site is a brownfield site and there are no known biodiversity or ecological issues.</p> <p>The site is within Flood Zone 3a ii (medium hazard), therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>Development of the site would require archaeological assessment works as part of the submission of any application.</p> <p>The site is within an AQMA area - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues. Part of the site is likely to be contaminated due to previous uses.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 300m of National Cycle Route 65 and Hull Paragon Station is located approximately 700m from the site. A bus stop can be located 62m from the site.</p> <p>The site is an AQMA and may have impacts on health.</p> <p>There are three GP clinics within 1km of the site. The site is within 600m of one primary school, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • There are heritage considerations and archaeological assessment works are required • Environmental concerns are largely mitigated through overarching policies • Site partly contaminated • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Air quality concerns are largely mitigated through Policy 47 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	?	0	0/-	-	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+
	Summary																				
<p>SHLAA Reference 450</p> <p>Site Name 84-102 Anlaby Road/Park Street</p>	<p>The site is brownfield land with bat potential. An appropriate assessment will be required. It is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>There is a listed building further east on Anlaby Road, however it is too far to affect setting. A locally listed building is on the opposite side of Park Street, but there will be no impact.</p> <p>The site is likely to be contaminated due to previous uses.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 100m of National Cycle Route 65 and Hull Paragon Station is adjacent to the site.</p> <p>Access to and from the site is from the A1105 Anlaby Road. At peak times this corridor and the junction of Park Street/ Anlaby Road experience congestion. A transport assessment would be required to evaluate the traffic impact on the immediate network.</p> <p>There are three GP clinics within 1km of the site. The nearest primary school 514m from the site and there are four secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 44 (Biodiversity and Wildlife) Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination)											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Site has access issues and congestion may impact on air quality • Contamination of site is likely • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • There are heritage considerations 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	-	?	-	-	0	0	?/-	++	0	-	?	+	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 503</p> <p>Site Name Land to the east of Wincolmllee fronting the River Hull, City Centre</p>	<p>The site is brownfield land which is adjacent to the River Hull and a SNCI; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys must be conducted prior to development.</p> <p>The site is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place. The Environment Agency have advised that the site is not suitable for housing.</p> <p>Any development of the site would require archaeological assessment works as part of submission of any application.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is approximately 300m from National Cycle Route 65. The nearest bus stop is 133m away.</p> <p>Congestion and delay currently experienced at George Street/ Wincolmllee and the adjacent junctions of Witham/ Great Union Street, Freetown Way/ George Street and George Street/ Wilberforce Drive junctions during peak periods.</p> <p>There are three GP clinics within 1km of the site. The nearest primary school is approximately 752m from the site and three secondary schools are within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. There is also the opportunity to improve access along River Hull. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination)</p>											<p>Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Opportunity to improve access along the River Hull • Site has access issues and congestion may impact on air quality • The site is adjacent to the River Hull – impacts on water quality are unknown. • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Housing Allocations - Local Plan Table 5.6	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	0	+	+	0	+	0	?	+	+	+	+
	Summary																				
<p>SHLAA Reference 924</p> <p>Site Name 13 - 15 Savile Street (Upper Floors)</p>	<p>The site is brownfield land and lies within Flood Zone 3a l (low hazard). As development will take place on the upper floors of the building effects on environmental objectives are minimal.</p> <p>The site is adjacent to a Lister Building, but as the development will be a conversion the effects are likely to be neutral.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within the primary shopping area in Hull City Centre.</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. It is approximately 100m from National Cycle Route 65 and 38m from the nearest bus stop.</p> <p>There are three GP clinics within 1km of the site. The site is not within 600m of a primary school; however, the nearest primary school within 700m from the site. Further, there are two secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of this city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Possible heritage considerations 																				

Newington and St Andrews Area Action Plan housing allocations - Local Plan Table 5.8	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 44</p> <p>Site Name Extra Care Home, Hawthorn Avenue</p>	<p>The site is brownfield land and is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 600m of National Cycle Route 65. Also, there is very good public transport access to Hull City Centre. The nearest bus stop is located 18m from the site.</p> <p>There are four GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within 200m of the Western Corridor Employment Area.</p> <p>The site has good bus services to Hull City Centre (every 10 minutes). Improved bus services are supported as part of overarching Policy 33</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 and (Addressing Flood Risk in Planning Applications)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 • The site now has planning approval for extra care homes which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Newington and St Andrews Area Action Plan housing allocations - Local Plan Table 5.8	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	-	0	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 68 Site Name Scholars Gate, Spring Bank West	<p>The site is brownfield land containing vegetation and ecology, and is within a SNCI. Development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys must be conducted prior to development</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>Site is likely to be contaminated due to previous use.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. The nearest bus stop is located 107m away from the site.</p> <p>There are five GP clinics within 1km of the site. The site is also within 600m of one primary school, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good bus services to Hull City Centre (every 10 minutes). Improved bus services are supported as part of overarching Policy 33.</p>			
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination)										Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 • Site is likely to be contaminated due to previous use. • The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Newington and St Andrews Area Action Plan housing allocations - Local Plan Table 5.8	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	-	0	0/-	-	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 164 Site Name Land north of Anlaby Road between Gladstone Street and Argyle Street	<p>The site is brownfield land and the presence of lizards is likely. Appropriate surveys must be conducted prior to development.</p> <p>There is a conservation area and listed building to the south, however it is unlikely that these will be affected by development.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which will impact on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 300m of National Cycle Route 65. Also, Hull City Centre and Hull Paragon Interchange are approximately 1km from the site, and there is very good public transport access to Hull City Centre. The nearest bus stop is 2m from the site.</p> <p>The site may worsen congestion and a Transport Assessment and Travel Plan will need to support any planning application.</p> <p>There are eight GP clinics within 1km of the site. The site is also within 600m of one primary school, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good bus services to Hull City Centre (every 4 minutes). Improved bus services are supported as part of overarching Policy 33.</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).											Policy 27 (Transport Assessments) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Congestion issues may worsen and affect air quality • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 																				

Newington and St Andrews Area Action Plan housing allocations - Local Plan Table 5.8	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	0	0/-	-	0	0	0	-	0	0	-	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 296 Site Name Land to rear or 41- 45 Albert Avenue	<p>The site is a greenfield site; therefore, development will result in loss of top soil, affecting the soil objective. There are semi-natural habitats on site and further surveys are required.</p> <p>The site is within Flood Zone 3a i (low hazard), therefore, an appropriate FRA must be drafted during the design stage. In addition the local public sewer network has no capacity. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is very good public transport access to Hull City Centre. The nearest bus stop is located 1m from the site.</p> <p>There are four GP clinics within 1km of the site. The site is also within 600m of one primary school, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good bus services to Hull City Centre (every 5 minutes). Improved bus services are supported as part of overarching Policy 33.</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 44 (Biodiversity and Wildlife)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Newington and St Andrews Area Action Plan housing allocations - Local Plan Table 5.8	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	0	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 367 Site Name Land east of Hawthorn Avenue</p>	<p>The site is brownfield land and has ecological potential. It is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site had several former industrial uses and contamination is likely. Locally listed buildings on opposite side but those buildings are within a development site themselves and effects are likely.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 700m of National Cycle Route 65. Also, there is very good public transport access to Hull City Centre.</p> <p>There are four GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site.</p> <p>Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within 300m of the Western Corridor Employment Area.</p> <p>The site has very good bus services to Hull City Centre (every 5 minutes). Improved bus services are supported as part of overarching Policy 33.</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage), Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Newington and St Andrews Area Action Plan housing allocations - Local Plan Table 5.8	SA Objectives																					
	Environmental											Social								Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
+	?	0	-	-	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+	
Summary																						
<p>SHLAA Reference 370 Site Name Hawthorn Avenue, Former Amy Johnson Site.</p>	<p>The site is brownfield land which contained vegetation features that may have been of biodiversity interest; however, the site has been cleared.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>Hawthorne Hotel remains as a heritage asset on site (Local Listed) and there may be potential impacts on this.</p> <p>The site contains contaminated soil which will impact on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65. Also, there is very good public transport access to Hull City Centre.</p> <p>There are four GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>								<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within 300m of the Western Corridor Employment Area.</p> <p>The site has very good bus services to Hull City Centre (every 5 minutes). Improved bus services are supported as part of overarching Policy 33.</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Possible heritage considerations • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																					

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/-	-	0	-	-	0	0	0	-	0	-	-	-	+	0	+	0	?	+	?	+	+
Summary																					
<p>SHLAA Reference 17 Site Name Holderness House, Holderness Road</p>	<p>The site is a greenfield site; therefore, development will result in loss of top soil, affecting the soil objective. It also contains vegetation which may be of biodiversity value and may be affected by the development.</p> <p>The site contains a listed building and lies within Garden Village Conservation Area; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>The site is within Flood Zone 3a ii (medium hazard), therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>Development of the site would result in the loss of greenspace, and an amenity sports area. This will affect both the existing community and future community's accessibility and potentially health objectives (through limiting access to spaces that could be used for exercises).</p> <p>The site is in close proximity to other community facilities and there are good walking and cycle routes in the area. Also, there is very good public transport access to Hull City Centre.</p> <p>There are four GP clinics within 1km of the site. The site is also within 600m of one primary school, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within 300m of the Western Corridor Employment Area.</p> <p>The site has very good bus services to Hull City Centre (every 5 minutes). Improved bus services are supported as part of overarching Policy 33.</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife).										Policy 13 (University of Hull) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage and landscape considerations • Environmental concerns are largely mitigated through overarching policies • Heritage concerns are largely mitigated through Policy 16 • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 • The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	0	0/-	-	0	0	0	++	0	0	?	+/-	+	0	+	0	?	+	+	+	+
Summary																					
<p><u>SHLAA Reference</u> 20 <u>Site Name</u> Land between Ryehill Grove, Wyton Grove and Exeter Grove</p>	<p>The site is brownfield land with biodiversity interest. Appropriate surveys must be conducted prior to development.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place. In addition, Holderness Drain is at capacity and cannot take surface water discharge. An 8m easement from landward toe required. Site could be at risk from a breach at Saltend.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>Loss of civic space, but the site is identified as a car park and is a derelict site implying that it may not be an active civic space. Dependent on the current use by local residents at the site, the loss must be appropriately compensated with alternate provision or design inclusions to allow for civic space use at the site.</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. The site is approximately 1km from National Cycle Route 66. Also, there is good public transport access to Hull City Centre.</p> <p>Possible road constraints and a Transport Appraisal will be required.</p> <p>There are two GP clinics within 1km of the site. The site is also within 600m of three primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within 300m of the Western Corridor Employment Area.</p> <p>The site has very good bus services to Hull City Centre (every 5 minutes). Improved bus services are supported as part of overarching Policy 33.</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife)											Policy 13 (University of Hull), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).							Policy 13 (University of Hull) and Policy 42 (Open Space)		
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Ecological impacts • Environmental concerns are largely mitigated through overarching policies • Possible highway constraints • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/-	-	0	0/-	-	0	0	0	-	0	-	-	-	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 21</p> <p>Site Name Land West of Poorhouse Lane, South of Preston Road</p>	<p>The site is greenfield land which contains trees and vegetation and has Great Crested Newts present. Appropriate surveys must be conducted prior to development.</p> <p>The site is within Flood Zone 3a i (low hazard) and the site could be at risk from a breach at Saltend; therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains listed buildings; therefore development is likely to affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>The site is known to be contaminated.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>Loss of outdoor sports facility which will result in the loss of a community amenity and may have an impact on the health of the local residents (reduced access to spaces to conduct exercise and sports activities).</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. The nearest bus stop is 1m away.</p> <p>Development will be subject to a Transport Statement / Assessment when it is submitted for planning at which point the detailed implications of the site can be considered at that time, taking into account the traffic conditions which exist at that time.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of two primary schools, and 2km of one secondary school. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within 300m of the Western Corridor Employment Area.</p> <p>The site has very good bus services to Hull City Centre (every 5 minutes). Improved bus services are supported as part of overarching Policy 33.</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife), Policy 45 (Trees) and Policy 48 (Land Affected by Contamination)										Policy 13 (University of Hull), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery)										
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Possible highway issues Heritage considerations Environmental concerns are largely mitigated through overarching policies Loss of open space Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	0	0	0	0	0	0	++	0	-	-	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 22</p> <p>Site Name Land South of Balham Avenue</p>	<p>The site is brownfield land with bat potential. Appropriate surveys must be conducted prior to development.</p> <p>The site is within Flood Zone 1, but will need to ensure sustainable drainage is incorporated into design.</p> <p>The site is in a conservation area and lies within close proximity to listed buildings. Development is likely to affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. The nearest bus stop is 96m away.</p> <p>The development will be subject to a Transport Statement / Assessment when it is submitted for planning at which point the detailed implications of the site can be considered at that time, taking into account the traffic conditions which exist at that time.</p> <p>There are two GP clinics within 1km of the site. The site is within 600m of three primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within 300m of the Western Corridor Employment Area.</p> <p>The site has very good bus services to Hull City Centre (every 5 minutes). Improved bus services are supported as part of overarching Policy 33.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 44 (Biodiversity and Wildlife)											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Bat potential • Possible highway constraints • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Environmental concerns are largely mitigated through overarching policies • Location has average connections to Hull City Centre by public transport 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																					
	Environmental											Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+	
Summary																						
SHLAA Reference 31 Site Name Tower Grange Police Station, Holderness Road	<p>The site is brownfield land and has no wildlife or biodiversity constraints.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site lies adjacent to Holderness Road East Conservation Area boundary, but effects are likely to be neutral on heritage.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is very good public transport access to Hull City Centre. The nearest bus stop is 11m away.</p> <p>There is one GP clinic within 1km of the site. The site is within 600m of one primary school, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within 300m of the Western Corridor Employment Area.</p> <p>The site has very good bus services to Hull City Centre (every 5 minutes). Improved bus services are supported as part of overarching Policy 33.</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife)											Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Heritage considerations Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																					

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																					
	Environmental											Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0/+	-	0	-	-	0	0	0	++	0	-	?	-/+	+	0	+	0	?	+	+	+	+	
Summary																						
SHLAA Reference 36 Site Name Land at former David Lister School	<p>The site is brownfield land with semi-natural habitats on site, Appropriate assessments will be required.</p> <p>An archeological assessment has been recommended which may impact on heritage assets. In addition, the loss of open space may affect landscape.</p> <p>The site contains contaminated soil and its former use was a playing field which impacts on the soils objective.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. National Cycle Route 66 is located approximately 100m to the south of the site. Also, there is good public transport access to Hull City Centre. The nearest bus stop is located 174m from the site.</p> <p>The development will be subject to a Transport Statement / Assessment when it is submitted for planning at which point the detailed implications of the site can be considered at that time, taking into account the traffic conditions which exist at that time.</p> <p>There are three GP clinics within 1km of the site. The site is within 600m of two primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. The sites former use was a playing field meaning the health objective may be affected.</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good bus services to Hull City Centre (every 10 minutes). Improved bus services are supported as part of overarching Policy 33.</p>			
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 13 (University of Hull), Policy 27 (Transport Appraisals), Policy 42 (Open Space) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Loss of school playing field • Heritage and landscape considerations • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																					

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	0	0	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 54</p> <p>Site Name Former Sutton Place Safe Centre, Saltshouse Road</p>	<p>The site is brownfield land; however, it comprises trees and vegetation which may have biodiversity value and could be affected as a result of the proposed development. There is also bat potential.</p> <p>The site lies within Sutton Village Conservation Area. Development is likely to affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>The site is within Flood Zone 1, but will need to ensure sustainable drainage is incorporated into design.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is average public transport access to Hull City Centre. A bus stop is located 77m away from the site.</p> <p>There are two GP clinics within 1km of the site. The site is within 600m of three primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has average bus services to Hull City Centre (every 15 – 30 minutes). Improved bus services are supported as part of overarching Policy 33.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 44 (Biodiversity and Wildlife).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage considerations • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location has average connections to Hull City Centre by public transport • The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																					
	Environmental											Social								Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0/+	?	0	0/-	0	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+	
	Summary																					
<p>SHLAA Reference 170</p> <p>Site Name 106 - 108 Marfleet Avenue</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard). Consultees have advised that the site could be at risk from a breach at Saltend. In addition, the local public sewer network does not have capacity to accept surface water and sustainable drainage must be considered. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>An archaeological condition has been recommended.</p> <p>There is some vegetation on site, but the effects are unknown at this stage and further survey work is required.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. The adjacent to National Cycle Route 66; however, there is average public transport access to Hull City Centre. A bus stop is located 68m from the site.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of three primary schools, and 2km of one secondary school. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>								<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has average access to bus services to Hull City Centre (every 30 minutes).</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Archaeological condition • Semi-natural habitats on site • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location has average connections to Hull City Centre by public transport 																					

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																					
	Environmental											Social								Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
+	?	0	0/-	-	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+	
	Summary																					
SHLAA Reference 172 Site Name Land to north east of 141 Marfleet Avenue	<p>The site is brownfield land with bat potential. Appropriate surveys must be conducted prior to development. The site also includes locally listed buildings which are likely to be affected.</p> <p>The site is within Flood Zone 3a i (low hazard). Consultees have advised that Holderness Drain is at capacity and cannot take surface water discharge. The site could also be at risk from a breach at Saltend. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. The adjacent to National Cycle Route 66; however, there is average public transport access to Hull City Centre. The nearest bus stop is 13m away on Marfleet Lane.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of three primary schools, and 2km of one secondary school. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>								<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within the Eastern Corridor Employment Area.</p> <p>The site has average access to bus services to Hull City Centre (every 30 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).											Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Bat potential • There are locally listed buildings on site • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location has average connections to Hull City Centre by public transport 																					

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																					
	Environmental											Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	0	0	
Summary																						
SHLAA Reference 250 Site Name Old Methodist Hall, Durham Street	<p>The site is brownfield land and is within Flood Zone 3a 1 (low hazard). An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is very good public transport access to Hull City Centre. The nearest bus stop is located 52m away at Durham Street.</p> <p>There are three GP clinics within 1km of the site. The site is within 600m of one primary school, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is also approximately 500m to the north of The Mt Retail park, and Kingston Shopping Centre</p> <p>The site has very good bus services to Hull City Centre (every 4 minutes).</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies Location is well-connected to Hull City Centre by public transport The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																					

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																					
	Environmental											Social								Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	0	-	0	0	0	0	++	0	0	?	?/-	+	0	+	0	?	+	+	+	+	
	Summary																					
SHLAA Reference 254 Site Name Land surrounding Wath Grove	<p>The site is brownfield land and is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area with National Cycle Route 65 being located approximately 500m to the west of the site. Also, there is very good public transport access to Hull City Centre. The nearest bus stop is located 259m away.</p> <p>There are three GP clinics within 1km of the site. The site is within 600m of one primary school, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. The site is currently open space and its loss may impact on the health objective.</p>								<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is also approximately 500m to the north of The Mt Retail park, and Kingston Shopping Centre.</p> <p>The site has very good bus services to Hull City Centre (every 4 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 13 (University of Hull), Policy 42 (Open Space) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Loss of open space • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																					

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																					
	Environmental											Social								Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
+	-	0	0/-	?	0	0	0	++	0	0/?	?	+	+	0	+	0	?	+	+	+	+	
Summary																						
SHLAA Reference 322 Site Name Land west of Middlesex Road	<p>The site is brownfield land with bat roosts present. Appropriate surveys must be conducted prior to development and mitigation provided.</p> <p>Sutton Grange Grade II Listed Building is located to west, but effects are likely to be neutral if trees are retained between the site and heritage asset. An archaeological assessment will be required as part of any application. The effects on landscape and townscape are unknown until further details of the design are provided.</p> <p>The site is within Flood Zone 3a i (low) and could be at risk from a breach at Saltend; therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains potentially contaminated soil which may impact on the soils objective (electrical substations).</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is average public transport access to Hull City Centre. The nearest bus stop is located at Savoy Road.</p> <p>The development will be subject to a Transport Statement/ Assessment when it is submitted for planning at which point the detailed implications of the site can be considered at that time, taking into account the traffic conditions which exist at that time.</p> <p>There are two GP clinics within 1km of the site. The site is within 600m of three primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>								<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has average bus services to Hull City Centre (every 15 – 30 minutes).</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Possible highway constraints • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location has average connections to Hull City Centre by public transport 																					

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 325 Site Name Land Around Perivale Close	<p>The site is brownfield land and within Flood Zone 3a i (low hazard) and could be at risk from a breach at Saltend; therefore, an appropriate FRA must be drafted during the design stage. The site could be at risk from a breach at Saltend. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is average public transport access to Hull City Centre. The nearest bus stop is 11m away.</p> <p>The development will be subject to a Transport Statement/ Assessment when it is submitted for planning at which point the detailed implications of the site can be considered at that time, taking into account the traffic conditions which exist at that time.</p> <p>There are two GP clinics within 1km of the site. The site is within 600m of three primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has average bus services to Hull City Centre (every 15 – 30 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location has average connections to Hull City Centre by public transport • The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 326 Site Name Land at Ganstead Grove/Exeter Grove/Rimswell Grove/Wyton Grove	<p>The site is brownfield land with no biodiversity constraints.</p> <p>The site is within Flood Zone 3a i (low hazard). Holderness Drain is at capacity and cannot take surface water discharge and could also be at risk from a breach at Saltend therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site has no former industrial uses and as such contamination is not likely.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. The nearest bus stop is 164m away at Exeter Grove.</p> <p>The development has been subject to a Transport Statement/ Assessment which has taken into account transport issues.</p> <p>There are two GP clinics within 1km of the site. The site is within 600m of two primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good bus services to Hull City Centre (every 10 – 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location has good connections to Hull City Centre by public transport • The site is under construction and should incorporate appropriate measures to mitigate against potential negative effects. 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	?/+	0	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 327 Site Name Land north of Maybury Road (former Maybury School)	<p>The site is brownfield land and contains existing vegetation and ecology. An ecological survey has been done and enhancements agreed. This will have a positive effect against SA Objective 1 providing it is implemented.</p> <p>The site is within Flood Zone 3a i (low hazard). Holderness Drain is at capacity and cannot take surface water discharge and could also be at risk from a breach at Saltend therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre.</p> <p>The development has been subject to a Transport Statement/ Assessment, which has taken into account the traffic conditions.</p> <p>There is one GP clinic within 1km of the site. The site is adjacent to a primary school and is within 600m of another primary school, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good bus services to Hull City Centre (every 7 – 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination)											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location has good connections to Hull City Centre by public transport • The site has planning consent and should incorporate appropriate measures to mitigate against potential negative effects 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	-	0	0/-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 328 Site Name Land north and south of Portobello Road, south of Marfleet Lane, west of Bilton Grove	<p>The site is brownfield land with semi-natural habitats. Great crested newts are known to be within 250 metres of the site. Appropriate surveys must be conducted prior to development.</p> <p>The site is within Flood Zone 3a i (low hazard). Holderness Drain is at capacity and cannot take surface water discharge and could also be at risk from a breach at Saltend therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. The nearest bus stop is 0m away at Marfleet Lane.</p> <p>A Transport Statement/ Assessment will be required with any planning application, taking into account the traffic conditions which exist at that time.</p> <p>There are two GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good bus services to Hull City Centre (every 7 minutes).</p>			
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).										Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Possible highway constraints • Development may impacts on semi-natural habitats and great crested newts • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location has good connections to Hull City Centre by public transport 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	-	0	0/-	-	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 329 Site Name Kedrum Road, Southcoates Lane	<p>The site is brownfield land with semi-natural habitats. Appropriate surveys must be conducted prior to development.</p> <p>Locally listed fire station houses share boundary with the site. There are also other locally listed buildings and a listed building separated from site.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. The site is approximately 300m from National Cycle Route 66. Also, there is very good public transport access to Hull City Centre.</p> <p>A Transport Statement/ Assessment will be required with any planning application, taking into account the traffic conditions which exist at that time.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of one primary school, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is approximately 800m from the Port Employment Area.</p> <p>The site has very good bus services to Hull City Centre (every 3-10 minutes).</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Possibly highway constraints • Locally listed buildings are on site • Semi-natural habitats are present on site • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	-	0	0/-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 331 Site Name Land to East and West of Marfleet Avenue	<p>The site is brownfield land with semi-natural habitats present. Appropriate surveys must be conducted prior to development.</p> <p>The site is within Flood Zone 3a i (low hazard), however the site could be at risk from a breach at Saltend. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. The site is approximately 300m from National Cycle Route 66; however, there is average public transport access to Hull City Centre.</p> <p>A Transport Statement/ Assessment will be required with any planning application, taking into account the traffic conditions which exist at that time.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of three primary schools, and 2km of one secondary school. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is within the Eastern Corridor Employment Area.</p> <p>The site has average access to bus services to Hull City Centre (every 30 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife), Policy 47 and Policy 48 (Land Affected by Contamination)											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Semi-natural habitats present • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48 • Possible highway constraints • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location has average connections to Hull City Centre by public transport 																				

Holderness Road Corridor Area Action Plan housing allocations - Local Plan Table 5.9	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 336 Site Name Land South of Preston Road and East of Marfleet Lane	<p>The site is brownfield land and great crested newts are known to be present. Appropriate surveys must be conducted prior to development.</p> <p>There is a Locally Listed Crown Public House on eastern side of Marfleet Lane. However, there are likely to be neutral impacts on the setting.</p> <p>The site is within Flood Zone 3a i (low hazard). Holderness Drain is at capacity and cannot take surface water discharge and the site could be at risk from a breach at Saltend therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. The site is approximately 1km from National Cycle Route 66. Also, there is good public transport access to Hull City Centre.</p> <p>A Transport Statement/ Assessment will be required with any planning application, taking into account the traffic conditions which exist at that time.</p> <p>There are two GP clinics within 1km of the site. The site is also within 600m of three primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located within very close proximity to the Eastern Corridor Employment Area and Port Employment Area.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife)											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Possible highway constraints • Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 9</p> <p>Site Name 380 Beverley Road (Former Mayfair Cinema)</p>	<p>The site is brownfield land and is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is very good public transport access to Hull City Centre. The nearest bus stop is 10m from the site.</p> <p>There are four GP clinics within 1km of the site. The site is also within 600m of one primary school, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to bus services to Hull City Centre (every 5 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	0	0	0/-	-	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 26 Site Name 1 to 41 Sharp Street	<p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>Development should have regard to Sharp Street War Memorial.</p> <p>The site is brownfield land and contains contaminated soil, which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. A bus stop is located 21m from the site.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of two primary schools, and 2km of four secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 8 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Development should have regard to Sharp Street War Memorial. Environmental concerns are largely mitigated through overarching policies Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 27 Site Name West end of Sharp Street	<p>The site is brownfield land and has no biodiversity constraints.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. A bus stop is located 454m from the site.</p> <p>There are four GP clinics within 1km of the site. The site is also within 600m of one primary school, and 2km of five secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 8 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																					
	Environmental											Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0/+	-	0	0/-	0	0	0	0	++	0	-	?	?/-	+	0	+	0	?	+	+	+	+	
Summary																						
SHLAA Reference 30 Site Name Former Newland Primary School, Newland Avenue	<p>The site is brownfield land comprising mature trees. Development impacts might be felt on the biodiversity features on the site. There is also bat potential on site. Appropriate surveys must be conducted prior to development.</p> <p>There is a locally listed building on site.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. There is a bus stop 18m from the site.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of two primary schools, and 2km of four secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. The site has a MUGA and tarmac play area, which will be lost as a result of development. However, there are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 8 minutes).</p>			
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 44 (Biodiversity and Wildlife) and Policy 45 (Trees)											Policy 13 (University of Hull), Policy 42 (Open Space) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services The site is Locally Listed Environmental concerns are largely mitigated through overarching policies Loss of MUGA and tarmac play area Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																					

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 43 Site Name 48 Pearson Park, HU5 2TG	<p>The site is brownfield land and is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site lies within a conservation area, however effects are likely to be neutral.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is very good public transport access to Hull City Centre. A bus stop is located 158m from the site.</p> <p>There are six GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of five secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to bus services to Hull City Centre (every 5-7 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 46</p> <p>Site Name 50 Pearson Park</p>	<p>The site is brownfield land and is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site lies within a conservation area however impacts are likely to be neutral. With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is very good public transport access to Hull City Centre. A bus stop is located 180m from the site.</p> <p>There are six GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of five secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to bus services to Hull City Centre (every 5-7 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 51 Site Name 20-24 Lambert Street</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>A Locally Listed Nursery is opposite the site but effects are likely to be neutral.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is very good public transport access to Hull City Centre. The nearest bus stop is located 117m from the site.</p> <p>There are four GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to bus services to Hull City Centre (every 5 minutes).</p>		
Potential Mitigation	<p>Policy 16 (Heritage Consideration), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 • The site now has planning approval which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals. 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 219</p> <p>Site Name Goodfellowship Inn Pub, Cottingham Road</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is locally listed but effects are likely to be neutral.</p> <p>Contamination like to be present on the car park due to fuel and oil spillages.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. A bus stop is located 100m from the site.</p> <p>There are two GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of four secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> • Location has very good connections to jobs, facilities and services • Locally Listed building. • Potential contamination • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	0	0/-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 226</p> <p>Site Name 173 to 187 Cottingham Road</p>	<p>The site is brownfield land and is a locally listed building within the Newland Conservation Area. The design and construction process must not severely affect the character and setting of the area. Semi natural habitats are present on site and further surveys are required.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is very good public transport access to Hull City Centre. A bus stop is located 4m from the site.</p> <p>There are three GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of five secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to bus services to Hull City Centre (every 7-10 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife).											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> Location has very good connections to jobs, facilities and services Semi-natural habitats are present Heritage concerns are largely mitigated through Policy 16 Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference</p> <p>231</p> <p>Site Name Land between Bishop Alcock Road and Hotham Road North</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>There is likely to be contamination on site.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. A bus stop is located 1m from the site.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of two primary schools, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10-15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 232 Site Name Land at Bishop Alcock Road	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of two primary schools, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Neutral impact predicted; however, construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10-15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	?/-	++	0	0	?	-	+/-	0	+	0	?	+	+	+	+
<p>SHLAA Reference</p> <p>234</p> <p>Site Name</p> <p>Land west of Bishop Alcock Road (former William Gee School)</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>Loss of sports facility; however, it is noted that the adjacent site will be developed for outdoor sports facility, thereby, limiting the impacts of the loss of this facility. The short term impact of the loss will be felt by the local residents until the new facility is open for use.</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. A bus stop is located 149m from the site.</p> <p>There is some congestion at Bricknell Avenue/ Fairfax Avenue and County Road North/ Fairfax Avenue junctions during peak periods. Development may have a slight impact on the junctions.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of two primary schools, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10-15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 47 (Atmospheric Pollution)											Policy 13 (University of Hull) and Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> Loss of sports facility; however, the site has been identified as being suitable for housing Location has good connections to jobs, facilities and services Potential congestion which may impact on access and air quality Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 291 Site Name 114 Blenheim Street	The site is brownfield land with no ecological constraints.. The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place. With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.											The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. The nearest bus stop is located 302m from the site. There are four GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).							Construction jobs related to the development may help support local economy in the short-medium term. The site has very good access to bus services to Hull City Centre (every 6-10 minutes).		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 364</p> <p>Site Name Land between Stanley Street and Derringham Street, Spring Bank</p>	<p>This site is brownfield land. It is within a conservation area and adjacent to a Grade II listed building; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. There is a bus stop 1m from the site.</p> <p>There are four GP clinics within 1km of the site. The site is also within 600m of three primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to bus services to Hull City Centre (every 5 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> • Location has very good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	0	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 447</p> <p>Site Name 109- 111 Beverley Road (Upper floors)</p>	<p>The site is brownfield land and development will take place on the upper floors of the building and so many objectives will not be affected. The site lies in Flood Zone 3a i (low hazard). The site lies within a conservation area, however a change in use should not impact on heritage or landscape.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. A bus stop is located 18m from the site.</p> <p>The site is within 1km of Hull City Centre and Hull Paragon Interchange. There are three GP clinics within 1km of the site. The site is also within 600m of five primary schools, and 2km of four secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to Hull City Centre and Hull railway station.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> Location has very good connections to jobs, facilities and services Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by walking and cycling 																				

Other West Hull housing allocations- Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/-	-	0	-	-	0	0	0	-	0	-	-	-	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 482 Site Name Brunswick Avenue	<p>The site is greenfield land and the development will result in the loss of top soil. Mature trees may need to be removed. The site is also contaminated, which impacts on the soils objective</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>Beverley Road Conservation Area and locally listed Brunswick House are located to the west of the site and the Listed School of Architecture lies to south.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>Loss of amenity greenspace which the existing community might be using for leisure purposes and to maintain a healthy lifestyle (for walking or exercising).</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. A bus stop is located 120m from the site.</p> <p>The site is within 1km of Hull City Centre and Hull Paragon Interchange. There are five GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to Hull City Centre and Hull Paragon Interchange.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 45 (Tress) and Policy 48 (Land Affected by Contamination)											Policy 13 (University of Hull), Policy 42 (Open Space) and Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> • Location has very good connections to jobs, facilities and services • Heritage considerations • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by walking and cycling 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	?	0	-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference</p> <p>485</p> <p>Site Name</p> <p>Former School of Architecture building, Brunswick Avenue</p>	<p>This site is brownfield land with bat potential. Appropriate surveys are required. Grade II listed building; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. The nearest bus stop is 107m away from the site.</p> <p>The site is within 1km of Hull City Centre and Hull Paragon Interchange. There are five GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to Hull City Centre and Hull Paragon Interchange.</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife).											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> Location has very good connections to jobs, facilities and services Grade II Listed Building Bat potential Heritage concerns are largely mitigated through Policy 16 Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by walking and cycling 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
-	-	0	-	-	-	0	-	-	0	0	-	-	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 502</p> <p>Site Name Land parcels to north of Walker Street</p>	<p>The site is greenfield land that contains trees and is likely to support habitats and species that could be affected by a housing development. Appropriate assessment will be required. Development of the site will result in the loss of top soil.</p> <p>The site is within Flood Zone 3a ii (medium hazard) and the Environment Agency has advised that the site could be at risk from a dock gate failure scenario on the Humber Estuary. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is within an AQMA area - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. A bus stop is located within a metre from the site.</p> <p>The site is an AQMA and may have impacts on health.</p> <p>The site is within 500m of Hull City Centre and Hull Paragon Interchange, and within 300m of the Kingston Retail Park. There are six GP clinics within 1km of the site. The site is also within 600m of one primary school, and 2km of three secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to Hull City Centre and Hull Paragon Interchange.</p>			
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife), Policy 45 (Trees) and Policy 47 (Atmospheric Pollution).										Policy 52 (Infrastructure and Delivery)										
Assessment Summary	<ul style="list-style-type: none"> • Location has very good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Air quality concerns are largely mitigated through Policy 47 • Location is well-connected to Hull City Centre by walking and cycling 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	-	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 524</p> <p>Site Name Providence Row, Beverley Road</p>	<p>This site is brownfield land and lies within the Beverley Road Conservation Area; therefore, development will affect the setting and dependent on the design of the development there could be permanent effects on the townscape setting and heritage character of the area.</p> <p>Contamination is likely to be present due to former uses, which impacts on the soils objective.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. A bus stop is located 39m from the site.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of three primary schools, and 2km of one secondary school. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has very good access to bus services to Hull City Centre (every 5 minutes).</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> Location has average connections to jobs (employment areas), and is well connected to facilities and services Heritage concerns are largely mitigated through Policy 16 Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/-	-	0	-	-	0	0	?/-	-	0	0	-	-	-	0	+	0	?	+	+	+	-
Summary																					
<p>SHLAA Reference 561</p> <p>Site Name Trinity House Grounds, Calvert Lane</p>	<p>The site is greenfield land / greenspace and development will result in the loss of top soil and potentially affecting biodiversity features and landscape. Appropriate assessments will need to be undertaken.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>Loss of amenity greenspace which the existing community might be using for leisure purposes and to maintain a healthy lifestyle (for walking or exercising).</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. The nearest bus stop is located 144m from the site. However, there are limited bus services that operate on Calvert Lane.</p> <p>The network in this area experiences congestion especially during the peak hours. Therefore it is highly likely that some mitigation works will be required to facilitate this development. The scale of the mitigations would need to be determined via a detailed transport assessment.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of one primary school, and 2km of two secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>Currently, there are limited bus services that operate on Calvert Lane.</p>			
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).										Policy 25 (Sustainable Transport) and Policy 52 (Infrastructure and Delivery)							Policy 25 (Sustainable Transport)			
Assessment Summary	<ul style="list-style-type: none"> • Location has average connections to jobs (employment areas) • Semi-natural habitats present • Congestion and access issues, which may also affect air quality • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Loss of amenity greenspace • Location is well-connected to Hull City Centre by public transport, especially in context of Policy 33 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference</p> <p>607</p> <p>Site Name Amber Development, Former Boothferry Park, Boothferry Road</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. National Cycle Route 65 is located near the site. Also, there is very good public transport access to Hull City Centre. The nearest bus stop is 116m away.</p> <p>There are two GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of one secondary school. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located in close proximity to the Western Corridor Employment Area.</p> <p>The site has very good access to bus services to Hull City Centre (every 5 minutes).</p>		
Potential Mitigation	<p>Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location is well connected to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • The site has planning consent and should incorporate appropriate measures to mitigate against potential negative effects 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 659</p> <p>Site Name West of No's 288-264 Pickering Road, former LA Training Centre</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. National Cycle Route 65 is located near the site. Also, there is good public transport access to Hull City Centre. A bus stop is located 282m from the site.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of four primary schools, and 2km of one secondary school. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located in close proximity to the Western Corridor Employment Area.</p> <p>The site has good access to bus services to Hull City Centre (every 10 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> Location is well connected to jobs, facilities and services Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport The site now has planning approval/is under construction which should incorporate appropriate measures to mitigate against potential negative effects. 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	-	0	0	0	-	0	0	-	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 691</p> <p>Site Name University Of Hull, Cottingham Road.</p>	<p>The site is greenfield land and the development will result in the loss of top soil and have an adverse effect on landscape.</p> <p>The site is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. Also, there is good public transport access to Hull City Centre. A bus stop is located 98m from the site.</p> <p>There are three GP clinics within 1km of the site. The site is also within 600m of four primary schools, and 2km of five secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10 minutes).</p>			
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).										Policy 13 (University of Hull) and Policy 52 (Infrastructure and Delivery)										
Assessment Summary	<ul style="list-style-type: none"> • Location is well connected to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • The site now has planning approval/is under construction which should incorporate appropriate measures to mitigate against potential negative effects. 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social						Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	-	-	0	0	0	?/-	++	0	0	?	-	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference</p> <p>721</p> <p>Site Name Former Dane Park Primary School, Orchard Park</p>	<p>The site has semi-natural habitats present on site and the potential for bats.</p> <p>The site is brownfield land and is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is located within a groundwater Source Protection Zone 1 (SPZ1).</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>Loss of amenity greenspace which the existing community might be using for leisure purposes and to maintain a healthy lifestyle (for walking or exercising).</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. National Cycle Route 66 is located near the site. Also, there is good public transport access to Hull City Centre.</p> <p>A Transport Assessment would be required to be undertaken to assess the traffic impact on the network. Hall Road exhibits some congestion at peak times especially at the Tesco and Beverley Road / Hall Road junctions.</p> <p>There are three GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of five secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>						<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10 minutes).</p>			
Potential Mitigation	<p>Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 41 (Groundwater Protection) Policy 44 (Biodiversity and Wildlife) and Policy 45 (Trees).</p>											<p>Policy 13 (University of Hull), Policy 27 (Transport Appraisal), Policy 42 (Open Space) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> Location has average connections to jobs (employment areas); however, it is well connected to facilities and services The site has semi-natural habitats present on site and the potential for bats. Possible highway constraints which may also impact on air quality The site is located within a groundwater Source Protection Zone 1 (SPZ1) Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	-	-	-	0	0	?/-	++	0	0	?	?/-	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 723</p> <p>Site Name The Danes, North of Hall Road</p>	<p>The site is brownfield land with mature trees on site which will be affected by development. It is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is located within a Groundwater Source Protection Zone 1 (SPZ1) which is the most environmentally sensitive setting for groundwater quality.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. National Cycle Route 66 is located near the site. Also, there is good public transport access to Hull City Centre.</p> <p>A Transport Assessment would be required to be undertaken to assess the traffic impact on the network. Hall Road exhibits some congestion at peak times especially at the Tesco and Beverley Road / Hall Road junctions.</p> <p>There are three GP clinics within 1km of the site. The site is also within 600m of two primary schools, and 2km of five secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. Development of the site will mean loss of amenity green space. Although there are also parks and play areas located within walking distance of the site.</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10 minutes).</p>		
Potential Mitigation	<p>Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 41 (Groundwater Protection), Policy 45 (Trees) and Policy 48 (Land Affected by Contamination)</p>											<p>Policy 13 (University of Hull), Policy 27 (Transport Appraisals), Policy 42 (Open Space) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has average connections to jobs (employment areas); however, it is well connected to facilities and services • Loss of amenity green space • Possible highway constraints which may also impact on air quality • The site is located within a groundwater Source Protection Zone 1 (SPZ1) • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	-	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
SHLAA Reference 927 Site Name Land at 103 8th Avenue	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard). In addition, Holderness Drain is at capacity and cannot take surface water discharge. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>St Michael's Church is on the Local List to the north west of the site. However, it is separated by Orchard Park Road and wide verges so considered to have a neutral impact.</p> <p>The site is located within Groundwater Source Protection Zone 1 (SPZ1) which is the most environmentally sensitive setting for groundwater quality.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. National Cycle Route 66 is located near the site. Also, there is good public transport access to Hull City Centre. A bus stop is located 51m from the site.</p> <p>There are three GP clinics within 1km of the site. The site is also within 600m of one primary school, and 2km of five secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 7-10 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 41 (Groundwater Protection)											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> Location has average connections to jobs (employment areas) and it is well connected to facilities and services The site is located within a groundwater Source Protection Zone 1 (SPZ1) Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	0	-	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 928</p> <p>Site Name Extra Care Home Hall Road</p>	<p>The site is brownfield land and is within Flood Zone 3a iii (high hazard), however Holderness Drain is at capacity and cannot take surface water discharge. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>St Michael's Church is on the Local List. However it is separated by Hall Road and Orchard 2000 building so the site is considered to not have an impact on Locally Listed Building.</p> <p>The site is located within a groundwater Source Protection Zone 1 (SPZ1) which is the most environmentally sensitive setting for groundwater quality.</p> <p>The site is likely to contain contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. National Cycle Route 66 is located near the site. Also, there is good public transport access to Hull City Centre. A bus stop is located 21m from the site.</p> <p>There are three GP clinics within 1km of the site. The site is also within 600m of one primary school, and 2km of five secondary schools. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 7-10 minutes).</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 41 (Groundwater Protection) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has average connections to jobs (employment areas) and it is well connected to facilities and services • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • The site now has planning approval/is under construction which should incorporate appropriate measures to mitigate against potential negative effects. 																				

Other West Hull housing allocations - Local Plan Table 5.11	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	?	0	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 936</p> <p>Site Name Rear of 465-467 Priory Road</p>	<p>Semi-natural habitats are present adjacent to site and an Ecology Survey is recommended, however impacts are unknown.</p> <p>The site is brownfield land and is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is likely to contain contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is located from 29m from the site.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of one primary school, and 2km of one secondary school. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>		
Potential Mitigation	<p>Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 44 (Biodiversity and Wildlife), and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has average connections to jobs (employment areas) and it is well connected to facilities and services • Potential ecological constraints • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	0	0/-	0	0	0	0	++	0	?	?	-	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 42</p> <p>Site Name Area of Change - North Bransholme</p>	<p>Semi-natural habitats are present on site with hedgerows and an Ecology Survey is recommended, however impacts are unknown.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>An archaeology condition has been recommended which may impact on SA10.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>Loss of amenity greenspace (partial) which the existing community might be using for leisure purposes and to maintain a healthy lifestyle (for walking or exercising).</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is within 1m of the site.</p> <p>Traffic generated from this site would need to be assessed to determine the impact on the highway network.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of two primary schools, and one secondary school is within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications), Policy 41 (Groundwater Protection) and Policy 44 (Biodiversity and Wildlife).</p>											<p>Policy 13 (University of Hull), Policy 27 (Transport Appraisals), Policy 42 (Open Space) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> Location has average connections to jobs (employment areas); however, it is well connected to facilities and services Loss of amenity greenspace Potential ecological constraints Environmental concerns are largely mitigated through overarching policies Possible highway constraints Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 47</p> <p>Site Name Kinderscout Close, North Bransholme</p>	<p>The site is brownfield land and is within Flood Zone 1. An adequate foul and surface water drainage strategy will need to be in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is within 1m of the site.</p> <p>There is one GP clinic within 1km of the site. There are two primary schools within 600m of the site, and one secondary school is within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing) and Policy 39 (Sustainable Drainage)											Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> Location has average connections to jobs (employment areas); however, it is well connected to facilities and services Possible ecological enhancements Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	0	0/-	?	0	0	0	++	0	0	?	0	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 65</p> <p>Site Name Leitholm Close, North Bransholme</p>	<p>Site is brownfield land and ash plantation is adjacent to the site. Appropriate surveys will be required.</p> <p>The site is potentially contaminated, which impacts on the soils objective.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>Development will result in loss of the amenity greenspace, which the existing local residents may access to maintain healthy lifestyle (walking) or to interact with the local community. There is however a surplus of amenity greenspace, meaning effects are likely to be neutral.</p> <p>The site is in close proximity to community facilities and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is located 43m from the site.</p> <p>There is one GP clinic within 1km of the site. The site is also within 600m of two primary schools, and one secondary school is within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>		
Potential Mitigation	<p>Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has average connections to jobs (employment areas); however, it is well connected to facilities and services • Loss of amenity greenspace • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 102</p> <p>Site Name North of Grassington Close, North Bransholme</p>	<p>The site is brownfield land and lies within Flood Zone 1. An adequate foul and surface water drainage strategy will need to be in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is located 111m from the site.</p> <p>There is one GP clinic within 1km of the site. There are two primary schools within 600m of the site, and one secondary school is within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing) and Policy 39 (Sustainable Drainage)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location has average connections to jobs (employment areas); however, it is well connected to facilities and services Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0	-	0	0	0	-	0	0	-	-	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 106 Site Name Land North East of Highlands Health Centre, Cumbrian Way</p>	<p>The site is greenfield and development will affect the loss of top soil, which will have a negative effect on the soils objective and affect landscape.</p> <p>A majority of site is in Flood Zone 1 and Flood Zone 2, with small proportion in Flood Zone 3a i (low hazard). An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>Loss of outdoor sports facility which will result in the loss of a community amenity and may have an impact on the health of the local residents (reduced access to spaces to conduct exercise and sports activities).</p> <p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is located 8m from the site.</p> <p>The site is within 1km to one GP clinic. The site is adjacent to a primary school, and another primary school is located within 600m of the site, and one secondary school is within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 13 (University of Hull), Policy 42 (Open Spaces) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location has average connections to jobs (employment areas); however, it is well connected to facilities and services Loss of sports facility; however, the site has been identified as being suitable for housing Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	0	-	-	0	0	?/-	-	0	0	-	+	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 117</p> <p>Site Name Reckitts Recreation Ground, Chamberlain Road</p>	<p>Greenfield development will affect the loss of top soil, which will have a negative effect on the soils objective and landscape.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. National Cycle Routes 65 and 66 are adjacent to the site. There is also good public transport access to Hull City Centre. A bus stop is located 74m from the site.</p> <p>Stoneferry Road/ Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road) includes severe queuing on Chamberlain Road (westbound) in morning peak period.</p> <p>There are two GP clinics within 1km of the site. There are two primary schools within 600m of the site, and two secondary schools are within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10 minutes).</p>			
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution)										Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> Location is relatively well-connected to jobs, facilities and services Highway and congestion issues which may worsen air quality Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport The site now has planning approval/is under construction which should incorporate appropriate measures to mitigate against potential negative effects. 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	-	0	0	0	++	0	?	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 120 Site Name Land east of Stoneferry Road, south west of Foredyke Avenue</p>	<p>Site is brownfield and is within Flood Zone 3a iii (high hazard). An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>An archaeology condition has been recommended which may impact on SA10.</p> <p>The site is likely to contain contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is not in close proximity to GP clinics. Dependent on future proposals for the area, the ease of access to this community facility could be difficult.</p> <p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. National Cycle Route 66 is located near the site. There is also good public transport access to Hull City Centre. A bus stop is located 2m from the site.</p> <p>There is one primary school within 600m of the site, and three secondary schools are within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10 minutes).</p>		
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location is relatively well-connected to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Potential for archaeological remains • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	-	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 122</p> <p>Site Name Corner of Leads Road & Glebe Road</p>	<p>The site is brownfield land and is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site contains contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is not in close proximity to GP clinics. Dependent on future proposals for the area, the ease of access to this community facility could be difficult.</p> <p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. National Cycle Route 66 is located near the site. There is also good public transport access to Hull City Centre. A bus stop is located 49m from the site.</p> <p>There is one primary school within 600m of the site, and three secondary schools are within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10 minutes).</p>		
Potential Mitigation	<p>Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location is relatively well-connected to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • The site has planning consent and should incorporate appropriate measures to mitigate against potential negative effects 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	?	0	0/-	?	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 137</p> <p>Site Name Land north of Wansbeck Road/ East of Frome Road</p>	<p>The site is brownfield land with semi-natural habitats present. An Ecology Survey has been recommended.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site may be contaminated due to a former pond being present on site.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is located 86m from the site.</p> <p>There are is one GP clinic within 1km of the site, and there are three primary schools within 600m of the site; however, the nearest secondary school is located approx. 2.5km from the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 10 - 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location has average connections to jobs (employment areas); however, it is well connected to facilities and services Semi-natural habitats present Environmental concerns are largely mitigated through overarching policies Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
	Summary																				
SHLAA Reference 138 Site Name Land at former Viking Public House, Shannon Road	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is located 1m from the site.</p> <p>There are is one GP clinic within 1km of the site, and there are three primary schools within 600m of the site; however, the nearest secondary school is located approx. 2.5km from the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has average connections to jobs (employment areas); however, it is well connected to facilities and services • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • The site has planning consent and should incorporate appropriate measures to mitigate against potential negative effects 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	0	0	0	0	++	0	0	?	+	+	0	+	0	?	+	+	+	+
	Summary																				
SHLAA Reference 190 Site Name Hollywell Close	<p>The site is brownfield and within Flood Zone 3a ii (medium hazard). Old Fleet Drain is at capacity and cannot take surface water discharge. The site could also be at risk from a breach at Saltend. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is located 253m from the site.</p> <p>There are no GP clinics within 1km of the site; however, there are two clinics within 1.2km of the site. There are two primary schools within 600m of the site and one secondary school within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located on the eastern edge of Hull and is approximately 1km north of the Eastern Corridor Employment Area.</p> <p>The site has good access to bus services to Hull City Centre (every 10 - 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location is relatively well-connected to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	-	0	0	0	-	0	0	-	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 192</p> <p>Site Name Land north of Hopewell Road</p>	<p>The site is greenfield land and will impact on soil and landscape objectives.</p> <p>The site is within Flood Zone 3a i (low hazard). Old Fleet Drain is at capacity and cannot take surface water discharge and the site could be at risk from a breach at Saltend. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is in close proximity to community facilities and to greenspaces and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is located 40m from the site.</p> <p>There is one GP clinic within 1km of the site. There are three primary schools within 600m of the site and one secondary school within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located near the eastern edge of Hull and is approximately 1km north of the Eastern Corridor Employment Area.</p> <p>The site has good access to bus services to Hull City Centre (every 10 - 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location is relatively well-connected to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	-	0	0	0	-	0	0	-	+/-	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 197 Site Name Brandsby Grove</p>	<p>The site is greenfield land and within Flood Zone 3a i (low hazard). Old Fleet Drain is at capacity and cannot take surface water discharge and the site could be at risk from a breach at Saltend. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site has play equipment that if removed would lead to a deficit. The site is in close proximity to other community facilities and to greenspaces and there are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre. A bus stop is located 68m from the site.</p> <p>There is one GP clinic within 1km of the site. There are two primary schools within 600m of the site and one secondary school within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located near the eastern edge of Hull and is approximately 1km north of the Eastern Corridor Employment Area.</p> <p>The site has good access to bus services to Hull City Centre (every 10 - 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 13 (University of Hull), Policy 42 (Open Space) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location is relatively well-connected to jobs, facilities and services • Loss of play equipment that may impact on health objective if it leads to a deficit • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	0	-	-	0	0	?/-	-	0	0	-	-	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 199</p> <p>Site Name Land to south of Oakfield School</p>	<p>The site is greenfield land and the development will result in the loss of topsoil and impact on landscape. Semi-natural habitats are present on site and an Ecology Survey has been recommended.</p> <p>The site is within Flood Zone 3a i (low hazard) and Old Fleet Drain is at capacity and cannot take surface water discharge. The Environment Agency have advised that the site could be at risk from a breach at Saltend. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is as an outdoor sports facility (within a school) - development will result in loss of a community facility.</p> <p>The site is near existing facilities, jobs and services in the area. There are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre.</p> <p>Potential traffic impact on Holderness Road/ Maybury Road and Marfleet Lane/ Hedon Road junctions experience some congestion, particularly at peak times. A Transport Assessment will be required to determine the scale of the impact and to determine whether any mitigation measures are required to be introduced.</p> <p>There is one GP clinic within 1km of the site. There are two primary schools within 600m of the site and one secondary school within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located near the eastern edge of Hull and is approximately 1km north of the Eastern Corridor Employment Area.</p> <p>The site has good access to bus services to Hull City Centre (every 10 - 15 minutes).</p>			
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications).										Policy 13 (University of Hull), Policy 27 (Transport Appraisals), Policy 42 (Open Space) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> Loss of sports facility; however, the site has been identified as being suitable for housing Location is relatively well-connected to jobs, facilities and services Semi-natural habitats are present on site Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Possible highway constraints which may also impact on air quality Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 804</p> <p>Site Name James Reckitt Library and adjacent land, Holderness Road</p>	<p>The site is brownfield land and is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site lies next to a Grade II Listed Building and is a Locally Listed Building within a Conservation Area.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>Site is partially connected with community and social amenities, and has good access to greenspaces. The Mount Retail Park, and Kingston Shopping Centre are in very close proximity to the site.</p> <p>There are good walking and cycle routes in the area. National Cycle Route 65 is located near the site. There is also very good public transport access to Hull City Centre. A bus stop is located 36m from the site.</p> <p>There are four GP clinics within 1km of the site. There are three primary schools within 600m of the site and two secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located in a very well-connected position near existing commercial areas and on a strategic road, providing excellent access to Hull City Centre and the Sutton Fields and River Hull Corridor Employment Areas, and the Port and Eastern Corridor Employment Areas.</p> <p>The site also has excellent access to bus services to Hull City Centre (every 3 minutes).</p>		
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).											Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location is relatively well-connected to jobs, facilities and services Heritage considerations Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is very well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	0	0/-	-	0	0	?/-	--	0	0	-	+	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 805</p> <p>Site Name Land at Minehead Road</p>	<p>The site is greenfield land and the development will result in the loss of topsoil and impact on landscape. Semi-natural habitats are present on site and an Ecology Survey has been recommended.</p> <p>The site is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site may contain contaminated soil which impacts on the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is near existing facilities, jobs and services in the area. There are good walking and cycle routes in the area. There is also good public transport access to Hull City Centre, Kingswood Retail Park and North Point Shopping Centre. A bus stop is located 23m from the site.</p> <p>Traffic heading for City Centre could increase pressure on the Saltshouse Road or Holwell Road corridors. These two corridors are congested at peak times. Transport Assessment/ Travel Plan will be required to understand the impact of this development.</p> <p>There are no GP clinics within 1km of the site; however, the closest clinic (near North Point Shopping Centre) can be accessed by public transport. There is one primary school within 600m of the site and one secondary school within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located in a relatively well-connected position, away from the main centres of commerce and employment, but with good road links into Hull City Centre and the Sutton Fields and River Hull Corridor Employment Areas, and the Port and Eastern Corridor Employment Areas.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes), and there are bus services to the nearby Kingswood Retail Park, and North Point Shopping Centre every 15 mins.</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).											Policy 27 (Transport Appraisals) Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location is relatively well-connected to jobs, facilities and services Possible highway and congestion constraints which may also effect air quality Environmental concerns are largely mitigated through overarching policies Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	-	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 807</p> <p>Site Name Holderness Road, Franklin Street</p>	<p>The site is brownfield land and is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is a listed building and is adjacent to a Grade II Listed Building and within a conservation area. The design and construction process must not severely affect the character and setting of the area.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>Site is very close to community and social amenities, and has good access to greenspaces. The Mount Retail Park, and Kingston Shopping Centre are also very close to the site.</p> <p>There are good walking and cycle routes in the area. National Cycle Route 65 is located near the site. There is also very good public transport access to Hull City Centre. A bus stop is located 36m from the site.</p> <p>There are four GP clinics within 1km of the site. There are three primary schools within 600m of the site and two secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located in a very well-connected position near existing commercial areas and on a strategic road, providing excellent access to Hull City Centre and the Sutton Fields and River Hull Corridor Employment Areas, and the Port and Eastern Corridor Employment Areas.</p> <p>The site also has excellent access to bus services to Hull City Centre.</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications)										Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> Location is relatively well-connected to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is very well-connected to Hull City Centre by public transport, especially in context of Policy 33 Heritage concerns are largely mitigated through Policy 16 Site is under construction and it is presumed that all impacts have been mitigated 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social						Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+/-	?	-	-	-	0	0	?/-	--	0	-	-	+	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 861</p> <p>Site Name Land to north of Danby Close, Howdale Road Part 1</p>	<p>The site is greenfield land and the development will result in the loss of topsoil and impact on landscape. An Ecology Survey has been recommended.</p> <p>The site is within Flood Zone 3a ii (medium hazard); therefore, an appropriate FRA must be drafted during the design stage. Holderness Drain is at capacity and cannot take surface water discharge. The Environment Agency have advised that an 8m easement from landward toe is required. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>There is a Scheduled Ancient Monument at Swine Hill Castle in East Riding and archaeological assessment works would be required as part of submission of any application.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues</p>											<p>Access to the site is currently constrained given its current use and location on the urban edge of Hull; however, the site is near existing facilities, jobs and services in the area. There are good walking and cycle routes in the area, and the site adjacent to Sutton Park. There is also good public transport access to Hull City Centre and North Point Shopping Centre. A bus stop is located 119m from the site.</p> <p>Traffic/ congestion issues have been identified on the Saltshouse Road corridor. Therefore any additional traffic loading onto this corridor will exacerbate current issues. Therefore a Transport Assessment will be needed to understand the scale of mitigation required if any of the developments are to come forward.</p> <p>One GP clinic is located within 1km of the development. There is one primary school within 600m of the site and one secondary school within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>						<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located on the urban edge of Hull; however, it is in a relatively well-connected to position in that bus services to Hull City Centre can be accessed by a short walk from the site and run every 8 minutes. Also, the North Point Shopping Centre can be accessed via a bus which runs every 8 minutes and a short walk.</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution).											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> Location is relatively well-connected to jobs, facilities and services Traffic/ congestion issues have been identified which may impact on air quality Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer Location is well-connected to Hull City Centre by public transport There are heritage considerations 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social						Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+/-	?	-	--	-	0	0	?/-	--	0	-	-	+	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 862</p> <p>Site Name Land to north of Danby Close, Howdale Road Part 2</p>	<p>The site is greenfield land and the development will result in the loss of topsoil and impact on landscape. An Ecology Survey has been recommended.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. Holderness Drain is at capacity and cannot take surface water discharge. The Environment Agency have advised that an 8m easement from landward toe is required. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>There is a Scheduled Ancient Monument at Swine Hill Castle in East Riding and archaeological assessment works would be required as part of submission of any application.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues</p>											<p>Access to the site is currently constrained given its current use and location on the urban edge of Hull; however, the site is near existing facilities, jobs and services in the area. There are good walking and cycle routes in the area, and the site adjacent to Sutton Park. There is also good public transport access to Hull City Centre and the North Point Shopping Centre. A bus stop is located 333m from the site.</p> <p>Traffic/ congestion issues have been identified on the Saltshouse Road corridor. Therefore any additional traffic loading onto this corridor will exacerbate current issues. Therefore a Transport Assessment will be needed to understand the scale of mitigation required if any of the developments are to come forward.</p> <p>One GP clinic is located within 1km of the development. There is one primary school within 600m of the site and one secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>						<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located on the urban edge of Hull; however, it is in a relatively well-connected to position in that bus services to Hull City Centre can be accessed by a short walk from the site and run every 8 minutes. Also, the North Point Shopping Centre can be accessed via a bus which runs every 8 minutes and a short walk.</p>			
Potential Mitigation	<p>Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution).</p>											<p>Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location is relatively well-connected to jobs, facilities and services • Traffic/ congestion issues have been identified which may impact on air quality • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • There are heritage considerations 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0/-	0	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 875 Site Name Extra Care Home, Leads Road</p>	<p>The site is brownfield land and within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The location's access to facilities, jobs and services currently appears to be good, and is likely to be improved as per Policies 40 and 41. There are good walking and cycle routes in the area, and National Cycle Route 65 is adjacent to the site. There is also good public transport access to Hull City Centre. A bus stop is located 1m from the site.</p> <p>Stoneferry Road/ Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road) and includes severe queuing on Chamberlain Road (westbound) in morning peak period. A Transport Assessment/ Travel Plan would be required to assess the traffic implications of the individual development on the network.</p> <p>Two GP clinics are located within 1km of the development. There is one primary school within 600m of the site and three secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located in a relatively well-connected position, away from the main centres of commerce and employment, but with good road links into Hull City Centre and the Sutton Fields and River Hull Corridor Employment Areas, and the Port and Eastern Corridor Employment Areas.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications)											Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> • Location is relatively well-connected to jobs, facilities and services • Traffic/ congestion issues have been identified which may impact on air quality • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is well-connected to Hull City Centre by public transport • Site is under construction and it is presumed that all impacts have been mitigated 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0	0	0	0	0	++	0	-	?	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 879</p> <p>Site Name The Lawns Club, 33 Lowgate, Sutton</p>	<p>The site is brownfield and within Flood Zone 1, however will need to ensure sustainable drainage is incorporated into design.</p> <p>The site lies within a Conservation Area and as such, development must respect the setting.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The location's access to facilities, jobs and services currently appears to be good, and is likely to be improved as per Policies 40 and 41. There are good walking and cycle routes in the area. There is good public transport access to Hull City Centre. A bus stop is located 65m from the site.</p> <p>One GP clinic is located within 1km of the development. There is one primary school within 600m of the site and two secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located in a relatively well-connected position, away from the main centres of commerce and employment, but with good road links into Hull City Centre and the Sutton Fields and River Hull Corridor Employment Areas, and the Port and Eastern Corridor Employment Areas.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing) and Policy 39 (Sustainable Drainage)										Policy 52 (Infrastructure and Delivery)										
Assessment Summary	<ul style="list-style-type: none"> Location is relatively well-connected to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies Location is well-connected to Hull City Centre by public transport The site has planning consent and should incorporate appropriate measures to mitigate against potential negative effects 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	?	0	0/-	0	0	0	?/-	++	0	0	?	+	+/-	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 914</p> <p>Site Name Gleneagles Centre, Gleneagles Park</p>	<p>The site is brownfield land with semi-natural habitats present. An Ecology Survey has been recommended.</p> <p>The site is within Flood Zone 3a i (low hazard). Holderness Drain is at capacity and cannot take surface water discharge. An appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The location's access to facilities, jobs and services currently appears to be good, and is likely to be improved as per Policies 40 and 41. There are good walking and cycle routes in the area, and the site is adjacent to Sutton Park. There is good public transport access to Hull City Centre and North Point Shopping Centre. A bus stop is located 128m from the site.</p> <p>Traffic/congestion issues have been identified on the Saltshouse Road corridor. Therefore any additional traffic loading onto this corridor will exacerbate current issues. Therefore a Transport Assessment will be needed to understand the scale of mitigation required if the development is to come forward.</p> <p>Two GP clinics are located within 1km of the development. There is one primary school within 600m of the site and one secondary school within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located in a relatively well-connected position, away from the main centres of commerce and employment, but with good road links into Hull City Centre and the Sutton Fields and River Hull Corridor Employment Areas, and the Port and Eastern Corridor Employment Areas.</p> <p>The site has good access to bus services to Hull City Centre (every 8 minutes).</p>		
Potential Mitigation	Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage) Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution).											Policy 27 (Transport Appraisals) Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location is relatively well-connected to jobs, facilities and services • Semi-natural habitats present • Environmental concerns are largely mitigated through overarching policies • Traffic/ congestion issues have been identified which may impact on air quality • Flooding reviewed as part of Policy 40 - flood mitigation plans should be developed and presented by the developer • Location is relatively well-connected to jobs, facilities and services • Location is well-connected to Hull City Centre by public transport 																				

Other East Hull housing allocations - Local Plan Table 5.12	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	0	0	-	0	0	0	-	0	0	-	+	+	0	+	0	?	+	+	+	+
Summary																					
<p>SHLAA Reference 917 Site Name Land west of Astral Gardens</p>	<p>The site is a greenfield site; therefore, development will result in loss of top soil, affecting the soil objective and landscape. The site is within Flood Zone 1, however will need to ensure sustainable drainage is incorporated into design.</p> <p>Netherhall locally listed building is on the opposite site of Wawne Road. There will be no impact as development will be to rear of existing built frontage of Wawne Road.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The location’s access to facilities, jobs and services currently appears to be good, and is likely to be improved as per Policies 40 and 41. There are good walking and cycle routes in the area including traffic-free cycle routes and National Cycle Route 65. There is good public transport access to Hull City Centre and the site is approximately 1km from North Point Shopping Centre. A bus stop is located 65m from the site.</p> <p>One GP clinic is located within 1km of the development. There is one primary school within 600m of the site and three secondary schools within 2km of the site. Policy 13 supports the provision of education for primary and secondary age school children. There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Construction jobs related to the development may help support local economy in the short-medium term.</p> <p>The site is located in a relatively well-connected position, away from the main centres of commerce and employment, but with good road links into Hull City Centre and the Sutton Fields and River Hull Corridor Employment Areas, and the Port and Eastern Corridor Employment Areas.</p> <p>The site has good access to bus services to Hull City Centre (every 15 minutes).</p>			
Potential Mitigation	Policy 16 (Heritage Considerations), Policy 21 (Designing for Housing), Policy 39 (Sustainable Drainage)										Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> • Location is relatively well-connected to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Location is well-connected to Hull City Centre by public transport • The site is under construction and should incorporate appropriate measures to mitigate against potential negative effects. 																				

Employment Sites

Western Corridor - Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	?	-	?	0	0	?/-	++	0	0	-	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 1</p> <p>Site Name Priory Business Park (7.15ha)</p>	<p>These sites lie close to the Humber Estuary and have the potential to have adverse effects on this as well as landscape. The site is also a UK Priority habitat OMH.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside the AQMA. The potential to develop this area would reduce pressure on greenfield sites. Contamination may be present on site due to previous uses (railway site), however it is unknown at this stage.</p>											<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the sites and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There is a park and ride interchange at Priory Park to the west of the site and there is potential for a new rail halt as highlighted in the Local Transport Plan. A bus stop is located nearby on Summergroves Way.</p> <p>Priory Park East has been the subject of a Transport Assessment which has identified a number of highway mitigations which will be delivered at set trigger points. The proposed mitigations have been agreed with Highways England.</p>							<p>The Western Corridor is the location of significant companies including Arco and Smith & Nephew. This area demonstrates some of the highest industrial property values for the city. Its development would provide jobs as well as boosting Hull's economy.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution), and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are outstanding environmental concerns but mitigation measures would ensure negative effects are minimal. The sites close proximity to the Humber Estuary will need to be managed carefully. The location has good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																				

Western Corridor - Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	?	-	?	0	0	?/-	++	0	0	-	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 2 Site Name Priory Business Park (Arco) (3.81 ha)</p>	<p>Site lies close to the Humber Estuary and has the potential to have adverse effects on this as well as landscape The site is also a UK Priority habitat OMH.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside the AQMA. The potential to develop this area would reduce pressure on greenfield sites. Contamination may be present on site due to previous uses (railway site), however it is unknown at this stage.</p>											<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the sites and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There is a park and ride interchange at Priory Park to the west of the site and there is potential for a new rail halt as highlighted in the Local Transport Plan. A bus stop is located nearby on Summergroves Way. Priory Park East has been the subject of a Transport Assessment which has identified a number of highway mitigations which will be delivered at set trigger points. The proposed mitigations have been agreed with Highways England.</p>							<p>The Western Corridor is the location of significant companies including Arco and Smith & Nephew. This area demonstrates some of the highest industrial property values for the city. Its development would provide jobs as well as boosting Hull's economy.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p> <p>In addition, Development on land at Arco, Priory Park will include the re-provision of 1.6ha of natural habitat that currently exists on the site to ensure that habitat of equivalent quantity and quality is maintained within the overall site occupied by the distribution centre.</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are outstanding environmental concerns but mitigation measures would ensure negative effects are minimal. The sites close proximity to the Humber Estuary will need to be managed carefully. The location has good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																				

Western Corridor - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	?	-	-	0	0	?/-	++	0	0	-	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 3</p> <p>Site Name Former Birds Eye factory site, Hessle Road (7.21 ha)</p>	<p>Site lies close to the Humber Estuary and is adjacent to green space and green networks. It could also have adverse effects on landscape. In addition there are semi-natural habitats present on south of the site.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. Previous investigations have been undertaken and recommendations were made for remediation.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in close proximity to the sites and mitigation against any negative effects will need to be provided (screening is potentially required). As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>A bus stop lies approximately 25 metres from the site on Hessle Road near Council Avenue. There is existing congestion at Hessle Road / Askew Avenue junction at peak times and a Transport Assessment would be required to assess traffic implications of the development. Any application would also require submission of a Travel Plan.</p>							<p>This site has become available due to closure of the former factory complex and its subsequent demolition. The site has been cleared and is ready for redevelopment. The site has been designated as part of the Humber Enterprise Zone. Its development would provide jobs as well as boosting Hull's economy.</p>			
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> There are outstanding environmental concerns but mitigation measures would ensure negative effects are minimal. The sites close proximity to the Humber Estuary will need to be managed carefully. The location has good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																				

Western Corridor- Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	?	?	-	?	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++	
Summary																						
<p>Site Reference 4</p> <p>Site Name Land on the north side of Freightliner Road (0.11 ha)</p>	<p>There are no significant biodiversity features identified near the site, however the site is within 1km of the Humber estuary, which has multiple designations.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. The site could be at risk from a dock gate failure scenario on the Humber Estuary.</p> <p>This is an existing brownfield area which lies outside AQMA and has potential contamination from its previous use as a timber yard.</p>										<p>As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>A bus stop lies approximately 327m from the site at Hessle Road.</p>							<p>The sites development would provide jobs as well as boosting Hull's economy.</p>				
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>											
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied The location has good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																					

Western Corridor- Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 5</p> <p>Site Name Former Cavaghan and Gray factory, Freightliner Road (0.92 ha)</p>	<p>There are no significant biodiversity features identified near the site, however the site is within 1km of the Humber estuary, which has multiple designations. The effects on the Humber Estuary and landscape are unknown at this stage.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA and is likely to have contamination from its previous use as former railway land and a fish processing factory.</p>											<p>As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>A bus stop lies approximately 132m from the site at Hessle Road. Development of the site will generate traffic which will load on to Brighton Street / Hessle Road. At peak times traffic on this part of the network can experience congestion and delays.</p>							<p>This site consists of a former food production factory and a semi derelict three-storey office block which has remained unoccupied since the closure of the company in 2009. Its development would provide jobs as well as boosting Hull's economy.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied. The location has good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																				

Western Corridor- Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	-	-	0	0	0	++	0	-	?	?	+	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 6</p> <p>Site Name Land between Wassand Street and Walcott Street, Hessle Road (0.63 ha)</p>	<p>There are no significant biodiversity features identified near the site, however as the site is within 1km of the Humber estuary and Ramsar site, impacts should be taken into account. The site is near a conservation area. Dependent on the design, the effect may be negative or neutral in the long term, but short term negative impact from construction is likely.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a ii (medium hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. Site could be at risk from a dock gate failure scenario on the Humber Estuary.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. Contamination is likely to be present on site due to its former industrial use.</p>											<p>The site is situated near Hessle Road District Centre. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>A bus stop lies approximately 126m from the site on Hessle Road near to Strickland Street. Development of the site is assumed to not generate significant trips.</p>							<p>This is a vacant plot which became available following the closure and relocation of the Heron Frozen foods distribution depot. It is now a totally cleared site. Its development would provide jobs as well as boosting Hull's economy.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied. The location has good connections. It lies within close proximity to a district centre and health centre and design will need to ensure that these are not adversely affected. The site presents a good opportunity to deliver the economic growth for Hull. 																				

Western Corridor- Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	-	-	-	0	-	++	0	0	?	-	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 7</p> <p>Site Name Neptune Street</p>	<p>There are no significant biodiversity features identified near the site, however as the site is within 1km of the Humber Estuary and Ramsar site, impacts should be taken into account. The effects on the Humber Estuary and landscape are unknown at this stage.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. Site could be at risk from a dock gate failure scenario on the Humber Estuary.</p> <p>This is an existing brownfield area which lies within an AQMA. The potential to develop this area would reduce pressure on greenfield sites. Contamination is likely to be present on site due to its former industrial use.</p>											<p>As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>A bus stop lies approximately 133m away from the site at Jackson Street. The site area has the potential to generate a level of traffic which would have an impact on the immediate highway network which during peak periods currently experiences congestion. The site presents opportunities for water transport, given its close proximity to the port.</p>							<p>The site's development would provide jobs as well as boosting Hull's economy.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 35 (Water Transport), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied The location has good connections and presents opportunities for water transport, given its close proximity to the port. The site presents a good opportunity to deliver the economic growth for Hull. 																				

Western Corridor- Local Plan Table 4.1	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	?	-	-	0	0	?/-	++	0	-	-	?	-	0	0	0	?	0	-	++	++
	Summary																				
<p>Site Reference 8</p> <p>Site Name St Andrews Dock</p>	<p>Site lies adjacent to the Humber Estuary and has the potential to have adverse effects. The site is also a UK Priority habitat OMH. The site is partially within St Andrews Dock Conservation Area and includes a Listed Hydraulic Tower and Pump House and Locally Listed Lord Line Building. An archaeological assessment for works would be required as part of submission of any application.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. Remains of the dock basin are still in place. Contamination is likely to be present on site due to previous uses.</p>										<p>As surrounding uses include other general/light industrial premises and it is located in an existing employment area the site is considered suitable for employment use development and Impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The nearest bus stop is on Hessle Road near Flinton Street (approx. 470m away). Some congestion is experienced at Brighton Street during busy periods. The junction is the responsibility of Highways England and therefore a Transport Assessment / Travel Plan would be required to demonstrate the scale of the impact that the development would have on the Strategic Road Network.</p>							<p>Providing constraints are overcome, the site could provide a large employment site in a prominent location will help to provide jobs and boost Hull's economy.</p>			
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> There are outstanding environmental concerns but mitigation measures would ensure negative effects are minimal. The sites close proximity to the Humber Estuary will need to be managed carefully. The location has poor connections and road issues will need to be taken into account if the scheme is delivered. The site presents a good opportunity to deliver the economic growth for Hull. 																				

River Hull Corridor - Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	-	0	0	0	0	++	0	0	?	-	+	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 9</p> <p>Site Name Land to the west of Gibson Street</p>	<p>Site lies within close proximity to green space and a green network but it is unknown whether it has wildlife.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which Lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites</p>											<p>The site is located near to housing and mitigation will need to be provided against noise, pollution and any other adverse effects should it be required.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The site is about a 20 minute walk from the railway station and the nearest bus stop is on Bridlington Avenue near Viceroy Close (approx. 87m away).</p>							<p>Providing constraints are overcome, the site could provide an employment site in a prominent location will help to provide jobs and boost Hull's economy.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no other outstanding environmental concerns providing policies are applied. The location has good connections. Adjacent residents will need to be taken into account if the scheme is delivered. The site presents a good opportunity to deliver the economic growth for Hull. 																				

River Hull Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score		1 Habitats	Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0		?	-/?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
Summary																						
<p>Site Reference 10</p> <p>Site Name Land at Oxford Street/Swann Street, Wincolmlee</p>		<p>Site lies within close proximity to the River Hull and a green network but it is unknown whether it has wildlife interest. There is a Grade II Listed Bridge along Swann Street to the east. However the bridge is a low structure and surroundings are industrial buildings. Development of this site considered to have no impact on the setting.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. Mitigation may need to be provided, however the impacts are unknown at this stage. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which Lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. Contamination is likely to be present on site due to previous uses (formerly an oil refinery).</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the sites. The nearest residents are within 500m of the site and mitigation against any negative effects will need to be provided. As surrounding uses include other general/light industrial premises and it is located in an existing employment area the site is considered suitable for employment use development and Impacts are likely to be minimal on amenity and surroundings</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Cleveland Street near Eagle Terrace (approx. 210m away). Congestion and delay experienced at the Chapman Street / Cleveland Street junction during peak periods. In addition, there is a 3T Weight limit on Chapman Street Bridge which limits direct access from Cleveland Street to the site. A Transport Assessment will be required.</p>							<p>This is a vacant site which has been largely cleared and levelled. Providing constraints are overcome, the site could provide an employment site in a prominent location will help to provide jobs and boost Hull's economy.</p>			
Potential Mitigation		<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary		<ul style="list-style-type: none"> There are no other outstanding environmental concerns providing policies are applied. The location has good connections. Adjacent residents may need to be taken into account if the scheme is delivered. The site presents a good opportunity to deliver the economic growth for Hull. It has potential water transport access. 																				

River Hull Corridor - Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	-	0	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 11 Site Name Land at Cleveland Street (Former ADM Cocoa Plant), including the former Spiller's flour mill site</p>	<p>Site lies adjacent to the River Hull and a green network and may have wildlife interest. White Room Public House is a Locally Listed Building within close proximity to the site. However, limited heritage context remains around the building and the effects will be neutral.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. Mitigation may need to be provided, however the impacts are unknown at this stage. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites.</p>											<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the sites. The nearest residents are within 350m of the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The nearest bus stop is on Cleveland Street near Glass House Row (approximately 2m away from the site).</p>							<p>Providing constraints are overcome, the site could provide a large employment site in a prominent location will help to provide jobs and boost Hull's economy.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) and Policy 44 (Biodiversity and wildlife).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no other outstanding environmental concerns providing policies are applied. The location has good connections. Nearby residents will need to be taken into account if the scheme is delivered and there are likely to be adverse effects. The site presents a good opportunity to deliver the economic growth for Hull. It has potential water transport access. 																				

River Hull Corridor - Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	0/-	-	0	0	?/-	++	0	-	-	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 12</p> <p>Site Name Land south of Foster Street, Stoneferry Road</p>	<p>Site lies adjacent to the River Hull and a green network and may have wildlife interest. Site is adjacent to Sculcoates Conservation Area and there are listed buildings within close proximity. The setting of these will need to be taken into account. However, the listed building and majority of the conservation area are on opposite bank of River Hull.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. Mitigation may need to be provided, however the impacts are unknown at this stage. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. Contamination is likely to be present on site due to previous uses.</p>											<p>As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Cleveland Street near Glass House Row (approx. 300m away).</p> <p>Stoneferry Road / Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road), includes severe queuing on Chamberlain Road (westbound) in morning peak period. A separate Transport Assessment / Travel Plan would be required to assess the traffic implications of the individual development's on the network</p>							<p>Providing constraints are overcome, the site could provide a large employment site in a prominent location will help to provide jobs and boost Hull's economy.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no other outstanding environmental concerns providing policies are applied. In particular, regard must be had to the adjacent green space and listed buildings and conservation area. The location has good connections. Traffic mitigation will need to be taken into account if the scheme is delivered and there are adverse effects. The site presents a good opportunity to deliver the economic growth for Hull. It has potential water transport access. 																				

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0	?	?	0/-	-	0	0	?/-	++	0	-	-	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 13</p> <p>Site Name Land at Foster Street, Stoneferry Road</p>	<p>Site lies adjacent to the River Hull and a green network and may have wildlife interest. Site is adjacent to Sculcoates Conservation Area and there are listed buildings within close proximity and the setting of these will need to be taken into account.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. Mitigation may need to be provided, however the impacts are unknown at this stage. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. Contamination is likely to be present on site due to previous uses.</p>											<p>As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The nearest bus stop is on Stoneferry Lane near Foster Street and 260 metres away. Stoneferry Road / Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road), including severe queuing on Chamberlain Road (westbound) in morning peak period.</p>							<p>Providing constraints are overcome, the site could provide a large employment site in a prominent location, providing for a range of employment uses.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no other outstanding environmental concerns providing policies are applied and the adjacent green space and listed buildings and conservation area are taken into account. The location has good connections. Traffic mitigation will need to be taken into account if the scheme is delivered. The site presents a good opportunity to deliver the economic growth for Hull. It has potential water transport access. 																				

River Hull Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
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0	?	?	-	-	0	0	?/-	++	0	?	?	?	+/-	0	0	0	?	0	+	++	++	
Summary																						
Site Reference 14 Site Name National Grid site, Clough Road	<p>There is a locally listed gas holder on site and listed bridge to south-east and Sculcoates Conservation Area to the south-west. Depending on the proposed employment use and the design of the development, there may be negative or neutral impact on the heritage objective, as such the effects are unknown at this stage.</p> <p>Site lies adjacent to a green network and may have wildlife interest, however the effects are unknown.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. Mitigation may need to be provided, however the impacts are unknown at this stage. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside an AQMA. The potential to develop this area would reduce pressure on greenfield sites. A large part of the site has had contamination remediated, however some gas storage and distribution infrastructure remains elsewhere on the site making it less clear how these areas could come forward and the degree of remediation required.</p>										<p>As surrounding uses include other general/light industrial premises, retail warehouses and trade counter units on Clough Road and it is located in an existing employment area the site is considered suitable for employment use development. It also lies adjacent to a goods only railway line. Impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Clough Road near to Pearson Way and is approx. 25m away, however Bankside / Ferry Lane junction busy during peak periods. The closely associated junctions at either side of the bridge and the volume of traffic on the Stoneferry Road corridor regularly results in queuing over the bridge and on Bankside especially during peak periods.</p>							<p>Providing constraints are overcome, the site could provide a large employment site in a prominent location, providing for a range of employment uses.</p>				
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>											
Assessment Summary	<ul style="list-style-type: none"> There are no other outstanding environmental concerns providing policies are applied and the adjacent green space and listed buildings and conservation area are taken into account. The location has good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																					

River Hull Corridor - Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
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0	0	?	0/-	-	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
Summary																					
Site Reference 15 Site Name Former Ameron Paint Factory Site, Bankside	<p>Site lies near to the River Hull.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase</p> <p>The site lies within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. Contamination is likely to be present on site due to previous uses and surrounding uses to the site.</p>											<p>As surrounding uses include other general/light industrial premises, retail warehouses and trade counter units on Clough Road and it is located in an existing employment area the site is considered suitable for employment use development. Impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The nearest bus stop is on Clough Road near Pearson Way and is approx. 330m away.</p>							<p>This is a vacant site on the western side of Bankside which was previously occupied by Ameron Paint works. The site has been recently cleared and largely levelled and has the potential to be developed for numerous employment/industrial uses.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 44 (Biodiversity and wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied. The location has good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																				

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	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 16</p> <p>Site Name Land at Rix Road, Stoneferry Road</p>	<p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside the AQMA. The potential to develop this area would reduce pressure on greenfield sites. Contamination is likely to be present on site due to previous uses and surrounding uses to the site.</p>											<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the sites and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design. However the site is currently secure.</p> <p>Nearest bus stop is on Stoneferry Road near Ann Watson Street, approx. 100m away. The site lies within a prominent position on Hull's main ring road. Stoneferry Road / Holwell Road Corridor, which is under extreme stress during peak periods (Chamberlain Road through to Sutton Road) and includes severe queuing on Chamberlain Road (westbound) in morning peak period.</p> <p>Separate Transport Assessment / Travel Plan would be required to assess the traffic implications of the individual development's on the network</p>							<p>This is a vacant site and has been recently cleared and largely levelled and has the potential to be developed for numerous employment/industrial uses. It lies within a prominent position on Hull's main ring road.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied. The location has good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																				

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		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	-	-	0	0	?/-	++	0	0	?	-	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 17</p> <p>Site Name Land at the Eastern End of Bedford Street, Cleveland Street</p>	<p>Depending on the proposed employment use and the design of the development, there could be negative impacts on biodiversity but at this stage it is unknown.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site is known to be contaminated. Suitability would depend on nature of proposed employment use.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the sites (approx. 100m away) and mitigation against any negative effects will need to be provided. In particular mitigation should be provided for the two existing traveller sites that are adjacent. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Mount Pleasant near Maye Grove, approx. 85m away. Stoneferry Road / Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road) and includes severe queuing on Chamberlain Road (westbound) in morning peak period.</p>							<p>Any employment development will create employment opportunities in construction. Further, the regeneration of the site will have wider sustainability benefits and will provide economic growth.</p>			
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied. The location has very good connections. There are likely effects on nearby traveller sites and residents. The site presents a good opportunity to deliver the economic growth for Hull. 																				

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0	-	?	-	-	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 18</p> <p>Site Name Land at Chapman Street</p>	<p>The site lies adjacent to a site likely to qualify as a Local Wildlife Site and further surveys will need to be undertaken. The site lies near a locally listed building and listed war memorial, however these are separated by a wall and impacts are likely to be neutral.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site is likely to be contaminated.</p>											<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Cleveland Street, approx. 88m away.</p>							<p>Any employment development will create employment opportunities in construction. Further, the regeneration of the site will have wider sustainability benefits and will provide economic growth.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied and any scheme will have to have regard to the adjacent Local Wildlife Site. The location has very good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																				

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0	-	?	-	-	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 19</p> <p>Site Name Land at St. Mark Street</p>	<p>The site lies adjacent to a site likely to qualify as a Local Wildlife Site. Depending on the proposed employment use and the design of the development, there could be negative impacts on biodiversity and further surveys will need to be undertaken.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside the AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site is likely to be contaminated.</p>											<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Holderness Road, approx. 400m away.</p>							<p>Any employment development will create employment opportunities in construction. Further, the regeneration of the site will have wider sustainability benefits and will provide economic growth.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied and any scheme will have to have regard to the adjacent Local Wildlife Site. The location has very good connections. The site presents a good opportunity to deliver the economic growth for Hull. 																				

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0	0	?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
	Summary																				
Site Reference 20 Site Name Land on the south of Merrick Street, Hedon Road	<p>Due to the site being mainly hard-standing there are likely to be no negative impacts on biodiversity.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. Development of this area would reduce pressure on greenfield sites. The site is likely to be contaminated.</p>											<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is Clarence Street, approx. 300m away. There are known issues on the immediate network especially Hedon Road / Great Union Street Junction and a Transport Assessment will be required to assess the impact of the development of the site.</p>							<p>Any employment development will create employment opportunities in construction. Further, the regeneration of the site will have wider sustainability benefits and will provide economic growth.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<p>There are no outstanding environmental concerns once relevant policies are applied.</p> <p>The location has very good connections. A Transport Assessment will be required to assess the impact of the development of the site.</p> <p>The site presents a good opportunity to deliver the economic growth for Hull.</p>																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	?	-	-	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 21</p> <p>Site Name Land at the corner of Hedon Road and Mount Pleasant</p>	<p>There are likely to be no negative impacts on biodiversity.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. Development of this area would reduce pressure on greenfield sites. The site is likely to be contaminated (former timber yard and railway land).</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided, however impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Hedon Road near Woodhouse Street, approx. 140m away. At present some congestion occurs during peak periods at the Southcoates Lane Roundabout. A Transport Assessment will be required to assess the impact of the development of the site.</p>							<p>Any employment development will create employment opportunities in construction. Further, the regeneration of the site will have wider sustainability benefits and will provide economic growth.</p>			
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns once relevant policies are applied. The location has very good connections. A Transport Assessment will be required to assess the impact of the development of the site. The site presents a good opportunity to deliver the economic growth for Hull. 																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	?	?	-	?	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++	
Summary																						
Site Reference 22 Site Name Land at Keystore, Earles Road, south of Hedon Road	<p>There are no known biodiversity constraints, however the site lie close to the Humber Estuary and may have adverse effects on this as well as landscape.</p> <p>The site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a ii (medium hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. Design of development and mitigation may be appropriate to neutralize potential negative effects.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites, however given the previous use of the site and neighbouring uses, the site has potential to be affected by contamination which could require remediation. The effect on soils is therefore unknown.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The nearest bus stop is on Southbridge Road, approximately 320m away from the site and is approximately 2 miles from the Hull Paragon Interchange.</p> <p>The site forms part of the Hull Enterprise Zone.</p>							<p>Surrounding uses include other general industrial premises, the site is considered suitable for employment use development.</p> <p>Any employment development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits and support economic growth.</p>				
Potential Mitigation	Policy 14 (Design), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination)										Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).											
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good connections The site presents a good opportunity to support the delivery of sustainable economic growth in Hull and forms part of the Hull Enterprise Zone. 																					

Eastern Corridor - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	0/-	0	0	0	0	++	0	?	?	?	+	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 23 Site Name Kingston Parklands Business Park, Hedon Road</p>	<p>The site is adjacent to existing/proposed open greenspace, which dependent on the ecological features near the site could impact on biodiversity. Impacts are possible on the International Site depending on nature of development. Semi-natural habitats may be present on site with aquatic ecology and mudflat habitat situated on Holderness Drain.</p> <p>The site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. Design of development and mitigation may be appropriate to neutralize potential negative effects.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site had the potential for contamination due to its previous use as a maternity hospital building, however decontamination of the site has been completed and the results are therefore neutral.</p> <p>Listed buildings are located north at Hedon Road and a locally listed pumping station is located to the south of Hedon Road, along with a listed bridge across Holderness Drain. However, distance and severance by Hedon Road should ensure there is no negative effect.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Hedon Road near Littlefair Road, approximately 55m from the site, although it is some distance (approximately 2.5 miles) from the Hull Paragon Interchange.</p> <p>Some of the site benefits from full planning consent which is supported by a Transport Assessment agreed with Highways England, which should ensure that the site benefits from access to sustainable transport and that any potential negative effects from traffic generation will be appropriately managed.</p>							<p>Surrounding uses include other general industrial premises and port related uses. It is located within the Hedon Road Industrial Corridor and is considered suitable for employment use development.</p> <p>This proposed development and subsequent proposals will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>			
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) Policy 43 (Green Infrastructure / Green Network) and Policy 44 (Biodiversity and Wildlife)</p>										<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure and forms part of the Hedon Road Industrial Corridor. Some of the site benefits from full planning consent which is supported by a Transport assessment agreed with Highways England, which should ensure that the site benefits from access to sustainable transport and that any potential negative effects from traffic generation will be appropriately managed. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score		1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0		?	?	0/-	?	0	0	0	++	0	?	?	?	+	0	0	0	?	0	+	++	++
Summary																						
<p>Site Reference 24 Site Name Former Norman Nicholson Box site, Hedon Road</p>		<p>The site is adjacent to existing/proposed open greenspace, which dependent on the ecological features near the site could impact on biodiversity. Impacts are possible on the International Site depending on nature of development. Semi-natural habitats may be present on site with aquatic ecology and mudflat habitat situated on Holderness Drain.</p> <p>The site lies within Flood Zone 3a i (low hazard) where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. It is also outside the EA's Source Protection Zone. Design of development and mitigation may be appropriate to neutralize potential negative effects.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site had the potential for contamination due to its previous industrial use (saw mill) which could require remediation. The effect on soils is therefore unknown.</p> <p>Listed buildings are located north at Hedon Road and a locally listed pumping station is located to the south of Hedon Road, along with a listed bridge across Holderness Drain. However, distance and severance by Hedon Road should ensure there is no negative effect.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Littlefair Road, approximately 55m from the site, although it is some distance (approximately 2.5 miles) from the Hull Paragon Interchange.</p> <p>Due to the location of access into the site, there is the potential for highway safety concerns, which will need to be assessed before development can be considered acceptable.</p>							<p>Surrounding uses include other general industrial premises and port related uses. It is located near Alexandra Dock (and the proposed Siemens investment)</p> <p>Any employment development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>			
Potential Mitigation		<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) Policy 43 (Green Infrastructure / Green Network) and Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination)</p>										<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary		<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																				

Eastern Corridor - Local Plan Table 4.1	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	0/-	?	0	0	0	++	0	?	?	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 25</p> <p>Site Name Land west of Littlefair Road, north of Hedon Road</p>	<p>The site is adjacent to existing/proposed open greenspace, which dependent on the ecological features near the site could impact on biodiversity. Impacts are possible on the International Site depending on nature of development. Semi-natural habitats may be present on site with aquatic ecology and mudflat habitat situated on Holderness Drain. However, ultimately the effect is unknown and will depend on the detail of the development proposal.</p> <p>The site lies within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. It is also outside the EAs Source Protection Zone. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site had the potential for contamination due to its previous industrial uses (timber yard, garage & infilled drain) which could require remediation. The effect on soils is therefore unknown.</p> <p>Listed buildings are located north at Hedon Road and a locally listed pumping station is located to the south of Hedon Road, along with a listed bridge across Holderness Drain. However, distance and severance by Hedon Road should ensure there is no negative effect.</p>											<p>As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Hedon Road near Littlefriar Road approximately 35 metres away from the site, although it is some distance (approximately 2.5 miles) from the Hull Paragon Interchange.</p> <p>Due to the location of access into the site, there is the potential for highway safety concerns, which will need to be assessed before development can be considered acceptable.</p>							<p>Surrounding uses include other general industrial premises and port related uses. It is located near Alexandra Dock (and the proposed Siemens investment)</p> <p>Any employment development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>		
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) Policy 43 (Green Infrastructure / Green Network) and Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score		1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0		?	?	0/-	?	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++
Summary																						
Site Reference 26 Site Name Land at Burma Drive, Marfleet Lane		<p>Some of the site is adjacent to existing/proposed open greenspace, which dependent on the ecological features near the site could impact on biodiversity. Impacts are possible on the International Site depending on nature of development. Semi-natural habitats may be present on site and it is adjacent to Former Withernsea Railway line SNCI. Japanese knotweed is also known to be in this area. However, ultimately the effect is unknown and will depend on the detail of the development proposal.</p> <p>The site lies within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. It is also outside the EA's Source Protection Zone. Design of development and mitigation may be appropriate to neutralize potential negative effects.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site has the potential for contamination due to its previous industrial uses (timber yard and railway land) which could require remediation. The effect on soils is therefore unknown.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Marfleet Lane near Atwick Court, approximately 300m from the site, although it is some distance (approximately 2.5 miles) from the Hull Paragon Interchange.</p> <p>Most of the site benefits from outline planning consent which is supported by a Transport assessment agreed with Highways England, which should ensure that the site benefits from access to sustainable transport and that any potential negative effects from traffic generation will be appropriately managed.</p>							<p>Surrounding uses include other general industrial premises and port related uses. It is located near Alexandra Dock (and the proposed Siemens investment) and benefits from planning consent for employment use development.</p> <p>These proposed developments will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>			
Potential Mitigation		Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).										Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary		<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure and benefits from outline planning consent which is supported by a Transport Assessment agreed with Highways England, which should ensure that the site benefits from access to sustainable transport and that any potential negative effects from traffic generation will be appropriately managed. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	?	?	0/-	?	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++	
Summary																						
Site Reference 27 Site Name Land to the south of Hedon Road, south east of Marfleet Avenue Roundabout	Semi-natural habitats are present on site and therefore an ecology survey is recommended. The site lies within Flood Zone 3a i (low hazard) where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. It is also outside the EA's Source Protection Zone. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase. This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site had the potential for contamination due to a former infilled drain and pond on site. The effect on soils is therefore unknown.										Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings. Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design. Nearest bus stop is on Hedon Road near Ceylon Street, approximately 17m from the site, although it is some distance (over 3 miles) from the Hull Paragon Interchange. Access from this site is onto the SRN via the Marfleet Avenue roundabout, which at peak times can experience some congestion, which could also have safety issues. Therefore a transport assessment will be required to evaluate the traffic impact of this development.							Surrounding uses include other general industrial premises and port related uses, including a large oil refinery opposite the site, whilst it is also located at one of the entrances to King George and Queen Elizabeth Docks, the site is considered suitable for employment use development. Any employment development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.				
Potential Mitigation	Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).										Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).											
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure. A transport assessment will be required to ensure that the impacts of the development regarding capacity and safety can be accommodated on the network or appropriately mitigated. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																					

Eastern Corridor - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	0/-	-	0	0	0	--	0	0	-	-	+	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 28</p> <p>Site Name Land west of Marfleet Lane (part of Fenners Factory Complex)</p>	<p>The site is a grassland area (part of Fenners Recreation Ground) and adjacent to other existing/proposed open greenspace, which dependent on the ecological features near the site could impact on biodiversity. However, the site has planning permission which should ensure that any potential for negative effects on habitats and biodiversity should be mitigated.</p> <p>The site lies outside AQMA and within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. It is also outside the EA's Source Protection Zone. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p>										<p>The site has planning permission for a factory extension, which if implemented could cause noise pollution and loss of recreational land for residents who live in proximity to the site. Mitigation against any negative effects will need to be provided. However, as the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Nearest bus stop is on Marfleet Lane near Ceylon Street, approximately 170m from the site, although it is some distance (over 3 miles) from the Hull Paragon Interchange.</p>							<p>This site is a grassland area (part of Fenners Recreation Ground) which has been allocated an employment development site (PR8) in the Holderness Road Corridor Area Action Plan (HRCAAP). The site now has planning approval for the construction of a factory extension.</p> <p>The proposed development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>			
Potential Mitigation	<p>The site now has planning approval for the construction of a factory extension, which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals.</p> <p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife).</p>										<p>The site now has planning approval for the construction of a factory extension, which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals.</p> <p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 42 (Open Spaces), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The site has planning approval, which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the Plan policies should provide mitigation for any new proposals The site has planning approval for the construction of a factory extension and presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	0/-	?	0	0	?/-	++	0	?/-	-	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 29</p> <p>Site Name Land at Elba Street (1251 Hedon Road)</p>	<p>The site is well vegetated and has a pond on site. It is located adjacent to existing/proposed open greenspace, with the potential for protective species to be present. However, ultimately the effect is unknown and will depend on the detail of the development proposal and site surveys.</p> <p>The site lies within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. It is also outside the EA's Source Protection Zone. Design of development and mitigation may be appropriate to neutralize potential negative effects.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites, however a former brickworks and clay pit are located on site which could therefore be subject to contamination. Therefore the effect on soils is unknown.</p> <p>The site is located within the Marfleet Conservation Area and adjacent to Grade II Listed St Giles Church. However, there are other surrounding industrial uses and the impact could be mitigated with site design and use of existing landscaping. Further archaeology investigations may however be required and therefore the overall effect is unknown.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Hedon Road near Elba Street, approximately 142m from the site, although it is some distance (approximately 4 miles) from the Hull Paragon Interchange</p> <p>The site is an Enterprise Zone site, which accesses directly onto the SRN. The cumulative effect of these sites could potentially exacerbate the stress on the A1033 / A63 corridor, which could also impact on safety. However the individual impact will need to be assessed and therefore the potential for negative effects should be mitigated by policy.</p> <p>Site now has planning approval for the construction of two single storey buildings for caravan production/storage.</p>							<p>Surrounding uses include other general industrial premises and port related uses, including a large oil refinery opposite the site. The site is considered suitable for employment use development.</p> <p>The proposed development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>			
Potential Mitigation	<p>The site now has planning approval for the construction of two single storey buildings for caravan production/storage, which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals.</p> <p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>										<p>The site now has planning approval for the construction of two single storey buildings for caravan production/storage, which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals.</p> <p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 42 (Open Spaces), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure. A transport assessment will be required to ensure that the impacts of the development regarding capacity and safety can be accommodated on the network or appropriately mitigated. The site has planning approval, which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the Plan policies should provide mitigation for any new proposals The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	0/-	-	0	0	?/-	--	0	?	-	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 30</p> <p>Site Name Land off Valletta Street, Hedon Road, including former Seven Seas Factory Site</p>	<p>Some of the site is on greenfield land, which dependent on the ecological features near the site could impact on biodiversity. However, specific effects are currently unknown and further site surveys will be required. The loss of greenfield land will have potential negative impacts on landscape and soil objectives and mitigation may be appropriate.</p> <p>The site lies outside AQMA and within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice, although the site could be at risk from a breach at Saltend. It is also outside the EA's Source Protection Zone. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Hedon Road near Valletta Street, approximately 263 metres from the site, although it is some distance (approximately 4 miles) from the Hull Paragon Interchange. The site is an Enterprise Zone site, which accesses directly onto the SRN. The cumulative effects of these sites could potentially exacerbate the stress on the A1033 / A63 corridor, which could also impact on safety. However the individual impact will need to be assessed and therefore the potential for negative effects should be mitigated by policy.</p> <p>Part of site has planning approval for construction of factory extension</p>							<p>The proposed development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>			
Potential Mitigation	<p>The site now has planning approval for the construction of a factory extension, which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals.</p> <p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution).</p>										<p>The site now has planning approval for the construction of a factory extension, which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the following policies should provide potential mitigation for any new proposals.</p> <p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 42 (Open Spaces), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure. A transport assessment will be required to ensure that the impacts of the development regarding capacity and safety can be accommodated on the network or appropriately mitigated. The site has planning approval, which should incorporate appropriate measures to mitigate against potential negative effects. If the permission is not implemented then the Plan policies should provide mitigation for any new proposals The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score		1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0		?	?	-	?	0	0	?/-	++	0	0	?	?	+/-	0	0	0	?	0	+	++	++
Summary																						
Site Reference 31 Site Name Land to the west of Somerden Road		<p>The site lies adjacent to the Former Withernsea Railway Line SNCI, with the potential for protected species to be present. However, ultimately the effect is unknown and will depend on the detail of the development proposal and site surveys.</p> <p>The site lies within Flood Zone 3a ii (medium hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. It is also outside the EA's Source Protection Zone. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites, however the land could be subject to contamination from previous industrial use, which may require remediation. Therefore the effect on soils is unknown, but should be addressed through the application of relevant policy.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Hedon Road near the entrance to Summergroves Way, approximately 320m away from the site, although it is some distance (approximately 4.5 miles) from the Hull Paragon Interchange. Access from the site would be onto the SRN via Somerden Road. The cumulative effect of this site, with others could potentially exacerbate the stress on the A1033 / A63 corridor. The individual impact will need to be assessed and therefore the potential for negative effects should be mitigated by policy.</p>							<p>Any employment development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>			
Potential Mitigation		<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination)</p>										<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary		<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure. A transport assessment will be required to ensure that the impacts of the development regarding capacity and safety can be accommodated on the network or appropriately mitigated. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	?	?	-	?	0	0	?/-	++	0	?	?	-	+/-	0	-	0	?	0	+	++	++	
Summary																						
<p>Site Reference</p> <p>32</p> <p>Site Name</p> <p>Former Isaac Newton School site, Annandale Road, Greatfield</p>	<p>The site includes the presence of semi-natural habitats and is located adjacent to existing/proposed open greenspace. However, the impact on habitat and biodiversity is currently unknown as it will depend on the detail of the development proposal and site surveys.</p> <p>The site lies within Flood Zone 3a ii (medium hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice, although it could be at risk of a breach at Saltend. It is also outside the EA's Source Protection Zone. Design of development and mitigation may be appropriate to neutralize potential negative effects.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites.</p> <p>There is the potential for the presence of archeology which will require further surveys.</p>										<p>Dependent on the proposed use there is the potential for noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided.</p> <p>As surrounding uses are predominately housing it would be appropriate for this site to be for residential use, however it was identified as a mixed use site incorporating an employment /housing mix in the HRCAAP and therefore it has been considered appropriate to also consider the site for employment use. Although this could potentially have a negative impact on access to housing, if no provisions are included in a proposal.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Annandale Road near Ecclesfield Avenue, approximately 126m from the site, although it is some distance (approximately 4.5 miles) from the Hull Paragon Interchange. It is however within walking distance of community facilities and a local centre, which should have a positive effect in terms of access to supporting community facilities and sustainable transport. However, depending on the nature of the proposal it could also result in the loss of tennis courts and an outdoor gym which currently provide health and leisure benefits to the local community.</p> <p>Access to this site would be via Hemswell Avenue through a residential estate. Depending upon the nature of the employment use which comes forward on the site it could introduce HGV traffic into this residential area, which could have safety and amenity effects. However, the application of relevant policy should ensure effects are acceptable or can be appropriately mitigated.</p>							<p>The site was identified as a mixed use site incorporating an employment/housing mix in the HRCAAP and therefore it has been considered appropriate to also consider the site for employment use.</p> <p>Any employment development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>				
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution).</p>										<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 42 (Open Spaces), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>											
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once further assessment has been carried out and relevant policies are applied with appropriate mitigation delivered. The location has very good access to supporting transport infrastructure and community facilities, but could also result in the loss of recreational facilities and access to housing through the loss of a potential housing site. Access to the site is through a residential area, which could have health and safety implications and will require further assessment to determine the impact and potential mitigation through the application of relevant policies. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																					

Eastern Corridor - Local Plan Table 4.1	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	?	-	-	0	0	?/-	--	0	0	-	?	+/-	0	0	0	?	0	+	++	++
	Summary																				
<p>Site Reference 33 Site Name Land north of Wyke Works, Hedon Road</p>	<p>The site is on greenfield land with dense scrub and mature trees present. Development should ensure that any potential for negative effects on habitats and biodiversity is mitigated as part of the proposal in accordance with policy. The loss of greenfield land is likely to have an adverse effect on landscape and soil objectives and appropriate mitigation will be required.</p> <p>The site lies outside the AQMA and within Flood Zone 3a ii (medium hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice, although it could be at risk of a breach at Saltend. It is also outside the EA's Source Protection Zone. Design of development and mitigation may be appropriate to neutralise potential negative effects.</p>										<p>Dependent on the proposed use there is the potential for noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Hedon Road near Valletta Street, approximately 196m from the site, although it is some distance (approximately 4.5 miles) from the Hull Paragon Interchange.</p> <p>Applications will need to be supported by a transport assessment agreed with Highways England to ensure that any potential negative effects from traffic generation will be appropriately managed.</p>							<p>This site is on greenfield land that currently had planning approval for employment development and is located to the north of Hedon Road, behind the existing industrial premises fronting onto Hedon Road therefore complementing existing uses.</p> <p>Any employment development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>			
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife) and Policy 45 (Trees) and Policy 47 (Atmospheric Pollution).</p>										<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure but will need to be supported by a transport assessment, which should ensure that the site benefits from access to sustainable transport and that any potential negative effects from traffic generation will be appropriately managed. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																				

Eastern Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	?	-	?	0	0	?/-	++	0	0	?	0	+/-	0	0	0	?	0	+	++	++	
Summary																						
Site Reference 34 Site Name Kingston International Business Park, Hedon Road	<p>The site is located on brownfield land and there should be no negative effects on biodiversity or habitats.</p> <p>The site lies within Flood Zone 3a (ii) (medium hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. It is also outside the EA's Source Protection Zone. Design of development and mitigation may be appropriate to neutralise potential negative effects.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites, however the land could be subject to contamination from previous industrial use, which may require remediation. Therefore the effect on soils is unknown, but should be addressed through the application of relevant policy.</p>										<p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is Hedon Road near Somerden Road, approximately 47 metres from the site, although it is some distance (approximately 4 miles) from the Hull Paragon Interchange.</p> <p>The site is an Enterprise Zone site, which accesses directly onto the SRN. The cumulative effects of these sites could potentially exacerbate the stress on the A1033 / A63 corridor, which could also impact on safety. However the individual impact will need to be assessed and therefore the potential for negative effects should be mitigated by policy.</p>							<p>Surrounding uses include other general/light industrial premises within Hedon Road industrial corridor. The site forms part of the wider Kingston International Business Park and is considered suitable for employment use development and will complement these existing uses.</p> <p>Any employment development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>				
Potential Mitigation	Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).										Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery)											
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure. A transport assessment will be required to ensure that the impacts of the development regarding capacity and safety can be accommodated on the network or appropriately mitigated. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																					

Eastern Corridor - Local Plan Table 4.1		SA Objectives																				
		Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	?	?	0/-	-	0	0	?/-	--	0	0	-	?	+/-	0	0	0	?	0	+	++	++	
Summary																						
Site Reference 35 Site Name Land on the eastern side of Somerden Rd, Hedon Road	<p>There may be an impact on the International Site depending on the nature of development. Water voles may be present and further ecological surveys will be required. However, currently the effects are unknown, but policy should ensure that any negative effects are avoided or mitigated. The site is greenfield and development may impact on both landscape and soil objectives and appropriate mitigation should be provided.</p> <p>The site lies outside the AQMA and within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. It is also outside the EA's Source Protection Zone. Old Fleet Drain is at capacity and cannot take surface water discharge. An 8m easement from landward toe is required and the site could be at risk from a breach at Saltend. Whilst the ultimate effect is currently unknown, the location and design of development and mitigation should neutralize potential negative effects.</p>										<p>Dependent on the proposed use there is the potential for noise pollution for residents who live in proximity to the site and mitigation against any negative effects will need to be provided.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Hedon Road near Somerden Road, approximately 425m from the site, although it is some distance (approximately 4 miles) from the Hull Paragon Interchange.</p> <p>The site is an Enterprise Zone site, which accesses directly onto the SRN. The cumulative effects of these sites could potentially exacerbate the stress on the A1033 / A63 corridor, which could also impact on safety. However the individual impact will need to be assessed and therefore the potential for negative effects should be mitigated by policy.</p>							<p>Surrounding uses include other general/light industrial premises within Hedon Road industrial corridor and is considered suitable for employment use development which will complement these existing uses.</p> <p>Any employment development will create employment opportunities in construction and future employment. Further, the regeneration of the site will have wider sustainability benefits supporting economic growth.</p>				
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution).</p>										<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>											
Assessment Summary	<ul style="list-style-type: none"> Whilst there are currently a number of unknown effects and potential negative effects regarding flood risk due to its location in Flood Zone 3, there should be no outstanding environmental concerns once relevant policies are applied and appropriate mitigation delivered. The location has very good access to supporting transport infrastructure. A transport assessment will be required to ensure that the impacts of the development regarding capacity and safety can be accommodated on the network or appropriately mitigated. The site presents a good opportunity to support the delivery of sustainable economic growth in Hull. 																					

Sutton Fields - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	?	0/-	?	0	0	?/-	++	0	0	?	?	-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 36</p> <p>Site Name Geneva Way (south side, east end)</p>	<p>The site lies adjacent to a green network, however there are no wildlife or biodiversity constraints. .</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site is potentially contaminated as it was a site of infilled clay pits and a former 'refuse heap'.</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live close to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is on Leads Road approximately 500m away from the site. Stoneferry Road / Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road). Transport Study is currently being undertaken to assess situation and to identify possible improvement scheme. Development would need to be considered in light of results from traffic study. A separate Transport Assessment / Travel Plan would be required to assess the traffic implications of these developments on the network. There are currently no bus services which pass directly through the Sutton Field Industrial Estate. Access by public transport is limited to the periphery of the area.</p>							<p>The site is situated near the well-established and popular Sutton Fields Industrial Estate. The proposed development will create employment opportunities and have wider sustainability benefits and will provide economic growth.</p>			
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination)</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>										
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied. Access and road issues must be taken into account. The site presents a good opportunity to deliver the economic growth for Hull in a popular area. 																				

Sutton Fields - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	-	-	0	0	?/-	--	0	0	-	?	-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 37</p> <p>Site Name Phase 4, Rotterdam Park, Rotterdam Road</p>	<p>There are semi-natural habitats present on site and an ecology survey will be required. The site is greenfield and development may impact on both landscape and soil objectives and appropriate mitigation should be provided.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA.</p> <p>This is an existing greenfield area and there is no known contamination on site (from a former waste disposal operation on the northern part of the site).</p>										<p>Dependent on the proposed land use some sites may cause noise pollution for residents who live close to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, Impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>Nearest bus stop is 17m away on Leads Road. Stoneferry Road / Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road). Transport Study is currently being undertaken to assess situation and to identify possible improvement scheme. Development would need to be considered in light of results from traffic study. A separate Transport Assessment / Travel Plan would be required to assess the traffic implications of these developments on the network. There are currently no bus services which pass directly through the Sutton Field Industrial Estate. Access by public transport is limited to the periphery of the area.</p>							<p>The site is situated within the well-established and popular Sutton Fields Industrial Estate and is the last remaining undeveloped phase of the Rotterdam Park development scheme. The proposed development will create employment opportunities and have wider sustainability benefits and will provide economic growth.</p>			
Potential Mitigation	Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution).										Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)										
Assessment Summary	<ul style="list-style-type: none"> There are no outstanding environmental concerns providing policies are applied. Access and road issues must be taken into account. The site presents a good opportunity to deliver the economic growth for Hull in a popular area. 																				

Sutton Fields - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	-	-	0	0	?/-	--	0	0	-	?	-	0	0	0	?	0	+	++	++
Summary																					
Site Reference 38 Site Name Land at corner of Hamburg Road and Rotterdam Road	There are semi-natural habitats present on site. An ecology survey will be required. The site is greenfield and development may impact on both landscape and soil objectives and appropriate mitigation should be provided. Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality due to the sites known contamination. It is likely that commercial water consumption would increase. The site lies within Flood Zone 3a iii (high hazard) where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. This is an existing greenfield area and contamination may be present (from a former waste disposal operation to the north of the site)										Dependent on the proposed land use some sites may cause noise pollution for residents who live close to the site and mitigation against any negative effects will need to be provided. As the site lies within a primarily industrial estate, impacts are likely to be minimal on amenity and surroundings. Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design. Nearest bus stop is on Leads Road near Joscelyn Avenue (approximately 113 metres away). Stoneferry Road / Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road). Transport Study is currently being undertaken to assess situation and to identify possible improvement scheme. Development would need to be considered in light of results from traffic study. A separate Transport Assessment / Travel Plan would be required to assess the traffic implications of these developments on the network. There are currently no bus services which pass directly through the Sutton Field Industrial Estate. Access by public transport is limited to the periphery of the area.							The site is a vacant greenspace. It represents one of the last undeveloped plots available to the general market within Sutton Fields and could provide an employment site in a prominent location.			
Potential Mitigation	Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).										Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).										
Assessment Summary	<ul style="list-style-type: none"> There are no other outstanding environmental concerns providing policies are applied. Access and road issues must be taken into account. Adjacent residents will need to be taken into account if the scheme is delivered. The site presents a good opportunity to deliver the economic growth for Hull. It has potential water transport access. 																				

Sutton Fields - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	?	-	?	0	0	?/-	++	0	0	?	?	-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 39</p> <p>Site Name Land west of Stockholm Road</p>	<p>Site lies adjacent to a green network and the River Hull and may have adverse impacts on these features.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area and lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The site could potentially be contaminated.</p>										<p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>As surrounding uses include other general/light industrial premises and it is located in an existing employment area the site is considered suitable for employment use development. It is situated within the well-established and popular Sutton Fields Industrial estate and so impacts are likely to be minimal on amenity and surroundings.</p> <p>The site is served by a bus stop on Stockholm Road near Kingston Way, approximately 70m from the site. Stoneferry Road / Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road). Transport Study is currently being undertaken to assess situation and to identify possible improvement scheme. Development would need to be considered in light of results from traffic study. A separate Transport Assessment / Travel Plan would be required to assess the traffic implications of these developments on the network. There are currently no bus services which pass directly through the Sutton Field Industrial Estate. Access by public transport is limited to the periphery of the area.</p>							<p>The site will help to deliver the economic growth for Hull.</p>			
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> Dependent on the design and use, the effect on the environment may be neutral or positive in the long term. No outstanding environmental concerns providing policies are applied and the adjacent green space is taken into account. The site would perform positively if it enhanced the adjacent green network. Access and road issues must be taken into account. The site presents a good opportunity to deliver the economic growth for Hull. It has good water transport access. 																				

Sutton Fields - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	-	-	-	0	0	?/-	--	0	?	-	?	-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 40</p> <p>Site Name Land next to Donaldson Filtration Components factory, Stockholm Road</p>	<p>Site is greenfield and within close proximity to greenspaces (existing/ proposed); dependent on the ecological features near each site, biodiversity impacts may occur. Issue on site rests entirely on potential for significant archaeology. An archaeological survey as part of planning application, demonstrating acceptable impact. The site is greenfield and development may impact on both landscape and soil objectives and appropriate mitigation should be provided.</p> <p>Site is Source Protection Zone 2. More information on the development would be required to inform the scale of the impacts on water consumption and quality. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA. The site may have contamination.</p>										<p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>As surrounding uses include other general/light industrial premises and it is located in an existing employment area the site is considered suitable for employment use development.</p> <p>The site is served by a bus stop on Stockholm Road near Kingston Way which is 86 metres away. Stoneferry Road / Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road). Transport Study is currently being undertaken to assess situation and to identify possible improvement scheme. Development would need to be considered in light of results from traffic study. A separate Transport Assessment / Travel Plan would be required to assess the traffic implications of these developments on the network. There are currently no bus services which pass directly through the Sutton Field Industrial Estate. Access by public transport is limited to the periphery of the area.</p>							<p>The site is situated within the well-established and popular Sutton Fields Industrial estate and so impacts are likely to be minimal on amenity and surroundings and will help to deliver the economic growth for Hull.</p>			
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness,), Policy 16 (Heritage Considerations), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination)</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> Dependent on the design and use, the effect on the environment may be neutral or positive in the long term. No outstanding environmental concerns providing policies are applied and the adjacent green space is taken into account. Access and road issues must be taken into account. The site presents a good opportunity to deliver the economic growth for Hull. 																				

Sutton Fields - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	-	-	0	0	?/-	--	0	?	-	?	-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 41</p> <p>Site Name Land on Oslo Road, at the corner of Helsinki Road</p>	<p>Site is greenfield, but not in close proximity to any other green spaces. There are no known sensitive environmental receptors near the site but ecology assessment is advised. The site may have the potential for archeological remains. The site is greenfield and development may impact on both landscape and soil objectives and appropriate mitigation should be provided.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield area which lies outside AQMA.</p> <p>This site may have contamination.</p>										<p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>As surrounding uses include other general/light industrial premises and it is located in an existing employment area the site is considered suitable for employment use development and so impacts are likely to be minimal on amenity and surroundings.</p> <p>The nearest bus stop is approximately 92 metres away at Helsinki Road. Stoneferry Road / Holwell Road Corridor is under extreme stress during peak periods (Chamberlain Road through to Sutton Road). Transport Study is currently being undertaken to assess situation and to identify possible improvement scheme. Development would need to be considered in light of results from traffic study. A separate Transport Assessment / Travel Plan would be required to assess the traffic implications of these developments on the network. There are currently no bus services which pass directly through the Sutton Field Industrial Estate. Access by public transport is limited to the periphery of the area.</p>							<p>The site is situated within the well-established and popular Sutton Fields Industrial Estate and will help to deliver the economic growth for Hull.</p>			
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness,), Policy 16 (Heritage Considerations), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination)</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> No outstanding environmental concerns providing policies are applied and the adjacent green space is taken into account. Access and road issues must be taken into account. The site presents a good opportunity to deliver the economic growth for Hull. 																				

National Avenue - Local Plan Table 4.1		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	?	?	0/=	-	0	0	?/-	--	0	-	-	?	-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 42</p> <p>Site Name Land at the north side of Bontoft Avenue</p>	<p>Sites are in proximity to green networks (existing/ proposed). Semi-natural habitats present on site and an ecology survey is recommended. The site is greenfield and development may impact on both landscape and soil objectives and appropriate mitigation should be provided.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality. It is likely that commercial water consumption would increase.</p> <p>The site lies within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>Development may result in increased traffic emissions and related air quality impact may occur dependent on the proposed employment work type. Although the site does lie outside an AQMA and is surrounded by uses including other general/light industrial premises.</p> <p>This is an existing greenfield area. No contamination is suspected on site.</p>										<p>Where sites are in proximity to residential areas, dependent on the proposed employment work type, noise related impacts and traffic emissions related air quality impact also may occur. As surrounding uses include other general/light industrial premises and it is located in an existing employment area the site is considered suitable for employment use development and so impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The site is served by Cropton Road bus stop which is approximately 414 metres away. National Avenue / County Road North junction experiences some congestion and delays during peak periods. The access from Princes Avenue via Perth Street West is restrictive (height restriction due to railway bridge) and limited footpath provision for pedestrians.</p>							<p>The site is situated within the popular Bontoft Avenue Industrial Estate. Its development for employment uses would create jobs and boost Hull's local economy.</p>			
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network) Policy 44 (Biodiversity and Wildlife) and Policy 47 (Atmospheric Pollution).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals).Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> No outstanding environmental concerns providing policies are applied and the adjacent green space is taken into account. Access and other road constraints will need to be taken into account. The site presents a good opportunity to deliver the economic growth for Hull. 																				

National Avenue - Local Plan Table 4.1	SA Objectives																					
	Environmental											Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	?	0/-	0	0	0	0	++	0	0	?	?	+	0	0	0	?	0	+	++	++	
Summary																						
<p>Site Reference 43</p> <p>Site Name The Ideal Business Park</p>	<p>The site is hardstanding and there are no known ecological constraints.</p> <p>Site is Source Protection Zone 3. More information on the development would be required to inform the scale of the impacts on water consumption and quality. It is likely that commercial water consumption would increase.</p> <p>The site lies outside the AQMA and within Flood Zone 3a i (low hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice.</p> <p>This is an existing brownfield site with no contamination suspected on site.</p>											<p>The site fronts onto National Avenue. As surrounding uses include other general/light industrial premises and it is located in an existing employment area the site is considered suitable for employment use development and so impacts are likely to be minimal on amenity and surroundings.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>An access road has been constructed and services provided. The site is served by Westbourne Avenue bus stop which is approximately 488 metres away. There are no known highways issues.</p>							<p>Its development for employment uses would create jobs and boost Hulls local economy as well as providing employment during construction.</p>			
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness) Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage) and Policy 40 (Addressing Flood Risk in Planning Applications).</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development) and Policy 52 (Infrastructure and Delivery).</p>										
Assessment Summary	<ul style="list-style-type: none"> No outstanding environmental concerns providing policies are applied and the adjacent green space is taken into account. The location has good connections and there are no known access or other road constraints. The site presents a good opportunity to deliver the economic growth for Hull. 																					

Green Port Hull Allocations - Local Plan Table 4.2	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	-	?	-	?	+	+	+	++	+	+	-	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 44</p> <p>Site Name Queen Elizabeth Dock North</p>	<p>Site is located in the vicinity of the Humber Estuary, which is a site of multiple biodiversity conservation value. The site is vacant and has largely returned to nature. Consultees have recommended that there should be a site requirement to incorporate biodiversity into the design of the site. The sites proximity to green space may affect landscape, however development will continue to promote the re-establishment of connections with the River Hull and Humber Estuary which are historic assets.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption and quality. It is likely that commercial water consumption would increase. The impacts of the industry on the quality of water will depend upon the type of industry but are likely to be limited.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. In addition, Old Fleet Drain is at capacity and cannot take surface water discharge. An 8m easement from landward toe of flood defences required.</p> <p>This is an existing brownfield area which lies outside AQMA. The site could potentially be contaminated. The potential to develop this area would reduce pressure on greenfield sites.</p> <p>The development of Green Port Hull which will provide scope for offshore wind power and other green developments will support the growth of greener energy production and help to reduce fossil fuel consumption and protect biodiversity and improve air quality.</p>											<p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The nearest bus stop is on Hedon Road near Somerden Road and the Eastern Corridor (Rail/Road link) is proposed to be within close proximity to the site. The site will increase car usage within the area. As the site forms part of Hulls LDO there are conditions attached to planning consent to control traffic levels across the whole of the Hull LDO area. Detailed Transport Assessment / Travel Plan will be required to be undertaken when development.</p>							<p>Predominantly a general industrial, manufacturing and warehousing area comprising older and traditional large scale industrial developments. The continuing growth of the port together with the associated support industries for the renewables sector would suggest that there will be a need for ancillary industrial provision in this area. Sites form part of Hull Local Development Order which will assist delivery.</p>		
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 44 (Biodiversity and Wildlife), Policy 48 (Land Affected by Contamination), Policy 52 (Infrastructure and Delivery).</p> <p>Consultees have advised that there needs to be a site requirement to incorporate biodiversity into the design of the site.</p>											<p>Policy 14 (Design), Policy 23 (Designing Employment Development) and Policy 52 (Infrastructure and Delivery)</p> <p>As the site forms part of Hulls LDO there are conditions attached to planning consent to control traffic levels. Detailed Transport Assessment / Travel Plan will be required to be undertaken when development.</p>									
Assessment Summary	<ul style="list-style-type: none"> • Dependent on the design and use, the effect on the environment may be neutral or positive in the long term. No outstanding environmental concerns providing policies are applied. • .The site has good transport links. • The site is located within the Eastern Employment Corridor of Hull it lies in the recently announced Enterprise Zone. The site presents a significant opportunity to capture economic activity arising from inward investment by Siemens within the Port of Hull. 																				

Green Port Hull Allocations - Local Plan Table 4.2	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	-	?	-	0	+	+	+	++	+	+	-	?	+/-	0	0	0	?	0	+	++	++
Summary																					
<p>Site Reference 45</p> <p>Site Name Queen Elizabeth Dock South</p>	<p>Site is located adjacent to the Humber Estuary, which is a site of multiple biodiversity conservation value. This is a large vacant site, which has largely returned to nature. Consultees have recommended that there should be a site requirement to incorporate biodiversity into the design of the site. The sites proximity to green space may affect landscape, however development will continue to promote the re-establishment of connections with the River Hull and Humber Estuary which are historic assets.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption and quality. It is likely that commercial water consumption would increase. The impacts of the industry on the quality of water will depend upon the type of industry but are likely to be limited.</p> <p>The site lies within Flood Zone 3a iii (high hazard), where less vulnerable development is acceptable, subject to provisions in SFRA Standing Advice. In addition, Old Fleet Drain is at capacity and cannot take surface water discharge. An 8m easement from landward toe of flood defences required.</p> <p>This is an existing brownfield area which Lies outside AQMA. The potential to develop this area would reduce pressure on greenfield sites. The development of Green Port Hull which will provide scope for offshore wind power and other green developments will support the growth of greener energy production and help to reduce fossil fuel consumption and protect biodiversity and improve air quality.</p>										<p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The nearest bus stop is on Hedon Road near Somerden Road and the Eastern Corridor (Rail/Road link) is proposed to be within close proximity to the site. The site will increase car usage within the area. As the site forms part of Hulls LDO there are conditions attached to planning consent to control traffic levels across the whole of the Hull LDO area. Detailed Transport Assessment / Travel Plan will be required to be undertaken when development.</p>							<p>Predominantly a general industrial, manufacturing and warehousing area comprising older and traditional large scale industrial developments. The continuing growth of the port together with the associated support industries for the renewables sector would suggest that there will be a need for ancillary industrial provision in this area. Sites form part of Hull Local Development Order which will assist delivery.</p>			
Potential Mitigation	<p>Policy 14 (Design), Policy 15 (Local Distinctiveness), Policy 37 (Flood Defences), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 44 (Biodiversity and Wildlife) and Policy 52 (Infrastructure and Delivery).</p>										<p>Policy 14 (Design), Policy 23 (Designing Employment Development) and Policy 52 (Infrastructure and Delivery).</p> <p>As the site forms part of Hulls LDO there are conditions attached to planning consent to control traffic levels. Detailed Transport Assessment / Travel Plan will be required to be undertaken when development.</p>										
Assessment Summary	<ul style="list-style-type: none"> • Dependent on the design and use, the effect on the environment may be neutral or positive in the long term. No outstanding environmental concerns providing policies are applied. • The site has good transport links. • The site is located within the Eastern Employment Corridor of Hull it lies in the recently announced Enterprise Zone. The site presents a significant opportunity to capture economic activity arising from inward investment by Siemens within the Port of Hull. 																				

City Centre Mixed Use Allocations - Local Plan Table 5.7	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	0	?	0/-	?	0	0	0	++	0	-	?	?	+	0	+	0	?	+	++	+	+
Summary																					
<p>Site Reference 1</p> <p>Site Name Albion Square including Kingston House - Mixed Use Site 1</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard) and groundwater protection zone 3. The intention is for development to be retail and leisure (ice arena) led which are less vulnerable uses. Potential or more vulnerable development to be included as part of development which could be addressed through site design. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is adjacent to listed buildings and a conservation area. The design and construction process must not severely affect the character and setting of the area.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>Due to former industrial uses on land including electric substation, garage and printing works, there may be contamination.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre and is partially within the primary shopping area. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65 and The Hull Paragon Interchange. There is a bus stop within 25m of the site.</p> <p>Dependent on use the site may cause noise pollution for residents who share the site.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>The nearest GP surgery is 39m from the site and within 456m of a primary school. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within easy walking distance of the site. Policy 42 protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>-Any proposed developments will create employment opportunities in construction. Further, the regeneration of a large city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of retail, leisure and housing and other uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).											Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • Heritage concerns are largely mitigated through Policy 16 • There is potential to improve ecological connectivity • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Mixed Use Allocations – Local Plan Policy 10 (City Centre Mixed Use Sites)	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	?	?	-	?	-	0	-	++	0	-	?	-	+	0	+	0	?	+	++	+	+
Summary																					
<p>Site Reference 2 Site Name Myton Street - Mixed Use Site 2</p>	<p>The site is brownfield land and is within Flood Zone 3a iii (high hazard); therefore, impacts should be assessed as part of the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>The site is near a SNCI; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys may be conducted prior to development.</p> <p>The site contains a listed building and is located near to a conservation area therefore, the design and construction process must not severely affect the character and setting of the area. Archaeological assessment may also be required.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site is within an AQMA area and is located in a NO2 area of exceedance - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues.</p> <p>Due to former uses there may be contamination, with a number of vacant and semi-derelict buildings on site as well as existing car parking.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre and is partially within the primary shopping area. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is approximately 100m from National Cycle Route 65 and approximately 200m from Hull Paragon Interchange. There is a bus stop within 79m of the site.</p> <p>The site lies within an AQMA so might have adverse impacts on health.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There are GP clinics within 369m of the site and the closest primary school is within 850m. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>							<p>Any proposed developments will create employment opportunities in construction. Further, the regeneration of a large city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of leisure (including Hull Venue), retail, hotel, and housing and other uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).											Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery)									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Environmental concerns are largely mitigated through overarching policies • The site is adjacent to a SNCI - there is potential to improve ecological connectivity • Heritage concerns are largely mitigated through Policy 16 • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer • Air quality concerns are largely mitigated through Policy 47 																				

City Centre Mixed Use Allocations - Local Plan Table 5.7	SA Objectives																				
	Environmental										Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+/-	-	?	-	-	-	0	-	++	0	-	?	-	+	0	+	0	?	+	++	+	+
Summary																					
<p>Site Reference 4</p> <p>Site Name Fruit Market Site A - Mixed Use Site 4</p>	<p>The site is brownfield land which is near the Humber Estuary and adjacent to a SNCI site. It also has an RSPB constraint; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys (including aquatic and mudflat ecology survey's) are recommended to be conducted prior to development.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site is within the Old Town Conservation Area and is surrounded by listed buildings. The design of development (if incorporating high density housing) should prove compatibility with the surrounding land use and must not compromise the setting of the area - a challenge to be considerably resolved in order to downgrade the allocated rating.</p> <p>The site contains contaminated soil which impacts the soils objective.</p> <p>The site is within an AQMA area and part of the site is in the NO2 area of exceedance - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65 and approximately 800m of The Hull Paragon Interchange. There is a bus stop within 11m of the site.</p> <p>Dependent on use the site may cause noise pollution for residents who share the site. It also lies within an AQMA so might have adverse impacts on health.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There is a GP clinic within 759m and a primary school within 479m of the site. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>The main access / egress to this development is via the A63 Castle Street which is currently subject to a planned major improvement scheme by Highways England. The scheme will be designed to take into account this potential development. However, if any of the development plots comes forward before the major scheme is implemented a Transport Assessment / Travel Plan will be required to be undertaken to determine the scope of the impact and any mitigation that may be required in the interim period before the major scheme is constructed.</p>							<p>Any proposed developments will create employment opportunities in construction. Further, the regeneration of a large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of leisure, cultural, hotel, office or residential uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>			
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications) Policy 44 (Biodiversity and Wildlife) Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • The site is adjacent to a SNCI and has an RSPB constraint - there is potential to improve ecological connectivity • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer • Air quality concerns are largely mitigated through Policy 47 																				

City Centre Mixed Use Allocations - Local Plan Table 5.7	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+	-	?	-	?	-	0	-	++	0	-	?	-	+	0	+	0	?	+	++	+	+
	Summary																				
<p>Site Reference 5 Site Name Fruit Market Site C - Mixed Use Site 5</p>	<p>The site is brownfield land which is adjacent to the Dock Basin / Humber Estuary and adjacent to a SNCI site. It also has an RSPB constraint; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys recommended to be conducted prior to development.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the impacts on quality, particularly in relation to the Dock Basin. It is likely that commercial water consumption would increase.</p> <p>The site is within the Old Town Conservation Area and is surrounded by listed buildings. The design of development (with such high density) should prove compatibility with the adjacent land use and must not compromise the setting of the area - a challenge to be considerably resolved in order to downgrade the allocated rating.</p> <p>The site could potentially be contaminated as a consequence of previous site uses, which include industrial uses such as an electricity substation, warehouses and drinks factory.</p> <p>The site is within an AQMA area - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 600m of National Cycle Route 65 and is approximately 800m from The Hull Paragon Interchange. There is a bus stop within 20m of the site.</p> <p>Dependent on use the site may cause noise pollution for residents who share the site. It also lies within an AQMA so might have impacts on health.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There is a GP clinic within 877m and a primary school within 802m of the site. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within easy walking distance of the site. Policy 42 protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>The main access / egress to this development is via the A63 Castle Street which is currently subject to a planned major improvement scheme by Highways England. The scheme will be designed to take into account this potential development. However, if any of the development plots comes forward before the major scheme is implemented a Transport Assessment / Travel Plan will be required to be undertaken to determine the scope of the impact and any mitigation that may be required in the interim period before the major scheme is constructed.</p>							<p>Any proposed developments will create employment opportunities in construction. Further, the regeneration of a large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of cultural, leisure, hotel, office and residential uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery).</p>									
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Heritage concerns are largely mitigated through Policy 16 Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. The site is adjacent to the Dock Basin – the impacts on water quality are unknown at this stage and further information will be required. The site is adjacent to a SNCI and has an RSPB constraint - there is potential to improve ecological connectivity Environmental concerns are largely mitigated through overarching policies 																				

	<ul style="list-style-type: none"> • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer 																				
City Centre Mixed Use Allocations - Local Plan Table 5.7	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
+/-	-	?	-	-	-	0	-	++	0	-	?	-	+	0	+	0	?	+	++	+	+
	Summary																				
<p>Site Reference 7</p> <p>Site Name Fruit Market Site D - Mixed Use Site 7</p>	<p>The site is brownfield land which is near the Humber Estuary and a SNCI site development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys recommended to be conducted prior to development.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site is within the Old Town Conservation Area and includes listed buildings. The design of development (when incorporating high density housing) should prove compatibility with the surrounding land use and must not compromise the setting of the area - a challenge to be considerably resolved in order to downgrade the allocated rating.</p> <p>The site contains contaminated soil which impacts the soils objective.</p> <p>The site is within an AQMA area - given the proposed density, the site will potentially add to the traffic, exacerbating air quality related issues.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 500m of National Cycle Route 65 and approximately 800m of The Hull Paragon Interchange. The nearest bus stop is adjacent to the site.</p> <p>Dependent on use the site may cause noise pollution for residents who share the site. It also lies within an AQMA which may cause health issues.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There is a GP clinic within 813m and a primary school within 639m of the site. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>The main access / egress to this development is via the A63 Castle Street which is currently subject to a planned major improvement scheme by Highways England. The scheme will be designed to take into account this potential development. However, if any of the development plots comes forward before the major scheme is implemented a Transport Assessment / Travel Plan will be required to be undertaken to determine the scope of the impact and any mitigation that may be required in the interim period before the major scheme is constructed.</p>							<p>Any proposed developments will create employment opportunities in construction. Further, the regeneration of a large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of leisure, cultural, arts, retail and residential uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • The site is near to a SNCI - there is potential to improve ecological connectivity • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer • Air quality concerns are largely mitigated through Policy 47 																				

City Centre Mixed Use Allocations - Local Plan Table 5.7	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	-	?	-	?	0	0	0	++	0	-	?	?	+/?	0	+	0	?	+	++	+	+
Summary																					
<p>Site Reference 8</p> <p>Site Name Land at Tower Street/St. Peter Street, East bank of the River Hull (North) - Mixed Use Site 8</p>	<p>The site is brownfield land which is adjacent to the River Hull, green networks and a SNCI; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys (including aquatic and mudflat ecology survey's) are recommended to be conducted prior to development.</p> <p>More information on the development would be required to inform the impacts on quality, particularly in relation to the River Hull. It is likely that commercial water consumption would increase.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>Due to former uses there may be contamination, and therefore further assessment may be necessary to understand the effects on soils.</p> <p>The site contains a listed building therefore, the design and construction process must not severely affect the character and setting of the area.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 300m of National Cycle Route 65 and approximately 1km from Hull Paragon Interchange. The nearest bus stop is 115m at Drypool Bridge.</p> <p>Dependent on use the site may cause noise pollution for residents who share the site.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There is a GP clinic within 456m and a primary school within 252m of the site. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>Access to the site would be via Great Union Street, which already exhibits significant levels of congestion on junctions especially at peak times. Highways England have an improvement scheme developed for Garrison Roundabout but there is no programme date for its delivery. A Transport Assessment / Travel Plan will be needed for these developments to assess the full extent of the traffic impact and determine whether any or what scale of traffic mitigations are required.</p>							<p>Any proposed developments will create employment opportunities in construction. Further, the regeneration of a large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing and other less vulnerable uses (including retail, leisure and office use) in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Consideration), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), and Policy 48 (Contaminated Land).</p>											<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • The site is adjacent to a SNCI - there is potential to improve ecological connectivity • Heritage concerns are largely mitigated through Policy 16 • The site is adjacent to the Dock Basin – the impacts on water quality are unknown at this stage and further information will be required. • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Mixed Use Allocations - Local Plan Table 5.7		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	-	?	-	?	0	0	0	++	0	0	?	?	+/?	0	+	0	?	+	++	+	+
Summary																					
<p>Site Reference 9 Site Name Clarence Mills, Great Union Street/St. Peter Street, City Centre - Mixed Use Site 9</p>	<p>The site is brownfield land which is adjacent to the River Hull, green networks and a SNCI site; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys (including aquatic and mudflat ecology survey's) are recommended to be conducted prior to development.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the impacts on quality, particularly in relation to the River Hull. It is likely that commercial water consumption would increase.</p> <p>The site is near a listed building and conservation area, and it is adjacent to a locally listed building, therefore, the design and construction process must not severely affect the character and setting of the area. Archaeological assessment may also be required.</p> <p>Due to former uses there may be contamination, and therefore further assessment may be necessary to understand the effects on soils.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is located within 300m of National Cycle Route 65 and approximately 1km from Hull Paragon Interchange. The nearest bus stop is 71m from the site at Union Street.</p> <p>Dependent on use the site may cause noise pollution for residents who share the site.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There is a GP clinic within 407m and a primary school within 317m of the site. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>Access to the site would be via Great Union Street, which already exhibits significant levels of congestion on junctions especially at peak times. Highways England have an improvement scheme developed for Garrison Roundabout but there is no programme date for its delivery. A Transport Assessment / Travel Plan will be needed for these developments to assess the full extent of the traffic impact and determine whether any or what scale of traffic mitigations are required.</p>							<p>Any proposed developments will create employment opportunities in construction. Further, the regeneration of a large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing and other uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>			
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Consideration), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), and Policy 48 (Contaminated Land).</p>										<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • The site is adjacent to a SNCI - there is potential to improve ecological connectivity • The site is adjacent to the Dock Basin – the impacts on water quality are unknown at this stage and further information will be required. • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Mixed Use Allocations - Local Plan Table 5.7		SA Objectives																			
		Environmental										Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0/+	-	?	-	-	0	0	0	++	0	0	?	?	+	0	+	0	?	+	++	+	+
Summary																					
<p>Site Reference 10 Site Name Land at Tower Street/St. Peter Street, East bank of the River Hull (South) - Mixed Use Site 10</p>	<p>The site is brownfield land which is adjacent to the River Hull and a SNCI; therefore, development impacts might be felt on the biodiversity features on the designated site, but given previous land use, the presence of species and habitat of significant biodiversity impact may be limited. Appropriate surveys (including aquatic and mudflat ecology survey's) are recommended to be conducted prior to development.</p> <p>The site is within Flood Zone 3a iii (high hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the impacts on quality, particularly in relation to the River Hull. It is likely that commercial water consumption would increase.</p> <p>The site is in close proximity to a scheduled monument and opposite a conservation area, therefore, the design and construction process must not severely affect the character and setting of the area. Archaeological assessment may also be required.</p> <p>The site contains contaminated soil which impacts the soils objective.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>										<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is located within 300m of National Cycle Route 65 and approximately 1km from Hull Paragon Interchange. The nearest bus stop is 145m at The Deep.</p> <p>Dependent on use the site may cause noise pollution for residents who share the site.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There is a GP clinic within 514m and a primary school within 252m of the site. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>Access to the site would be via Great Union Street, which already exhibits significant levels of congestion on junctions especially at peak times. Highways England have an improvement scheme developed for Garrison Roundabout but there is no programme date for its delivery. A Transport Assessment / Travel Plan will be needed for these developments to assess the full extent of the traffic impact and determine whether any or what scale of traffic mitigations are required.</p>							<p>Any proposed developments will create employment opportunities in construction. Further, the regeneration of a large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing and other less vulnerable uses such as retail, leisure and office use in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>			
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Consideration), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>										<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>										
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Soil remediation potential exists which will have positive effect on soils objective. This matter is addressed in Policy 48. • The site is adjacent to a SNCI - there is potential to improve ecological connectivity • The site is adjacent to the Dock Basin – the impacts on water quality are unknown at this stage and further information will be required. • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Mixed Use Allocations – Local Plan Policy 10 (City Centre Mixed Use Sites)	SA Objectives																					
	Environmental											Social						Economic				
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	?	0/-	?	0	0	0	++	0	0	?	?	+	0	+	0	?	+	++	+	+	
Summary																						
<p>Site Reference 12 Site Name Circus Public House - Mixed Use Site 12</p>	<p>This site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>Whilst the land is brownfield land, no former uses are evident and therefore the potential for contamination is unlikely.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site located in Hull City Centre and is in close proximity to community facilities, with good public transport links. There are good walking and cycle routes in the area. Further, Hull Paragon Interchange is located approximately 300m from the site. The nearest bus stop is 69m from the site on North Street.</p> <p>There is a GP clinic within 304m and a primary school within 269m of the site. There are also parks and play areas located within easy walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>Site access will require assessment to ensure that there is no detrimental impact upon the operation of the signal installations on Ferensway. If the 3 sites are developed as a single entity the impact of the site will require an assessment to demonstrate that it will not impact on the operation of the network.</p>						<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of a large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of office accommodation, housing and other uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>				
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), and Policy 44 (Biodiversity and Wildlife).</p>											<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery)</p>										
Assessment Summary	<ul style="list-style-type: none"> Location has good connections to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer 																					

City Centre Mixed Use Allocations – Local Plan Policy 10 (City Centre Mixed Use Sites)	SA Objectives																					
	Environmental											Social						Economic				
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	0	?	0/-	0	0	0	0	++	0	0	?	?	+	0	+	0	?	+	++	+	+	
Summary																						
<p>Site Reference 14</p> <p>Site Name Former LAs nightclub - Mixed Use Site 14</p>	<p>This site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>The site was previously occupied by a former leisure use and therefore there are no clear constraints to development expected.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p>											<p>The site was formerly occupied by a leisure use (nightclub) and is located in Hull City Centre. It is in close proximity to other community facilities. There appear are walking and cycle routes in the area. Further, Hull Paragon Interchange is located 200m from the site. The nearest bus stop is 150m from the site on North Street.</p> <p>There is a GP clinic within 387m and a primary school within 254m of the site. There are also parks and play areas located within reasonable walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p>						<p>Any proposed development will create employment opportunities in construction. Further, the regeneration of a large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of Leisure, office, housing and other uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p> <p>The site has planning permission and has been made ready for development, with site preparation underway.</p>				
Potential Mitigation	Policy 15 (Local Distinctiveness), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), and Policy 44 (Biodiversity and Wildlife).											Policy 23 (Designing Employment Development)										
Assessment Summary	<ul style="list-style-type: none"> The site benefits from planning permission and construction is underway Location has good connections to jobs, facilities and services Environmental concerns are largely mitigated through overarching policies 																					

City Centre Mixed Use Allocations - Local Plan Table 5.7	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	?	0/-	?	0	0	0	++	0	0	?	?	+	0	+	0	?	+	++	+	+
Summary																					
<p>Site Reference 20</p> <p>Site Name Land between George Street & Queens Dock Avenue, City Centre - Mixed Use Site 20</p>	<p>The site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p> <p>Previous site uses have the potential to contaminate the land, including a timber yard and cooperage and therefore further assessment may be necessary to understand the effects on soils.</p> <p>Site is adjacent to Georgian New Town Conservation Area and opposite Grade II Listed Building and therefore has the potential to impact on these assets. Careful design and layout of development could help to mitigate such potential effects.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 300m of National Cycle Route 65. The nearest bust stop is 19m from the site at Hull Trinity House Academy.</p> <p>Dependent on use the site may cause noise pollution for residents who share the site.</p> <p>Crime related activities are associated with employment uses and it is unknown at this stage what surveillance is to be incorporated into design.</p> <p>There is a GP clinic within 377m and a primary school within 757m of the site. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within easy walking distance of the site. Policy 42 protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>There is the potential for development to have a traffic impact on the closely associated junctions of George Street / Freetown Way and George Street / Wilberforce Drive. Therefore a transport assessment would need to be undertaken to assess the traffic impact on the local network.</p>							<p>Any proposed developments will create employment opportunities in construction. Further, the regeneration of a large city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of housing and other uses in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife), Policy 47 (Atmospheric Pollution) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals), Policy 49 (Noise Pollution) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer 																				

City Centre Mixed Use Allocations – Local Plan Policy 10 (City Centre Mixed Use Sites)	SA Objectives																				
	Environmental											Social							Economic		
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
0	0	?	0/-	?	0	0	0	++	0	0	?	?	?	0	+	0	?	+	++	+	+
Summary																					
<p>Site Reference 21</p> <p>Site Name Land adjacent to Central Fire Station - Mixed Use Site 21</p>	<p>This site is brownfield land and is within Flood Zone 3a i (low hazard); therefore, an appropriate FRA must be drafted during the design stage. The design should demonstrate compatibility with housing land use and that there is an adequate foul and surface water drainage strategy in place.</p> <p>More information on the development would be required to inform the scale of the impacts on water consumption. It is likely that commercial water consumption would increase.</p> <p>Previous potentially contaminating uses include the Fire Station and car park where fuel and oil spillages could have occurred and could therefore require remediation.</p> <p>With regard to sustainable design, energy efficiency and clean technologies, all new developments are subject to Policy 21 which addresses these issues.</p> <p>The Fire Station is locally listed and near to the New Theatre Grade II listed building.</p>											<p>The site is located within Hull City Centre. It is in close proximity to community facilities and there are good walking and cycle routes in the area. It is within 600m of National Cycle Route 65 and Hull Paragon Interchange. The nearest bus stop is 95m from the site.</p> <p>There is a GP clinic within 333m and a primary school within 556m of the site. Policy 13 commits to the provision of education for primary and secondary age school children.</p> <p>There are also parks and play areas located within walking distance of the site. Policy 42 (Open Space) protects the provision of these facilities. Other social objectives including inclusivity and wellbeing are covered by Policy 13 (University of Hull).</p> <p>Planning Application submitted for Technical College. Transport implications should be identified within documentation supporting the application. The traffic impact of this site is to be assessed as part of the traffic modelling to be undertaken by Highways England</p>							<p>Any The proposed development will create employment opportunities in construction. Further, the regeneration of a large and prominent city centre site will have wider sustainability benefits and will provide economic growth.</p> <p>The site will add to the provision of a mix of uses including housing in the city centre thereby enhancing the vibrancy and vitality of the city centre.</p>		
Potential Mitigation	<p>Policy 15 (Local Distinctiveness), Policy 16 (Heritage Considerations), Policy 39 (Sustainable Drainage), Policy 40 (Addressing Flood Risk in Planning Applications), Policy 43 (Green Infrastructure / Green Network), Policy 44 (Biodiversity and Wildlife) and Policy 48 (Land Affected by Contamination).</p>											<p>Policy 23 (Designing Employment Development), Policy 27 (Transport Appraisals) and Policy 52 (Infrastructure and Delivery)</p>									
Assessment Summary	<ul style="list-style-type: none"> • Location has good connections to jobs, facilities and services • Heritage concerns are largely mitigated through Policy 16 • Environmental concerns are largely mitigated through overarching policies • Flooding reviewed as part of Policies 39 and 40 - flood mitigation plans should be developed and presented by the developer 																				

Open Space - Local Plan Policy 42	SA Objectives																					
	Environmental											Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	+	0	+	?	0	0	0	+	0	0	++	+	0	0	0	0	0	0	0	+	-	0
Summary																						
<p>Site Reference Site 1</p> <p>Site Name Land west of Booker (Manor Quay)</p>	<p>Allocating the site as open space would protect a valuable semi-natural wildlife site adjacent to the Humber.</p> <p>The majority of the site is within this flood risk zone 3a iii (high hazard) and is not protected by flood defences and could be at risk from a dock gate failure. It is also within water protection zone 3. However, the allocation as greenspace is supported by the Environment Agency and the use is water compatible.</p> <p>The site is on brownfield land and due to former uses (several former industrial uses including railway land; fish curing sheds; & timber yard) there is potential for land to be contaminated, although the proposed use is less sensitive. Nevertheless, remediation may be required.</p> <p>No heritage assets should be affected.</p>											<p>The use of the site as open space can provide amenity and recreational health benefits, however the distance from residential areas, the severance caused by the A63 and limited access to the site means that access for residents to use the space for such purposes is more limited.</p> <p>Access by sustainable means is possible and the nearest bus stop is 357m away at Impala Way.</p> <p>There are no transport implications expected based on the proposed use.</p>							<p>The site has been previously allocated for employment use and has been promoted by the landowner as Manor Quay - a potential retail park. However no planning permission has been granted and evidence doesn't support this use. Also, review of the site by the ELR 2014 determined that the site has no direct access on to the A63 and that the current junction from the A63 to St Andrews Quay is at capacity affecting the viability of the site for such uses. However, the change of use from employment to open space does present a loss in a potential employment site that would contribute towards economic growth.</p>			
Potential Mitigation	Policy 40 (Addressing Flood Risk in Planning Applications) and Policy 48 (Land Affected by Contamination).																					
Assessment Summary	<ul style="list-style-type: none"> Protects a valuable semi-natural wildlife site adjacent to Humber and is a water compatible use in a high flood risk area. Provides amenity open space that could have a recreational use, although access and severance by the A63 from residential areas prevents it from having a significantly positive effect Changing the use of the site from a former employment allocation to open space, present a loss in a potential employment site that would contribute towards economic growth. 																					

Open Space - Local Plan Policy 42	SA Objectives																					
	Environmental											Social							Economic			
Overall Sustainability Score	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability	
0	+	0	+	?	0	0	0	+	0	0	++	+	0	0	0	0	0	0	0	+	0	0
Summary																						
<p>Site Reference Site 2</p> <p>Site Name Land north of the Deep (South Blockhouse)</p>	<p>Allocating the site as open space would protect a valuable semi-natural wildlife site near to the Humber.</p> <p>The majority of the site is within this flood risk zone 3a iii (high hazard) however, the allocation as greenspace is considered to be a water compatible use.</p> <p>Part of the site is on brownfield land and therefore there should be a positive effect from its reuse for open space. Whilst there is no known contamination and the proposed use is less sensitive to such issues, it might be possible that some remediation will be required.</p>											<p>The use of the site as open space can provide amenity and recreational health benefits, for nearby residents and visitors given its proximity to the Deep and Cruise Terminal, which provide popular tourist destinations.</p> <p>The A63 Castle Street does represent a significant barrier, however access by sustainable means is possible with access from bus, walking and cycling all possible. Given the use, there are also no negative transport implications expected based on the proposed use.</p>										
Potential Mitigation	Policy 40 (Addressing Flood Risk in Planning Applications)																					
Assessment Summary	<ul style="list-style-type: none"> Protects a valuable semi-natural wildlife site adjacent to Humber and is a water compatible use in a high flood risk area. Provides amenity open space that should have an amenity and recreational value 																					

Summary of Cumulative Impact Assessment

Environmental and Sustainability Issues	Causes	Cumulative and Combined Effects	Receptor	Local Plan Influence and Effect	Potential Mitigation
<p>Population and Human Health</p>	<p>Development associated with delivering the level of economic growth aspired to in the Plan has the potential to increase traffic, emissions from economic development (such as from industrial and distribution uses), potential loss of green space and increased risks of environmental pollution (such as to land and water resources).</p> <p>Failure to deliver sustainably located development could lead to a failure in maximising the opportunity for sustainable travel, reducing opportunities for walking and cycling, for recreation, and to access places of employment and community facilities.</p> <p>It could also lead to inappropriate location of housing putting properties at risk from flooding or conflicting uses, which could have implications for human health, and if the design of new development fails to mitigate or adapt to the effects of climate change this could also have consequential long term health effects for residents.</p>	<p>Increases from industrial emissions could impact on air and water quality, whilst increases in road traffic from freight movements and commuting via private car and public transport, could lead to increases in emissions, reduce air quality and create pollution to the extent that it is detrimental to public health. Such affects could be exacerbated by increased congestion, which could also have other consequential effects in terms of noise and vibration that can cause stress and affect the health and quality of life of local residents. Additional traffic can also cause safety issues on the road network, particularly where it would cause the network to operate over capacity.</p> <p>In addition the loss of land and green spaces to development could pose a threat to health and wellbeing such as by reducing opportunities for walking, cycling and other recreational activities, which can have positive health benefits.</p> <p>Failure to deliver sustainably located and well-designed development could create or exacerbate problems associated with safe housing and issues such as crime and vandalism, which again can affect resident's health.</p> <p>Loss of green infrastructure and allowing development to take place in areas with a high level of flood risk could pose a serious health and safety risk to new development taking place in such locations and to existing communities. In addition, if new developments do not adapt to the potential future effects of climate change then people will be put at risk from the effects of extreme climatic events, increased temperatures and flooding that all affect human health.</p>	<p>Residents</p> <p>Air quality</p> <p>Water quality</p>	<p>The spatial distribution of housing, economic development, community infrastructure, leisure facilities and the protection of green open spaces, will influence the effect on road capacity, use of the car, the demand for public transport and the use of other sustainable alternatives such as walking and cycling.</p> <p>Through sustainably locating development and protecting existing facilities, infrastructure and spaces that support sustainable communities, the Plan has the potential to deliver sustainably accessible, safe and vibrant communities that are essential to the health and well-being of new and existing communities.</p> <p>Policies within the Plan can make sure that new development contributes to improved health, safety and wellbeing in its design, location and financial contribution. Improvements in access to essential services, community facilities and green/open spaces can help to address existing health inequalities.</p> <p>By supporting improvements to flood defences and ensuring that new development avoids areas with the highest risk of flooding and/or is designed to adapt to the future effects of climate change, should reduce health risks and contribute towards a safer and better quality of life for residents.</p>	<p>Transport Policies 25 to 36 seek to promote the use and improvements to sustainable transport infrastructure, services and facilities, including public transport walking and cycling, and reduce the negative effects of transport, which should help to improve the health and well-being of new and existing communities.</p> <p>Policy 14: Design and Policy 15: Local Distinctiveness seek to promote high quality building design that respects local distinctiveness in order to meet the needs of the local community and promote quality of life and wellbeing.</p> <p>Water Management Policies 37 to 41 seek to protect new development and existing communities from the negative effects of climate change to reduce health risks and contribute towards a safer and better quality of life for residents.</p>

<p>Social Factors</p>	<p>Failure to deliver sustainably located development could create or exacerbate problems associated with the exclusion and isolation of certain groups within the community, such as minority groups, the elderly and disabled, whilst other Plan policies could inadvertently discriminate against certain groups impacting on the health of resident, their quality of life and general wellbeing.</p>	<p>Inadvertent discrimination could result from Plan policies, allocations and designations, particularly if careful consideration isn't given to the location, design and access within, to and from development. Certain minority groups, such as the disabled, and the elderly can be deprived of travel choices, access to employment and a range of community and recreational facilities and access into certain buildings, through poor siting and design of development and from providing insufficient Policy support and protection of community facilities and access to a range of transport modes.</p> <p>Social exclusion can have health implications, lead to isolation, loss of identity, contributing towards crime and anti-social behavior. Spatial planning can play an important role in maintaining diversity and enable different community groups to participate and engage with other community groups.</p>	<p>Residents and in particular minority groups and deprived communities</p>	<p>Spatial planning and the Local Plan is an important and accessible mechanism to ensure that all communities in Hull have the opportunity to actively engage in the planning process, and make choices, such as where new development should be located, what new or improved infrastructure is needed and what community facilities, services, recreation and open spaces should be provided or protected.</p> <p>The spatial distribution of housing, employment, infrastructure, community and leisure facilities will all have a determining effect on providing equitable access that addresses social exclusion. The design of housing and the spaces around, including the public realm and green infrastructure, will have a significant effect on ensuring that everyone has access to good quality housing and enhancing local distinctiveness and a sense of place.</p> <p>Ensuring development is located where its impact can be accommodated by existing transport infrastructure or is supported by measures to mitigate such impacts or includes proposals to deliver improvements to physical infrastructure, facilities or services, particularly where there are existing deficiencies, should help to support economic prosperity, health and wellbeing and quality of place for all residents.</p> <p>Ensuring there is access to healthcare facilities for all residents and the Plan promotes healthy lifestyles, such as through access to recreation facilities or the opportunity to access employment and community facilities by means other than the private car, has a key role to play in achieving this and addressing overall social inclusion and health inequalities.</p>	<p>Housing Policies 3 to 8 seek to ensure that the right type or housing is provided in the right location to address the level of need in the City and to reduce social exclusion.</p> <p>Policy 9: City Centre, Policy 10: City Centre Development Sites, Policy 12: District, Local and Neighbourhood Centres and Policy 13: University of Hull, education and schools, health and encouraging and community facilities provide a policy framework for the delivery of community facilities, education, health care and other services and facilities.</p> <p>Policy 21: Designing for housing seeks to ensure that a consistent and high standard of housing is provided for all residents, including the elderly and those who are mobility impaired.</p> <p>Transport Policies 25 to 36 seek to promote the use and improvements to sustainable transport infrastructure, services and facilities, including public transport walking and cycling, which can provide equality of access and provide a viable means of transport for people without access to a car.</p>
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<p>Water</p>	<p>Development associated with delivering the level of housing and economic growth aspired to in the Plan has the potential to increase demand for water and wastewater treatment to ensure that there is no deterioration in Hull's rivers and watercourses.</p> <p>New development also has the potential to increase flood risk or to be susceptible to flooding, as a consequence of being located within a high flood risk area, creating or exacerbating surface water management issues and failing to adapt to the effects of climate change.</p>	<p>Significant new development can create new or exacerbate existing issues with supporting infrastructure, including the management of waste water at sewage treatment works and ensuring that new development has a safe, clean and reliable water supply. There may be additional effects on surface and groundwater.</p> <p>More urban development including associated roads, paving and infrastructure could lead to more run-off, drainage issues, increased flood risk and could potentially affect the quality of rivers and water courses, particularly during flood events.</p>	<p>Residents Employers Water courses and ground water Habitats and biodiversity Environment Agency Clean and waste water providers</p>	<p>Flood risk is a particularly pertinent issue in Hull, with the majority of Hull being located within flood zone 3a, as ground levels in the City are generally lower than the high tide level of the Humber. This places a heavy reliance on the Local Plan to ensure that new development is appropriately located and incorporates measures to withstand flooding, whilst also providing support for improving or delivering new flood defences.</p> <p>Policies should also ensure that development is sited, designed and includes appropriate use of materials and drainage, such as the use of SUDS, to ensure that development does not create or increase future flood risk, taking into account climate change, and that surface water can be sustainably managed, to ensure that the quality and function of water courses, ground water and habitats are not detrimentally impacted on.</p> <p>Housing and employment growth will inevitably lead to an increase in water consumption and the amount of wastewater generated, which could put pressure on existing capacity and require additional capacity to be created.</p> <p>The Plan will play an important role in ensuring that development is located where there is sufficient existing capacity or additional capacity is intended or can be created to support new development.</p>	<p>Water Management Policies 37 to 41 seek to protect new development and existing communities from flooding and drainage issues and the negative effects of climate change, and support infrastructure for water supply and waste water to reduce associated health risks and contribute towards a safer and better quality of life for residents. Policy 37: Flood Defences provides specific support for new defences and protection of existing defences from inappropriate development.</p>
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<p>Habitats and Biodiversity</p>	<p>Development associated with delivering the level of housing and economic growth aspired to in the Plan has the potential to impact upon habitats and biodiversity, particularly where the use of greenfield land is required and where existing green infrastructure and open space areas of amenity value to local communities could be affected.</p> <p>Development could threaten protect habitats or species, particularly development that is near to or has an influence on the River Hull and the Humber Estuary International Site, and could put pressure on other areas of national and local nature conservation importance.</p>	<p>Development and supporting infrastructure has the potential to detrimentally impact on protected habitats and species either through disturbance during construction and operation or through removal of habitat to facilitate development. Impacts could be site specific or indirect, affecting nearby sites of conservation importance, such as through noise, vibration and pollution of land or watercourses. Development can also cause the fragmentation of green corridors that provide habitat and support wildlife.</p> <p>Development on, adjacent or within the influence of the Humber Estuary International Site, which is a protected Ramsar, SPA, SAC and SSSI site, could put pressure on this internationally important site.</p>	<p>Habitats and biodiversity</p> <p>Internationally protected site</p> <p>Residential amenity</p>	<p>Development that is necessary to deliver the Plan's aspirations for housing and employment growth and the provision of supporting infrastructure, services and community facilities could impact on habitats and biodiversity, both negatively and positively.</p> <p>The Plan plays an important role in ensuring that habitats and biodiversity are protected from inappropriate development, whilst seeking to enhance and create new habitats. Ensuring development is appropriately sited, designed and incorporates existing habitats or includes proposals for new or improved habitat will be essential to supporting wildlife and preventing the fragmentation and destruction of habitat, which can also offer significant amenity value for residents, both visually and recreationally.</p>	<p>Open Space and the Natural Environment Policies, including: Policy 42: Open Space, Policy 43: Green Infrastructure / green network, Policy 44: Biodiversity and wildlife, Promoting biodiversity improvements, and Policy 45: Trees, all include provisions and specific measures to protect, manage and enhance habitats, biodiversity, green infrastructure and other important open spaces.</p> <p>Design Policies and in particular Policy 14: Design requires development to be sited, designed and orientated to respect and minimise its impact on landscape and other natural features, whilst providing new landscaping which retains those natural features.</p> <p>Policy 44: Biodiversity and wildlife provides specific protection to wildlife designations and protected species, and includes specific reference to the Humber Estuary International Site. It also includes provisions requiring new development to seek to achieve a net gain in biodiversity habitat.</p>
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<p>Transport Infrastructure</p>	<p>New development can lead to an increase in travel by private car either as a source, such as housing, or as a destination, such as employment, retail and leisure.</p> <p>This can be exacerbated by development that is poorly located, inaccessible or not supported by reliable public transport services leading to an increase in commuting by car and put pressure on existing transport infrastructure.</p> <p>Supporting employment development that requires the use of the road network, such as storage and distribution uses can increase HGVs, vans and other large delivery vehicles using the roads, can lead to an increase in congestion and emissions, which could affect air quality.</p> <p>Public transport services and facilities may have insufficient capacity requiring new services and facilities to be provided to support the potential increase in users from new development.</p>	<p>An increase in road traffic from freight movements and commuting via private car and public transport, could lead to increases in emissions, reduce air quality and create pollution to the extent that it is detrimental to public health. Such affects could be exacerbated by increased congestion, which could also have other consequential effects in terms of noise and vibration that can cause stress and affect the health and quality of life of local residents. Additional traffic can also cause safety issues on the road network, particularly where it would cause the network to operate over capacity.</p> <p>The provision of new or improved transport infrastructure such as roads, railways, cycleways and footpaths can require new land take resulting in the loss or fragmentation of green spaces and habitats, affecting wildlife, the landscape and the amenity value such spaces provide for local residents. Within urban areas the delivery of physical infrastructure improves can negatively impact on the built environment and historic and amenity assets.</p>	<p>Residents and residential amenity</p> <p>Infrastructure efficiency and safety</p> <p>Air quality</p> <p>Habitats and biodiversity</p> <p>Built and historic environment</p>	<p>The Local Plan plays a critical role in ensuring development is located where its impact can be accommodated by existing transport infrastructure or is supported by measures to mitigate such impacts or includes proposals to deliver improvements to physical infrastructure, facilities or services, particularly where there are existing deficiencies.</p> <p>The Local Plan not only has an important role identifying what physical transport infrastructure is required, but also other measures to facilitate a modal shift and reduction in the need to travel by private car, by supporting new and improved public transport services and facilities and other sustainable transport and demand management measures. A well planned, safe and efficient transport network should help to support economic prosperity, health and wellbeing and quality of place for all residents.</p>	<p>Transport Policies 25 to 36 seek to promote the use and improvements to sustainable transport infrastructure, services and facilities, including public transport walking and cycling, and reduce the negative effects of transport through the use of transport assessments.</p> <p>Specifically, Policy 25: Sustainable transport, Policy 29: New roads and road improvements, Policy 30: Park and ride, lorry and coach parks, Policy 33: Bus transport, Policy 34: Rail transport, and Policy 35: Water transport, include physical infrastructure proposals that should ensure development is supported by a range of means of transport that is viable, efficient and safe.</p> <p>Policy 47: Atmospheric Pollution should ensure that all development appropriately mitigates air quality concerns, including dust and odour.</p> <p>Policy 16: Heritage Considerations should ensure that new of improved transport infrastructure proposals will not cause any direct or indirect harm to heritage assets and archaeology.</p>
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<p>Air and Climatic Factors</p>	<p>New development can lead to an increase in travel by private car either as a source, such as housing, or as a destination, such as employment, retail and leisure, which can lead to an increase in vehicle emissions.</p> <p>Supporting employment development that increases emissions, such as industrial uses and development that requires the use of the road network, such as storage and distribution uses, which increase HGVs, vans and other large delivery vehicles using the road network, can lead to an increase in CO₂ emissions, affecting air quality and contribute towards the negative effects of climate change.</p> <p>New development requires an electricity supply and the potential use of finite natural resources through construction. Energy generation, industrial uses, manufacturing and infrastructure can all put pressure on such resources.</p>	<p>Increases in CO₂ and other harmful gases are not only detrimental to the health of residents, but can also exacerbate the issues associated with climate change, such as a rise in sea levels and the potential to increase flood risk.</p> <p>The use of fossil fuels resources for energy generation, industrial uses, manufacturing and infrastructure will contribute to the depletion of finite resources.</p>	<p>Residents Air quality Climate change Habitats and biodiversity</p>	<p>The Local Plan provides support for a significant quantity of new housing, employment and other development and associated physical infrastructure that are likely to exacerbate these issues. However, the Plan provides an opportunity to reduce the reliance on the private car and to encourage a modal shift to other more sustainable less polluting means, such as public transport, walking and cycling, whilst ensuring that transport infrastructure performs more efficiently with less congestion, which can improve locations with particularly high emissions, such as along key transport corridors.</p> <p>The Plan can also ensure a high stand of sustainable design is achieved for new development, such as requiring more energy efficiency and renewable energy measures to be incorporated, encouraging low or carbon neutral development, and promoting the use of green and recycled materials during construction.</p> <p>The Plan can also provide support for renewable energy schemes to reduce Hull's dependency on fossil fuels for energy generation.</p>	<p>Transport Policies 25 to 36 seek to promote the use and improvements to sustainable transport infrastructure, services and facilities, including public transport walking and cycling, and reduce the negative effects of transport. This should have a positive effect by encouraging a modal shift to more sustainable, less polluting means of transport, whilst ensuring that infrastructure performs more efficiently with less congestion.</p> <p>Water Management Policies 37 to 41 seek to protect new development and existing communities and habitats from the negative effects of air pollution and climate change.</p>
<p>Landscape and townscape</p>	<p>Development associated with delivering the level of housing and economic growth aspired to in the Plan has the potential to impact upon the landscape, particularly where the use of greenfield land is required and where existing green infrastructure and green open spaces of amenity value to local communities and wildlife habitat could be affected. It could also result in the loss of agricultural land.</p> <p>Failure to take advantage of the potential to redevelop brownfield sites can result in a missed opportunity to deliver sustainably located development that reuses and regenerates land and buildings that can reinvigorate local communities, enhance the townscape and provide housing, employment and community facilities in locations where it is needed.</p>	<p>Development on greenfield land and other urban open spaces can have a number of detrimental impacts, such as the effect on flooding from increased surface water run-off and the loss of habitat and impacts on wildlife, which have all been covered above.</p> <p>There could also be significant visual impacts resulting in damage to landscape and townscape character and residential amenity, including impacting on the recreational value for local communities.</p> <p>A loss of agricultural land could also have a negative effect.</p> <p>Brownfield sites provide an opportunity to deliver sustainably located development as they tend to already be accessible by a variety of sustainable transport modes and are surrounded by potentially complimentary uses. Regenerating previously developed land can enhance the landscape and townscape, improving residential amenity and reduce vandalism and crime often associated with derelict buildings and land. Development of greenfield land is unlikely to deliver such positive effects.</p>	<p>Residential amenity Greenfield land and green open spaces Brownfield land Built and historic environment Agricultural land</p>	<p>The Local Plan provides the opportunity to prevent development from impacting negatively on the townscape and landscape, including greenfield land, open spaces, green corridors, parks and gardens and other areas that provide habitat or amenity value. It can also ensure that development seeks to enhance or create new spaces as a feature of proposals.</p> <p>Providing a strong policy support for redeveloping previously developed land and allocating brownfield sites for new development can reduce the pressure on the need to build on green spaces.</p>	<p>Policy 42: Open Space seeks to protect existing open space provisions and provide support for new provisions, particularly to rectify identified deficits.</p> <p>Policy 43: Green Infrastructure / green network seeks to protect green networks and infrastructure and ensure that new development incorporates and enhance existing and/or new green infrastructure features within their design.</p> <p>Policy 4: Housing regeneration and brownfield land, supports the majority of housing development being located on previously developed land, which can help to alleviate pressure on greenfield land.</p>

<p>Historic and Cultural Heritage</p>	<p>Development associated with delivering the level of housing and economic growth aspired to in the Plan creates the potential for new development to be located where it could potentially impact on the site, setting or character of historical and cultural assets, conservation areas and important archaeological sites.</p>	<p>Development, conversion of buildings or delivery of physical infrastructure could directly or indirectly affect historical and cultural assets, such as through poor siting, design or use of materials that do not respect local or historical characteristics. Indirect effects could relate to the setting of an asset or negative effects on its curtilage.</p> <p>Physical destruction, alteration or failure to appropriately record historical assets and archeological finds could result in irreparable damage to the assets and Hull's overall historical and cultural heritage.</p>	<p>Built and historic environment</p> <p>Residential amenity</p>	<p>New development, particularly within urban areas has the potential to impact on the overall historic environment or specific assets. The Plan provides an opportunity to ensure that new development respects and enhances the historic environment and protects, maintains and enhances specific heritage and cultural assets that are within influence. The Plan can also require that wherever possible new development will promote the use, understanding and enjoyment of the historic environment.</p>	<p>Policy 16: Heritage Considerations should ensure that new development will not cause any direct or indirect harm to designated or non-designated heritage assets and archaeology. It also provides support to development and initiatives which seek to preserve or enhance the City's heritage assets and their setting, particularly where it would contribute towards Hull's distinct identity.</p>
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Appendix F

Monitoring Framework

Objective	Issue	Potential Indicators
Biodiversity		
<p>1. Protect and enhance habitats and biodiversity. Improve connectivity between sites and prevent habitat fragmentation.</p>	<p>Avoid damage to designated wildlife sites (international, national and local) and protected species and achieve favourable condition.</p>	<p>Populations of wild birds</p>
	<p>To determine if the development proposals, either standalone, or in combination, will affect international designated sites. If yes, to trigger consideration for Appropriate Assessment.</p>	<p>Area of semi-natural habitat lost to development</p> <p>Area of new semi-natural habitat created</p>
	<p>To restore the full range of characteristic habitats and species, to achieve BAP targets, maintain or enhance other natural assets (e.g. reedbeds) and to secure the regional stock above viable levels.</p>	<p>Loss/damage to Sites of Special Scientific Interest (SSSIs)</p>
	<p>To create or re-create habitats, to ensure sustainable and linked species populations.</p>	<p>Change in areas and populations of biodiversity importance, including i) change in priority habitats and species, ii) change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance (and water/ estuarine habitats)</p>
	<p>To manage sustainably all woodland and protect existing woodland against conversion to other uses</p>	<p>Numbers of species at risk</p>
<p>To encourage people to come into contact with, understand, and enjoy nature</p>		
Water		
<p>2. Maintain and enhance water quality and limit water consumption to levels supportable by natural processes and storage systems, taking into account the impact of climate change</p>	<p>To raise awareness and encourage higher water efficiency and conservation.</p>	<p>Levels of awareness of water issues and the need for water saving</p>
	<p>To develop and promote local water recycling initiatives for developments and buildings</p>	<p>Average per capita water consumption in new and existing development.</p>
	<p>To encourage rainwater harvesting, to reduce new development needs</p>	<p>Proportion of water needs met by local water recycling in urban areas</p>
	<p>To improve quality and flow of rivers/ water bodies and reduce pollution levels in groundwater</p>	<p>Proportion of housing (existing and new development) which includes on-site provision for rainwater re-use</p>
<p>To reduce pollution by managing supplied water and effluents in an integrated way</p>	<p>Household water use and peak demand</p> <p>Low flows in river</p>	

Objective	Issue	Potential Indicators
	To maintain or restore the integrity of the many water dependent wildlife sites in the region.	
3. Ensure that new development does not increase flood risk and protects or enhances the capacity & integrity of flood storage areas	<p>To avoid development from being located in areas at risk from coastal and fluvial flooding or storm surges taking into account of climate change</p> <p>To promote sustainable urban drainage systems to reduce flood risk and water loss from natural systems</p> <p>No development in undefended floodplains</p>	<p>Margin between water supply and projected demand</p> <p>% of water lost to leakage</p> <p>Number and severity of pollution incidents to surface water</p> <p>Rivers of good or fair quality</p> <p>Number and severity of pollution incidents to groundwater</p> <p>Proportion of new roads served by swales, basins or infiltration trenches vs conventional kerbs</p> <p>River flows during dry summer periods.</p> <p>Total extent/ capacity of flood storage area</p> <p>Number of properties at risk from flooding</p> <p>Number of planning permissions granted contrary to the advice of the EA of flood defence grounds</p> <p>Proportion of properties within indicative floodplain with appropriate flood warning.</p> <p>Proportion of runoff from new developments which is directed into Sustainable Urban Drainage Systems</p>

Objective	Issue	Potential Indicators
Soil		
4. Minimise the loss of soils to new development and encourage remediation of contaminated land.	To remediate soils with potential contamination	Amount of high quality agricultural land lost to development
	To limit the loss of soils to development	Net loss of soils in development Concentration of organic matter in top soil
Climatic Factors		
5. Reduce the impacts of climate change, with a particular focus on reducing the consumption of fossil fuels and levels of CO2	To minimise CO2 emissions	Output of greenhouse gases and particularly
	To adopt lifestyle changes to cope with climate change, such as promoting water and energy efficiency (through e.g. higher levels of home insulation)	CO2 per local authority and per capita Weather-related insurance claims
	To encourage technological development to provide clean and efficient use of resources	Regional energy consumption compared with population and GDP
	To raise awareness of the potential of renewable energy to attract more investment	Energy use per household
	To encourage positive attitudes towards renewable energy schemes (e.g. wind and biomass)	Energy Efficiency rating for new buildings
	To encourage planning authorities to take a more positive attitude towards renewable energy schemes, home insulation, and local community renewable energy schemes	Energy Efficiency - average SAP rating of authority owned dwellings
	To encourage ways of mitigating the region's impact upon the global environment, such as cleaner and more efficient use of transport, supporting local markets to reduce the unnecessary movement of raw materials and food stuffs	Proportion of electricity generated from renewable sources
	Encourage carbon sequestration (e.g. tree planting)	Economic health and prospects of energy industry, including off-shore Proportion of total travel which is by car

Objective	Issue	Potential Indicators
	<p>To encourage more efficient uses of energy, including product design, manufacturing processes, transport, and behavioural changes</p> <p>To develop, adopt and ensure the effective use of built development design guides tackling energy use, to provide homes and businesses with self-sufficient energy</p>	<p>Transports share of region's CO2 emissions</p> <p>Freight transport: tonne/miles and empty lorry miles</p>
<p>6. Ensure that development is capable of withstanding the effects of climate change</p>	<p>To promote design for more extreme climatic events, incorporating robust and weather resistant built forms</p>	<p>Air quality improvements measured against related illnesses</p> <p>Design solutions which work with the environment, including: working with topography, wind direction and solar shade to reduce impacts on/of climate change & microclimatic impacts</p> <p>Number of specific measures included in the layout which will provide climatic protection</p> <p>% of surfaces designed for water re-absorption</p>
Air Quality		
<p>7. Achieve good air quality</p>	<p>To reduce the need to travel by car through a combination of high quality transport alternatives, particularly public transport, walking and cycling networks, but also water</p> <p>To promote Cycle Networks and encourage people to continue to use bikes</p> <p>To improve opportunities for tourists not to have to drive, such as public transport, green lanes, and cycling</p> <p>To support energy saving and clean fuel initiatives for all forms of powered transport.</p> <p>To encourage intelligent freight practices to transfer movements to rail and water, minimise</p>	<p>Levels of key air pollutants within the local authority area.</p> <p>Number of days when air pollution reported as moderate or higher within the local authority area</p> <p>Proportion of trips made by public transport/ foot/ cycle</p> <p>Pollutant levels for Benzene, 1,3-Butadiene, CO2, Lead, NO2, PM10, SO2</p> <p>Journey times on strategic links</p>

Objective	Issue	Potential Indicators
	empty lorry journeys, and promote local distribution of local food products.	Time lost to congestion
	To plan for a pattern of settlement and economic activity that reduces dependence on the car and maintains access to work and essential services for non-car-owners	Amount of traffic on strategic links
	To raise public awareness of the need for lifestyle changes (e.g. to reduce dependence on the car)	Emissions from public and private transport
	To encourage use of information technology and e-commerce as an alternative communication link to travel.	Proportion of public transport vehicles with emissions compliant with Euro 3/ Euro 4 standards
	To make best use of and support adequate maintenance of existing strategic road and rail infrastructure, to overcome congestion	<p>Proportion of materials specified which can be derived from local sources</p> <p>Average distance over which building materials are transported</p> <p>Proportion of essential trips possible by public transport</p> <p>Quality of strategic pedestrian routes including safety, interest and amenity</p> <p>Investment in public transport as a proportion of total transport investment</p> <p>Proportion of road network benefiting from public transport priority measures</p> <p>Public transport choice (in terms of routes and modes)</p>
Material Assets		
8. Maximise the use of previously developed land and buildings, and the efficient use of land	To concentrate development through the reuse of previously developed land and buildings and by urban extensions only where the development of greenfield land is unavoidable	New homes built on previously developed land
	To encourage local authorities to prepare integrated strategies which identify and bring back into productive use contaminated, vacant, and derelict land and buildings, taking into	Number of vacant properties

Objective	Issue	Potential Indicators
	account any nature conservation or historic interest that they might have developed	Average density of development
	To maximise the efficient use of land by such measures as higher density development, mixed use	Densities along main transport corridors
9. Use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources (including waste) or recycled alternatives wherever possible	To encourage maximum efficiency and appropriate use of aggregate materials	Densities in the town centre
	To manage aggregate outputs to meet regional needs in a sustainable manner	Construction and demolition waste going to landfill
	To promote the use of recycled materials particularly in the construction industry, to avoid wasteful use and transport of resources	Numbers of dwellings created by re-use of existing buildings
	New development to incorporate renewable and recycled materials in buildings and infrastructure, or materials of lower environmental impact or locally sourced materials where possible	Number of buildings designed to sustainability principles
	To minimise the production of waste, and then promote re-use, recycling, composting, alternative treatment options and energy recovery before resorting to landfill, taking into account the Best Practicable Environmental Option (BPEO)	Levels of wastes and emissions (nutrients, pesticides, herbicides)
	To promote a shift from a culture of cheap landfill to public acceptance of well-sited well-run alternatives (e.g. recycling and composting facilities)	Household waste and recycling rates
	To encourage easily accessible recycling systems and develop markets for recyclable materials building upon the work of the Waste and Resources Action Programme, and promote and support local strategies and enterprises (e.g. Re-Made schemes)	Waste production per head of population % of the total tonnage of household waste that has been reduced, re-used or recycled
	<p>To promote education and demonstration projects for Combined Heat & Power (CHP) and waste recovery and recycling</p> <p>To promote waste awareness education programmes in schools and the community</p>	<p>Initiatives to promote sustainable waste management</p> <p>Proportion of development which incorporates design measures to facilitate sustainable household waste management</p>
Cultural Heritage		
10. To maintain and enhance historic and cultural assets	To safeguard and enhance the historic environment, and re-create important historic features	Buildings of Grade 1 and II* at risk of decay

Objective	Issue	Potential Indicators
	To promote local distinctiveness and pride in local identity by repairing historic buildings and areas, and by encouraging the re-use of valued buildings	Number of historic assets restored/reused
	To encourage thoughtful design, high density housing and mixed-use developments, which respects their context, reflecting local distinctiveness	Measures to enhance the local architectural heritage
	To promote public education and enjoyment of the built heritage and archaeology	Condition of Ancient Monuments Awareness about built heritage and archaeology
Landscape and Townscape		
11. Conserve and enhance the landscape and townscape, encouraging local distinctiveness	To protect and enhance the City's heritage townscape	Loss of Greenfield land
	To protect dark skies from light pollution, and promote low energy and less invasive lighting sources, considering the balance between safety and environmental impacts	Changes in landscape/townscape features –stone walls, façade style and materials
Population and Human Health		
12. Encourage healthy lifestyles and reduce the health impacts of new developments	To reduce the need for travel by promoting mixed use development	Number and length of journeys by environmentally damaging modes: car, lorry, plane
	To promote the health advantages of walking and cycling, and community based activities	
	To include measures to reduce road traffic accidents	Proportion of journeys by 'green' modes: walking, cycle, bus passenger rail, rail freight
	To improve the quality and quantity of publicly accessible open space.	Access to local green space
	To identify, protect and manage open space, such as rivers and canals, parks and gardens, allotments and playing fields, and the links between them, for the benefit of people and wildlife	Traffic congestion
	To narrow the income gap between the poorest and wealthiest parts of the region and to reduce health differential	Average journey distances
	To make greater use of IT links to specialists by GPs for initial consultations	Modal share of private car
	To promote better public transport links to major hospitals	

Objective	Issue	Potential Indicators
	<p>To include specific design and amenity policies to minimise noise and odour pollution, particularly in residential areas</p> <p>To use strategic environmental assessment and environment impact assessment techniques to minimise noise</p>	<p>Modal shift to cycling and walking</p> <p>Length of cycle / footpath network</p> <p>Perceived safety of cycle ways and footpaths</p>
<p>13. Deliver more sustainable patterns of development by ensuring links to a range modes of transport</p>	<p>To reduce the need to travel through closer integration of housing, jobs and services</p> <p>To improve public transport connectivity and promote integration of housing, jobs and services</p> <p>To encourage local provision of, jobs and access to, services</p>	<p>Lighting levels (in Lux) of footpaths & cycle ways & levels of exposure to vehicular traffic</p> <p>Proportion of office developments & schools for which Green Travel Plans have been prepared and monitored</p> <p>Number of road casualties</p> <p>% of residents surveyed who are concerned about different types of noise in their area</p> <p>Number of residential units created above shops</p> <p>Distance travelled to work and mode of travel</p>
Social Factors		
<p>14. Promote equity: Address social exclusion by closing the gap between the poorest communities and the rest through a more equitable sharing of the benefits of prosperity</p>	<p>To include measures which will improve everyone's access to high quality health, education, recreation, community facilities and public transport</p> <p>To encourage development of sporting opportunities.</p> <p>To provide necessary support or services which enable people to work e.g. back to work schemes, care support, childcare</p>	<p>Qualifications at age 19</p> <p>Proportion of housing unfit or lacking appropriate insulation, by area</p> <p>% of public & community buildings accessible to disabled people</p>
<p>15. Ensure that everyone has access to good</p>	<p>Promote a range housing types and tenure, including high quality affordable and key worker housing</p>	

Objective	Issue	Potential Indicators
quality housing that meets their needs	To improve the provision and condition of affordable housing	% of community buildings that are in multiple use e.g. schools that also allow community access
16. Enhance community identity and participation	To make the political process relevant to all sectors of communities by reinforcing local government and improving participative democracy, through proactive dialogue and community strategies	Measures to ensure that public transport is accessible to the mobility impaired – including dropped kerbs, low floor busses, etc.
	To acknowledge diversity, and to help communities, including ethnic minorities and others potentially excluded, to develop in their preferred way - if possible at street level	Proportion of public transport which is accessible to the mobility impaired
	To encourage local authorities and other partners to develop local cultural strategies which link to and support the Regional Cultural Strategy	Public transport affordable by the poorest
	To recognise the value of the multi-cultural/faith diversity of the peoples in the area	Library floor space per 1,000 population
	To improve the quality of life in urban areas by making them more attractive places in which to live and work, and to visit	Primary school places provided
	To encourage high quality design in new development, including mixed uses, to create local identity and encourage a sense of community pride	Secondary schools places provided
	To make a concerted effort to clean up and discourage litter, graffiti, dog mess, and encourage community ownership over the issue through education and awareness	Affordable housing completion figures
17. Reduce both crime and fear of crime	To tackle the root causes of crime, for example by increasing education and qualification levels of the workforce	% of affordable housing provided
	To reduce offending, particularly violent crime and burglary, year on year	% of housing units will be accessible to disabled people
	To reduce drug use and drug-related crime	% households stating their neighbourhood has 'community spirit'
	To support government-sponsored crime/safety initiatives, maximising the use of all tools available to police, local authorities and other agencies to tackle anti-social behaviour	Number of design measures/ features aimed specifically at promoting community identity
	To improve attendance at school	% of citizens satisfied with the overall services provided
	To prevent environmental crime	
To increase the use of community beat officers		

Objective	Issue	Potential Indicators
	To plan new development to help reduce crime and fear of crime through the design of the physical environment, and by promoting well-used streets and public spaces	Recorded crime (by type) per 100,000 population
	To support citizenship awareness and anti-crime initiatives	Rates of fear of crime
18. Ensure that everyone has access to education at all ages and levels; raising attainment and enhancing local workforce skills that match current and future business requirements.	<p>To encourage businesses to access learning and skills for prosperity</p> <p>To encourage people to access the learning and skills they need for high quality of life</p> <p>To increase promotion and use of online learning within the workplace</p> <p>To give greater focus to learning and skills in regeneration areas</p> <p>To concentrate efforts on the provision of basic skills at community and family level</p>	<p>Proportion of public spaces and streets which are overlooked by development.</p> <p>Proportion of public facilities which are multi-functional, catering for a range of uses over different periods of the day.</p> <p>Proportion of development (particularly in the town centre) which is dormant/unused after hours</p> <p>% of public places that have security lighting and cameras</p>
19. Ensure that people have equitable and easy access to shopping, community and other services and facilities.	To ensure facilities and services are accessible by people with disabilities	<p>Levels of usage, maintenance and care of public spaces</p> <p>% of residents finding it easy to access key local services & community facilities</p>
Economic Factors		
<p>20. Create conditions which support sustainable economic growth, encourage investment, innovation, entrepreneurship and business diversity</p> <p>21. Enhance the vibrancy and vitality of city centre and local centres and encourage a complementary and appropriate mix of</p>	To be aligned with aspirations of the Local Enterprise Partnership with aim of improving local and regional economy, and make renowned for its knowledge base, the creativity and enterprise of its people and the quality of life of all who live and work here	<p>GDP per head</p> <p>Annual average investment by manufacturing industry as % of GDP</p> <p>% of businesses recognised as Investors in People</p> <p>Adoption of Environmental Management Systems (ISO 14001. EMAS) and 'Green Accounting' by businesses</p> <p>Proportion of working age people in work</p> <p>Number and survival of business start-ups</p>

Objective	Issue	Potential Indicators
uses and facilities within and between centres.		<p>Participation in training</p> <p>Rate of growth of rural businesses</p> <p>Variations in GDP per head within the region</p> <p>Index of local deprivation</p> <p>Proportion of working age people in work, by area, age band, gender and ethnicity</p> <p>Woman in public appointments and senior positions</p> <p>Dependency of working-age people in workless households</p> <p>Fuel poverty</p> <p>Increase in number of illness-free years</p> <p>% pensioners in households with below average income</p> <p>% children in households with below half average income</p> <p>Vacant land and properties and derelict land</p> <p>Foot flow in primary shopping streets</p> <p>Rental levels (% increase 1994-2002)</p> <p>Rental yields</p> <p>Proportion of total area that is derelict land and buildings</p> <p>Frequency of shopping trips</p> <p>Proportion of population living in town centres</p>

Assessment of the Sustainability Effects of the Plans Strategic Priorities

Strategic Priorities	SA Objectives																				
	Environmental											Social								Economic	
	1 Habitats	2 Water Quality	3 Flood Risk	4 Soils	5 Reducing Emissions	6 Climate Change	7 Air Quality	8 Previously Dev Land	9 Natural Resources	10 Historic / Cultural	11 Landscape Townscape	12 Healthy Lifestyle	13 Access to Transport	14 Promote Equality	15 Access to Housing	16 Community Identity	17 Crime Reduction	18 Access to Education	19 Access to Facilities	20 Sustainable Economic Growth	21 City Centre Vitality & Viability
<i>Strategic Priority 1: Positively and proactively encourage sustainable economic growth supporting the ambition for the Hull to be a leading UK energy city</i>	+/-	0	0	+/-	+/-	0	0	+/-	0/-	0	0/+	0	+	0	0	0	0	0	0	++	++
<i>Strategic Priority 2: Allocate land to meet the future need for the right type and quantity of homes in Hull.</i>	+/-	0/-	0/+	+/-	+/-	0	0	+/-	0/-	0	0/+	+	+	+	++	0	0	0	+	+	+
<i>Strategic Priority 3: Promote the role of the city centre as a world class visitor destination by making it a focus for major shopping, food and drink, and leisure development that can serve the city, the wider region and areas beyond.</i>	0	0	0	+	0	0	0	+	0	+	+	+	+	0	+	0	0	++	+	++	++
<i>Strategic Priority 4: Support and enhance the role of District, Local and Neighbourhood centres to ensure they are healthy and vibrant and can meet people's needs for shops, services and community facilities within easily accessible locations across the city.</i>	0	0	0	0	0	0	0	0	0	0	0	+	+	+	0	0	+	0	++	+	+
<i>Strategic Priority 5: Provide fit-for-purpose health, education and community facilities in accessible locations</i>	0/+	0	0	0	0	0	0	+	0	0	0	+	+	+	+	0	0	++	++	++	++
<i>Strategic Priority 6: Protect and enhance the city's historic assets</i>	0	0	0	0	0	0	0	0	0	++	++	0	0	0	0	+	0	0	0	0	0
<i>Strategic Priority 7: Support more sustainable locations and patterns of living, particularly to reduce pollution and carbon emissions</i>	+	0	0/+	?	++	++	++	+	0	0	0	+	+	+	+	0	0	0	0	0	0
<i>Strategic Priority 8: Provide a transport system that meets the needs of residents and businesses, and is safe, efficient and less polluting</i>	+/-	0	0	0	+	+	+	0/+	0	0	0	+	++	0	+	0	0	0	0	0	0
<i>Strategic Priority 9: Protect and enhance the city's natural assets</i>	++	+	+	+	+	0	+	0	0	0	+	+	0	0	0	0	0	0	0	0	0
<i>Strategic Priority 10: Keep residents and businesses safe, particularly from events predicted by climate science, such as flooding</i>	0/+	+	++	+	0	++	+	0	0	+	+	++	+	0	+	0	0	0	0	+	+
<i>Strategic Priority 11: Make Hull more attractive to residents, businesses and tourists</i>	0	0	0	0	0	0	0	0	0	++	++	+	+	0	0	++	0	0	+	0	+
<i>Strategic Priority 12: Provide infrastructure that enables the predicted development and growth of Hull to happen</i>	+/-	0	+	0	+/0	+	0	0	0	0	0	+	++	+	0	0	0	+	+	++	+

Appendix H

Consultation Comments

Consultee Name	Comments	Amendments
Natural England	<p>We are particularly keen to see biodiversity enhancements for those allocations adjacent to the Humber Estuary Natura 2000 site, Ramsar and Site of Special Scientific Interest (SSSI) and would welcome the inclusion of high tide bird roosts for Special Protection Area (SPA) birds. This would support and help to deliver Policy 63 of the plan in line with para 118 of the NPPF which makes it clear that opportunities for incorporating biodiversity in and around developments should be encouraged. For instance the parts of the reclaimed land at Queen Elizabeth Dock has provided roosting habitat for SPA birds and could be managed as a buffer and biodiversity enhancement for the Humber Estuary SPA.</p>	<p>Sufficient protection will be given throughout policies and in particular Policy 44 (Biodiversity and Wildlife).</p>
Historic England	<p>Recommended that the plan should be amended to state:</p> <p>(a) A Development Brief should be prepared for all the larger sites which includes details of the considerations which will need to be taken into account in respect of the nearby heritage assets, and/or</p> <p>(b) The plan should include a set of Development Principles for each site which include setting out the considerations which will need to be taken into account in respect of any heritage assets in their vicinity.</p>	<p>Wording recommended.</p>

Date: 23 November 2015
Our ref: 167834
Your ref: PR/LB



Alex Codd
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HU1 2AB
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T 0300 060 3900

BY EMAIL ONLY

Dear Alex Codd

Planning consultation: Consultation on the Hull Local Plan: Preferred Options

Thank you for your consultation on the above dated 07 October 2015 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Hull Local Plan Preferred Options Consultation Document

Chapter 3 Hull The Energy Port City

Natural England notes the identification of green infrastructure as an infrastructure need through the Hull Infrastructure Study 2015 and welcomes the reference to the identification of green infrastructure projects to be delivered through the Community Infrastructure Levy (CIL) in para 3.21 of the Plan.

Chapter 4 Climate Change

Natural England welcomes the recognition of the role of green infrastructure and sustainable drainage in mitigating the effects of climate change and notes the reference to the effects of climate change on biodiversity and mitigation through improved connectivity in para 4.7 of the plan.

We welcome the preferred option to integrate climate change adaptation across the chapters of the plan including Flood Risk, Natural Environment and Design.

The [England Biodiversity Strategy](#) published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The plan should reflect these principles and identify how development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment 'by establishing coherent ecological networks that are more resilient to current and future pressures' (NPPF Para 109). For more information you may wish to consider the 'Climate Change and Biodiversity Adaptation – The Role of the Spatial Planning System' Natural England publication available from our website at: <http://publications.naturalengland.org.uk/publication/41006>

Chapter 5 Economic Growth

Natural England advises that you consider the use of development briefs for those employment



allocations that pose a risk to the natural environment, as identified through the Sustainability Appraisal and Habitats Regulations Assessment, as well as those which provide opportunities for biodiversity enhancements as identified through the green infrastructure mapping. We are particularly keen to see biodiversity enhancements for those allocations adjacent to the Humber Estuary Natura 2000 site, Ramsar and Site of Special Scientific Interest (SSSI) and would welcome the inclusion of high tide bird roosts for Special Protection Area (SPA) birds. This would support and help to deliver Policy 63 of the plan in line with para 118 of the NPPF which makes it clear that opportunities for incorporating biodiversity in and around developments should be encouraged. For instance the parts of the reclaimed land at Queen Elizabeth Dock has provided roosting habitat for SPA birds and could be managed as a buffer and biodiversity enhancement for the Humber Estuary SPA.

Chapter 6 Housing

As with Chapter 5 above we would welcome the inclusion of site briefs setting out potential biodiversity protection measures and enhancements for those housing allocations that pose a risk to or opportunity for biodiversity.

Natural England welcomes the inclusion of a target for housing development on brownfield (or previously developed land) however we would like to see a safeguard, in line with para 17 of the NPPF to avoid previously developed land of high environmental value.

Chapter 7 City Centre

As with Chapter 5 and 6 above we would welcome the inclusion of site briefs setting out potential biodiversity protection measures and enhancements for those city centre development sites that pose a risk to or opportunity for biodiversity, particularly those adjacent to the Humber Estuary designated sites and the River Hull.

Chapter 10 Transport

Natural England welcomes the promotion of sustainable transport objectives to improve air quality through Policy 40, it is important to note that air pollution can impact on both human and environmental receptors which can have different sensitivities and thresholds.

We also welcome the protection and enhancement of footpaths and public rights of way in Policies 41 and 52, in line with para 75 of the NPPF. In addition, the England Coast Path is in the process of being formalised and will include stretches in the City of Kingston upon Hull; we would welcome reference being made to the protection and enhancement of the England Coast Path. NPPF para 75 makes reference to adding links to existing rights of way networks including national trails; the England Coast Path will hold a status commensurate to that of the national trails. If you adopt the individual site brief approach for certain allocations you may wish to include reference to having regard to the England Coast Path for relevant developments along the Humber Estuary. For more information please see our pages of the Gov.uk website on the England Coast Path at:

<https://www.gov.uk/government/collections/england-coast-path-improving-public-access-to-the-coast>

Chapter 11 Water Management

We welcome policy 55 which promotes the use of sustainable drainage. As well as benefits for flood alleviation and water management, sustainable drainage can help protect biodiversity assets, such as designated sites, from adverse changes in water supply and pollution. It is also a component of the multifunctional green infrastructure network in line with the principles of ecosystem services.

Chapter 12 Open Space

Natural England welcomes the utilisation of open space standards in Policy 60 and advise that you consider our Accessible Natural Greenspace Standard (ANGSt), for more information please see the archived version of our website:

<http://webarchive.nationalarchives.gov.uk/20140605090108/http://www.naturalengland.org.uk/region>

Chapter 13 Natural Environment

Natural England welcomes the positive approach to green infrastructure set out Policy 62 and the supporting text in chapter 13 of the plan, in line with para 114 of the NPPF which states that Local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. In addition we welcome the consideration of green infrastructure at a strategic scale across local authority boundaries with reference to the Yorkshire and Humber Green Infrastructure Mapping Project and the approach to green infrastructure in the East Riding of Yorkshire Local Plan in line with NPPF para 114.

We note and welcome the emphasis on functionality and connectivity in Policy 62 and the supporting text and the links made between this and mitigating the effects of climate change on biodiversity in para 13.10. The [Natural Environment White Paper](#) details the value of wildlife corridors and stepping stones for creating better connectivity and benefiting biodiversity at the landscape scale, these are also referenced in para 117 of the NPPF. The White Paper also refers to the role of buffer zones, as a component of ecological networks, to protect key assets and we advise you consider the opportunities for buffering important priority habitats, local wildlife sites and the Humber Estuary designated site as part of the wider green infrastructure and ecological network.

Natural England broadly welcomes the preferred approach to the protection of wildlife sites commensurate to their status in the hierarchy of designations and contribution to ecological networks in Policy 63, in line with para 113 of the NPPF, however we have some recommendations to improve the wording.

Firstly we advise that the Humber Estuary is now a fully listed Ramsar site not a proposed one. We advise that you amend the wording appropriately.

Secondly we advise that, in accordance with the Habitats Regulations¹, in combination assessments should include all plans or projects that have consent or authorisation but are not yet complete, and those that are the subject of an application for consent or authorisation, but are not yet determined, and not just those with planning permission. This should include:

- The incomplete or non-implemented parts of plans or projects that have already commenced;
- Plans or projects given consent or given effect but not yet started.
- Plans or projects currently subject to an application for consent or proposed to be given effect;
- Projects that are the subject of an outstanding appeal;
- Ongoing plans or projects that are the subject of regular review.
- Any draft plans being prepared by any public body;
- Any proposed plans or projects published for consultation prior to application.

We advise that you amend the wording appropriately, for instance to 'This will need to consider the impact of the scheme both on its own and in combination with other *relevant plans or projects*'.

Natural England particularly welcomes the protection of protected species under part 5 of Policy 63 and the ambition to achieve net gains through promoting biodiversity improvements through development in part 6 of the Policy in line with paras 9, 109 and 152 of the NPPF.

Chapter 14 Environmental Quality

We welcome the consideration of impacts from air pollution on the Humber Estuary designated site

¹ Conservation of Habitats and Species Regulations 2010 (as amended)

in Policy 63 however we advise that the features of the Special Area of Conservation (SAC), Ramsar and SSSI should be considered in addition to impacts on SPA birds.

Natural England considers the Humber Estuary designated site to be an important and vulnerable receptor with regards Policy 66 on contaminated land. Similarly Policy 67 should consider ecological receptors for noise pollution, particularly in relation to the disturbance of SPA birds.

We welcome the protection of the Humber Estuary from light pollution, which is particularly relevant to the sensitivity of SPA birds to light.

Chapter 15 Energy and Utilities

Natural England notes and welcomes the criterion in Policy 70 for the protection of biodiversity, particularly in relation to national and international designations, and priority species and habitats in relation to the potential impacts of renewable and low carbon energy proposals.

Natural England advises that the impact of wind turbines on Humber Estuary SPA birds should be considered as part of the mapping and identification of land areas suitable for wind turbines.

Geodiversity

Natural England advises that NPPF para 117 makes it clear that planning policies should aim to prevent harm to geological conservation interests. It is expected that the Local Plan will protect and enhance geological conservation interests.

Soils

As advised in our previous response dated 30 May 2014 (our refs 120011 and 119500) it is expected that the plan includes policies for the protection and enhancement of soils, particularly the best and most versatile agricultural land grades. For more information please see our previous response which is attached with this response for your convenience.

Draft Habitats Regulations Assessment (HRA) Screening Report

We broadly welcome the assessment framework set out in the report however we consider that further details of the screening decision making process should be provided in certain areas of the assessment.

Appendix C Policy Appraisal

We note that the individual allocations are assessed separately but consider that cumulative impacts should be considered in relation to Policy 3 Potential Employment Allocations, Policy 6 Housing Demand and Policy 25 City Centre Development Sites. This should take into account cumulative impacts such as the capacity of sewage network and impact of additional housing and employment allocations on water quality in the Humber Estuary Natura 2000 and Ramsar site and the potential for air quality impacts on the Humber Estuary designated site from additional road users and polluting industrial and commercial uses allowable under Policy 3.

Natural England note that Policy 70, Renewable and Low Carbon Energy, is screened out on the assumption that such proposals will not have a likely significant effect on European Sites. We consider that there is potential from many forms of renewable and low carbon energy, as defined in the chapter, to impact on European Sites, however we are content that policy safeguards in the criteria are sufficient to avoid likely significant effects. We advise that such decision making processes are made clearer in the supporting text.

Appendix D Site Allocations Appraisal

We note that allocation 26/08 lies, in places, in close proximity to the Humber Estuary Natura 2000 and Ramsar site and consider, in view of the range of uses allowable on this site under Policy 3, that further explanation is necessary to screen this allocation as not likely to have significant effects

on the Humber Estuary.

Similarly further detail should be provided for the decision making process with regards to 26/103, 11/22, 11/111, 11/112, 11/15 and 69/102 which lie in fairly close proximity to the Humber Estuary.

Furthermore it is unclear why housing allocations 398, 399, 400, 401 and 503, which are upstream of the Humber Estuary along the River Hull, are considered likely to have significant effects on the Humber Estuary, yet mixed use allocations 376, 764, 785 and 787 are screened out despite also being adjacent to the River Hull and in fact closer to the Humber Estuary. We advise that such distinctions are explained in assessment.

Preferred Options Sustainability Appraisal Consultation Document

Natural England welcome the Sustainability Appraisal report and consider it to be legally compliant with the SEA Regulations² as regards our statutory remit.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries relating to the specific advice in this letter please contact Merlin Ash at merlin.ash@naturalengland.org.uk or on 0300 0604271. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely

Merlin Ash
Yorkshire and Northern Lincolnshire Area Team
Natural England

² Environmental Assessment of Plans and Programmes Regulations 2004
Page 5 of 5

FREEPOST RSJC-KKBE-ABXZ
Planning Policy,
Hull City Council,
PO Box 15,
HULL HU1 2AB

Our Ref: HD/P6006/02
Your Ref:
Telephone: 01904 601977
Fax:

16 November 2015

Dear Sirs,

re: Hull Local Plan – Preferred Options Consultation: Sustainability Appraisal Consultation Document

Thank you for consulting Historic England on the latest iteration of the Sustainability Appraisal. On the whole, we would broadly endorse the evaluation of the likely impact which the Policies and proposals of the Plan might have upon the historic environment.

However, there are a few aspects of the assessment where you might give some further thought in the next stage of the SA. These are as follows:-

Page	Section	Comments	Suggested Change
5-1	Section 5	<p>The Assessment notes that many of the Sites being put forward as potential allocations could impact upon the significance of the City's heritage assets.</p> <p>Whilst it is certainly true that the Plan's development management Policies will, in most cases, help to ensure that these sites are developed in a manner which is compatible with the requirements regarding the appropriate conservation of these assets, nevertheless, as a mitigation measure the SA should also recommend that the Plan, itself, needs</p>	Amend accordingly

Page	Section	Comments	Suggested Change
		<p>to ensure that the development of these areas is undertaken in a manner which will safeguard the elements which contribute to the significance of the heritage assets in their vicinity (and, thereby, also help deliver the Plan's Strategic Objective for the historic environment). Consequently, either:-</p> <p>(a) A Development Brief should be prepared for all the larger sites which includes details of the considerations which will need to be taken into account in respect of the nearby heritage assets, and/or</p> <p>(b) The plan should include a set of Development Principles for each site which include setting out the considerations which will need to be taken into account in respect of any heritage assets in their vicinity.</p>	
5-2	Table 5.1	<p>For the vast majority of sites that are likely to affect the historic environment, without any details about the form of development that is likely to occur, it is impossible to ascertain, at this stage, what impact the Allocation and eventual development of these of sites might be.</p> <p>The following sites fall into this category:- SHLAA Ref. 2, 6, 8, 17, 22, 54, 195, 198, 212, 313, 316, 322, 364,373, 376, 385, 398, 399, 400, 401, 418, 428, 429, 432, 482, 485, 486, 503, 521, 524, 757, 784, 785, 787, 804, 862,</p> <p>In such cases, therefore, in order to help ensure that the development of these areas is undertaken in a manner</p>	Amend accordingly

Page	Section	Comments	Suggested Change
		<p>which will safeguard the elements which contribute to the significance of the heritage assets in their vicinity (and, thereby, also help deliver the Plan's Strategic Objective for the historic environment), as a Mitigation Measure the SA should recommend that either:-</p> <p>(a) A Development Brief should be prepared for all the larger sites which includes details of the considerations which will need to be taken into account in respect of the nearby heritage assets, and/or</p> <p>(b) The plan should include a set of Development Principles for each site which include setting out the considerations which will need to be taken into account in respect of any heritage assets in their vicinity.</p> <p>The following Sites involve the loss of currently open sites in the vicinity of heritage assets. The impact which the loss of these sites and their eventual development might have upon the historic environment is something which will need to be undertaken in order to confirm whether or not they should be identified as Allocations:-</p> <p>SHLAA Ref.:- 17, 757, 862</p>	
5-5	Table 5.2	<p>For the vast majority of sites that are likely to affect the historic environment, without any details about the form of development that is likely to occur, it is impossible to ascertain, at this stage, what impact the Allocation and eventual development of these of sites might be.</p>	Amend accordingly

Page	Section	Comments	Suggested Change
		<p>The following sites fall into this category:- ELR Ref. 16/106, 16/147, 16/90, 68/103, 68/27, 69/101, 69/104</p> <p>In such cases, therefore, in order to help ensure that the development of these areas is undertaken in a manner which will safeguard the elements which contribute to the significance of the heritage assets in their vicinity (and, thereby, also help deliver the Plan's Strategic Objective for the historic environment), as a Mitigation Measure the SA should recommend that either:-</p> <p>(a) A Development Brief should be prepared for all the larger sites which includes details of the considerations which will need to be taken into account in respect of the nearby heritage assets, and/or</p> <p>(b) The plan should include a set of Development Principles for each site which include setting out the considerations which will need to be taken into account in respect of any heritage assets in their vicinity.</p> <p>The following Sites involve the loss of currently open sites in the vicinity of heritage assets. The impact which the loss of these sites and their eventual development might have upon the historic environment is something which will need to be undertaken in order to confirm whether or not they should be identified as Allocations:-</p> <p>ELR Site Ref.: - 68/103, 68/27</p>	

English Heritage strongly advises that the Council's Conservation Section and the archaeological staff of the Humber Archaeology Partnership are closely involved throughout the preparation of the SEA/SA of the plan. They are best placed to advise on; local historic environment issues and priorities, including access to data held in the HER; how the policy or proposal can be tailored to minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of historic assets.

Finally, we should like to stress that this opinion is based on the information provided by you with your letter dated 7th October 2015. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals which may subsequently arise (either as a result of this consultation or in later versions of the Strategy) where we consider that, despite the SA/SEA, these would have an adverse effect upon the historic environment.

If you have any queries about any of the matters raised in this letter or would like to discuss anything further, please do not hesitate to contact me.

Yours faithfully,

Ian Smith

Historic Environment Planning Adviser (Yorkshire)

E-mail: ian.smith@HistoricEngland.org.uk