

# Final Sustainability Appraisal

(Incorporating Strategic Environmental Assessment)

## Hamilton Road Quarter, Sudbury Town Centre SPD

January 2010



## Contents

Paragraph No.	Title	Page No
1.	<b>Introduction</b>	3
1.1.	Context	3
1.2.	Local Development Framework	3
1.3.	Hamilton Road Quarter, Sudbury Town Centre SPD	3
1.4.	Sustainability Appraisal and Strategic Environmental Assessment	4
1.5.	Limitations of the Methodology and Assumptions	4
2	<b>Final Sustainability Appraisal</b>	6
2.1	Options	6
2.2	Non Technical Summary	6
2.3	Sustainability Impacts of Hamilton Road Quarter, Sudbury Town Centre SPD	7
3	<b>Sustainability Appraisal of Hamilton Road Quarter, Sudbury Town Centre, Supplementary Planning Document</b>	9
3.1	Option 1	9
3.2	Option 2	22
3.3	Option 3	34
4	<b>Appraisal Summary and Recommendations</b>	46
4.1	Summary of Sustainability Appraisal and Strategic Environmental Assessment	47
5	<b>Consultation</b>	47
6	<b>Monitoring</b>	47
Appendix 1	<b>Quality Assurance Checklist</b>	49

# **1. Introduction**

## **1.1 Context**

- 1.1.1 The Planning and Compulsory Purchase Act (2004) requires Local Authorities to replace Local Plans with the Local Development Framework (LDF). This is a collection or portfolio of documents called Local Development Documents containing policies and proposals to guide future development in the district.
- 1.1.2 This report records the findings of a Sustainability Appraisal (SA), incorporating the requirements for a Strategic Environmental Assessment (SEA), of Babergh District Council's Sudbury Town Centre, Supplementary Planning Document (SPD). The process of undertaking the SA and SEA has helped develop the initial versions of the document to ensure it achieves sustainable development objectives. The document has been used internally to help with the development of the document and the second version has been subject to public consultation at the same time as the Draft Supplementary Planning Document.
- 1.1.3 The scoping of documents and the methodology to be used in sustainability appraisal is set out in a separate document; the Scoping Report. The SA/SEA has been carried out in accordance with government guidance: 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks' November 2005.

## **1.2 Local Development Framework**

- 1.2.1 The Babergh Local Plan Alteration No 2 (2006) will be replaced by the Local Development Framework and this will contain Development Plan Documents and Supplementary Planning Documents. Certain policies in the Local Plan have been saved for a period of 3 years. The Supplementary Planning Document the subject of this appraisal is part of the transition process where it will be subordinate to a saved policy in the Local Plan.
- 1.2.2 The Hamilton Road Quarter, Sudbury Town Centre SPD has been produced under the new planning system as part of the Local Development Framework but will clarify the operation of a specific policy in the Local Plan, which has been saved.

## **1.3 Hamilton Road Quarter, Sudbury Town Centre SPD - Background**

- 1.3.1 This SPD is intended to assist with the implementation of Policy SD06 and provide further guidance, setting a clear framework for enhancement and redevelopment in this part of the town centre. The overall objective of the policy is to enable high quality comprehensive redevelopment of an important town centre site, with an appropriate mix of uses.
- 1.3.2 The Babergh Local Plan also makes a commitment to preparing an updated development brief for the area, to help ensure that integrated, viable and sustainable development is secured on this site in the future. In addition Suffolk County Council are committed to improving the Bus Station facility in Sudbury, to ensure that it is able to meet the current needs as well as those predicted for the future, having regard to anticipated growth in and around the town of Sudbury. It is important that a

## **1.4 Sustainability Appraisal and Strategic Environmental Assessment**

- 1.4.1 Sustainability Appraisals are a requirement of the Planning and Compulsory Purchase Act (2004) and Strategic Environmental Assessments are required by European Directive EC/2001/42, which was transposed into UK law by the Environmental Assessment Regulations for Plans and Programmes (July 2004). Guidance from the ODPM, 2005 has merged this process to allow for a single joint appraisal to be carried out.
- 1.4.2 The formal preparation of this Supplementary Planning Document began after 20<sup>th</sup> July 2004, so according to the requirements of the EU Directive this plan falls within the timescale of those requiring a Strategic Environmental Assessment.
- 1.4.3 The output for an SEA is an Environmental Report which will include baseline information and a prediction of the environmental impacts of the plan. The Environmental Report should also identify options and alternatives and a great emphasis is placed upon consultation and monitoring. The Environmental Report will deal with the likely environmental effects; consider alternatives and reasonable current data on matters relating to the plan.
- 1.4.4 The output of an SA will be a Final Sustainability Report which encompasses the above information and broadens this to include social and economic considerations.
- 1.4.5 The work on this appraisal has run simultaneously to the development of the SPD so it becomes ingrained into the plan-making process as a way of improving the document as it develops and producing sustainable policies on the ground. By involving stakeholders and experts along the way, a fully integrated appraisal should develop.
- 1.4.6 Development of the full methodology for Sustainability Appraisals and SEA has been carried out by the SSAG group of officers which is the Suffolk Sustainability Appraisal Group and the methodology is set out in the separate Scoping Report for this SPD, which was consulted on in June 2006 and July 2007.
- 1.4.7 Baseline data has also been produced for the district; this required the collection of relevant social, environmental and economic baseline information and the characterisation of the district. The sustainability baseline provides the basis for prediction and monitoring of environmental and sustainability effects and helps identify problems and alternative ways of dealing with them. This information is contained in a separate document produced in 2006.

## **1.5 Limitations of the Methodology and Assumptions**

- 1.5.1 Appraisal of policies and Supplementary Planning Documents is rarely straightforward and the outcome may include levels of uncertainty. The following levels of uncertainty must be taken into account when looking at the results.

- Scientific uncertainties – variability in data and collection measures will always exist to a greater or lesser degree.
- Natural variability – there is often considerable natural variability in sustainability issues, for example the weather and people’s actions.
- Lack of precision – environmental, social and economic issues can be difficult to quantify or measure with a high degree of accuracy.
- Uncertainty about exact implementation – with a ‘broad-brush’ strategy it is difficult to assess to a high degree of detail.

1.5.2 Research and professional judgement will help to reduce uncertainty but cannot completely eliminate it. Where there is no prospect of resolving such uncertainty in the immediate future, and if there are significant chances of damage to the environment, a precautionary approach has been taken in this appraisal. This is a standpoint which maintains there should be no delay in taking action to correct a threat of serious or irreversible damage to the environment merely because there is a lack of scientific certainty.

There are also limitations to data which are set out below:-

1.5.3 Indicators are quantified information which help explain how things are changing over time. However, they do not explain why particular trends are occurring and the secondary effects of any changes.

- The indicators have been chosen to monitor particular objectives and refine the broader issues into a measurable figure. Therefore this measurement is often only a small component of meeting the objective so may simplify the issues and interactions.
- It is the aim of the consultation process to gain consensus on which of the chosen indicators are most representative of, and relevant to, monitoring progress towards meeting the objective. However, the final monitoring set must be of a ‘reasonable’ level.
- There are many gaps in the data collected as not all information is available at a local level for recent time periods.
- Much of the data is collected or collated by external bodies, therefore Babergh District Council has little control over the temporal and spatial scope of the data and whether collection methods may change in the future which would restrict reliable comparisons.

1.5.4 It is important to recognise these limitations. Focusing solely on quantified indicators as a measure of progress could lead to misrepresentation and the distortion of trends. Therefore, qualitative information will also be needed, and expert judgements may still need to be made in some circumstances.

1.5.5 The Hamilton Road Quarter, Sudbury Town Centre SPD has been produced by the planning policy group at Babergh DC and the SA and SEA has been carried out by a separate officer within that group to try and maintain some independence. When the

1.5.6 There are assumptions underlying the data and information in the SA and SEA and these are:-

- It is assumed that data and information from other reliable sources and external agencies is correct.
- Only one separate policy is being implemented, but in reality this policy will operate as part of a package of measures and other policies with interactions between them.
- Where relevant the appraisal will consider legislation and government policy as priority.
- The appraisal is not intended to be a detailed project-level assessment of each possible development proposal, such as that provided by an Environmental Impact Assessment, but it is a strategic level assessment providing a broad comparison of the operation of the three main proposed options for the SPD.

## **2. Final Sustainability Appraisal**

### **2.1 Options**

2.1.1 An officer group from Babergh and Suffolk County Council worked on the options for redeveloping this part of Sudbury for several months although various studies and proposals have been put forward in the past for the area. Key stakeholders were also consulted as the options have been developed. Taking on board the technical limitations of the site and the comments of the key stakeholders three options have emerged to be evaluated. The majority of the site is bounded by Gt Eastern Road, Francis Road and Hamilton Rd, with links to King St and Market Hill via the Winch and Blatch site and Borehamgate shopping precinct.

2.1.2 The options selected focus on the redevelopment of the bus station and the land to the south of it up to Francis Rd. The way the road system operates in the area may change and Gt Eastern Rd is most affected by changes in the way it functions and is laid out. Option 1 had the bus station operating in a similar way to the current system with a one way buses only route from Hamilton Rd to Gt Eastern Rd, the mixed use redevelopment of the site is split by access to the bus station. Option 2 uses Gt Eastern Rd and elsewhere in the town for bus lay-bys and the bus station site and the other land up to Francis Rd is redeveloped as a mixed use development with pedestrian access across it from Gt Eastern Rd. Option 3 relocates the bus station to the south east corner of the area with access only from Gt Eastern Rd; this allows pedestrian priority in Hamilton Rd and through the mixed use development on the rest of the land.

### **2.2 Non Technical Summary**

2.2.1 Sustainability Appraisal and Strategic Environmental Assessment are carried out as a requirement of European and UK legislation and cover Social, Environmental and

- 2.2.2 All options should be able to provide a variety of new retail units which increase the quantity and quality of retail facilities in the town centre, improve the quality of the environment and ensure the efficient reuse of a central brownfield site. There are likely to be a variety of new jobs created as well as business and possibly leisure opportunities and new housing. There will also be important opportunities to improve the townscape of this part of the town which has been identified as in need of improvement.
- 2.2.3 Options 1 and 3 provide the site for a new bus interchange facility which should encourage people to use buses and decrease the necessity for car use. There will also be the opportunity to access more key local services by bus. Option 1 does have the problem of buses passing through the centre of the development with potential conflict with pedestrians, while Option 3 concentrates the complexity of traffic movements at the south east corner of the site and would need careful design along Gt Eastern Rd.
- 2.2.4 For Option 2 there is a different approach which allows the main development area to be vehicle free, but does not allow for a new central public transport interchange. This means that access to public transport will be distributed around the town centre and not concentrated in one new improved facility. This is expected to make the use of buses less attractive and consequently less likely to be used to get to key services.
- 2.2.5 Following the consultation process Babergh DC has adopted Option 3 as the best option for the SPD; this takes into account the recommendations of the SA/SEA, the responses to the consultations and other technical information.

## **2.3 Sustainability Impacts of the Hamilton Road Quarter, Sudbury Town Centre SPD**

- 2.3.1 From the evolution of the Sustainability Appraisal and SEA process set up by the Suffolk Sustainability Appraisal Group (SSAG) a set of 23 Sustainability Objectives have been agreed. These are the basis for assessing the sustainability impacts of the Hamilton Road Quarter, Sudbury Town Centre SPD, there are also sub-objectives, and the 23 objectives are listed below:-
- 2.3.2 Key Sustainability Objectives for Babergh District Council LDF documents agreed as a result of the SSAG review exercise

### **Social Objectives**

1. To improve the health of the population overall
2. To maintain and improve levels of education and skills in the population overall
3. To reduce crime and anti-social activity
4. To reduce poverty and social exclusion
5. To improve access to key services for all sectors of the population
6. To offer everybody the opportunity for rewarding and satisfying employment

7. To meet the housing requirements of the whole community
8. To improve the quality of where people live and to encourage community participation

### Environmental Objectives

9. To maintain and where possible improve water quality
10. To maintain and where possible improve air quality
11. To conserve soil resources and quality
12. To use water and mineral resources efficiently, and re-use and recycle where possible
13. To reduce waste
14. To reduce the effects of traffic on the environment
15. To reduce contributions to climate change
16. To reduce vulnerability to climatic events
17. To conserve and enhance biodiversity and geodiversity
18. To conserve and where appropriate enhance areas of historical and archaeological importance
19. To conserve and enhance the quality and local distinctiveness of landscapes and townscapes

### Economic Objectives

20. To achieve sustainable levels of prosperity and economic growth throughout the plan area
21. To revitalise town centres
22. To encourage efficient patterns of movement in support of economic growth
23. To encourage and accommodate both indigenous and inward investment

2.2.3 The SPD has been scored according to its impact on the sustainability of the district, as in the table below.

The SPD will have a very positive impact on the sustainability objective	<b>++</b>
The SPD will have a slightly positive impact on the sustainability objective	<b>+</b>
The SPD will have a negligible or neutral impact on the sustainability objective. A recorded neutral effect does not necessarily mean there will be no effect at the project level, but shows that at this strategic level there are no identifiable effects.	<b>0</b>
The SPD will have a slightly negative impact on the sustainability objective	<b>-</b>
The SPD will have a very negative impact on the sustainability objective	<b>--</b>
The SPD impact on an issue is uncertain/cannot be predicted at this stage	<b>?</b>





## Hamilton Road Quarter, Sudbury Town Centre SPD, Option 1

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
Education	Improve Qualifications		No direct link	○	○	○	○	○	○	○	
Crime and anti-social activities	Will reduce crime	Crime rate of 55.4 per 1000 population in 2005 was below average for Suffolk but is rising	There should be improved design with the new development to design out crime. There could be an increase in activities supporting the evening economy and therefore better natural surveillance.	?	+	+	+	?	?	+	With improved design and increased natural surveillance there should be a reduction in the likelihood of crime.
	Reduce fear of crime	94% of residents feel safe in the area where they live.	There should be improved design with the new development to design out crime. There could be an increase in activities supporting the evening economy and therefore better natural surveillance.	?	+	+	+	?	?	+	With improved design and increased natural surveillance there should be a reduction in the likelihood of crime and therefore fear of crime.
	Reduce noise and odours	Noise complaints in 2005: 308 and odour complaints 31 these figures are low but increasing	Mixed use developments may lead to increase in noise complaints if not correctly designed	-	-	-	○	○	○	-	Increased bus traffic and pedestrian use during the day and night could cause an increase in complaints unless the issue is properly addressed in the final design.
Poverty and social exclusion	Reduce poverty	None of the districts population lives in the most deprived 10% of wards or most deprived 25% of wards in the country	There should be an increase in the number of jobs directly as well as a general benefit to the town	+	+	+	+	?	?	+	The development will itself create jobs as it is built but then with a mixed use development it should also provide jobs. It will provide better access to the town centre and it should make it more attractive.

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			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
Access key services	Access key local services		Improved public transport and variety of services	+	+	+	?	?	?	+	The buildings in the development could include key local services as well as improved public transport providing better access.
	Accessibility of shopping facilities		Improved public transport, better access to the town centre and new shops	+	++	++	+	++	?	++	There should be many benefits from this proposal for the retail attractiveness of the town centre, new floorspace for new retailers, better public transport, improved environment near the town centre and a more concentrated grouping of retail units. In addition there should be a slight improvement to the crossings from the car parks, such as Roy's.
	Access child care		No direct link	O	O	O	O	O	O	O	
Employment	Unemployment	Unemployment was 1.4% in 2006, the target is to ensure that the unemployment in Suffolk does not exceed the East of England figure.	More job opportunities should be created	+	+	+	?	?	?	+	

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			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Job opportunities		There should be an increase in the number of jobs directly as well as a general benefit to the town	+	+	+	+	?	?	+	The development will itself create jobs as it is built but then with a mixed use development it should also provide jobs. It will provide better access to the town centre and it should make it more attractive.
	Improve earnings	April 2004 average earnings : £ 24,554 but these did decline from 2002 figure.	There may be more higher paid jobs in the mixed use development, but more lower paid jobs	?	+	+	?	?	?	+	This is difficult to estimate, but there could be increased chances of higher paid jobs being created with the new mixed developments.
Housing	Reduce homelessness		There should be more housing with an affordable element included	?+	+	+	?	?	?	+	More affordable housing should be available.
	Provide enough housing		There should be more housing with an affordable element included	+	+	+	?	?	?	+	More housing should be available in the developments.
	Increase range and affordability		There should be more housing with an affordable element included	+	+	+	?	?	?	+	More housing should be available in the developments, which will have an affordable element.
	Reduce no of unfit homes		No direct link	0	0	0	0	0	0	0	
Community participation	Satisfaction of neighbourhood	89% of residents were satisfied with their neighbourhood in 2005	The area will improve	+	+	+	+	?	?	+	The developments will improve an area which many people consider needs improving as well as new shops and work opportunities as well as access to the town centre. The bus station will also improve substantially.

Hamilton Road Quarter, Sudbury Town Centre SPD, Option 1											
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			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Increase green space	Area 904.47 Ha on 156 sites in 2006 but this is the first year this has been calculated.	No direct link	○	○	○	○	○	○	○	
	Engagement in decision making		No direct link. The development when finished is unlikely to lead to a link.	○	○	○	○	○	○	○	
	Involvement in volunteer activities		No direct link	○	○	○	○	○	○	○	No direct link
	Improve ethnic relations		No direct link	○	○	○	○	○	○	○	No direct link
	Improve access to cultural facilities		Better access to the town centre by public transport	+	+	+	?	?	?	+	There are facilities in the town centre which it should be easier to access by public transport.
Summary of appraisal against social objectives There are 12 positive scores with one – or negative score, one ++ or very positive result and 10 x ? or O (uncertain or no direct link) results. The very positive result is considered to be the improved accessibility to shopping facilities and the other positive scores include: improved access to cultural facilities, increasing the range and affordability of housing, improving job opportunities and improving the satisfaction with the neighbourhood. The negative score is for the possible increase in noise and odour complaints because of the traffic going through the mixed use development.											
Environmental Indicators											
Water and air quality	Quality of water		No direct link	○	○	○	○	○	○	○	

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			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Quality of air	No serious issues identified	The road lay out and improvement in bus engines should improve local air quality	+	+	+	?	?	?	+	Buses should be able to access the bus station more smoothly and have waiting areas where engines can stop and so there should be a reduction in air pollution.
To conserve soil resources and quality	Minimise loss of Greenfield land	2005/06 32% And in 2006/07 34% of dwellings were completed on Greenfield sites	Town centre developments should reduce the need for Greenfield sites	+	+	+	+	?	?	+	There should be more housing which will meet identified need on a brownfield site, as well as retail development and other uses where they a best suited to town centres.
	Loss of agricultural land		Town centre developments should reduce the need for Greenfield sites	+	+	+	+	?	?	+	There should be more housing which will meet identified need on a brownfield site, as well as retail development and other uses where they a best suited to town centres and therefore less agricultural land used.
	Soil quality		No direct link	○	○	○	○	○	○	○	
Use of water and mineral resources	Sustainable use of minerals		No direct link	○	○	○	○	○	○	○	
	Sustainable use of water										
Reduce waste	Reduce household waste		No direct link	○	○	○	○	○	○	○	
	Increase recycling		No direct link	○	○	○	○	○	○	○	

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			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
Reduce effects of traffic	Effect on traffic volumes	Traffic volumes at 46 key sites have increased in the district.	There should be an increased opportunity to travel by public transport	?	+	+	+	?	?	+	With improved public transport facilities and the possibility of more shelters and routes there should be more use of public transport and less of cars, for a variety of activities
	Reduce need for local travel		More activities in the town centre and opportunities for combined trips	+	+	+	+	?	?	+	With the mixed use development and the existing facilities in the town there should be many opportunities to combine trips.
	Increase car journeys	A year on year increase in the % of travel by sustainable modes.	There should be an increased opportunity to travel by public transport	?	+	+	+	?	?	+	With improved public transport facilities and the possibility of more shelters and routes there should be more use of public transport and less of cars, for a variety of activities
Reduce contributions to climate change	Reducing energy consumption?	There are now national targets.	There should be an increased opportunity to travel by public transport, combined trips and more efficient new buildings	+	+	+	+	?	?	+	People can use public transport more often and the new buildings should be better designed for energy use.
	Increase proportion of energy needs met by renewable sources?		There is the possibility for this in the new buildings and bus station.	?	+	+	+	?	?	+	New developments can accommodate this type of developments more easily, but they will have to be carefully designed.
Vulnerability to climatic events	Minimise risk of flooding		Difficult to see a direct link but there should be a sustainable drainage system for the scheme.	?	?	?	?	?	?	?	
	Risk damage from storms		No direct link	0	0	0	0	0	0	0	

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			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
Conserve and enhance biodiversity and geodiversity	Maintain designated sites. Does the policy or proposal have a significant impact on European designated sites, when considered on its own or with other plans or proposals?		No direct link	0	0	0	0	0	0	0	
	Deliver targets of Suffolk Biodiversity Action Plan		No direct link	0	0	0	0	0	0	0	
	Reverse decline in farmland birds		There will be less need to use arable land	?	?	?	?	?	?	?	The linkage is very distant and it would depend on the habitat which would be lost.
Historical and archaeological importance	Protect designated historical sites		No direct link	0	0	0	0	0	0	0	
	Protect designated archaeological sites		No direct link	0	0	0	0	0	0	0	
	Protect designated geological sites		No direct link	0	0	0	0	0	0	0	
Landscapes and townscapes	Reduce underused land		It makes better use of the town centre site	+	+	+	+	?	?	+	The proposal allows for the more intense use of the important town centre site



Hamilton Road Quarter, Sudbury Town Centre SPD, Option 1											
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			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Improve landscape/townscape		There are opportunities to improve some areas of the town which have been identified as needing improvement.	+	+	+	+	?	?	+	This will depend on the detail design of the scheme, but there should be considerable improvement in parts of this area. In the long term there could be a very positive impact.
<p>Summary of appraisal against environmental objectives</p> <p>There are 10 + (positive) scores and 13 X O or ? (no direct link or uncertain) scores. The positive scores include the reuse of a brownfield site with the consequent need to use less farm land, the townscape is expected to improve, energy consumption should reduce and it is hoped that there should be less need to use the car for a variety of journeys.</p>											
Economic Indicators											
Economic growth	Improve business development		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Promote growth in key sectors		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Economic performance		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Rural diversification		No direct link	O	O	O	O	O	O	O	
To revitalise town centres	Increase range of employment opportunities		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development

**Hamilton Road Quarter, Sudbury Town Centre SPD, Option 1**

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			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Decrease vacant, units in town centres?		There will be new units and some retailers or office users may move	?	-	+	+	?	?	+	The immediate effect is difficult to assess, but it is likely in the medium term that there will be more vacant units in the old town centre, but in the longer term these are likely to be filled. There will be new units to make the town centre more attractive and its overall health should improve in the longer term. New retailers are likely to be attracted to the town centre.
To encourage efficient patterns of movement in support of economic growth	Will it reduce commuting	Average distance travelled to work was 17.45 km in the 2001 census	There will be increased jobs locally	+	+	+	+	?	?	+	There should be a variety of jobs created next to a public transport hub which will mean more people can work locally.
To encourage efficient patterns of movement in support of economic growth	Improve accessibility to work	No target	There will be increased jobs locally	+	+	+	+	?	?	+	There should be a variety of jobs created next to a public transport hub which will mean more people can work locally.
	Reduce journey times between employment areas		There will be increased jobs locally	?	+	+	+	?	?	+	There should be a variety of jobs created next to a public transport hub which will mean more people can work locally.
	Increase freight transported		No direct link	0	0	0	0	0	0	0	

## Hamilton Road Quarter, Sudbury Town Centre SPD, Option 1

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Increase consumption of local goods		No direct link	0	0	0	0	0	0	0	
Increase investment	Encourage indigenous business		There will be new premises and opportunities for more local businesses	+	+	+	+	?	?	+	There will be more local jobs and new premises which should encourage local companies to develop locally.
	Encourage inward investment		There will be opportunities for national retailers and possibly new companies to move into the area.	+	+	+	+	?	?	+	New premises in a good sustainable and attractive location should encourage inward investment
	Make land available for business development		There will be more premises available by making better use of the town centre site.	+	+	+	+	?	?	+	There will be a variety of new business premises available for different users to encourage business development.
Summary appraisal against economic objectives There are 11 positive scores and 3 with no direct link. The positive scores include making more land available for business, encouraging investment and various businesses, reduction in commuting and accessibility to work. There should also be more jobs available in the town centre.											
Recommendations: The main negative effects are the conflicts between traffic and the residents of the development as well as the impact of people who might use the area at night, which has to be carefully considered in the future design and operation of the area. There may also be conflicts between pedestrians using the area and the buses passing through. Another potential problem is the likely medium term vacancy of retail and other business units in the town centre when the new units become available. The transition when the new units are available will need careful management from all involved including landlords and the other stakeholders involved in the town centre.											

Hamilton Road Quarter, Sudbury Town Centre SPD, Option 1								
Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects					Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	
Key to Appraisal of Effects								
Will the policy make a positive or negative contribution to the appraisal objective? ++ Major positive      + Minor positive      - Minor negative      -- Major negative      0 Neutral effect      ? Uncertain effect								

## Cumulative, Secondary and Synergistic effects:

### Cumulative effects:

Arise, for instance where several developments each have insignificant effects but together have a significant effect.

### Secondary effects:

Are effects that are not a direct result of the SPD, but occur away from the original effect or as a result of a complex pathway.

### Synergistic effects:

Where effects interact to produce a total effect greater than the sum of the individual effects.

### Cumulative effects:

The main cumulative benefit is to the improvement of shopping facilities in the town centre, by introducing new floorspace which can cater for a variety of potential users or occupiers of the town centre. There should also be increased chances to make combined trips to the town by using public transport.

**Secondary effects:**

Secondary effects have been identified for example to reduce crime and the fear of crime as well as helping to reduce poverty by creating more jobs, as well as increased satisfaction with the neighbourhood. It is considered that in the long term, by increasing the number and quality of retail units in the town centre it will make it more vibrant and able to meet more need locally. Because more jobs should be available locally then this will reduce the need to commute.

**Synergistic effects:**

No synergistic effects have been identified.

## 3.2 Option 2

### Linear Bus Lay-bys in Gt Eastern Rd

Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2												
Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement	
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating		
<b>Social Indicators</b>												
Health	Health facilities	86.9% of households within 30 minutes of G.P. by public transport.	Public transport may improve.	-	-	?	?	?	?	-	This option is the least beneficial for public transport and because of its complexity in operation may discourage more people from using public transport	
	Death rates		Difficult to see a direct linkage	○	○	○	○	○	○	○		
	Healthy lifestyles	Year on year increase in percentage of travel by sustainable modes.	Difficult to assess	?	?	?	?	?	?	?		
Education	Improve Qualifications		No direct link	○	○	○	○	○	○	○		
Crime and anti-social activities	Will reduce crime	Crime rate of 55.4 per 1000 population in 2005 was below average for Suffolk but is rising	There should be better opportunities to design out crime. There could be an increase in activities supporting the evening economy and therefore better natural surveillance.	?	+	+	+	?	?	+	With improved design and increased natural surveillance there should be a reduction in the likelihood of crime.	

## Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Reduce fear of crime	94% of residents feel safe in the area where they live.	There should be better opportunities to design out crime. There could be an increase in activities supporting the evening economy and therefore better natural surveillance.	?	+	+	+	?	?	+	With improved design and increased natural surveillance there should be a reduction in the likelihood of crime and therefore fear of crime.
	Reduce noise and odours	Noise complaints in 2005: 308 and odour complaints 31 these figures are low but increasing	Bus and vehicular traffic is removed from the development, this should improve the environment except along Gt Eastern Rd	-	+	+	O	O	O	+	The mixed use development does not have traffic passing through it and so there is less likely to be complaints about noise and odours, with the exception of Gt Eastern Rd, which will need careful management.
Poverty and social exclusion	Reduce poverty	None of the districts population lives in the most deprived 10% of wards or most deprived 25% of wards in the country	There should be an increase in the number of jobs directly as well as a general benefit to the town	+	+	+	+	?	?	+	The development will itself create jobs as it is built but then with a mixed use development it should also provide jobs. It will provide better access to the town centre and it should make it more attractive.
Access key services	Access key local services		There may be Improved public transport and variety of services, but this will be spread around and the chance to change from one bus service to another will be more difficult.	?	-	-	?	?	?	-	The buildings in the development could include key local services but the bus halts and lay-bys will be spread around the town making it operate less efficiently.

## Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Accessibility of shopping facilities		There may be improved public transport, better access to the town centre and new shops	?	+	+	+	?	?	+	There should be benefits from this proposal for the retail attractiveness of the town centre, new floorspace for new retailers, possibly better public transport, improved environment near the town centre and a more concentrated grouping of retail units.
	Access child care		No direct link	0	0	0	0	0	0	0	
Employment	Unemployment	Unemployment was 1.4% in 2006, the target is to ensure that the unemployment in Suffolk does not exceed the East of England figure.	More job opportunities should be created	+	+	+	?	?	?	+	The mixed use development should include a variety of jobs within it. This option potentially also has a greater floorspace available.
	Job opportunities		There should be an increase in the number of jobs directly as well as a general benefit to the town	+	+	+	+	?	?	+	The development will itself create jobs as it is built but then the mixed use development should also provide jobs. There may be better access to the town centre with new bus stops.
	Improve earnings	April 2004 average earnings : £ 24,554 but these did decline from 2002 figure.	There may be more higher paid jobs in the mixed use development, but more lower paid jobs	?	+	+	?	?	?	+	This is difficult to estimate, but there could be increased chances of higher paid jobs being created with the new mixed developments.



## Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
Housing	Reduce homelessness		There should be more housing with an affordable element included	?+	+	+	?	?	?	+	More affordable housing should be available.
	Provide enough housing		There should be more housing with an affordable element included	+	+	+	?	?	?	+	More housing should be available in the developments.
	Increase range and affordability		There should be more housing with an affordable element included	+	+	+	?	?	?	+	More housing should be available in the developments, which will have an affordable element.
	Reduce no of unfit homes		No direct link	0	0	0	0	0	0	0	
Community participation	Satisfaction of neighbourhood	89% of residents were satisfied with their neighbourhood in 2005	The area will improve, possibly with the exception of Gt Eastern Rd	+	+	+	+	?	?	+	The developments will improve an area which many people consider needs improving; provide new shops and work opportunities as well as access to the town centre. Gt Eastern Rd could be adversely affected.
	Increase green space	Area 904.47 Ha on 156 sites in 2006 but this is the first year this has been calculated.	No direct link	0	0	0	0	0	0	0	
	Engagement in decision making		No direct link	0	0	0	0	0	0	0	
	Involvement in volunteer activities		No direct link	0	0	0	0	0	0	0	No direct link
	Improve ethnic relations		No direct link	0	0	0	0	0	0	0	No direct link

Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2											
Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Improve access to cultural facilities		Better access to the town centre by public transport	?	+	+	?	?	?	+	There are facilities in the town centre which it should be easier to access by public transport. With this option the improvement may take longer to achieve
<p>Summary of appraisal against social objectives</p> <p>There are 13 positive and 2 negative scores as well as 9 no direct link or uncertain scores. The positive scores include the provision of more housing including affordable housing and access to shopping facilities as well as the reduction in poverty due to the availability of more jobs. The negative scores are where it is considered that the access to local services because it is likely that the operation of the public transport system will be more complicated and dispersed making it less attractive for people to use.</p>											
Environmental Indicators											
Water and air quality	Quality of water		No direct link	0	0	0	0	0	0	0	
	Quality of air	No serious issues identified across the district apart from one Air Quality Management Zone	The road lay out and improvement in bus engines should improve local air quality. There is likely to be bus and traffic congestion with a consequent impact on pollution in Gt Eastern Rd	?	+	?	?	?	?	?	The new road lay out will improve certain roads and the mixed use site will be traffic free but it is likely that Gt Eastern Rd will be adversely affected, there could also be congestion elsewhere.
To conserve soil resources and quality	Minimise loss of Greenfield land	2005/06 32% And in 2006/07 34% of dwellings were completed on Greenfield sites	Town centre developments should reduce the need for Greenfield sites	+	+	+	+	?	?	+	There should be more housing which will meet identified need on a brownfield site, as well as retail development and other uses where they are best suited to town centres.

## Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>• Likelihood/certainty of effect occurring (high/med/low)</li> <li>• Geographical scale of effect</li> <li>• Whether temporary or permanent</li> <li>• Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Loss of agricultural land		Town centre developments should reduce the need for Greenfield sites	+	+	+	+	?	?	+	There should be more housing which will meet identified need on a brownfield site, as well as retail development and other uses where they are best suited to town centres and therefore less agricultural land used.
	Soil quality		No direct link	○	○	○	○	○	○	○	
Use of water and mineral resources	Sustainable use of minerals		No direct link	○	○	○	○	○	○	○	
	Sustainable use of water		Uncertain linkage	?	?	?	?	?	?	?	
Reduce waste	Reduce household waste		No direct link	○	○	○	○	○	○	○	
	Increase recycling		No direct link	○	○	○	○	○	○	○	
Reduce effects of traffic	Effect on traffic volumes	Traffic volumes at 46 key sites have increased in the district.	There should be an increased opportunity to travel by public transport	?	+	+	+	?	?	+	With improved public transport facilities and the possibility of more shelters and routes there should be more use of public transport and less of cars, for a variety of activities
	Reduce need for local travel		More activities in the town centre and opportunities for combined trips	+	+	+	+	?	?	+	With the mixed use development and the existing facilities in the town there should be many opportunities to combine trips.

## Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Increase car journeys	A year on year increase in the % of travel by sustainable modes.	There should be an increased opportunity to travel by public transport	?	+	+	+	?	?	+	With improved public transport facilities and the possibility of more shelters and routes there should be more use of public transport and less of cars, for a variety of activities. With this option the benefit is less certain.
Reduce contributions to climate change	Reducing energy consumption?	There are now national targets.	There should be an increased opportunity to travel by public transport, combined trips and more efficient new buildings	+	+	+	+	?	?	+	People can use public transport and the new buildings should be better designed for efficient energy use.
	Increase proportion of energy needs met by renewable sources?		There is the possibility for this in the new buildings.	?	+	+	+	?	?	+	New developments can accommodate this type of developments more easily, but they will have to be carefully designed.
Vulnerability to climatic events	Minimise risk of flooding		Difficult to see a direct link but there should be a sustainable drainage system for the scheme.	?	?	?	?	?	?	?	
	Risk damage from storms		No direct link	0	0	0	0	0	0	0	

## Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
Conserve and enhance biodiversity and geodiversity	Maintain designated sites Does the policy or proposal have a significant impact on European designated sites, when considered on its own or with other plans or proposals?		No direct link	0	0	0	0	0	0	0	
	Deliver targets of Suffolk Biodiversity Action Plan		No direct link	0	0	0	0	0	0	0	
	Reverse decline in farmland birds		There will be less need to use arable land	?	?	?	?	?	?	?	The linkage is very distant and it would depend on the habitat which would be lost.
Historical and archaeological importance	Protect designated historical sites		No direct link	0	0	0	0	0	0	0	
	Protect designated archaeological sites		No direct link	0	0	0	0	0	0	0	
	Protect designated geological sites		No direct link	0	0	0	0	0	0	0	
Landscapes and townscapes	Reduce underused land		It makes better use of the town centre site	+	+	+	+	?	?	+	The proposal allows for the more intense use of the important town centre site

Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2											
Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Improve landscape/townscape		There are opportunities to improve some areas of the town which have been identified as needing improvement.	+	+	+	+	?	?	+	This will depend on the detail design of the scheme, but there should be considerable improvement in parts of this area, although Gt Eastern St will need very careful design. In the long term there could be a very positive impact in certain areas.
<p>Summary of appraisal against environmental objectives</p> <p>There are 9 positive scores for this section with 11 uncertain or with no direct link. The positive scores include the reduction of under utilised land and improving townscape, it is expected that there would be a reduced need to travel because there should be more services available locally. There will also be opportunities to reduce energy consumption as well as use it more efficiently, and possibly introduce renewable energy equipment.</p>											
Economic Indicators											
Economic growth	Improve business development		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Promote growth in key sectors		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Economic performance		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Rural diversification		No direct link	0	0	0	0	0	0	0	
To revitalise town centres	Increase range of employment opportunities		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development

Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2											
Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Decrease vacant units in town centres?		There will be new units and some retailers or office users may move. There may also be new retailers moving into the area.	?	-	+	+	?	?	+	The immediate effect is difficult to assess, but it is likely in the medium term that there will be more vacant units in the old town centre, but in the longer term these are likely to be filled. There will be new units to make the town centre more attractive for new retailers and its overall health should improve in the longer term.
To encourage efficient patterns of movement in support of economic growth	Will it reduce commuting	Average distance travelled to work was 17.45 km in the 2001 census	There will be increased jobs locally	+	+	+	+	?	?	+	There should be a variety of jobs created in the town centre which will mean more people can work locally. In the longer term there should be more bus services to the town centre.
To encourage efficient patterns of movement in support of economic growth	Improve accessibility to work	No target	There will be increased jobs locally	+	+	+	+	?	?	+	There should be a variety of jobs created in the town centre where public transport should improve in the long term which will mean more people can work locally.
	Reduce journey times between employment areas		There will be increased jobs locally	?	+	+	+	?	?	+	There should be a variety of jobs created in the town centre where public transport should improve in the long term which will mean more people can work locally.
	Increase freight transported		No direct link	0	0	0	0	0	0	0	

## Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Increase consumption of local goods		No direct link	0	0	0	0	0	0	0	New retail units are likely to be occupied by national retailers and it is unlikely that the mixed use development will include manufacturing.
Increase investment	Encourage indigenous business		There will be new premises and opportunities for more local businesses	+	+	+	+	?	?	+	There will be more local jobs and new premises which should encourage local companies to develop locally.
	Encourage inward investment		There will be opportunities for national retailers and possibly new companies to move into the area.	+	+	+	+	?	?	+	New premises in a good sustainable and attractive location should encourage inward investment
	Make land available for business development		There will be more premises available by making better use of the town centre site.	+	+	+	+	?	?	+	There will be a variety of new business premises available for different users to encourage business development. This option should allow a greater floor area to be developed.
<b>Summary appraisal against economic objectives</b> There are 11 positive scores and 3 uncertain or where there is no direct link. The positive scores include encouraging a wide variety of businesses and helping to improve economic performance as well as increasing the range of local employment opportunities. The new premises should encourage local companies as well as those from outside the area.											
<b>Recommendations:</b> There are 2 negative scores which relate to access to services because there is a likelihood that it will be difficult to access them easily by public transport, as bus halts will be spread out around the town centre and changing may involve a long walk. There will be the need to manage the transition of the town centre when the new units become available as in the medium term there are likely to be more vacant units in the town centre.											



Hamilton Road Quarter, Sudbury Town Centre SPD, Option 2								
Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects					Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	
Key to Appraisal of Effects								
Will the policy make a positive or negative contribution to the appraisal objective?								
++ Major positive      + Minor positive      - Minor negative      -- Major negative      0 Neutral effect      ? Uncertain effect								

## Cumulative, Secondary and Synergistic effects:

### Cumulative effects:

No cumulative effects have been identified.

### Secondary effects:

There are several possible secondary benefits identified with this option these include reducing the fear of crime by more natural surveillance and better design, reducing poverty by increasing the jobs available, and providing access to other shopping services in the town centre elsewhere. There should also be greater satisfaction with the area, also the chance to reduce energy consumption by making a single trip to the town centre which may have multiple purposes, which also reduces traffic volumes. Economic performance can be improved directly by the new premises available, but there may be secondary benefits that other firms may be able to use the services of a company in the new premises and help them prosper, this may also encourage inward investment.

### Synergistic effects:

No synergistic effects have been identified.

## 2.3 Option 3

### The Bus Station on the south eastern corner of the site alongside Gt Eastern Rd

Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3											
Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
<b>Social Indicators</b>											
Health	Health facilities	86.9% of households within 30 minutes of G.P. by public transport.	Public transport should improve.	?	?	+	?	?	?	?	It should be easier to access GP services by public transport in the long term.
	Death rates		Difficult to see a direct linkage	0	0	0	0	0	0	0	
	Healthy lifestyles	Year on year increase in percentage of travel by sustainable modes.	This should increase bus usage but the effect on healthy lifestyles is likely to be less than other forms of transport	?	?	?	?	?	?	?	
Education	Improve Qualifications		No direct link	0	0	0	0	0	0	0	
Crime and anti-social activities	Will reduce crime	Crime rate of 55.4 per 1000 population in 2005 was below average for Suffolk but is rising	There should be improved opportunities with the new development to design out crime. There could be an increase in activities supporting the evening economy and therefore better natural surveillance.	?	+	+	+	?	?	+	With improved design and increased natural surveillance there should be a reduction in the likelihood of crime.

### Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Reduce fear of crime	94% of residents feel safe in the area where they live.	There should be improved opportunities with the new development to design out crime. There could be an increase in activities supporting the evening economy and therefore better natural surveillance.	?	+	+	+	?	?	+	With improved design and increased natural surveillance there should be a reduction in the likelihood of crime and therefore fear of crime.
	Reduce noise and odours	Noise complaints in 2005: 308 and odour complaints 31 these figures are low but increasing	Mixed use developments may lead to increase in noise complaints if not correctly designed	-	-	-	O	O	O	-	Increased bus traffic and pedestrian use during the day and night could cause an increase in complaints unless the issue is properly addressed in the final design.
Poverty and social exclusion	Reduce poverty	None of the districts population lives in the most deprived 10% of wards or most deprived 25% of wards in the country	There should be an increase in the number of jobs directly as well as a general benefit to the town	+	+	+	+	?	?	+	The development will itself create jobs as it is built but then with a mixed use development it should also provide jobs. It will provide better access to the town centre and it should make it more attractive.
Access key services	Access key local services		Improved public transport and variety of services	+	+	+	?	?	?	+	The buildings in the development could include key local services as well as improved public transport providing better access.

### Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Accessibility of shopping facilities		Improved public transport, better access to the town centre and new shops	+	++	++	+	++	?	++	There should be many benefits from this proposal for the retail attractiveness of the town centre, new floorspace for new retailers, better public transport, improved environment near the town centre and a more concentrated grouping of retail units.
	Access child care		No direct link	0	0	0	0	0	0	0	
Employment	Unemployment	Unemployment was 1.4% in 2006, the target is to ensure that the unemployment in Suffolk does not exceed the East of England figure.	More job opportunities should be created	+	+	+	?	?	?	+	Within the mixed use development there should be a variety of jobs created.
	Job opportunities		There should be an increase in the number of jobs directly as well as a general benefit to the town	+	+	+	+	?	?	+	The development will itself create jobs as it is built but then with a mixed use development, it should also provide jobs. It will provide better access to the town centre and it should make it more attractive.
	Improve earnings	April 2004 average earnings : £ 24,554 but these did decline from 2002 figure.	There may be an increase in higher paid jobs in the mixed use development, but more lower paid jobs	?	+	+	?	?	?	+	This is difficult to estimate, but there could be increased chances of higher paid jobs being created with the new mixed developments.

### Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
Housing	Reduce homelessness		There should be more housing with an affordable element included	?+	+	+	?	?	?	+	More affordable housing should be available.
	Provide enough housing		There should be more housing with an affordable element included	+	+	+	?	?	?	+	More housing should be available in the developments.
	Increase range and affordability		There should be more housing with an affordable element included	+	+	+	?	?	?	+	More housing should be available in the developments, which will have an affordable element.
	Reduce no of unfit homes		No direct link	0	0	0	0	0	0	0	
Community participation	Satisfaction of neighbourhood	89% of residents were satisfied with their neighbourhood in 2005	The area will improve	+	+	+	+	?	?	+	The developments will improve an area which many people consider needs improving as well as new shops and work opportunities as well as access to the town centre. The bus station will also improve substantially. Gt Eastern Rd may not improve as much with this option as Option 1, but the mixed use development will be vehicle free
	Increase green space	Area 904.47 Ha on 156 sites in 2006 but this is the first year this has been calculated.	No direct link	0	0	0	0	0	0	0	
	Engagement in decision making		No direct link, the completed development will have no direct effect.	0	0	0	0	0	0	0	

Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3											
Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Involvement in volunteer activities		No direct link	○	○	○	○	○	○	○	No direct link
	Improve ethnic relations		No direct link	○	○	○	○	○	○	○	No direct link
	Improve access to cultural facilities		Better access to the town centre by public transport	+	+	+	?	?	?	+	There are facilities in the town centre which it should be easier to access by public transport.
<p>Summary of appraisal against social objectives</p> <p>There is 1 very positive score for this option which relates to the accessibility of shopping facilities as might be expected. There are 12 positive results which include access to cultural facilities as well as satisfaction with the neighbourhood; there should be increased job opportunities and consequently less unemployment with a chance to improve earnings. Housing options will also be increased with a variety of tenures available in the new development. There is a negative score relating to noise and odour complaints because there is likely to be a problem of the impact of traffic on Gt Eastern Rd particularly near the new bus station and with more people and mixed uses in the town centre; residents may complain more about noise.</p>											
Environmental Indicators											
Water and air quality	Quality of water		No direct link	○	○	○	○	○	○	○	

### Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Quality of air	No serious issues identified	The road lay out and improvement in bus engines should improve local air quality	+	+	+	?	?	?	+	Buses should be able to access the bus station more smoothly and have waiting areas where engines can stop and so there should be a reduction in air pollution. However there may be more congestion in Gt Eastern Rd because of this option, particularly if the right hand turn solution is used.
To conserve soil resources and quality	Minimise loss of Greenfield land	2005/06 32% And in 2006/07 34% of dwellings were completed on Greenfield sites	Town centre developments should reduce the need for Greenfield sites	+	+	+	+	?	?	+	There should be more housing which will meet identified need on a brownfield site, as well as retail development and other uses where they a best suited to town centres.
	Loss of agricultural land		Town centre developments should reduce the need for Greenfield sites	+	+	+	+	?	?	+	There should be more housing which will meet identified need on a brownfield site, as well as retail development and other uses where they a best suited to town centres and therefore less agricultural land used.
	Soil quality		No direct link	0	0	0	0	0	0	0	
Use of water and mineral resources	Sustainable use of minerals		No direct link	0	0	0	0	0	0	0	
	Sustainable use of water		Uncertain linkage	?	?	?	?	?	?	?	

### Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
Reduce waste	Reduce household waste		No direct link	○	○	○	○	○	○	○	
	Increase recycling		No direct link	○	○	○	○	○	○	○	
Reduce effects of traffic	Effect on traffic volumes	Traffic volumes at 46 key sites have increased in the district.	There should be an increased opportunity to travel by public transport	?	+	+	+	?	?	+	With improved public transport facilities and the possibility of more shelters and routes there should be more use of public transport and less of cars, for a variety of activities
	Reduce need for local travel		More activities in the town centre and opportunities for combined trips	+	+	+	+	?	?	+	With the mixed use development and the existing facilities in the town there should be many opportunities to combine trips.
	Increase car journeys	A year on year increase in the % of travel by sustainable modes.	There should be an increased opportunity to travel by public transport	?	+	+	+	?	?	+	With improved public transport facilities and the possibility of more shelters and routes there should be more use of public transport and less of cars, for a variety of activities
Reduce contributions to climate change	Reducing energy consumption?	There are now national targets.	There should be an increased opportunity to travel by public transport, combined trips and more efficient new buildings	+	+	+	+	?	?	+	People can use public transport more often and the new buildings should be better designed for efficient energy use.
	Increase proportion of energy needs met by renewable sources?		There is the possibility for this in the new buildings and bus station.	?	+	+	+	?	?	+	New developments can accommodate this type of developments more easily, but they will have to be carefully designed.



### Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
Vulnerability to climatic events	Minimise risk of flooding		Difficult to see a direct link but there should be a sustainable drainage system for the scheme.	?	?	?	?	?	?	?	
	Risk damage from storms		No direct link	0	0	0	0	0	0	0	
Conserve and enhance biodiversity and geodiversity	Maintain designated sites Does the policy or proposal have a significant impact on European designated sites, when considered on its own or with other plans or proposals?		No direct link	0	0	0	0	0	0	0	
	Deliver targets of Suffolk Biodiversity Action Plan		No direct link	0	0	0	0	0	0	0	
	Reverse decline in farmland birds		There will be less need to use farm land	?	?	?	?	?	?	?	The linkage is very distant and it would depend on the habitat which would be lost.
Historical and archaeological importance	Protect designated historical sites		No direct link	0	0	0	0	0	0	0	
	Protect designated archaeological sites		No direct link	0	0	0	0	0	0	0	

### Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Protect designated geological sites		No direct link	0	0	0	0	0	0	0	
Landscapes and townscapes	Reduce underused land		It makes better use of the town centre site	+	+	+	+	?	?	+	The proposal allows for the more intense use of the important town centre site
	Improve landscape/townscape		There are opportunities to improve some areas of the town which have been identified as needing improvement.	+	+	+	+	?	?	+	This will depend on the detail design of the scheme, but there should be considerable improvement in parts of this area. In the long term there could be a very positive impact from this scheme.
<p>Summary of appraisal against environmental objectives</p> <p>There are 10 positive and 14 uncertain or no direct link scores for this option. The positive results are expected to include improvement to the townscape as well as reduce underutilised land by making better use of the sites in this key town centre location, there should be less need to use the car and a consequent reduction in traffic volumes, and reduction in energy consumption. There should also be an improvement in air quality in certain locations.</p>											
<b>Economic Indicators</b>											
Economic growth	Improve business development		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Promote growth in key sectors		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Economic performance		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Rural diversification		No direct link	0	0	0	0	0	0	0	

### Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> <b>Include recommendations for mitigation/improvement</b>
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
To revitalise town centres	Increase range of employment opportunities		New opportunities in the town centre	+	+	+	+	?	?	+	There should be opportunities for a variety of businesses in the mixed development
	Decrease vacant units in town centres?		There will be new units and some retailers or office users may move. New retailers may also move into the new units.	?	-	+	+	?	?	+	The immediate effect is difficult to assess, but it is likely in the medium term that there will be more vacant units in the old town centre, but in the longer term these are likely to be filled. There will be new units to make the town centre more attractive and its overall health should improve in the longer term.
To encourage efficient patterns of movement in support of economic growth	Will it reduce commuting	Average distance travelled to work was 17.45 km in the 2001 census	There will be increased jobs locally	+	+	+	+	?	?	+	There should be a variety of jobs created next to a public transport hub which will mean more people can work locally.
To encourage efficient patterns of movement in support of economic growth	Improve accessibility to work	No target	There will be increased jobs locally	+	+	+	+	?	?	+	There should be a variety of jobs created next to a public transport hub which will mean more people can work locally.
	Reduce journey times between employment areas		There will be increased jobs locally	?	+	+	+	?	?	+	There should be a variety of jobs created next to a public transport hub which will mean more people can work locally.

### Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3

Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects								Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	Cumulative	Synergy	Rating	
	Increase freight transported		No direct link	○	○	○	○	○	○	○	
	Increase consumption of local goods		No direct link	○	○	○	○	○	○	○	
Increase investment	Encourage indigenous business		There will be new premises and opportunities for more local businesses	+	+	+	+	?	?	+	There will be more local jobs and new premises which should encourage local companies to develop locally.
	Encourage inward investment		There will be opportunities for national retailers and possibly new companies to move into the area.	+	+	+	+	?	?	+	New premises in a good sustainable and attractive location should encourage inward investment
	Make land available for business development		There will be more premises available by making better use of the town centre site.	+	+	+	+	?	?	+	There will be a variety of new business premises available for different users to encourage business development.
Summary appraisal against economic objectives There are 11 positive scores relating to economic objectives and 3 with no direct link. The positive scores include those relating to the development and encouragement of both local businesses and those from outside the area as well as providing new premises. In the long term it is expected to make the whole town centre more attractive because more people are likely to want to visit it. There will also be an increase in local jobs.											

**Recommendations:**

There needs to be careful design for this scheme along Gt Eastern Rd particularly when dealing with the conflict between cars and the turning buses. There may also be a conflict between those people who live in the development and those who may visit the area; this will also need careful design and consideration. When the development is being built it will be important to ensure that any vacant units in the existing town centre which may result are relet as soon as possible, or that the vacancies are managed appropriately.

Hamilton Road Quarter, Sudbury Town Centre SPD, Option 3								
Sustainability Objective	Sub Objective	Summary baseline situation and/or targets	Predicted Effects					Justification for assessment noting: <ul style="list-style-type: none"> <li>Likelihood/certainty of effect occurring (high/med/low)</li> <li>Geographical scale of effect</li> <li>Whether temporary or permanent</li> <li>Assumptions made</li> </ul> Include recommendations for mitigation/improvement
			Nature of Effect (quantify where possible)	Short Term	Med term	Long term	Secondary	
Key to Appraisal of Effects								
Will the policy make a positive or negative contribution to the appraisal objective?								
++ Major positive      + Minor positive      - Minor negative      -- Major negative      0 Neutral effect      ? Uncertain effect								

## Cumulative, Secondary and Synergistic effects:

### Cumulative effects:

It is expected that the new retail facilities will have a very positive effect on the attractiveness of the town centre as a retail centre along with other developments.

### Secondary effects:

There are several secondary effects identified, which include increased job opportunities, reducing the loss of farm and greenfield land. There is also expected to be a reduction in traffic volumes, and the adverse impact of this in certain locations. With a variety of new business premises available it is expected that there will be an improvement in economic performance of the town.

### Synergistic effects:

No synergistic effects have been identified.

## 4. Appraisal Summary and Recommendations

- 4.1.1 Three options have been evaluated here and Option 3 is preferred option there were potentially different issues to be resolved for each option. There are many benefits which are common to all options and which will depend on the final detail design for the scheme. This information will be used to help improve the recommended option.
- 4.1.2 All the schemes would provide increased floorspace for a variety of business uses, particularly retail as well as possible leisure uses and new housing. This should increase the number of jobs available as well as prosperity in the town in general terms, and make the town more attractive to shoppers. There would also be opportunities to improve the townscape with each option. As a major redevelopment of a brownfield site in the town centre it offers the opportunity to make more efficient use of land and make the town more attractive overall, also reducing the need to consider Greenfield sites for future development.
- 4.1.3 Option 1 involves a one way buses only access route through the middle of the main development area where there could be conflict with pedestrians, but it also offers the opportunity for a better interchange between bus services and the improved chance to increase bus usage. Benefits should also include reduced energy consumption and increased use of sustainable transport. Option 2 on the other hand creates a new central development area which is pedestrian only, but does not offer the easier passenger interchange facility for buses of the other two options. New bus stops would be distributed round the town centre and be more difficult to change to. It is not anticipated that there will be the benefits of increases in the use of sustainable transport and it may encourage more car usage. With this option there would only be bus lay-bys near the new development in Gt Eastern Rd.
- 4.1.4 Option 3 still has the bus station within the new development but at the south eastern corner. This puts increased pressure on Gt Eastern Rd where the buses would enter and leave the new bus station and where there might be conflict. This means that there will need to be careful design of this area. It does offer though the full benefits of a new interchange for bus services and the possibility to add new services which should make the use of public transport more attractive, with the associated environmental benefits.
- 4.1.5 This SA/SEA has formed part of the decision making process which has recommended the preferred option and the recommendations for dealing with the problems identified. There is little difference between options 1 and 3 but option 2 does not show as many benefits as the other two and the choice of option 3 is the result of the consideration of other factors. The specific recommendations for this option include the careful design of the junctions in Gt Eastern Rd where there may be conflicts between cars and turning buses. There may also be conflicts between the residents of

the new development and visitors, which might impact on the amenity of the residents. When the development is being built it will be important to ensure that any vacant units in the existing town centre which may result are re-let as soon as possible, or that the vacancies are managed appropriately.

#### 4.1 Summary of SA/SEA Results

	Social Objectives	Environmental Objectives	Economic Objectives
<b>Option 1</b>	1++, 12+ & 1-	10+	11+
<b>Option 2</b>	13+ & 2-	9+	11+
<b>Option 3</b>	1++, 12+ & 1-	10+	11+

### 5 Consultation

5.1 Initially the drafts of the Hamilton Road Quarter, Sudbury Town Centre SPD and SA/SEA were consulted on in accordance with the Council's adopted Statement of Community Involvement. The SA/SEA has been used in developing the SPD and the draft version has been available on the Council's web site for public comment along with the draft SPD, it was also available as a paper copy at 4 public exhibitions, public libraries, Sudbury Town Hall and at The Council's offices in Hadleigh. The consultation process was advertised on Facebook, Twitter, local and regional newspapers and 19,000 households received a copy of a leaflet about the consultation with a free newspaper. Approximately 1,000 people visited the exhibitions and a radio interview was given to promote public involvement in the process. There were no comments on the SA/SEA which needed to be taken account of and there have been no changes to it other than updating to reflect the next stage in the process.

### 6 Monitoring

6.1 Part of the requirements for this report is that it must set out how the Council intends to monitor the implementation of the SPD. Each year an Annual Monitoring Report (AMR) is produced for the Local Development Framework and many relevant indicators are monitored on a regular basis for that document. Each month planning consents for housing, commercial and renewable energy schemes are checked and monitored in preparation for the AMR, at the end of the year housing and commercial development completions are also monitored. The Housing team within the council also monitor very closely the development of affordable housing from all sources.

6.2 In addition the baseline information for the SA/SEA is updated from time to time and the indicators within it can be used to understand how the situation is changing for a wide variety of issues, although there may be

no direct link with the effects of the SPD. The Council has also carried out health checks for the town centre.

- 6.3 The AMR also requires that the effectiveness of any SPD is commented on. This commentary will be based on the quantitative information available as well as the qualitative assessment of Council officers and key stakeholders. Following from the analysis of this information, recommendations for future action will be made in the AMR.



## The Quality Assurance Checklist

### from ‘Sustainability Appraisal of Regional SS and LDD’S’

ODPM November 2005

#### Appendix 4 – Quality Assurance checklist

Quality Assurance can be used to help ensure that the requirements of the SEA Directive are met, highlight any problems with the SA Report and show how effectively the appraisal has integrated sustainability considerations into the plan-making process.

The Quality Assurance checklist covers both the technical and procedural steps of the appraisal process and can be applied at any stage of the appraisal to check the quality of work carried out up to that point.

Quality Assurance checklist

#### Objectives and context

• The plan’s purpose and objectives are made clear.	√
• Sustainability issues, including international and EC objectives, are considered in developing objectives and targets.	√
• SA objectives are clearly set out and linked to indicators and targets where appropriate.	√
• Links with other related plans, programmes and policies are identified and explained.	√
• Conflicts that exist between SA objectives, between SA and plan objectives, and between SA and other plan objectives are identified and described.	√

#### Scoping

• The environmental consultation bodies are consulted in appropriate ways and at appropriate times on the content and scope of the SA Report.	√
• The appraisal focuses on significant issues.	√
• Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.	√
• Reasons are given for eliminating issues from further consideration.	√

## Options/Alternatives

• Realistic alternatives are considered for key issues, and the reasons for choosing them are documented.	√
• Alternatives include 'do nothing' and/or 'business as usual' scenarios wherever relevant.	√
• The sustainability effects (both adverse and beneficial) of each alternative are identified and compared.	√
• Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained.	√
• Reasons are given for selection or elimination of alternatives.	√

## Baseline information

• Relevant aspects of the current state of the environment and their likely evolution without the plan are described.	√
• Characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan where practicable.	√
• Difficulties such as deficiencies in information or methods are explained.	√

## Prediction and evaluation of likely significant effects

• Likely significant social, environmental and economic effects are identified, including those listed in the SEA Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant.	√
• Both positive and negative effects are considered, and where practicable, the duration of effects (short, medium or long-term) is addressed.	√
• Likely secondary, cumulative and synergistic effects are identified where practicable.	√
• Inter-relationships between effects are considered where practicable.	√
• Where relevant, the prediction and evaluation of effects makes use of accepted:	√
• standards, regulations, and thresholds.	
• Methods used to evaluate the effects are described.	√

## Mitigation measures

• Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan are indicated.	√
• Issues to be taken into account in development consents are identified	√

## The Sustainability Appraisal Report

• Is clear and concise in its layout and presentation.	√
• Uses simple, clear language and avoids or explains technical terms.	√
• Uses maps and other illustrations where appropriate.	√
• Explains the methodology used.	√
• Explains who was consulted and what methods of consultation were used.	√
• Identifies sources of information, including expert judgement and matters of opinion.	√
• Contains a non-technical summary.	√

## Consultation

• The SA is consulted on as an integral part of the plan-making process.	√
• The consultation bodies, other consultees and the public are consulted in ways which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and SA Report.	√

## Decision-making and information on the decision

• The SA Report and the opinions of those consulted are taken into account in finalising and adopting the plan.	√
• An explanation is given of how they have been taken into account.	√
• Reasons are given for choices in the adopted plan, in the light of other reasonable options considered	√

## Monitoring measures

• Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SA.	√
• Monitoring is used, where appropriate, during implementation of the plan to make good deficiencies in baseline information in the SA.	√
• Monitoring enables unforeseen adverse effects to be identified at an early stage. (These effects may include predictions which prove to be incorrect.)	√
• Proposals are made for action in response to significant adverse effects.	√

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