

Appendix IV: Appraisal of Hockley Area Action Plan Options

Appraisal key

Categories of sustainability effects	
Colour	Impact
++	Major Positive
+	Positive
0	No Impact
?	Uncertain
-	Negative
--	Major Negative

SA Objective	Comparative Assessment of Effects					
	Nature of the predicted sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood)					
	Spatial option 1: Minimal Intervention approach		Spatial option 2: Medium intervention		Spatial option 3: Higher intervention	
1. Balanced Communities	Positive benefits for regeneration of Hockley through improving character and public realm. However the limited development proposed means this option will have fewer community benefits.	+	Further enhanced positive community benefits (than for option 1) due to increase in community development (e.g. new community/health centre) and approx 5 times more retail space. This option also includes offices and housing development, which will further enhance regeneration. Option 2a is a variant of Option 2 that provides more homes.	++	Positive benefits as for Option 2. In addition, this Option is proposing a higher level of housing and office development over Option 2) that will further enhance regeneration. There is a further variant of this option, Option 3a, that includes the consolidation of leisure uses in one area of Eldon Way and new housing to the north of the railway station.	++
2. Healthy & Safe Communities	This Option will have positive long term benefits through enhancing facilities for pedestrians and improving the streetscape, therefore encouraging walking. Option could be improved through further consideration of cycling routes and facilities.	+	Positive long term benefits through enhancing facilities for pedestrians, therefore encouraging walking. However also likely to cause more disruption during short-term construction phase (noise, traffic) due to a substantial increase in	++ -	Positive long term benefits through enhancing facilities for pedestrians, therefore encouraging walking. However also likely to cause more disruption during short-term construction phase (noise, traffic) because of substantial increase in development activity.	++ -

			development activity. Enhanced and consolidated leisure facilities make this option preferred from a health and safety perspective. Option could be improved through further consideration of cycling routes and facilities.		As for Option 2, enhanced and consolidated leisure facilities make this Option preferred from a health and safety perspective. Option could be improved through further consideration of cycling routes and facilities.	
3. Housing	Minimal housing proposed in this option (4 flats) which won't have a significant effect on overall housing supply.	0	This option provides for a higher level of housing (26 units + 1 house, or 49 units and 6 houses for Option 2a). Either figure will have positive effects for housing, however Option 2a is preferred to Option 2.	+	Option 3 provides the highest level of housing and will therefore have the greatest benefit for this SA objective, providing for 95 flats and 45 homes or 82 flats and 25 homes for Option 3a. Both of these Options will help to provide a mix of housing to meet the needs of local residents. Option 3 may help to deliver a small amount of affordable housing, with the threshold of 15 units being met on one site.	++
4. Economy & Employment	The minimal intervention approach is likely to have some positive benefits for economic development through provision of a small number of shops (4)	+	This option will have a much more positive long-term economic effect than Option 1, through proposing more retail development and	++	This Option will also have a major positive impact on economy and employment, providing a high level of office development and also	++

	and retail units (2). Also the proposed improvements to the public realm will help enhance and regenerate the centre, with positive effects for business. However the effect is only minor compared with the potential positive effects from the other 2 Options. There is also some uncertainty around how to fund the public realm infrastructure.		in particular, the creation of new light industry/business start-up/public sector offices employment space, employing 190 people. Option 2a has a slightly higher level of intervention on Spa road, and will have similar effects for this objective.		providing for light industry. This Option is more intensified and is likely to create more jobs and economic activity than the other 2 Options. There is some variation between Option 3 and Option 3a in terms of level of floor space provided, with Option 3 providing for more than Option 3a.	
5. Accessibility	All of the Options will have a significant positive effect on accessibility, creating increased facilities for walking and cycling. It is recommended that a stronger focus on cycling be provided. Any benefits may be offset a little through the provision of new parking, although it is acknowledged that this is important for retail businesses.	++	As for Option 1, although through providing more homes and employment in the town centre, this will help to minimise the need for vehicular travel. Any benefits may be offset a little through the provision of new parking, although it is acknowledged that this is important for retail businesses.	++	As for Option 1, although through providing more homes and employment in the town centre, this will help to minimise the need for vehicular travel. Any benefits may be offset a little through the provision of new parking, although it is acknowledged that this is important for retail businesses.	++
6. Biodiversity	No significant effects identified.	0	No significant effects identified.	0	No significant effects identified. Whilst this option	0

					increases the population of the town centre, this increase is considered unlikely to have any significant effect on the nearby Hockely Woods SSSI, which is in a favourable condition.	
7. Cultural Heritage	Through providing minimum redevelopment this Option is least likely to have an adverse effect on the town's heritage. However this option also misses the opportunity to replace some of Hockley's poorly designed buildings with ones more sympathetic to their context.	?	There is more potential for increased adverse effects on historic buildings along Spa Road due to a higher level of development in this area. This will need to be carefully managed.	?	As for Option 2, there is more potential for increased adverse effects on historic buildings along Spa Road in Option 3 due to a higher level of development in this area. This will need to be carefully managed.	?
8. Landscape & Townscape	The suggested improvements to the public realm will have positive effects for both landscape and townscape, helping to create a more pedestrian and retail-friendly environment.	+	As for Option 1, although further enhancements under this Option it will improve a wider area of streetscape.	++	As for Option 1, although further enhancements under this Option will improve a wider area of streetscape.	++
9. Climate Change &	Through creating a more	+	As for Option 1, however	+	As for Option 1, however a	+

Energy	pedestrian-friendly public realm, additional retail and the proposed improvements to the train station, there may be some small reduction in car journeys.		a greater consolidation and mix of uses will help reduce the need for car journeys.		greater consolidation and mix of uses will help to further encourage vehicle trips. Having more homes in the town centre (rather than on out of town sites) will also help minimise car journeys in the District as a whole.	
10. Water	Some increased water use will result from new landscaping, but this is considered minor.	0	Some increased water use will result from new landscaping, but this is considered minor. Increased homes and offices/light industry will also increase water consumption in the town centre, however this would happen wherever new homes and jobs were built in the District.	?	Some increased water use will result from new landscaping, but this is considered minor. Increased homes and offices/light industry will also increase water consumption in the town centre, however this would happen wherever new homes and jobs were built in the District.	?
11. Land & Soil	No significant effect identified.	0	Encourages higher density development and re-use of previously-developed land	+	Encourages higher density development and re-use of previously-developed land. This Option will have a greater positive effect than Option 2.	++

<p>12. Air Quality</p>	<p>Through enhanced pedestrian facilities, and improvements to public transport facilities, as well as traffic measure designed to reduce congestion, this option is likely to have some positive effects on local air quality.</p>	<p>+</p>	<p>As for Option 1, although an increase in construction will result from the enhanced interventions, which may have localised short-term effects on air quality. This can be mitigated through appropriate phasing and construction management plans.</p>	<p>+</p>	<p>As for Option 2, with the potential for further impacts during construction stage.</p>	<p>+</p>
<p>13 Sustainable Design & Construction</p>	<p>This Option is in accordance with principles of sustainable design, and will have the least effect on the current vernacular.</p>	<p>+</p>	<p>This Option includes sustainable design principles (e.g. mixed-use), but may have an adverse effect on the local vernacular, unless carefully planned and designed.</p>	<p>?</p>	<p>As for Option 2.</p>	<p>?</p>
<p>Summary: The SA has found that both Option 2 (including Option 2a) and Option 3 (including Option 3a) will have the strongest positive effects for communities and the economy through providing for a higher level of intervention and therefore regeneration of the town centre. Both Options 2 and 3 will also provide for a more significant volume of new housing (and in particular Option 3) therefore choosing either of these Options would help to meet housing need in the town.</p> <p>All Options are likely to have positive benefits for health, accessibility and landscape, due to the strong focus on movement and public realm, traffic and parking. The improvements to streetscapes, access to the station and new walkways will all help to improve accessibility and provide alternatives to car travel.</p> <p>Whilst Options 2 and 3 are preferred from a regeneration and economic perspective, both (and particularly Option 3) are more likely to have an adverse effect through increased disruption (noise and congestion) and air pollution during the construction phase of development. If either of these 2 Options are selected, then it is recommended that the AAP include consideration of phasing and other mitigation issues (traffic and construction management plans) and</p>						

consultation with the local community and business owners to minimise the effects of new development.	
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**Transport Options:
Options to address congestion at Spa roundabout**

SA Objective	Comparative Assessment of Effects			
	Nature of the predicted sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood)			
	Option 1: Increase capacity at the roundabout		Option 2: Provide a shared surface at the roundabout	
1. Balanced Communities	May not have the same benefits as Option 2, as will not encourage the same active street scene.	-	May have a more positive effect through calming traffic through the centre and encouraging a more active street scene.	+
2. Healthy & Safe Communities	May not have the same positive effects on safety as Option 2, as it could lead to an increase in traffic speeds at the roundabout and through the town centre.	?	Slower traffic is likely to make conditions safer for other road users, including children, the elderly and cyclists.	+
3. Housing		N/A		N/A
4. Economy & Employment	Unlikely to have the same positive benefits for local businesses as Option 2.	0	Long term positive effects for retail and other business through creating a more pedestrian-friendly environment, but still providing for vehicle traffic.	++
5. Accessibility	Increasing capacity at the roundabout will benefit vehicle movement (especially for non-local traffic), but may not have the same positive benefit for local accessibility as Option 2. Detailed modeling of these transport options is required to determine the overall effect on accessibility.	?	Positive benefits for pedestrian access and therefore a more positive effect for Hockley town centre itself. Uncertain effect on traffic congestion; this option will slow down traffic, but will distribute pedestrian crossing points, so this is likely to keep traffic moving but at a slower pace.	++
				?
6. Biodiversity		N/A		N/A

7. Cultural Heritage	May have a greater effect on townscape character.		May have a more positive effect on heritage than Option 1.	
8. Landscape & Townscape	May have a greater effect on townscape character.	-	May have a more positive effect on townscape character than Option 1.	+
9. Climate Change & Energy	Not considered significant	0	Not considered significant	0
10. Water		N/A		N/A
11. Land & Soil		N/A		N/A
12. Air Quality	Uncertain effect- increasing capacity may lead to more traffic using the roundabout, although this option could reduce congestion which can lead to poor air quality.	?	Uncertain effect. Further traffic modeling required to determine how both options will affect traffic flows.	?
13 Sustainable Design & Construction	Unlikely to have the same effect as Option 2.	0	Shared surface can provide a more attractive environment in keeping with sustainable design principles.	++
Summary:	Option 2 performs better in the SA, as it will calm the traffic travelling through the centre, creating an environment more conducive to pedestrian activity and better access to businesses. Shared surfaces can also contribute more to positive effects on quality design and enhanced townscapes. Option 2 is likely to deliver more benefits to Hockley itself, however Option 1 may have more positive benefits for non-local traffic. Further traffic modeling will be required to accurately predict the effects of both options on local and non-local traffic in terms of traffic flows and congestion.			

Improving on-street parking provision

SA Objective	Assessment of Effects	
	Nature of the predicted sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood)	
1. Balanced Communities	Positive effects for regeneration through providing better access to local retail facilities and other businesses.	+
2. Healthy & Safe Communities	May provide additional activity in streets, but can cause safety issues for cyclists and pedestrians.	?
3. Housing		N/A

4. Economy & Employment	An increase in parking provision will have positive effects for local businesses.	++
5. Accessibility	Will not facilitate more sustainable transport choices.	-
6. Biodiversity		N/A
7. Cultural Heritage	Increased parking may have an adverse effect on cultural heritage.	?
8. Landscape & Townscape	Increased parking will have an adverse effect on the streetscape, but this can be minimised through good design.	-
9. Climate Change & Energy	Increasing parking provision may encourage more people to drive to the town centre, therefore increasing greenhouse gas emissions (although this is considered a minor effect).	-
10. Water		N/A
11. Land & Soil		N/A
12. Air Quality	Increasing parking provision may encourage more people to drive to the town centre, therefore increasing emissions.	-
13 Sustainable Design & Construction	The provision of new parking will not necessarily support the local character, but can be constructed in a way to minimise adverse effects (e.g. through inclusion of landscaping).	-
Summary:	The provision of new on-street parking provision does not support the majority of SA objectives; however it is particularly positive for economy and employment and for balanced communities. The effects on the other SA objectives can be minimised by ensuring good design, appropriate landscaping and concurrent investment in pedestrian and cycling facilities.	

Improving Drop-off provision at the station

SA Objective	Assessment of Effects	
	Nature of the predicted sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood)	
1. Balanced Communities	Positive effects for the community and regeneration.	+
2. Healthy & Safe Communities	Improving the public realm will contribute to community safety around the station area.	+
3. Housing		N/A

4. Economy & Employment	May have secondary positive effects on local economy through improving Hockley's image.	+
5. Accessibility	Will facilitate improved use of the train station and provision of parking may encourage more to commute by train and reduce congestion in surrounding streets.	+
6. Biodiversity		N/A
7. Cultural Heritage		N/A
8. Landscape & Townscape	Positive effects as it will enhance the public realm.	+
9. Climate Change & Energy	May increase train travel, with positive benefits for climate change.	?
10. Water		N/A
11. Land & Soil		N/A
12. Air Quality	Not considered significant.	0
13 Sustainable Design & Construction	The proposals are in accordance with principles of good design.	+
Summary:	The proposed improvements at the station are likely to have positive effect on accessibility and climate change through encouraging more people to travel by train. The aesthetic improvements are also likely to be positive for the SA objectives relating to landscape and townscape and sustainable design.	