



Rochford District Council Local Development Framework

Hockley Area Action Plan

SUSTAINABILITY APPRAISAL OF AAP OPTIONS

August 2012

enfusion



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SUSTAINABILITY APPRAISAL OF AAP OPTIONS

for and on behalf of Enfusion Ltd:

<i>date:</i>	August 2012	
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SUSTAINABILITY APPRAISAL/STRATEGIC ENVIRONMENTAL ASSESSMENT OPTIONS REPORT

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SUMMARY

- 1 This report documents the process of the Sustainability Appraisal of Plan-making Options for Hockley Area Action Plan (AAP). Once adopted, the AAP will help to shape future development and provide a planning framework to support the economic health of Hockley's town centre.
- 2 The report has been prepared to consider the sustainability effects of the Area Action Plan options (also known as alternatives), as first outlined in the Hockley Area Action Plan Options report November 2010, produced by Urban Practitioners for Rochford District Council. The appraisal of plan alternatives is a requirement of the European SEA Directive.
- 3 The SA of Options incorporates the relevant requirements for Strategic Environmental Assessment and has been carried out in accordance with Government guidance. Comments are invited on the report and should be addressed to planning.policy@rochford.gov.uk, with the header: SA Options - Hockley AAP. Any comments received will be considered by the Council and it's consultants in the further preparation of the AAP and Sustainability Appraisal.

1.0 INTRODUCTION

Sustainability Appraisal (SA) & Strategic Environmental Assessment (SEA)

- 1.1 The purpose of Sustainability Appraisal (SA) is to promote sustainable development through the integration of environmental, social and economic considerations in the preparation of Local Development Documents (LDDs). This requirement is set out in Section 39 (2) of the Planning and Compulsory Purchase Act, 2004 and in the National Planning Policy Framework. Local Development Documents must also be subject to Strategic Environmental Assessment¹ (SEA) and it is advised² that an integrated approach is adopted so that the SA process incorporates the SEA requirements.

This SA of Options Report

- 1.2 This document reports the Sustainability Appraisal of options (also known as alternatives for the purposes of SEA) for the Hockley Area Action Plan (AAP). It follows on from the preparation of a SA Scoping report (July 2012), which helped to define the issues for the SA and the Area Action Plan and included the SA appraisal framework to be used in the assessment of the sustainability of the plan.

Purpose of the AAP and context

- 1.3 The Hockley Area Action Plan (AAP) creates the framework for development sites and planning policies in Hockley. It will act as the focal point for the coordination of other public policies and programmes and will guide public and private investment in the area. The AAP will set out a vision for how growth and change can be managed within Hockley and how regeneration of the area might be stimulated through this development.
- 1.4 Policy RTC6 of the adopted Rochford Core Strategy includes a policy for Hockley Town Centre, reproduced below:

Policy RTC6 - Hockley Town Centre

The Council will produce an Area Action Plan for Hockley town centre which delivers the following:

- *A safe and high quality environment for residents*
- *Enhanced retail offer for Hockley*

¹ Required under EU Directive 2001/42/EC and the Environmental Assessment of Plans and Programmes Regulations 2004

² PAS: The Plan-making Manual. <http://www.pas.gov.uk/pas/core/page.do?pagelid=109798> (accessed 17 May 2012) Note: This document is under review in light of the National Planning Policy Framework coming into force. PAS have advised that the guidance remains extant.

- *Redevelopment of Eldon Way/Foundry for a variety of uses more appropriate for a town centre location, including residential, commercial, employment and leisure*
- *A public space within a defined centre*
- *Improved connectivity between retail focus and train station*
- *Redevelopment of industrial uses for retail, leisure and residential development*
- *Green landscaping along Main Road, Spa road and Southend Road to enhance the visual amenity*

The Council will work with landowners and its partners to deliver the Area Action Plan.

2.0 METHOD & SCOPE OF THE SUSTAINABILITY APPRAISAL

- 2.1 SA/SEA is undertaken using a five stage process (A to E), identified in Figure 2.1 below. This options report comprises tasks B2, B3 and B4 of Stage B of the process.

Figure 2.1: SA and Plan-making Stages and tasks

SA Stages and tasks	Document Preparation Stage
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope A1: Identifying other relevant plans, programmes and sustainability objectives A2: Collecting baseline information A3: Identifying sustainability issues and problems A4: Developing the SA Framework A5: Consulting on the scope of the SA	Stage 1: Pre-production – Evidence gathering
Stage B: Developing and refining options and assessing effects B1: Testing the AAP objectives against the SA framework B2: Developing the AAP options (if applicable) B3: Predicting the effects of the draft AAP B4: Evaluating the effects of the draft AAP B5: Considering ways of mitigating adverse effects and maximising beneficial effects B6: Proposing measures to monitor the significant effects of implementing the AAP	
Stage C: Preparing the Sustainability Appraisal Report C1: Preparing SA Report	Stage 2: Production
Stage D: Consulting on AAP and Sustainability Appraisal Report D1: Public consultation on the draft AAP and the SA Report D2 (i) : appraising the effects of significant changes to the plan D2 (ii) : appraising the effects of significant changes resulting from the representations	

D3: Making decision and providing information	Stage 3: Adoption and monitoring
Stage E: Monitoring the significant effects of implementing the Development Strategy	
E1: Finalising aims and methods for monitoring	
E2: Responding to adverse effects	

Consideration of plan alternatives

- 2.2 The SA of the options (alternatives) was undertaken in July 2012 using the SA Framework, with the predicted effects recorded in a matrix (Appendix 1) with a detailed commentary and justification where necessary. The purpose and key objectives of the AAP have been set at a higher level; therefore it is considered that the alternatives available to the plan-maker in preparing the AAP were limited to the level and type of intervention/development that should be accommodated in the town centre. A do-nothing approach is not considered appropriate in this instance as it would not be in accordance with Policy RTC6 - Hockley Town Centre from the Adopted Core Strategy, which requires a certain level of intervention in Hockley to achieve regeneration objectives.
- 2.3 As such, three spatial options have been considered:
- Spatial Option 1: A low level of intervention
 - Spatial Option 2: A medium level of intervention, with increased housing, retail and office provision
 - Spatial Options 3: A high level of intervention, similar to Option 2, but with a higher level again of housing and office provision.
- 2.4 A further 3 options were considered around more detailed transport interventions:
- Options to address congestion at Spa roundabout
 - Improving on-street parking provision
 - Improving Drop-off provision at the station

2.5 The symbols for relative grading of predicted effects are as follows:

Figure 2.2: Appraisal key

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

2.6 The SA Framework used to appraise the options is provided below:

Figure 2.3: SA Framework	
SA Objective	Decision-Aiding Question Will it (the Policy)...?
Balanced Communities	
1. To ensure the delivery of high quality sustainable communities where people want to live and work	<ul style="list-style-type: none"> ▪ Will it ensure the phasing of infrastructure, including community facilities to meet ongoing and future needs? ▪ Will it ensure the regeneration and enhancement of existing rural and urban communities? ▪ Will it ensure equal opportunities and that all sections of the community are catered for? ▪ Will it meet the needs of an ageing population in Hockley? ▪ Will the policies and options proposed seek to enhance the qualifications and skills of the local community? ▪ Will income and quality-of-life disparities be reduced?
Healthy & Safe Communities	
2. Create healthy and safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion	<ul style="list-style-type: none"> ▪ Will it ensure the delivery of high quality, safe and inclusive design? ▪ Will it improve health and reduce health inequalities in Hockley? ▪ Will it promote informal recreation and encourage healthy, active lifestyles? ▪ Will green infrastructure (non-vehicular infrastructure routes and links) and networks be promoted and/or enhanced? ▪ Will it minimise noise pollution? ▪ Will it minimise light pollution?
Housing	
3. To provide everybody with the opportunity to	<ul style="list-style-type: none"> ▪ Will it increase the range and affordability of housing for all social groups in Hockley?

Figure 2.3: SA Framework	
SA Objective	Decision-Aiding Question Will it (the Policy)...?
live in a decent home	<ul style="list-style-type: none"> ▪ Will a mix of housing types and tenures be promoted? ▪ Will it reduce the number of unfit homes? ▪ Does it promote high quality design? ▪ Is there sustainable access to key services in Hockley? ▪ Does it meet the resident's needs in terms of sheltered and lifetime homes or those that can be easily adapted so?
Economy & Employment	
4. To achieve sustainable levels of economic growth/prosperity and promote town centre vitality/viability	<ul style="list-style-type: none"> ▪ Does it promote and enhance existing centres by focusing development in such centres? ▪ Will it improve business development in Hockley? ▪ Does it enhance consumer choice through the provision of a range of shopping, leisure, and local services to meet the needs of the entire community? ▪ Does it promote mixed use and high density development in urban centres? ▪ Does it promote a wide variety of jobs across all sectors? ▪ Does it secure more opportunities for residents to work in the District? ▪ Will it aid the realisation of London Southend Airport's economic potential?
Accessibility	
5. To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities and services by public transport, walking and cycling	<ul style="list-style-type: none"> ▪ Will it increase the availability of sustainable transport modes in Hockley? ▪ Will it seek to encourage people to use alternative modes of transportation other than the private car, including walking and cycling? ▪ Will it contribute positively to reducing social exclusion by ensuring access to jobs, shopping, leisure facilities and services? ▪ Will it reduce the need to travel? ▪ Does it seek to encourage development where large volumes of people and/or transport movements are located in sustainable accessible locations? ▪ Does it enable access for all sections of the community, including the young, the socially deprived, those with disabilities and the elderly? ▪ Does it secure more opportunities for residents to work in the District, and for out-commuting to be reduced? ▪ Does it enable access to green infrastructure and the wider natural environment to all sections of the community?
Biodiversity	
6. To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development	<ul style="list-style-type: none"> ▪ Will it conserve and enhance natural/semi natural habitats, including the District's distinctive estuaries and salt marshes? ▪ Will it conserve and enhance species diversity, and in particular avoid harm to protected species and priority species? ▪ Will it maintain and enhance sites designated for their nature conservation interest?

Figure 2.3: SA Framework	
SA Objective	Decision-Aiding Question Will it (the Policy)...?
	<ul style="list-style-type: none"> ▪ Will it conserve and enhance sites of geological significance? ▪ Does land use allocation reflect the scope of using brownfield land for significant wildlife interest where viable and realistic? ▪ Does new development integrate within it opportunities for new habitat creation, particularly where they could facilitate species movement and colonisation in relation to climate change pressures on biodiversity and its distribution?
Cultural Heritage	
7. To maintain and enhance the cultural heritage and assets of the District	<ul style="list-style-type: none"> ▪ Will it protect and enhance sites, features and areas of historical, archaeological and cultural value in both urban and rural areas? ▪ Will it support locally-based cultural resources and activities?
Landscape & Townscape	
8. To maintain and enhance the quality of landscapes and townscapes	<ul style="list-style-type: none"> ▪ Does it seek to enhance the range and quality of the public realm and open spaces? ▪ Will it contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe? ▪ Will it reduce the amount of derelict, degraded and underused land? ▪ Will it conserve (as preservation is neither realistic or desirable) the landscape character areas of the plan area? ▪ Will it preserve and/or enhance townscape character and value?
Climate Change & Energy	
9. To reduce contributions to climate change	<ul style="list-style-type: none"> ▪ Will it reduce emissions of greenhouse gases by reducing energy consumption? ▪ Will it lead to an increased proportion of energy needs being met from renewable sources in Hockley? ▪ Does it adapt to and provide for the consequences of climate change in a largely low-lying area?
Water	
10. To improve water quality and reduce the risk of flooding	<ul style="list-style-type: none"> ▪ Will it improve the quality of inland water? ▪ Will it improve the quality of coastal waters? ▪ Will it provide for an efficient water conservation and supply regime in Hockley? ▪ Will it provide for effective wastewater treatment? ▪ Will it require the provision of sustainable drainage systems in new development? ▪ Will it reduce the risk of flooding? ▪ Will it integrate sustainable flood management which works with natural processes, presents habitat enhancement opportunities and is landscape character sensitive?
Land & Soil	
11. To maintain and	<ul style="list-style-type: none"> ▪ Does it ensure the re-use of previously-developed land

Figure 2.3: SA Framework	
SA Objective	Decision-Aiding Question Will it (the Policy)...?
improve the quality of the District's land and soil	<p>and urban areas in preference to Greenfield sites, as far as is practicable given the characteristics of the District?</p> <ul style="list-style-type: none"> ▪ Will higher-density development be promoted where appropriate? ▪ Will soil quality be preserved? ▪ Will it promote the remediation of contaminated land in Hockley? ▪ Will the best and most versatile agricultural land be protected?
Air Quality	
12. To improve air quality	<ul style="list-style-type: none"> ▪ Will air quality be improved through reduced emissions (eg. through reducing car travel)? ▪ Will it direct transport movements away from AQMAs and/or potentially significant junctions?
Sustainable Design & Construction	
13. To promote sustainable design and construction	<ul style="list-style-type: none"> ▪ Will it ensure the use of sustainable design principles, e.g. encouraging a mix of uses? ▪ Will climate proofing design measures be incorporated? ▪ Will the local character/vernacular be preserved and enhanced through development? ▪ Will it require the re-use and recycling of construction materials? ▪ Will it encourage locally-sourced materials? ▪ Will it require best-practice sustainable construction methods, for example in energy and water efficiency?

3.0 SA OF OPTIONS: FINDINGS

3.1 The detailed Sustainability Appraisal undertaken of the Area Action Plan options is provided at Appendix 1. Each of the spatial and transport options has been considered against the SA Framework. The three spatial options (low, medium or high intervention) are compared against each other. With the transport options, the 2 options to address congestion at Spa roundabout are also compared. The remaining 2 transport options are considered against the SA baseline.

Spatial Options:

- 3.2 The SA has found that both the medium intervention option, (Option 2 including Option 2a) and the high intervention option, (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 Hockley.
- 3.3 All options are likely to have positive benefits for health, accessibility and landscape and health, 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.
- 3.4 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 consultation with the local community and business owners to minimise the effects of new development.

Transport Options:

- 3.5 **Options to address congestion at Spa roundabout:** Option 2 (Provide a shared surface at the roundabout) performs better in the SA than Option 1 (Increase capacity at the roundabout), 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.

- 3.6 **Improving on-street parking provision:** The provision of new on-street parking provision does not support the majority of SA objectives; however it is particularly positive for the 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.
- 3.7 **Improving Drop-off provision at the station:** 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.

4.0 NEXT STEPS

- 4.1 This report will be placed on consultation alongside the Hockley Area Action Plan Options Report (2010), to ensure an opportunity to comment on the SA and options.
- 4.2 Comments are invited on the report and should be addressed to planning.policy@rochford.gov.uk, with the header: SA Options - Hockley AAP. Comments must be submitted by 28 August 2012. Any comments received will be considered by the Council and it's consultants in the further preparation of the AAP and Sustainability Appraisal. The results of this SA of the options will help to inform the selection of the preferred option and this will be documented in a draft SA Report to accompany the pre-submission AAP on consultation in late 2012.

	consideration of cycling routes and facilities.		(noise, traffic) due to a substantial increase in 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.		substantial increase in development activity. 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	+	This option will have a much more positive long-term economic effect than Option 1,	++	This Option will also have a major positive impact on economy and employment, providing a	++

	<p>through provision of a small number of shops (4) 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.</p>		<p>through proposing more retail development and 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.</p>		<p>high level of office development and also 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.</p>	
<p>5. Accessibility</p>	<p>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.</p>	<p>++</p>	<p>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.</p>	<p>++</p>	<p>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.</p>	<p>++</p>

6. Biodiversity	No significant effects identified.	0	No significant effects identified.	0	No significant effects identified. Whilst this option 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.	0
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 & Energy	Through creating a more pedestrian-friendly public realm, additional retail and the proposed improvements to the train station, there may be some small reduction in car journeys.	+	As for Option 1, however a greater consolidation and mix of uses will help reduce the need for car journeys.	+	As for Option 1, however a 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.	