



Hull
City Council

Sustainability Appraisal (SA) of the Kingswood Area Action Plan



SA Report

May 2015

REVISION SCHEDULE

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URS Infrastructure and Environment UK Limited
 6-8 Greencoat Place
 London, SW1P 1PL
 Telephone: +44(0)20 7798 5000
 Fax: +44(0)20 7798 5001

TABLE OF CONTENTS

INTRODUCTION1

1 BACKGROUND2

2 SA EXPLAINED2

3 STRUCTURE OF THIS SA REPORT2

PART 1: WHAT’S THE SCOPE OF THE SA?4

4 INTRODUCTION (TO PART 1).....5

5 WHAT IS THE PLAN SEEKING TO ACHIEVE?.....6

6 WHAT’S THE ‘CONTEXT’?8

7 WHAT’S THE SUSTAINABILITY ‘BASELINE’?18

8 WHAT ARE THE KEY ISSUES / OBJECTIVES THAT SHOULD BE A FOCUS OF SEA?24

PART 2: WHAT HAS PLAN-MAKING / SA INVOLVED UP TO THIS POINT?25

9 INTRODUCTION (TO PART 2).....26

10 PHASING28

11 DEVELOPMENT LAYOUT30

12 ENGINE DRAIN GREENWAY32

13 FOCUS AREA 1 – WAWNE VIEW34

14 FOCUS AREA 2 – WILBERFORCE WOOD / FOREDYKE GREEN36

15 FOCUS AREA 3 – KINGSWOOD CENTRE38

16 FOCUS AREA 5 – RIVERBANK40

PART 3: WHAT ARE THE SA FINDINGS AT THIS STAGE?42

17 INTRODUCTION (TO PART 3).....43

18 METHODOLOGY43

19 ENHANCING COMMUNITIES, HEALTH AND SOCIAL WELFARE44

20 REJUVENATING THE ECONOMY.....47

21 ENHANCING THE CITY CENTRE AND LOCAL NEIGHBOURHOODS49

22 PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT52

23 SA CONCLUSIONS AT THIS CURRENT STAGE55

PART 4: WHAT ARE THE NEXT STEPS (INCLUDING MONITORING)?56

25 INTRODUCTION (TO PART 4).....57

26 PLAN FINALISATION AND ADOPTION.....57

27 MONITORING57

APPENDIX I - REGULATORY REQUIREMENTS.....59

APPENDIX II – PHASING60

APPENDIX III – DEVELOPMENT LAYOUT65

APPENDIX IV – ENGINE DRAIN GREENWAY69

APPENDIX V – WAWNE VIEW (FOCUS AREA 1).....73

APPENDIX VI –WILBERFORCE WOOD/FOREDYKE GREEN (FOCUS AREA 2).....79

APPENDIX VII – KINGSWOOD CENTRE (FOCUS AREA 3).....88

APPENDIX VIII – RIVERBANK (FOCUS AREA 5).....95

INTRODUCTION

1 BACKGROUND

- 1.1.1 URS is commissioned to undertake Sustainability Appraisal (SA) in support of the emerging Kingswood Area Action Plan (AAP). SA is a mechanism for considering and communicating the impacts of a draft plan, and alternatives, with a view to avoiding and mitigating adverse impacts and maximising the positives. SA of the AAP is a legal requirement¹.

2 SA EXPLAINED

- 2.1.1 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.²

- 2.1.2 In-line with the Regulations, a report (which we call **the SA Report**) must be published for consultation alongside the draft plan that essentially 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'.³ The report must then be taken into account, alongside consultation responses, when finalising the plan.

- 2.1.3 More specifically, **the SA Report must answer the following four questions:**

1. What's the scope of the SA?
 - The scope must be established subsequent to a review of the sustainability context and baseline, and consultation with designated agencies.
2. What has Plan-making / SA involved up to this point?
 - Preparation of the draft plan must have been informed by at least one earlier plan-making / SA iteration at which point 'reasonable alternatives' are appraised.
3. What are the SA findings at this stage?
 - i.e. in relation to the draft plan.
4. What happens next (including monitoring)?

3 STRUCTURE OF THIS SA REPORT

- 3.1.1 This document is the SA Report for the Kingswood AAP and hence needs to answer all four of the questions listed above. **Each of the four questions is answered in turn.** Table 3.1 explains more about the regulatory basis for answering these questions..

¹ Since provision was made through the Planning and Compulsory Purchase Act 2004 it has been understood that local planning authorities must carry out a process of Sustainability Appraisal in parallel with the production of Local Plans, including Area Action Plans. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (2012). The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' plan document.

² Directive 2001/42/EC

³ Regulation 12(2)

Table 3.1: Questions that must be answered by the SA Report in order to meet Regulatory⁴ requirements

SA REPORT QUESTION		IN LINE WITH SCHEDULE II... THE REPORT MUST INCLUDE...
What's the plan seeking to achieve?		<ul style="list-style-type: none"> An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes
What's the sustainability 'context'?		
What's the sustainability 'baseline'?		
What are the key issues & objectives that should be a focus?		<ul style="list-style-type: none"> Key problems / issues and objectives that should be a focus of (i.e. provide a 'framework' for) appraisal
What has plan-making / SA involved up to this point?		
What are the appraisal findings at this current stage?		
What happens next?		<ul style="list-style-type: none"> A description of the monitoring measures envisaged

N.B. The right-hand column of Table 3.1 does not quote directly from Schedule II of the Regulations. Rather, it reflects a degree of interpretation. This interpretation is explained in **Appendix I** of this report.

⁴ Environmental Assessment of Plans and Programmes Regulations 2004

PART 1: WHAT'S THE SCOPE OF THE SA?

4 INTRODUCTION (TO PART 1)

4.1.1 This Part of the Report aims to introduce the reader to the scope of the SA. In particular, and as required by the Regulations, this Chapter answers the series of questions below.

- What's the plan seeking to achieve?
- What's the 'context'?
- What's the 'baseline'?
- What are the key issues and objectives that should be a focus of SA?

4.1.2 **Chapter 5** answers the first question by explaining the objectives of the AAP. The other three scoping questions are answered in **Chapters 6 - 8**, with each question answered for the following nine sustainability 'topics':

- Air quality
- Biodiversity and green infrastructure
- Climate change
- Community and wellbeing
- Economy and employment
- Housing
- Transport
- Water

4.2 Consultation on the scope

4.2.1 The Regulations require that *"When deciding on the scope and level of detail of the information that must be included in the Environmental Report, the responsible authority shall consult the consultation bodies"*. In England, the consultation bodies are Natural England, the Environment Agency and English Heritage.⁵ As such, these authorities were consulted on the SA scope in August 2011.⁶

⁵ In-line with Article 6(3) of the SEA Directive, these consultation bodies were selected because *'by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programmes.'*

⁶ The SA Scoping Report is available on the Council's website.

5 WHAT IS THE PLAN SEEKING TO ACHIEVE?

The SA Report must include...

- An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes

5.1.1 The AAP, once adopted, will set out development proposals for the next 16 years, up to 2030. It will be used to guide developers when preparing detailed planning applications, and planning applications submitted to the Council will have to comply with the Plan unless material considerations prove otherwise.

5.1.2 The AAP has been prepared having regard to the National Planning Policy Framework (2012), seeking to deliver its objectives and to reflect the new Council strategic document (not a planning document) called the Hull City Plan.

5.1.3 The plan is structured as follows:

- Vision, objectives and concept plan (Sections 5-8);
- ‘Kingswood-wide’ proposals (Section 9-16);
- Site specific proposals (Sections 17-21).
- Phasing and delivery (Sections 22-23);
- Policies map

5.1.4 The aim of the Kingswood Area Action Plan is to plan the completion of Kingswood as a major sustainable urban extension (with approximately 3,400 additional homes planned, bringing the total to 6,700 once Kingswood is completed). Kingswood provides a unique offer that helps attracting and retaining middle income families to the city (in the context of a historical out migration trend to the East Riding). Kingswood also has a strategic role to play with regard to economic development and job provision, and the role of the Kingswood Centre i.e. the existing retail park and the leisure area, is of strategic importance to Hull.

5.1.5 Kingswood is now half developed and it is appropriate for the AAP to have a particular focus on sustainable development issues – including around climate change, health, and biodiversity – and issues around transport infrastructure, taking into account changes which are occurring in North Bransholmes, to the east of Kingswood.

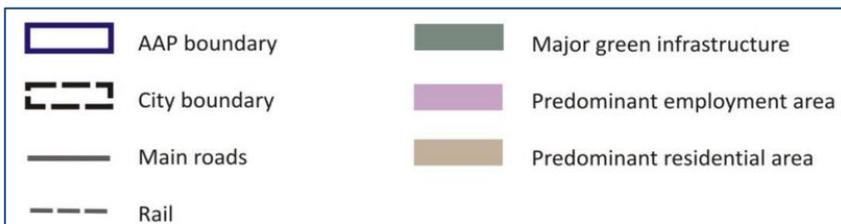
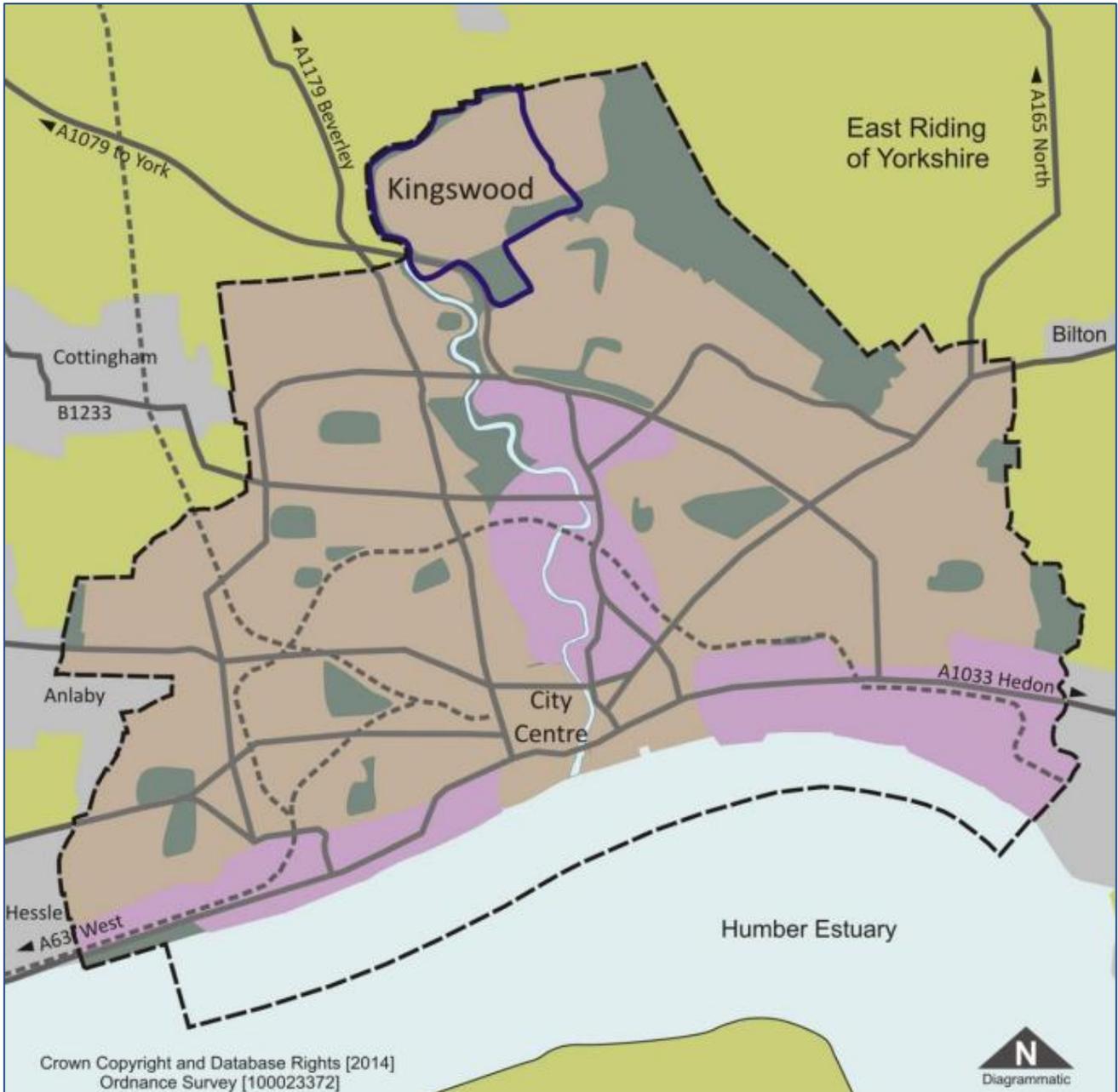
5.1.6 Detailed objectives have been established for the AAP, grouped under the following four headings:

- Complete Kingswood by delivering a strong and balanced community
- Improve the connectivity and integration of activities within Kingswood and with its surroundings
- Create opportunities to interact with nature and lead a healthy lifestyle
- Introduce innovative and responsive design that is environmentally sustainable, minimises flood risk, and minimises crime

5.2 What’s the plan not seeking to achieve?

5.2.1 It is important to emphasise that the plan will be strategic in nature. Even the allocation of sites should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these can be addressed further down the line (through the development management process). The strategic nature of the plan is reflected in the scope of the SA.

Figure 5.1: Kingswood within the context of Hull



6 WHAT'S THE 'CONTEXT'?

The SA Report must include...

- The relevant sustainability objectives, established at international / national level
- Any existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance

6.1 Introduction

- 6.1.1 An important step when seeking to establish the appropriate scope of an SA involves reviewing sustainability context messages (i.e. 'issues' or 'objectives') set out within relevant published plans, policies, strategies and initiatives (PPSIs).
- 6.1.2 The following is an updated summary of the context review presented within the Kingswood AAP SA Scoping Report (2011).

6.2 Air quality

- 6.2.1 The EU Thematic Strategy on Air Pollution aims to cut the annual number of premature deaths from air pollution-related diseases by 40% by 2020 (using 2000 as the base year).⁷
- 6.2.2 The National Planning Policy Framework (NPPF) states that new and existing developments should be prevented from contributing to, or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. More specifically, it makes clear that planning policies should be compliant with and contribute towards EU limit values and national objectives for pollutants. This includes taking into account the presence of Air Quality Management Areas (AQMAs) and cumulative impacts on air quality.⁸
- 6.2.3 Within Hull, an Air Quality Action Plan was put in place in 2007, stimulated by the designation of an AQMA around Castle Street (Nitrogen Dioxide, NO₂) but also aimed at working towards achieving improved air quality in Hull generally. While the major measures are traffic related, the action plan also includes measures aimed at domestic properties and other sites where energy conservation could have an impact. The action plan includes 19 measures, including the following (which are particularly relevant to the AAP):⁹
- Traffic control schemes
 - Quality bus corridors
 - Park and Ride
 - Cycling and walking schemes
 - Energy efficiency schemes
 - Planning Guidance for developers
 - Liaison with Primary Care Trust for health/AQ statistics

⁷ Commission of the European Communities (2005) Thematic Strategy on air pollution [online] available at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2005:0446:FIN:EN:PDF> (accessed 04/2013)

⁸ DCLG (2012) National Planning Policy Framework [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

⁹ See http://www.hullcc.gov.uk/portal/page?_pageid=221,583994&_dad=portal&_schema=PORTAL

6.3 Biodiversity and green infrastructure

International context

- 6.3.1 Commitment to the UN Convention on Biological Diversity led to the preparation of the 1994 UK Biodiversity Action Plan (UK BAP). The UK BAP identifies our most threatened species and habitats and includes action plans for each.
- 6.3.2 The EU Sustainable Development Strategy, adopted in 2006, included an objective to halt the loss of biodiversity by 2010. An EU Biodiversity Strategy was then adopted in May 2011 in order to deliver on the established Europe-wide target to 'halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020'.

The NPPF

- 6.3.3 In order to contribute to the Government's commitment to halt the overall decline in biodiversity, the NPPF states that the planning system should look to minimise impacts on biodiversity, with net gains in biodiversity to be provided wherever possible. There is a need to protect internationally, nationally and locally designated sites, giving weight to their importance not just individually, but as a part of a wider ecological network. Planning policies should promote the 'preservation, restoration and re-creation of priority habitats, ecological networks' and the 'protection and recovery of priority species'.

Supplementing the NPPF

- 6.3.4 The Natural Environment White Paper (NEWP) sets out the importance of a healthy, functioning natural environment to sustained economic growth, prospering communities and personal well-being. It signals a move away from the traditional approach of protecting biodiversity through a focus on nature reserves. The NEWP recognises that green infrastructure is one of the most effective tools available to manage environmental risks such as flooding and heat waves. The NEWP also aims to create a green economy in which economic growth and the health of our natural resources sustain each other. The proposals set out in the NEWP are directly linked to the ground breaking research in the National Ecosystem Assessment (NEA), which identified 'substantial' benefits that ecosystems provide to society directly and through supporting economic prosperity.¹⁰
- 6.3.5 The Wildlife Trusts have also produced guidance on 'Planning for Biodiversity'. It notes that as well as benefiting biodiversity, green infrastructure can help to 'deliver some of the services currently provided by hard engineering techniques'.¹¹ The Wildlife Trusts also advocate a focus on conservation of biodiversity over large areas of land where habitats are fragmented. Working 'at the landscape scale' partner organisations must implement a spatial approach to ecological restoration. Specifically, there is a need to: 1) Maximise the value of areas that are already rich in wildlife; 2) Expand, buffer, and create connections and stepping stones between these areas; and 3) Make the wider landscape permeable to wildlife.¹²

¹⁰ Defra (2012) The Natural Choice: securing the value of nature (Natural Environment White Paper) [online] available at: <http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf> (accessed 04/13)

¹¹ The Wildlife Trusts & TCPA (2012) Planning for a healthy environment: good practice for green infrastructure and biodiversity [online] available at: <http://www.wildlifetrusts.org/news/2012/07/06/planning-healthy-and-natural-environment> (accessed 04/13)

¹² The Wildlife Trusts (2010) A Living Landscape: play your part in nature's recovery [online] available at: <http://www.wildlifetrusts.org/alivinglandscape> (accessed 04/13)

- 6.3.6 The TCPA report *Creating Garden Cities and Suburbs Today* calls for at least 40% of a new community's total area to be allocated to green space. These spaces should be of a range of types and be multifunctional.¹³ There is a need to promote collaboration on GI across boundaries through the Duty to Cooperate, and make developers aware of strategic issues.¹⁴

Local context

- 6.3.7 The Hull Biodiversity Action Plan establishes that the City Council will seek to pursue habitat management and suitable habitat creation schemes to enhance Sites of Nature Conservation Interest, the Green network, and other areas of potential wildlife interest and encourage others to do likewise. Multi-functional green spaces will also be promoted for people of all ages and abilities, all linked to the wider green infrastructure network. Open space features such as Wilberforce Wood/Foredyke Green and Bude Park are identified as key strategic green infrastructure assets of biodiversity, landscape and recreational value.

6.4 Climate change (mitigation and adaptation)

International context

- The UN Climate Conference in Copenhagen in December 2009 brought together leaders from 186 countries. It recognised the scientific view that the increase in global temperature should be held below 2.0°C and that deep cuts in global emissions are required.
- The Climate Change Act 2008 sets targets for greenhouse gas (GHG) emission reductions through action in the UK of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline.
- The UK National Strategy for Climate Change and Energy: Transition to a Low Carbon Society sets out plans to deliver emission cuts of 18% on 2008 levels by 2020 (and over a one third reduction on 1990 levels).
- The Renewable Energy Directive (2009) sets the UK a legally binding target to produce 15% of its energy needs from renewable sources by 2020.

The NPPF

- 6.4.1 The NPPF identifies as a 'core planning principle' the need to 'support the transition to a low carbon future in a changing climate', including accounting for flood risk, reusing resources, converting existing buildings, and encouraging the use of renewable energy. A key role for planning in securing radical reductions in GHG emissions is envisioned. Specifically, planning policy should support the move to a low carbon future through: planning for new development in locations and ways which reduce GHG emissions; actively supporting energy efficiency improvements to existing buildings; setting local requirements for building's sustainability in a way that is consistent with the Government's zero carbon buildings policy; positively promoting renewable energy technologies; and encouraging those transport solutions that support reductions in greenhouse gas emissions and reduce congestion. The NPPF requires new development, where practical, to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

¹³ TCPA (2012) *Creating garden cities and suburbs today* [online] available at: http://www.tcpa.org.uk/data/files/Creating_Garden_Cities_and_Suburbs_Today.pdf (accessed 04/13)

¹⁴ Landscape institute (2013) *Green Infrastructure: An integrated approach to land use* [online] available at: <http://www.landscapeinstitute.org/PDF/Contribute/2013GreenInfrastructureLIPositionStatement.pdf> (accessed 04/13)

- 6.4.2 In terms of adaptation, the NPPF requires Local Plans to take account of the effects of climate change in the long term. New developments should be planned so that they avoid increased vulnerability to the impacts of climate change. Where new development is at risk to such impacts, this should be managed. The NPPF requires Councils to minimise flood risk and suggests taking a precautionary approach to locating or designing development, particularly vulnerable uses such as housing. It also states that where development in areas at risk of flooding is necessary, it should be made safe without increasing flood risk elsewhere.

Supplementing the NPPF

- 6.4.3 The Committee on Climate Change identifies that planning functions are a 'key lever in reducing emissions and adapting localities to a changing climate', with it considered particularly important that local authorities use these to:¹⁵
- Enforce energy efficiency standards in new buildings and extensions;
 - Reduce transport emissions by concentrating new developments in existing cities and large towns and/or ensuring they are well served by public transport;
 - Work with developers to make renewable energy projects acceptable to communities; and
 - Plan for infrastructure such as low-carbon district heating networks
- 6.4.4 With regards to low-carbon district heating networks, the DECC report the Future of Heating points out that around half (46%) of the final energy consumed in the UK is used to provide heat, contributing roughly a third of the nation's greenhouse gas emissions. Renewable heat currently represents 1% of heat generation, but Government's vision is of: "... buildings benefiting from a combination of renewable heat in individual buildings, particularly heat pumps, and heat networks distributing low carbon heat to whole communities."¹⁶
- 6.4.5 Building a Greener Future: Towards Zero Carbon Development set out the Government's proposals to reduce the carbon footprint of new housing development and indicates the Government's views on the importance of moving towards zero carbon in new housing. The report also explores the relationship between the planning system, Code for Sustainable Homes and Building Regulations in delivering ambitions for zero carbon and proposes a timetable for revising the Building Regulations in order to reach zero carbon development.¹⁷

6.5 Community and wellbeing

The NPPF

- 6.5.1 Key messages include -
- The social role of planning involves 'supporting vibrant and healthy communities' and a core planning principle is to 'take account of and support local strategies to improve health, social and cultural wellbeing for all'.
 - Facilitate social interaction and creating healthy, inclusive communities'.
 - Promote retention and development of community services / facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.
 - Set strategic policy to deliver the provision of health facilities.
 - Choice of school places is of high importance and there is a need for a proactive approach.

¹⁵ Committee on Climate Change (2012) How local authorities can reduce emissions and manage climate risk [online] available at: http://hmccc.s3.amazonaws.com/Local%20Authorites/1584_CCC_LA%20Report_bookmarked_1b.pdf (accessed 04/13)

¹⁶ DECC (2012) The Future of Heating: A strategic framework for low carbon heat in the UK [online] available at: <http://www.decc.gov.uk/assets/decc/11/meeting-energy-demand/heat/4805-future-heating-strategic-framework.pdf> (accessed 03/14)

¹⁷ CLG (2006) Building a Greener Future: Towards Zero Carbon Development – Consultation [online] available at: <http://webarchive.nationalarchives.gov.uk/20120919132719/www.communities.gov.uk/archived/publications/planningandbuilding/buildinggreener> (accessed 03/14)

- Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.
- Promote competitive town centres that reflect the local 'individuality'.
- Ensure that developments create safe environments without crime and fear of crime.

Supplementing the NPPF

- 6.5.2 The Department of Health Guidance on 'Health in SEA' considers the many different determining factors that require consideration when assessing influence on health. The use of a broad definition of 'health,' taking into account social determinants is suggested.¹⁸
- 6.5.3 A supplementary report to Fair Society, Healthy Lives ('The Marmot Review') considered links between spatial planning and health on the basis that that there is: *'overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health.'*¹⁹ Key policy actions - to be applied with a scale and intensity that is proportionate to the level of disadvantage - are to:
- Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality;
 - Prioritise policies and interventions that both reduce health inequalities and mitigate climate change by: improving active travel; improving open and green spaces; improving the quality of food in local areas; and improving the energy efficiency of housing; and
 - Support locally developed and evidence-based community regeneration programmes that remove barriers to community participation and action; and reduce social isolation.
- 6.5.4 The TCPA report Planning Healthier Places recommends:²⁰
- An emphasis on financial viability in planning decisions can underplay the long-term costs to the public purse that are incurred if populations are unhealthy because of where they live. There needs to be new engagement between local authorities and their partners.
 - Local plans should be the conduit through which partners engage in local interventions and innovations, bring forward health-promoting large-scale development, plan healthcare infrastructure, or target specific health issues such as obesity and a lack of activity.
- 6.5.5 The Select Committee on Public Service and Demographic Change report Ready for Ageing? warns that society is underprepared for the ageing population. Key projections about ageing include 51% more people aged 65 and over and 101% more people aged 85 and over in England in 2030 compared to 2010; and a 90% increase in people with moderate or severe need for social care for the same time period. Organisations involved in urban planning will have an important role to play in preventing the social isolation of older citizens.²¹

¹⁸ Department of Health (2007) Draft Guidance on Health in Strategic Environmental Assessment [online] available at: <http://www.apho.org.uk/resource/item.aspx?RID=47085> (accessed 02/14)

¹⁹ The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available at: <http://www.nice.org.uk/nicemedia/live/12111/53895/53895.pdf>

²⁰ TCPA (2013) Planning Healthier Places [online] available at: http://www.tcpa.org.uk/data/files/Planning_Healthier_Places.pdf

²¹ Select Committee on Public Service and Demographic Change (2013) Ready for Ageing? [online] available at: <http://www.parliament.uk/business/committees/committees-a-z/lords-select/public-services-committee/report-ready-for-ageing/>

- 6.5.6 An Environment Agency report Under the Weather highlights that heat related illness can be addressed through planning of the built environment.²² The RIBA City Health Check report similarly assesses the impact of urban design and architecture on public health. The report shows a clear link between green space and health outcomes. The report highlights the potential of the Community Infrastructure Levy and also places an emphasis on the role of the developer to prove how their new development will address public realm and infrastructure.²³
- 6.5.7 The report Natural Solutions points to the relationship between access to nature and both physical and mental health benefits. The natural environment is also described as potentially being a resource to help reduce crime levels and increase community cohesion. In addition, green spaces can provide environments for effective learning for children.²⁴
- 6.5.8 The Environmental Audit Committees report Sustainable Food highlights the lack of government guidance on providing communities with better access to local and sustainable food through Local Plans. It recommends provision of open spaces to 'grow your own'.²⁵

6.6 Economy and employment

European context

- 6.6.1 In 2010, the European Union published its strategy for achieving growth up until 2020. This strategy focuses on smart growth, through the development of knowledge and innovation; sustainable growth, based on a greener, more resource efficient economy; and inclusive growth, aimed at strengthening employment, and social and territorial cohesion.²⁶

The NPPF

- 6.6.2 Key messages include -
- The planning system can make a contribution to building a strong, responsive economy by 'ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure'.
 - Capitalise on 'inherent strengths', and meet the 'twin challenges of global competition and of a low carbon future'.
 - Support new and emerging business sectors, including positively planning for 'clusters or networks of knowledge driven, creative or high technology industries'.
 - Support competitive town centre environments, including where there are active markets. Edge of town developments should only be considered where they have good access and there will not be detrimental impact to town centre viability in the long term.

²² Environment Agency (2014) Under the Weather, Improving Health, wellbeing and resilience in a changing climate.

²³ RIBA (2013) City Health Check, How design can save lives and money [online] available at:

<http://www.architecture.com/Files/RIBAHoldings/PolicyAndInternationalRelations/Policy/PublicAffairs/RIBACityHealthCheck.pdf>

²⁴ NEF (2012) Natural Solutions [online] available at: <http://www.neweconomics.org/publications/entry/natural-solutions>

²⁵ Environmental Audit Committee (2012) Sustainable Food [online] available at:

<http://www.publications.parliament.uk/pa/cm201012/cmselect/cmenvaud/879/87902.htm>

²⁶ European Commission (2010) Europe 2020: A strategy for smart, sustainable and inclusive growth [online] available at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2010:2020:FIN:EN:PDF>

Supplementing the NPPF

- 6.6.3 The Local Growth White Paper notes that Government interventions should support investment that will have a long term impact on growth, working with markets rather than seeking to create artificial and unsustainable growth. Economic policy should be judged on the degree to which it delivers strong, sustainable and balanced growth of income and employment over the long-term.²⁷
- 6.6.4 In order to revitalise town centres and high streets it is necessary to re-imagine these places, ensuring that they offer something new and different that neither out-of-town shopping centres nor the internet can offer. Town centres, high streets and also lower order retail and service facilities can support economic resilience, act as a 'hub' for local communities, and play an important role in the shopping hierarchy because of their accessibility. Local policies should look to 'reinforce local distinctiveness and community value, and develop the social function with a view to underpinning ongoing commercial viability. For example, consider how local parades can provide a 'seed-bed' function for start-up businesses.^{28 29}

6.7 Housing

The NPPF

6.7.1 Key messages include -

- To 'boost significantly the supply of housing', local planning authorities should meet the 'full, objectively assessed need for market and affordable housing' in their area.
- Plans for housing mix should be based upon 'current and future demographic trends, market trends and the needs of different groups in the community'.
- With a view to creating 'sustainable, inclusive and mixed communities' authorities should ensure provision of affordable housing onsite or externally where robustly justified.
- Good design should contribute to improving the quality of an area over the lifetime of a development, not just in the short term. Design should reinforce local distinctiveness and address the connections between people and places.
- Larger developments are suggested as sometimes being the best means of achieving a supply of new homes.

Supplementing the NPPF

- 6.7.2 The Housing Report identifies the need to produce a step change in housing in order to meet the nations needs and aspirations, especially given that: *'Many of the external pressures on the housing market... are likely to intensify.* Issues include:³⁰
- Overcrowding: This situation is worsening, and current measures to tackle under-occupation may not necessarily resolve the problem.
 - Homelessness: There has been a large increase in homeless acceptances and rough sleepers, with this problem potentially exacerbated by cuts to Housing benefit during 2013.
 - Empty Homes: Despite 720,000 homes currently being classed as empty, the situation seems to be an improving one. This is particularly the case with long-term empty homes.

²⁷ BIS (2010) Local Growth: Realising every place's potential [online] available at: <https://www.gov.uk/government/publications/local-growth-realising-every-places-potential-hc-7961>

²⁸ CLG (2012) High streets at the heart of our communities: The Government's response to the Mary Portas Review [online] available at: <http://www.communities.gov.uk/publications/regeneration/portasreviewresponse>

²⁹ DCLG (2012) Parades of shops: towards an understanding of performance and prospects [online] available at: <http://www.communities.gov.uk/documents/regeneration/pdf/2156925.pdf>

³⁰ The Chartered Institute of Housing, National Housing Federation & Shelter (2012) The Housing Report: Edition 2 [online] available at: http://england.shelter.org.uk/_data/assets/pdf_file/0008/435653/Housing_Report_2_-_May_2012.pdf

- 6.7.3 Both Policy Exchange (a leading ‘think tank’) and the TCPA highlight poor perception of new development as a key barrier to addressing the housing crisis. Policy Exchange state that ‘a lot of people object to new development because they assume that the outcome will be buildings that are at best characterless, cheap in everything except price.’ The solutions suggested by the two organisations are quite different:^{31 32}
- Policy exchange advocates the need for ‘self-build’ to make a much more significant contribution. Self-build is where development involves a discrete project for a specific owner. Currently, in the UK 10% of new homes (less in England) are self-build.
 - The TCPA believe that a well-planned, holistic approach to new communities provide an opportunity to achieve the highest standards. In particular, the TCPA advocate developing Garden Cities and Suburbs according to a series of agreed principles.
- 6.7.4 According to the Housing Conditions of Minority Ethnic Households report, around 15% of the 2.2 million ethnic minority households in England are those with at least one Category 1 HHSRS hazard (classified as poor housing). The estimated annual treatment cost to the NHS is around £52m per year if the poor housing amongst the minority ethnic households is left unimproved, and wider costs to society are estimated at 2.5 times the NHS costs.³³
- 6.7.5 The housing market is not delivering enough specialist housing. An adequate supply of suitably located, well-designed, supported housing for older people could result in an increased release onto the market of currently under-occupied family housing, expanding the supply available for younger generations.³⁴

6.8 Transport

The NPPF

- 6.8.1 Key messages include -
- To minimise journey lengths for employment, shopping, leisure and other activities, planning policies should aim for ‘a balance of land uses’. Wherever practical, key facilities should be located within walking distance of most properties.
 - The transport system needs to be balanced in favour of sustainable transport modes (including walking, cycling and public transport), giving people a real choice.
 - Planning for transport and travel will have an important role in ‘contributing to wider sustainability and health objectives’.

³¹ Policy Exchange (2013) A right to build: Local homes for local people [online] available at: <http://www.policyexchange.org.uk/images/publications/a%20right%20to%20build.pdf> (accessed 04/2013)

³² TCPA (2013) Creating garden cities and suburbs today a guide for councils [online] available at: http://www.tcpa.org.uk/data/files/Creating_Garden_Cities_and_Suburbs_Today_-_a_guide_for_councils.pdf

³³ Race Equality Foundation (2014) The Housing Conditions of Minority Ethnic Households in England, Better Housing Briefing 24 [online] available at: <http://www.better-housing.org.uk/briefings>

³⁴ Select Committee on Public Service and Demographic Change (2013) Ready for Ageing? [online] available at: <http://www.parliament.uk/business/committees/committees-a-z/lords-select/public-services-committee/report-ready-for-ageing/>

Supplementing the NPPF

- 6.8.2 Higher levels of walking and cycling could reduce congestion, improve local environmental quality, improve personal health and reduce transport-related CO₂ emissions³⁵. Plans should ensure that strategic policies support both walking and cycling.³⁶ The Department for Transport (DfT) '**Door to Door**' strategy considers what is necessary to ensure that people can be confident in choosing sustainable transport.³⁷ Measures include cycling and walking facilities and stations at the heart of the 'plug-in hybrid vehicle programme'.

Local context

- 6.8.3 Against a backdrop of poor public health, climate change, traffic congestion and car dependency, Hull City Council also developed a sustainable travel strategy. A focus is car use on the school journey.³⁸

6.9 Water, flood risk and other climate change adaptation issues

International context

- 6.9.1 The EU Water Framework Directive drives a catchment-based approach to water management. The EA is currently seeking to establish 'Significant Water Management Issues' within catchments and develop River Basin Management Plans to deliver the objectives of the WFD namely: enhance and prevent further deterioration of aquatic and wetland ecosystems; Promote the sustainable use of water; and reduce the pollution of water (inc. groundwater). Also of note is the EU's 'Blueprint to Safeguard Europe's Water Resources' promotes use of green infrastructure such as wetlands, floodplains and buffer strips along water courses in order to reduce vulnerability to floods and droughts. It also emphasises the role water efficiency can play in reducing scarcity and water stress.³⁹

The NPPF

- 6.9.2 Key messages include -
- Produce strategic policies to deliver the provision of a variety of infrastructure, including that necessary for water supply and wastewater.
 - Take account of the effects of climate change in the long term, including factors such as 'flood risk, coastal change, water supply and changes to biodiversity and landscape. Planning authorities are encouraged to 'adopt proactive strategies' to adaptation and ensure new developments are planned so that they avoid vulnerability to climate change.
 - Development should be directed away from areas at highest risk from flooding, and should "not to be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding". Where development is necessary, it should be made safe without increasing risk elsewhere. Where new development is vulnerable this should be managed through adaptation measures.

³⁵ Lancaster University, University of Leeds & Oxford Brookes University (2011) Understanding Walking and Cycling: Summary of Key Findings and Recommendations [online] available at: http://www.its.leeds.ac.uk/fileadmin/user_upload/UWCRptSept2011.pdf (accessed 08/2012)

³⁶ National Institute for Health and Care Excellence (2012) Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation, Public Health Guidance PH41 [online] available at: <http://guidance.nice.org.uk/PH41>

³⁷ Dft (2013) Door to Door: A strategy for improving sustainable transport integration [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/142539/door-to-door-strategy.pdf (accessed 04/13)

³⁸ Hull City Council transport strategy [accessed online 04/06/2014] http://www.hullcc.gov.uk/portal/page?_pageid=221,623430&_dad=portal&_schema=PORTAL

³⁹ European Commission (2012) A Blueprint to Safeguard Europe's Water Resources [online] available at http://ec.europa.eu/environment/water/blueprint/pdf/COM-2012-673final_EN_ACT-cov.pdf (accessed 04/13)

Supplementing the NPPF

- 6.9.3 The Water White Paper sets out the Government's vision for a more resilient water sector, where water is valued as a precious resource. Measures must address the combined impacts of climate change and population growth on stressed water resources.⁴⁰ Measures are put in place to encourage and incentivise water efficiency. Through these measures the Government aspires to reduce average demand to 130 litres per head, per day by 2030.
- 6.9.4 The Water White Paper led to a Government consultation on a national strategy on urban pollution in 2012. The consultation report notes that pollutants affecting waterbodies can be broken down into a number of categories including:⁴¹
- Point Source Pollution - Permitted discharges from factories and wastewater treatment are currently responsible for about 36% of pollution related to failing water bodies; and
 - Diffuse pollution - Unplanned pollution from urban and rural activity, e.g. from industry, commerce and agriculture, is responsible for 49% of the pollution to failing water bodies.
- 6.9.5 The Flood and Water Management Act states with regard to flood risk management:⁴²
- Incorporate greater resilience measures into the design of new buildings, and retro-fit at risk properties (including historic buildings);
 - Utilise the environment, e.g. utilise land to reduce runoff and wetlands to store water; and
 - Identify areas suitable for inundation and water storage.
- 6.9.6 In relation to Sustainable Drainage Systems (SuDS), further guidance is provided in the document Planning for SuDS. This report calls for greater recognition of the opportunities for multiple benefits that water management can present. It suggests that successful SuDS are capable of 'contributing to local quality of life and green infrastructure'.⁴³
- 6.9.7 An Environment Agency strategy implements the requirements of the WFD in relation to groundwater. The strategy highlights that groundwater is at risk from both point source pollution (for example, a leak from an oil storage tank) and diffuse pollution.⁴⁴
- 6.9.8 The TCPA report Climate change adaptation by design highlights that adaptation to changes in water availability and quality can be addressed a variety of scales. At the catchment scale greenspace and bluespace strategies should influence development; whilst neighbourhood-level efforts should aim to enhance public spaces. Rainwater harvesting can reduce risk of urban flooding whilst simultaneously providing additional water supplies.⁴⁵

⁴⁰ Defra (2011) Water for life (The Water White Paper) [online] available at <http://www.official-documents.gov.uk/document/cm82/8230/8230.pdf>

⁴¹ Defra (2012) Tackling water pollution from the urban environment [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/82602/consult-udwp-doc-20121120.pdf

⁴² Flood and Water Management Act (2010) [online] at: <http://www.legislation.gov.uk/ukpga/2010/29/contents>

⁴³ CIRIA (2010) Planning for SuDs – making it happen [online] available at: <http://www.ciria.org/service/knowledgebase/AM/ContentManagerNet/ContentDisplay.aspx?Section=knowledgebase&NoTemplate=1&ContentID=18465>

⁴⁴ Environment Agency (2012) GP3: Groundwater Protection: Policy and Practice [online] available at: <http://www.environment-agency.gov.uk/research/library/publications/144346.aspx>

⁴⁵ TCPA (2007) Climate change adaptation by design: guide for sustainable communities [online] available at: http://www.tcpa.org.uk/data/files/bd_cca.pdf

7 WHAT'S THE SUSTAINABILITY 'BASELINE'?

The SA Report must include...

- The relevant aspects of the current state of the sustainability baseline and the likely evolution thereof without implementation of the plan'
- The characteristics of areas / populations etc. likely to be significantly affected.
- Any existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance

7.1 Introduction

7.1.1 The baseline review is about expanding on the consideration of problems/issues identified through context review so that they are locally specific. Once the baseline is established then it becomes possible to predict / evaluate effects (on the baseline).

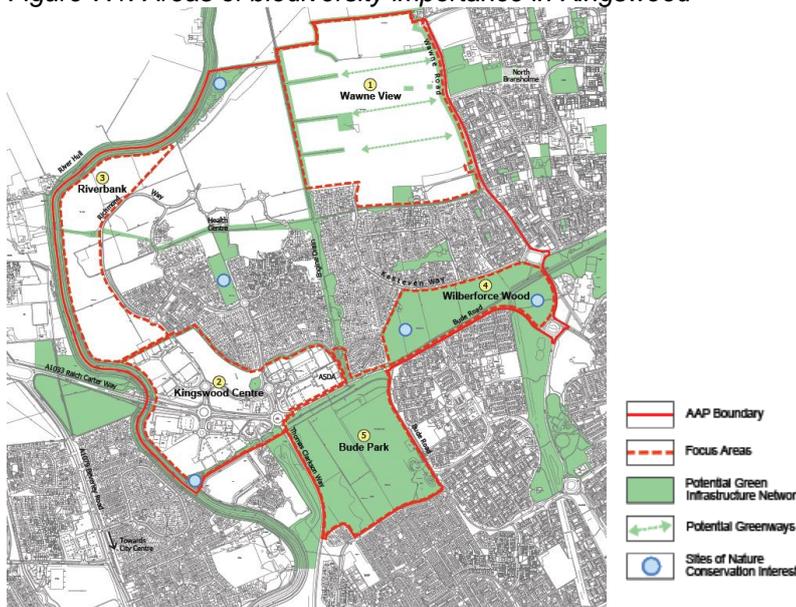
7.2 Air quality

7.2.1 One Air Quality Management Area exists for Hull, around Castle Street in the City Centre, and this is principally traffic related (Nitrogen Dioxide, NO₂). Within the Kingswood area, traffic congestion is associated with areas including the two Roebank roundabouts that serve the retail park and also serve as the main access to the Kingswood Parks residential area. There is also an issue of shortage of car parking provision at the retail park, contributing to the traffic congestion.

7.3 Biodiversity and green infrastructure

7.3.1 Wilberforce Wood/Foredyke Green and Bude Park are both large open spaces in need of improvement. Together they form part of a wider 'Hull Green Arc' linking urban greenspaces throughout the city. The Engine Drain Greenway at the centre of Kingswood, the Ings wood Plantation and the open space on Kingsbury Way are also identified as key urban green spaces within the area. Finally, the River Hull and its riparian zone on the western boundary of Kingswood coupled with the countryside to the north are considered major 'green' assets to the area also. A number of these areas, and others, are designated as Local Wildlife Sites - see Figure 7.1 below.

Figure 7.1: Areas of biodiversity importance in Kingswood



7.4 Climate change

7.4.1 Per capita carbon dioxide emissions have been decreasing steadily for Kingston and Hull, although the majority of decreases are associated with decreased emissions from industry and commerce.

Table 7.1: Per capita carbon dioxide emissions by source

	Industrial and Commercial (t CO ₂)	Domestic (t CO ₂)	Road and Transport (t CO ₂)	Total (t CO ₂)
Kingston upon Hull				
				7.1
2007	3.2	2.2	1.3	6.6
2009	2.7	1.9	1.2	5.9
2011	2.6	1.8	1.2	5.5
Yorkshire and The Humber				
				10.3
2007	5.1	2.4	2.3	9.9
2009	4.0	2.2	2.1	8.3
2011	4.1	2.0	2.0	8.2
North East England				
				13.0
2007	8.2	2.5	1.9	12.5
2009	6.9	2.2	1.7	10.9
2011	5.2	2.1	1.7	8.9
England				
				8.5
2007	3.5	2.4	2.2	8.2
2009	2.9	2.1	2.0	7.1
2011	2.7	2.0	1.9	6.7

7.4.2 Climate change mitigation is likely to increase as an 'issue' as the impacts are increasingly felt. The 2009 UK Climate Change Projections predict that (by 2080)⁴⁶: Winters are likely to be warmer by around 2.2°C; Summers are likely to be hotter by around 2.8°C; Winter rainfall is likely to increase by 16%; and Summer rainfall is likely to decrease by 19%.

7.4.3 The Kingswood area has already been affected by climate change related events with a significant flooding event occurring in 2007 at great cost and disturbance to local residents.

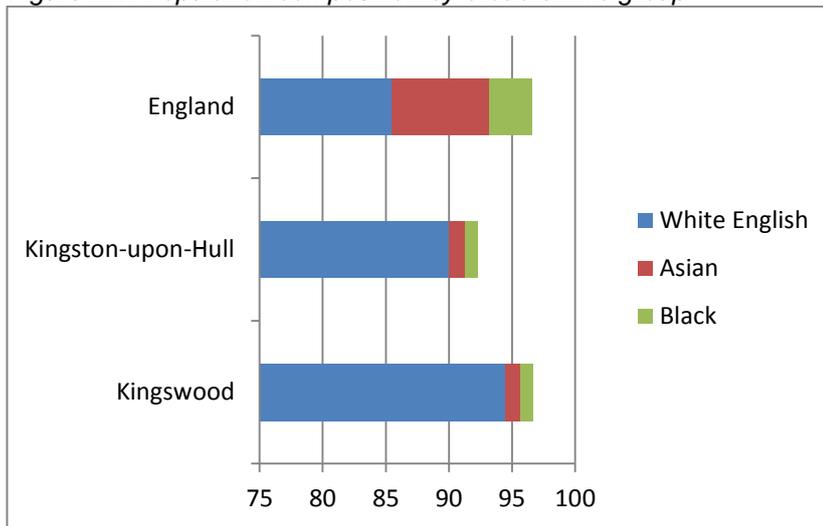
7.4.4 The trend towards warmer wetter winters and hotter dryer summers will have a disproportionate impact on the aging population that is forecast for the region; the latest demographic profile of Hull city as a whole suggests that there will be 60% increase in those aged 85 or more over the period 2011 to 2030.

⁴⁶UK Climate Projections (UKCP09) available online: <http://ukclimateprojections.metoffice.gov.uk/> [accessed 22/05/14]

7.5 Community and wellbeing

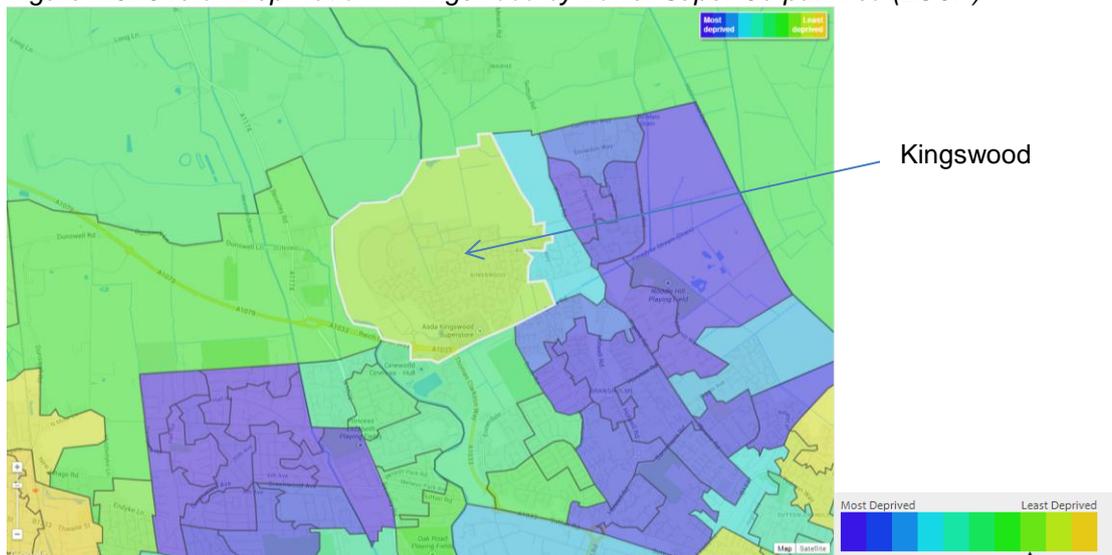
7.5.1 According to the most recent census data available, in 2011 the total population of Kingswood was approximately 5,314. The demographic profile of the city suggests that there will be 60% increase in those aged 85 or more over the period 2011 to 2030⁴⁷. In terms of ethnicity, 94.5% of the population in the plan area are classed as White English with ‘White Other’ comprising the other largest ethnic group with 1.4% - see Figure 7.2.

Figure 7.2: Population composition by broad ethnic group



7.5.2 According to the Index of Multiple Deprivation (2010) dataset, Kingswood suffers from relatively low deprivation; however, the area adjacent to Kingswood to the East is notably more deprived – see Figure 7.3.

Figure 7.3: Overall Deprivation in Kingswood by Lower Super Output Area (LSOA)



⁴⁷ Kingswood AAP

7.6 Housing

- 7.6.1 Historic house building across Kingswood has been at an average rate of approximately 215 per year (between 2000 and 2015), although there have been peaks and troughs.
- 7.6.2 Kingswood has been providing a unique residential offer in Hull including a range of homes with a good mix of terraced, semi-detached and detached houses. Kingswood has an existing good mix of properties: 26% of all properties within the Kings Park ward are 1 and 2 bedrooms compared to 47% across the city. Kingswood contrasts with much of Hull, which suffers from a lack of housing choice with an oversupply of small terraced housing although this has started to change with the regeneration that has taken place in the last 10 years.⁴⁸
- 7.6.3 Kingswood is relatively 'affordable' taking into account the average income of residents locally; however, house prices (and tenures) contrast starkly with the rest of the city and in particular its immediate neighbours. Nearby North Bransholme to the east and Bransholme to the south, were built as Council estates in the 1960s and 70s. Both areas are in the 10% most deprived areas in the country.
- 7.6.4 Although a significant amount of housing in Hull is social housing, there is a great need for further additional affordable housing to be provided. The estimated commercially viable rate of affordable housing provision is at 15%, whilst the estimated need for affordable housing is higher at around 25%.⁴⁹

7.7 Economy and employment

- 7.7.1 The employment rate in 2011 in Kingston-upon-Hull was 67%, comparable with the Yorkshire and The Humber average (68%), but slightly lower than the national average (70%). These figures illustrate the rates of all employment including full time, part time and self-employed activity. Rates of full-time employment are slightly lower in Kingston-upon-Hull, at approximately 36%, compared to the regional average of 37% and England average for 2011 of approximately 39%.
- 7.7.2 Kingswood was initially planned to provide some 4000 jobs and the 1994 planning permission allocated some 60ha of land for employment use adjacent to the River Hull; however, take-up of the land by employment/business uses has been low and the majority of land remains undeveloped and/or has been developed with alternative uses.
- 7.7.3 The Employment Land Review (2013) considers the requirements for B Use classes jobs (i.e. Business, General Industrial and Storage and Distribution) in the city over the plan period to 2030. It shows that across the city as a whole sufficient land exists to meet needs. However much depends on how sites meet specific needs including specific sectors and market areas. A large proportion of the jobs that have already been created at Kingswood have been within the retail, leisure and community facilities. Jobs within these sectors will continue to have a role although other business sectors have also been identified as having the potential to support economic growth in the city.⁵⁰

⁴⁸ Based on the Hull Strategic Housing Market assessment (2013), the city needs larger properties, with an estimate that 60% of new open market housing should be 3-bedroom or more size-wise. The picture is very different for the affordable housing provision where there is a need for smaller properties with an estimate that 70 to 80% of new affordable housing should be 2-bedroom or less to meet future need in terms of size.

⁴⁹ The latest Strategic Housing Market Assessment is available online at:

http://www.hullcc.gov.uk/portal/page?_pageid=221,590350&_dad=portal&_schema=PORTAL [accessed 05/15]

⁵⁰ Kingswood AAP available online: http://hullcc-consult.limehouse.co.uk/portal/planning/kapp/kingswood_options?tab=files [accessed 04/05/2014]

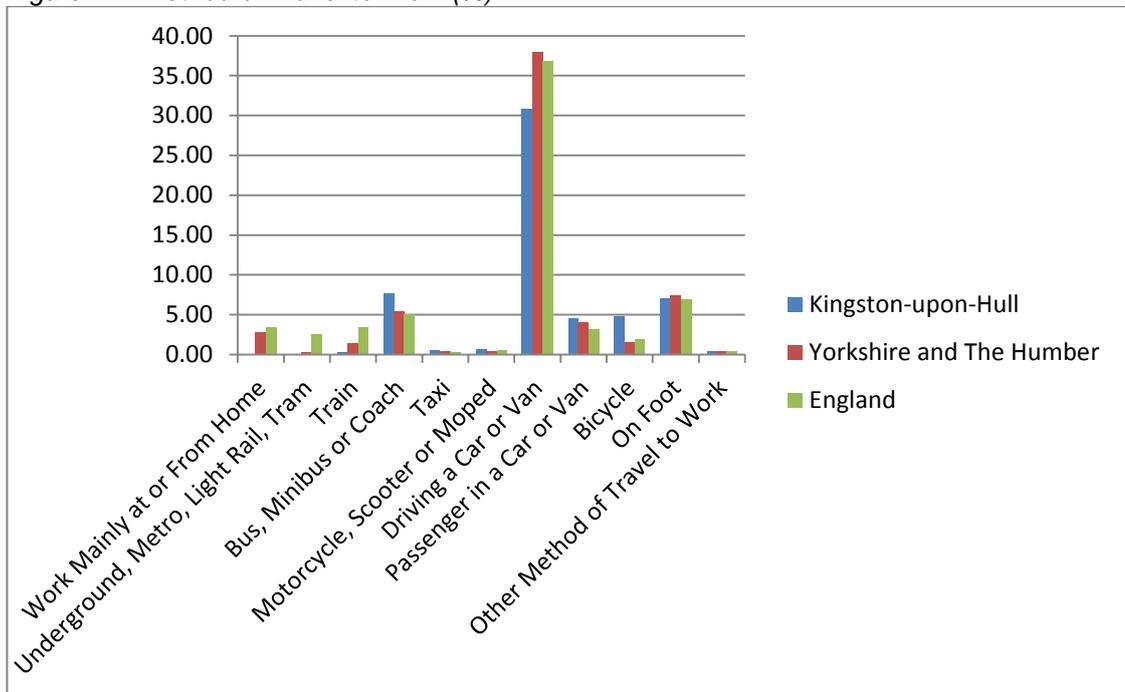
7.8 Sustainable transport

7.8.1 Recent community consultation feedback included reference to transport as being a key issue. Neighbourhoods and places where people work, visit or spend leisure time need to be linked by a good transport network, to enable getting about by car, on public transport, on bike or by walking. People also need to easily find a way around and be able to access facilities with ease and to do so safely.

7.8.2 A Transport Assessment for Kingswood is being prepared, and early indications are that a link road and significant junction improvements are needed. There already is a developing network of cycle and pedestrian links at Kingswood, and this is set to be extended.

7.8.3 The 2001 census identified that 39% of Hull’s population travelled to work by ‘sustainable’ means compared to 27% for Yorkshire and Humber; however, the 2011 census shows a figure for Hull of 26% (compared to 23% for Yorkshire and Humber).

Figure 7.4: Method of Travel to Work (%)



7.8.4 The third local transport plan (LTP3) covering the period 2011-2026 produced by Hull City Council highlights considerable improvements in terms of a number of metrics. For example, the total number killed and seriously injured casualties reduced by 45% from 1994-98 average. The LTP3 also highlights that benefits have arisen as a result of the opening of the new £16m state of the art Paragon Transport Interchange (multi modal interchange between rail, coach, bus, taxi, and cycling); the use of Intelligent Transport Systems (ITS); the construction of the City’s first purpose built park and ride site at Priory Park (the patronage of which continues to grow); and improvements to key corridors.⁵¹

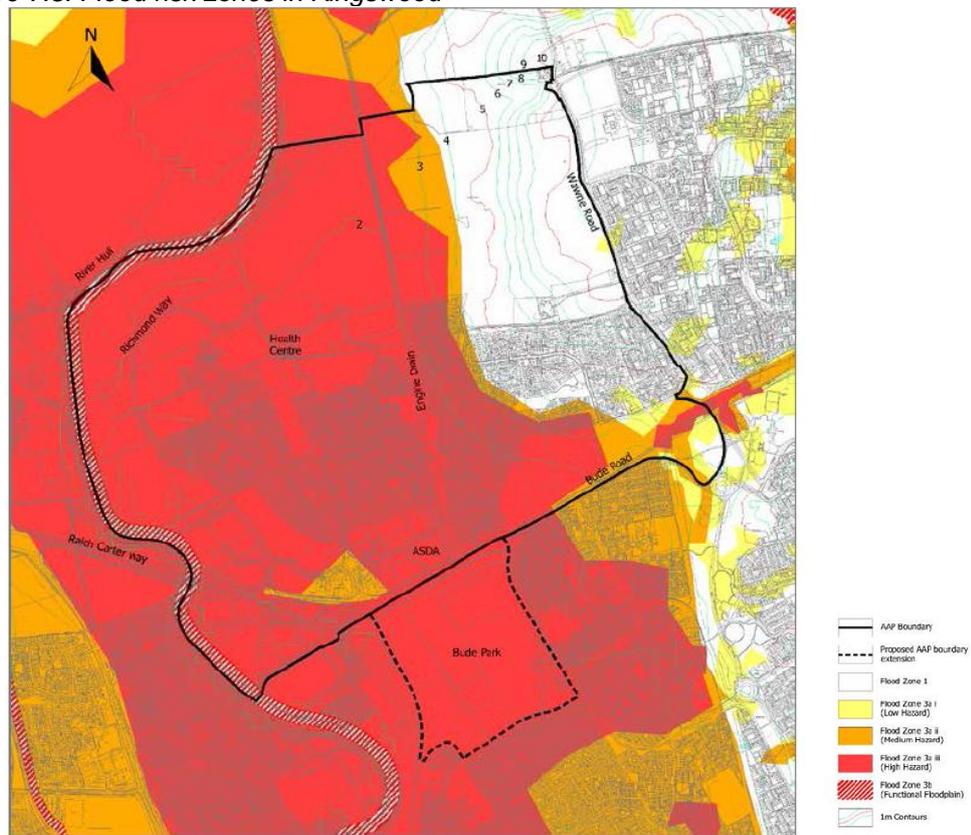
⁵¹ Hull City Council Local Transport Plan 2011-2026 [accessed online 04/06/2014] http://www.hullcc.gov.uk/portal/page?_pageid=221.161326&_dad=portal&_schema=PORTAL

7.9 Water

7.9.1 Flood risk is an important issue in Hull, which is almost entirely located within an Environment Agency flood zone and where flooding has become a personal experience for many Hull residents after the summer 2007 floods, which affected large parts of Kingswood. Kingswood is particularly vulnerable with the presence of the River Hull nearby, and flood risk may worsen as a result of climate change.

7.9.2 A large part of Kingswood is located in the ‘high hazard flood zone’ (Zone 3aiii) as defined in the Hull Strategic Flood Risk Assessment, and any new development also has the potential to increase flood risk both on the site itself and in surrounding areas. The degree of risk here is the result of an assessment of a potential River Hull breach combined with the results from the 2007 pluvial flood event.

Figure 7.5: Flood risk zones in Kingswood⁵²⁵³



⁵² Hull City Council Flood risk website. Available at: <http://www.ambiental.co.uk/riskcentral/flood-risk-in-hull/> (accessed 04/06/14)

⁵³ Kingswood Area Action Plan – Options (Winter 2012-13, Hull City Council)

8 WHAT ARE THE KEY ISSUES / OBJECTIVES THAT SHOULD BE A FOCUS OF SEA?

8.1.1 The following table presents the sustainability issues and objectives established through SA scoping, i.e. in-light of context/baseline review and consultation. Issues / objectives are grouped under the four sustainability 'theme' headings identified at the outset of scoping. Taken together, these sustainability themes, issues and objectives provide a methodological 'framework' for appraisal.

Table 8.1: The SA Framework

Topic	Key issues	Key objectives
Enhancing communities, health and social welfare	Education - Pressures on capacity;	<ol style="list-style-type: none"> 1. Create a learning city enhancing levels of education & skills for all 2. Improve the health of everyone and encourage healthy lifestyles 3. Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home 4. Encourage involvement, a sense of community & identity 5. Support equity for all, tackling social exclusion & prejudice 6. Maintain or enhance safety & reduce crime or fear of crime for everyone
Rejuvenating the economy		<ol style="list-style-type: none"> 7. Maintain or provide good quality employment opportunities for all & reduce economic exclusion 8. Create conditions which support regeneration & sustainable economic growth encouraging business diversity & investment 9. Optimise creativity & innovation in business & design 10. Optimise Hull's economic role and position in the sub-region, region as a whole & internationally 11. Promote Hull as a place to live, work & visit
Enhancing the city centre and local neighbourhoods		<ol style="list-style-type: none"> 12. Maintain or enhance efficient land use 13. Support sustainable travel & movement 14. Positively contribute to the quality of the built environment, townscape, & public realm 15. Enhance the function of the city & district centres providing a complementary & appropriate mix of uses & facilities within & between centres 16. Enhance access to quality leisure, cultural & recreational activities for all
Protecting and enhancing the natural environment		<ol style="list-style-type: none"> 17. Efficient consumption of energy & natural resources 18. Minimise pollution including greenhouse gases & enhance environmental quality 19. Reduce waste, minimising the use of non-reusable materials & encourage recycling 20. Reduce vulnerability of Hull to flooding & potential impacts of climate change 21. Protect & enhance habitats & biodiversity

PART 2: WHAT HAS PLAN-MAKING / SA INVOLVED UP TO THIS POINT?

9 INTRODUCTION (TO PART 2)

The Environmental Report must include...

- An outline of the reasons for selecting the alternatives dealt with
- The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting the preferred approach in-light of alternatives appraisal (and hence, by proxy, a description of how environmental objectives and considerations are reflected in the draft plan)

9.1.1 The ‘story’ of plan-making / SA up to this point is told within this part of the SA Report. Specifically, this part of the report explains how preparation of the Publication Draft version of the AAP has been informed by appraisal of **alternatives** for the following policy issues:

- Phasing
- Development layout
- Engine drain Greenway
- Focus Area 1 – Wawne View
- Focus Area 2 – Wilberforce Wood/Foredyke Green
- Focus Area 3 – Kingswood Centre
- Focus Area 5 – Riverbank

Reasons for focusing on these policy issues

9.1.2 These policy issues, and others, were the focus of the ‘Development Options’ consultation document (December 2012). The policy issues assigned a section within the consultation document were themselves identified in-light of responses received to an ‘Issues and Options Questionnaire’ (Autumn 2011).

9.1.3 Within the consultation document, alternatives were presented for some policy issues, whilst for others a single policy approach was suggested. As explained on page 6 of the document:

*Options in the document are signalled with the symbol “**OPTIONS**”; it means that several ways forward for future development are shown and you are invited to express your preference for one option over other options (your preference can be a mix and match of those options); when no options are offered but only one single way forward, then, the symbol “**PROPOSED**” is shown; in those cases, you are invited to comment or even propose an alternative option if you think it would be a better way forward.*

9.1.4 Essentially, it was for these seven policy issues (three ‘area-wide’, and four ‘focus-area-specific’) that the Council felt, in December 2012, that there was a clear choice to be made between alternative approaches (i.e. alternative ‘options’). This remains the case at the current time, i.e. it is not the case that the consultation on Development Options established a (‘reasonable’) need to consider / appraise alternatives for other policy issues.

9.1.5 Readers will note that alternatives have not been explicitly considered for one of the five ‘focus areas’, namely Focus Area 4 – Bude Park. This is on the basis that an existing masterplan is in place. The masterplan was prepared in 2010 by Groundwork, with extensive involvement of the community. Whilst the 2010 proposals have evolved, elements/aspirations remain unchanged (such as the playing fields improvements; the north-south route; the entrance improvements; the changing rooms/community hub/café and the new play zone / skate park). The question “Do you support the masterplan for Bude plan?” was posed as part of the Development Options consultation, and the response showed that 90% of respondents do support it.

Structure of this part of the SA Report

- 9.1.6 Each of the seven policy issues listed above is assigned a chapter, below. Within each chapter, the following questions are answered:
- What are the reasons for selecting the alternatives dealt with?
 - What are the appraisal findings (in relation to the set of alternatives in question)?
 - What are the Council's reasons for selecting the preferred approach in-light of appraisal findings?
- 9.1.7 These questions reflect the regulatory requirement for the SA Report to present 1) appraisal findings for 'reasonable alternatives' and 2) 'an outline of the reasons for selecting the alternatives dealt with'.

10 PHASING

10.1 Introduction

10.1.1 Chapter 9 of the Development Options consultation document (2012) dealt with ‘Housing Provision and Choice’. Whilst a proposed approach was presented in relation to ‘numbers’ and ‘types / tenures’, which, to a large extent, sought to reflect the policy approach established by the adopted Hull Local Plan, alternative options were presented in relation to ‘phasing’.

10.1.2 An appraisal of the alternatives was presented within the Interim SA Report published alongside the consultation document in 2012, and an updated appraisal is presented within this chapter. Information is also presented on ‘reasons for selecting the alternatives dealt with’ and ‘reasons for selecting the preferred approach in-light of the appraisal’.

10.2 Reasons for selecting the alternatives dealt with

10.2.1 Over the past 12 years, on average, there have been 160 new homes built per year. The rate of development is very much determined by the market; however, the Council’s aspiration is for a higher completion target of approximately 210 houses on average per year. At this rate, it will take 16 years to complete Kingswood.

10.2.2 The phasing scheme for Kingswood approved as part of the current planning permission states that Kingswood Parks will be completed before the commencement of housing development on the land between Wawne Road and Engine Drain (Focus Area 1). Thereafter, Focus Area 1 would be developed in two phases starting with the southern part.

10.2.3 The Area Action Plan provides an opportunity to examine the phasing of future development following the expiration of the planning permission in 2016. The following alternatives have been subjected to appraisal -

Option 1) Bring forward **key sites simultaneously** with a view to increasing the build rate and completing Kingswood by 2028. Specifically, bring forward Council owned land (Wawne View) before Kingswood Parks is fully completed.

- This option must be appraised on the assumption that key infrastructure such as the new east-west link road is addressed from the outset; however, in practice there could be delays in infrastructure provision.

Option 2) **Phased approach** with the completion of Kingswood Parks first (another 1,500 houses approximately), i.e. the approach agreed as part of the outline planning permission, which will run out in 2016.

- This option must be appraised on the assumption that there will be a fully phased approach; however, in practice it may be necessary to progress some sites in tandem. For example, it may be necessary to develop some housing in Focus Area 1 in advance of the completion of Kingswood Parks to allow for the construction of the east-west link road to Kesteven Way.

10.2.4 It is considered that these are the reasonable alternatives in relation to the issue of ‘phasing’. Testing these alternative approaches helpfully enables consideration of wide-ranging sustainability issues.

10.3 Summary appraisal findings

10.3.1 The box below presents summary appraisal findings. Detailed appraisal findings can be found within Appendix II.

Enhancing communities, health and social welfare

Either option would lead to significant positive effect on the baseline in terms of sustainability objectives relating to housing delivery and access to good quality housing. The alternatives could vary in terms of the potential to deliver the mix of housing – in terms of tenure, size and type – necessary to meet identified needs/aspirations; however, it is difficult to be certain.

Option 1 could be seen to provide more flexibility, both for home buyers and developers, in so much as it would involve developing Kingswood Parks and Focus Area 1 simultaneously. This could be seen as beneficial in terms of housing related SA objectives, and there might be greater potential to reinvigorate the housing market locally. Option 1 is also more likely to support the establishment of a ‘sense of community’ locally (SA Objective 4), on the basis that a new Local Centre could be brought forward earlier.

Rejuvenating the economy

It is considered that neither option would have a significant effect in terms of ‘economy’ related objectives. Any effects would be indirect, and uncertain.

Enhancing the city centre and local neighbourhoods

No option would lead to significant effects; however, Option 1 would support provision of a new primary school (i.e. ensure it comes forward earlier in the plan period) and is therefore preferable in terms of SA Objective 15 - *Enhance the function of the city and district centres providing a complementary and appropriate mix of uses and facilities within and between centres.*

Protecting and enhancing the natural environment

There are important considerations in terms of SA objective 20 – *flood risk*. Either option could lead to a significant adverse effect given that Kingswood Parks is located in a high risk flood zone (Zone 3b), as is Focus Area 5. However, it is recognised that in practice a ‘sequential approach’ to development will be followed whereby sites at low risk of flooding are developed in advance of those at higher risk, unless the site already has planning permission (as is the case for Kingswood Parks).

Overall, in terms of flood risk, Option 1 is preferable to Option 2, as relatively speaking, it would involve developing land which lies in a lower risk zone first.

Overall summary of effects

In terms of ‘significant effects’ there is little to differentiate between the alternatives. Both options would lead to significant positive effects in terms of SA Objective 3 (Housing Delivery) and significant adverse effects in terms of SA objective 20 (Flooding). Leaving aside considerations of ‘significance’, however, it is clear that option one is preferable in terms of sustainability objectives.

10.4 Reasons for selecting the preferred approach in-light of alternatives appraisal

- 10.4.1 Either option could meet the AAP objectives and lead to the development of ‘places’ that fit with the established place making principles for Kingswood. However, in light of wider – City-wide – considerations, Option 1 is the preferred approach.
- 10.4.2 Option 1 will support the achievement of City-wide regeneration objectives given that development of Wawne View will enable establishment of a ‘Lead Developer Partnership’ that in turn will support development of priority regeneration sites in areas unattractive to the market (including Preston Road in east Hull). Option 2 would delay the development of Wawne View by at least 4 years and hence would put at risk lead developer partnership’s ability to develop regeneration priority areas.
- 10.4.3 Option 1 does lead to risks around ‘commercial viability’ (relative to Option 2) as Kingswood Parks will be subjected to competition; however, development of Wawne View would not be expected to start until 2017 at the earliest, leaving another 2-3 years’ exclusivity to Kingswood Parks’ development. This should mitigate the risk of Kingswood Parks’ building rate slowing / the development becoming commercial unviable. There may also be the option to regulate the annual building rates at Wawne View, which could further mitigate this risk.
- 10.4.4 Another, secondary consideration relates to the likelihood of Option 1 supporting a new east-road link to Wawne Road and new local shops/new Local Centre. Development of Wawne View will enable this.

11 DEVELOPMENT LAYOUT

11.1 Introduction

11.1.1 Chapter 11 of the Development Options Consultation document (2012) dealt with alternative 'development layout' options in light of Development Principle 4: *A place where it is easy to find your way around with a layout that allows easy and direct movement between places.*

11.1.2 An appraisal of the alternatives was presented within the Interim SA Report published alongside the consultation document in 2012, and an updated appraisal is presented within this chapter. Information is also presented on 'reasons for selecting the alternatives dealt with' and 'reasons for selecting the preferred approach in-light of the appraisal'.

11.2 Reasons for selecting the alternatives dealt with

11.2.1 The existing Kingswood Parks development has been built with individual collections of cul-de-sac developments attaching to larger dead-end streets. Whilst there are some pedestrian routes through the Engine Drain greenway, there are no connections between individual developments. This leads to issues with permeability (ability to circulate easily and directly between places) and legibility (being able to find your way around easily).

11.2.2 The way the new development will be laid out plays a major part in determining permeability and legibility of the area. The Area Action Plan therefore provides an opportunity to explore the various options for the development layout. The following alternatives have been subjected to appraisal -

Option 1) Grid layout

Option 2) Cul-de-sac

11.2.3 It is considered that these are the reasonable alternatives in relation to the issue of 'development layout'. Testing these alternative approaches helpfully enables consideration of wide-ranging sustainability issues.

11.3 Summary appraisal findings

11.3.1 The box below presents summary appraisal findings. Detailed appraisal findings can be found within Appendix III.

Enhancing communities, health and social welfare

In theory, Option 1 has the potential to support permeability, legibility and connectivity between places. There would be secondary benefits in terms of encouraging healthier and more active lifestyles; encouraging interaction between residents; and movement by methods other than private car. However, in practice the community have shown through consultation that this is not a popular option. Most people would favour a 'mixed layout' approach.

Rejuvenating the economy

It is considered that none of the options would have a significant effect in terms of 'economy' related objectives. Any effects would be indirect and uncertain.

Enhancing the city centre and local neighbourhoods

Option 1 would deliver the most efficient use of land and would also: facilitate the integration of Sustainable Drainage Systems (SuDS); encourage sustainable travel; and support green infrastructure. Cul-de-sacs (Option 2) can result in left over parcels of land, and require turning heads, which take up space.

Protecting and enhancing the natural environment

Option 1 would be most conducive to supporting sustainable modes of travel, spreading traffic across the area (i.e. avoiding congestion) and implementing SuDS. It is recognised, however, that negative implications of cul-de-sacs (Option 2) can be mitigated by restricting cul-de-sac length.

Overall summary of effects

Option 1 (Grid layout) performs well in terms of sustainability objectives, although it is recognised that in practice there are benefits to taking a mixed approach, i.e. an approach that includes carefully designed cul-de-sacs.

11.4 Outline reasons for selecting the preferred approach in-light of alternatives appraisal

- 11.4.1 Continuing the pattern adopted so far at Kingswood (cul-de-sac) is certainly not the preferred approach. In particular, it is recognised that there is a need to avoid overly long windy cul-de-sacs that lead to a lack of clarity in the street hierarchy and a lack of landmarks, making it difficult to navigate and find easy and direct routes. It is also recognised that the lack of continuous active housing frontage overlooking the Engine Drain makes the space unsafe at certain places.
- 11.4.2 Whilst a grid layout may provide the most significant positive effects in terms of permeability and legibility between places, it would be a complete departure from Kingswood Parks' on the western side and the old Kingswood's layout. Both have been successful so far (in terms of houses take up/sales) and therefore there is a risk that the grid layout is not popular. Furthermore, consultation has shown that only 14% of those consulted favoured a grid-layout, compared to 48% who were in favour of a mixed approach.
- 11.4.3 Both options are equally deliverable, and hence a mixed approach is preferred that involves a grid layout with perimeter blocs formed of short 'home zone' cul-de-sacs that are the lowest level in the street hierarchy. Different areas should be well connected as opposed to being accessible by a single main distributor/dead-end road branching out to a multitude of cul-de-sacs. A mixed approach should support established development principles and other objectives around SuDS, greenways and car parking.

12 ENGINE DRAIN GREENWAY

12.1 Introduction

12.1.1 Chapter 16 of the Development Options Consultation document (2012) dealt with alternative options for the Engine Drain Greenway. Flood risk; biodiversity; safety; amenity and recreational opportunities are key considerations. In particular, the Engine Drain has an important role to play in storing and draining surface water and therefore in contributing to the flood resilience of the development.

12.1.2 An appraisal of the alternatives was presented within the Interim SA Report published alongside the consultation document in 2012, and an updated appraisal is presented within this chapter. Information is also presented on ‘reasons for selecting the alternatives dealt with’ and ‘reasons for selecting the preferred approach in-light of the appraisal’.

12.2 Reasons for selecting the alternatives dealt with

12.2.1 Whilst the southern section of the Engine Drain has already been re-designed as a culvert with wetland above, the development of the northern section needs to be carefully considered. The Engine Drain is a major landmark, forming the ‘spine’ of Kingswood with extensive pedestrian and cycling opportunities. Key considerations in its design are therefore attractiveness and safety for pedestrians; accessibility between East and West sides; and the efficient channelling of water.

12.2.2 Bearing in mind these objectives, which are to some extents competing, the following alternatives have been subjected to appraisal -

- Option 1)** Move utilities to one side allowing the Engine Drain to have one soft bank
- Option 2)** Culvert the Engine Drain, with wetland above
- Option 3)** Retain the Engine Drain as is (which will require fencing to the edge)
- Option 4)** Re-route the Engine Drain via the centre of the new park

12.2.3 It is considered that these are ‘the reasonable alternatives’ in relation to the Engine Drain Greenway. Testing these alternative approaches helpfully enables consideration of wide-ranging sustainability issues.

12.3 Summary appraisal findings

12.3.1 The box below presents summary appraisal findings. Detailed appraisal findings can be found within Appendix IV.

Enhancing communities, health and social welfare

None of the options would have a significant effect in terms of ‘communities, health and social welfare’ related objectives. Any effects would be indirect and uncertain.

Rejuvenating the economy

As above.

Enhancing the city centre and local neighbourhoods

Options 1, 2 and 4 could have significant positive effects in terms of ‘contributing to the quality of the built environment, townscape and public realm’. Any of these options would support extensive opportunities for recreational activity in the semi-natural environment, enhance the public realm and support local character / identity. There would certainly be significant positive effects in terms of the SA objective to ‘Enhance access to quality leisure, cultural and recreational activities for all.’

Protecting and enhancing the natural environment

Options 1, 2 and 4 would enable protection and enhancement of habitats and biodiversity compared to the baseline. Option 3 could potentially lead to negative effects.

In terms of SA objective 20 – ‘flood risk’ – however, Option 2 could lead to negative effects as the effect would be to restrict the water capacity of the Engine Drain, compromising flood risk prevention.

Overall summary of effects

Whilst there is merit to Options 1, 2 and 4, it is Option 4 - re-design of the Engine Drain - that performs best in terms of sustainability objectives. There would be benefits in terms of local amenity, opportunities for recreation, flood risk mitigation, green infrastructure and public realm enhancement.

12.4 Reasons for selecting the preferred approach in-light of alternatives appraisal

- 12.4.1 Option 1 performs best on many accounts and proved popular with consultees. There would be benefits in terms of local amenity and distinctiveness, opportunities for recreation, improved water quality, improved public realm, ecological enhancement and climate change mitigation. However, the cost of delivery is preventative.
- 12.4.2 Option 2 also performs well on a number of counts (although opportunities would be missed in terms of ‘making the most of natural assets’) and is best for safety; however, it would need to be delivered alongside flood risk mitigation measures in order to address the limited water storage capacity that would result from culverting. There is a need to avoid, rather than mitigate flood risk where possible; and so this option is discounted.
- 12.4.3 It is recognised that another approach that would perform better would involve culverting with a larger underground pipe for bigger water storage capacity, alongside SuDS within the new park.
- 12.4.4 Option 3 has merit in terms of minimising flood risk and is the easiest to deliver technically; however, it is not favoured as it would lead to creation of a barrier and potential safety issues.
- 12.4.5 Option 4 is deliverable and will achieve many of the benefits associated with Option 1. It is therefore the preferred approach. Rerouting the drain within the centre of the new park will enable achievement of a soft bank effect, adding in the same instance water storage capacity (through meanders) and providing a unique central feature to the park.

13 FOCUS AREA 1 – WAWNE VIEW

13.1 Introduction

13.1.1 Chapter 16 of the Development Options Consultation document (2012) dealt with alternative options for Wawne View. All options reflect a need to incorporate a significant number of new dwellings, a park, a large school extension and new Local Centre.

13.1.2 An appraisal of the alternatives was presented within the Interim SA Report published alongside the consultation document in 2012, and an updated appraisal is presented within this chapter. Information is also presented on ‘reasons for selecting the alternatives dealt with’ and ‘reasons for selecting the preferred approach in-light of the appraisal’.

13.2 Reasons for selecting the alternatives dealt with

13.2.1 There are a number of local issues that can be addressed through the development of Wawne View, including: the current deficit of smaller convenience shops within easy walking distance of the Kingswood/North Bransholme area; the need for more primary school places; the need to create a safe, green open space, wildlife habitats and a strong relationship with surrounding residential areas; and the need to achieve increased connectivity with the broader Kingswood area.

13.2.2 There are various approaches that might be taken to addressing these issues and opportunities, but the choice of three alternatives is a practical approach to engaging the public and informing development of a preferred approach. The following alternatives have been subjected to appraisal -

Option 1) 1633 dwellings, school extension, local centre located at park entrance (centrally located), park adjacent to Engine Drain

Option 2) 1620 dwellings, school extension, local centre located at park entrance (centrally located), park and Engine Drain not merged

Option 3) 1620 dwellings, school extension, local centre and park on Wawne Road, adjacent to primary school

13.2.3 It is considered that these are the reasonable alternatives in relation to Wawne View. Testing these alternative approaches helpfully enables consideration of wide-ranging sustainability issues.

13.3 Summary appraisal findings

13.3.1 The box below presents summary appraisal findings. Detailed appraisal findings can be found within Appendix V.

Enhancing communities, health and social welfare

All options would significantly enhance access to recreational facilities with new open space, greenways and a community park. The new park will encourage physical activity, with Option 1 (followed by Option 3) having the greatest merit in this respect as it would provide a range of facilities and the greatest area of open space. Furthermore, Option 1 positions the park, local centre and school in one central location, maximising opportunities for the new residents to interact socially.

Rejuvenating the economy

Option 3 has the benefit of delivering the highest number of new homes; however, in other respects it is not clear that any of the alternatives would have a direct effect on rejuvenating the economy and stimulating regeneration in Hull. Minor considerations relate to the local centre, with Options 1 and 2 performing well on the basis that the school, park and local centre would be located in close proximity (thus maximising footfall). Option 1 would locate the local centre within a 10min walking distance from the eastern edge of North Bransholme, a neighbouring area of relative deprivation.

Enhancing the city centre and local neighbourhoods

A local centre is proposed in each Option, which will increase the diversity of services and facilities in Kingswood, with Option 3 performing particularly well as the local centre – with associated community services/facilities – would be accessible for people living in the nearby areas of North Bransholme and the existing residential areas of Kingswood (towards the south). The position of the local centre in Option 2 balances the poles of interests in Kingswood with the strong District Centre on the south site, and makes the distribution of schools/catchment areas more even.

Protecting and enhancing the natural environment

None of the Options would lead to significant effects in terms of flood risk or habitats/biodiversity; however, Option 1 is the most likely to reduce flood vulnerability as only a small area of housing would be located adjacent to the Drain. It is also noted that Options 1 and 3 propose the delivery of wetland planting, wild flower meadows, and retention of ponds.

Overall summary of effects

Option 1 and 3 perform best in terms of most sustainability objectives. The appraisal has highlighted a number of ways in which a preferred approach might draw-upon several options, e.g. Option 3 might be modified so that there is support for wetland planting along the engine drain, as per Option 1.

13.4 Reasons for selecting the preferred approach in-light of alternatives appraisal

- 13.4.1 The three alternatives vary primarily in terms of the location of the local centre and the location, shape and functions of the new park (and how the Local Centre, park and school are linked together).
- 13.4.2 All alternatives would meet AAP objectives to a large extent, with Option 3 slightly ahead in terms of regeneration objectives given that the local centre would be nearer Bransholme (although there might be issues in terms of affecting the viability of existing shops in Bransholme), and Option 1 slightly preferable in terms of flood risk/efficient use of land.
- 13.4.3 Residents have shown their support for Option 1 through consultation. Respondents liked that the local centre would be centrally located and the park adjacent to the Engine Drain. Option 1 was also favoured by Natural England. An issue with Option 1, however, relates to ensuring an active frontage to the Park (and hence a sense of safety).
- 13.4.4 Consultation found Option 3 to be least favoured; however, Option 3 is preferable in terms of commercial viability, as the local centre would have a sufficiently large catchment area and capital/maintenance costs associated with the park would be more manageable. A downside to Option 3 relates to flood risk, as the park would take up a considerable amount of land not affected by flood risk, which might more efficiently be used for housing.
- 13.4.5 Option 1 is recommended for the park location but the local centre will need to be located on Wawne Road for commercial viability, as per Option 3. This approach will separate the local centre from the park's entrance, and therefore, a direct and short link will need to be created between the two to accommodate all users, and a small community hub created at the park (e.g. a café with associated facilities) to encourage high usage of the park by all users in all seasons. Furthermore, in the new park an area to 'kick a ball' will be created that will encourage use by all (as opposed to just users of playing fields). New playing pitches and changing rooms will be provided at Wilberforce Wood, by upgrading the informal pitches and creating an additional junior pitch.

14 FOCUS AREA 2 – WILBERFORCE WOOD / FOREDYKE GREEN

14.1 Introduction

14.1.1 Chapter 17 of the Development Options Consultation document (2012) dealt with alternative options for Wilberforce Wood / Foredyke Green. Wilberforce wood adjoins Foredyke Green to form a large informal green space, almost 21 ha in total on the southern edge of Kingswood. It is rough grassland with young woodland that has been planted by local volunteers since 2005. The wood and green are designated as Local Wildlife Sites, and Yorkshire Wildlife Trust has been working to enhance an area in the eastern part as a potential nature reserve. Residents have said that they would like to see a picnic area and facilities for dog walking as well as better general maintenance.

14.1.2 An appraisal of the alternatives was presented within the Interim SA Report published alongside the consultation document in 2012, and an updated appraisal is presented within this chapter. Information is also presented on 'reasons for selecting the alternatives dealt with' and 'reasons for selecting the preferred approach in-light of the appraisal'.

14.2 Outline reasons for selecting the alternatives dealt with

14.2.1 Three options have been considered for this green space area, all of which aim to improve the management of the site by, for example, developing a picnic area; improved entrances; reinstatement of a pond; a well-defined circular path around the wood. The main differentiator is whether to construct a new link road to ease congestion on surrounding roads and the location of that road.

Option 1) Greenspace improved but no roads

Option 2) Greenspace improved with central link road

Option 3) Greenspace improved with link road on western edge

14.2.2 It is considered that these are the reasonable alternatives in relation to Wilberforce Wood / Foredyke Green. Testing these alternative approaches helpfully enables consideration of wide-ranging sustainability issues.

14.3 Summary appraisal findings

14.3.1 The box below presents summary appraisal findings. Detailed appraisal findings can be found within Appendix VI.

Enhancing communities, health and social welfare

Option 1 has the potential to support active lifestyles and health as there would not be a new road through the park. It is also the case that community space would not be given-up / severed for the sake of a road.

Option 2 could contribute positively to reducing crime levels and the fear of crime as a central link road would leave less remote green space.

Rejuvenating the economy

The alternatives do not have significant economic implications, although improving the quality of green space and recreational facilities will assist in promoting Hull as a good place to live, work and visit.

Enhancing the city centre and local neighbourhoods

Option 1 develops existing features / can be accommodated without major disturbance to the existing layout of the park. It also does not create the possibility of crossing the park by motorised modes, which could have adverse impacts in terms of safety and local environmental quality.

However, Options 2 and 3 could contribute significantly to alleviating traffic and congestion at the Wawne Road roundabouts. Furthermore, Option 2 would enhance North-South access as it provides a direct route to the Kingswood Centre for residents in the area. Option 3, on the other hand, would negatively impact access to the existing playground next to Marbury park.

Protecting and enhancing the natural environment

The effects of Options 2 and 3 on efficiency of fuel consumption and pollution are uncertain, as they are dependent on the resulting balance of increasing road traffic through the park, and decreasing congestion at the Wawne Road roundabouts.

Option 1 is the preferable option from a flood mitigation perspective, as it maintains the integrity of the greenspace. A road at this location would increase surface water run-off.

Overall summary of effects

Option 1 is preferable in terms of a number of sustainability objectives, however the choice of an overall preferred approach not clear-cut. Option 3 would deliver many of the same benefits, whilst also providing an important access route contributing to increased connectivity between North and South Kingswood. In the long-term this could help deliver wider environmental and social benefits by alleviating congestion at the Wawne Road roundabouts.

14.4 Reasons for selecting the preferred approach in-light of alternatives appraisal

- 14.4.1 In relation to the key variable - the potential north-south link road - a transport assessment has been carried out which shows that the proposed link road is not required to ease traffic locally once the new east-west link road is opened (and subject to improvements to increase the capacity of the Wawne Road roundabouts on the eastern side of Foredyke Green). Options 2 and 3 are therefore discounted.
- 14.4.2 Consultation showed that Option 2 was preferred, with a new North-South link road crossing the centre of the green space (57% of respondents). This was because these respondents were from the local area and are primarily concerned by traffic congestion.
- 14.4.3 Option 1 will enable two informal playing pitches to be upgraded to standard, an additional playing pitch created, and changing facilities and a car park developed. Achieving these upgrades is a priority, and there is a need to ensure that the significant investment required is not put at risk.

15 FOCUS AREA 3 – KINGSWOOD CENTRE

15.1 Introduction

15.1.1 The Kingswood Centre comprises three distinct areas relating to retail, leisure and employment. There are various vacant plots within both the leisure and employment areas, traffic congestion issues (partially resulting from a shortage of car parking at the retail park). There is, however, good pedestrian and cycle access and the park is served by bus. The Kingswood Parks Development Company (KPDC) has significant influence on what can be delivered on the remaining developable land within the focus area.

15.1.2 Chapter 18 of the Development Options Consultation document (2012) dealt with alternative options for the Kingswood Centre. An appraisal of the alternatives was presented within the Interim SA Report published alongside the consultation document in 2012, and an updated appraisal is presented within this chapter. Information is also presented on ‘reasons for selecting the alternatives dealt with’ and ‘reasons for selecting the preferred approach in-light of the appraisal’.

15.2 Reasons for selecting the alternatives dealt with

15.2.1 The Hull Retail & District Centres Study (2013) identified that there is no need for more convenience retail in Hull, although expansion of ancillary or small convenience is to be supported. Evidence shows however that there is scope for some additional comparison retail city-wide. At the Kingswood Centre, any retail expansion would have to be in nearby vacant sites in the employment or leisure areas, as there is a lack of space within the existing retail area.

15.2.2 There are, however, concerns that an expansion of the retail provision at Kingswood may impact on retail in the City Centre, i.e. lead to a drop in investor/retailer confidence in the City Centre and the potential loss of retail tenants moving out to Kingswood. Therefore, the alternatives effectively cover the minimum, medium, and maximum change which can be delivered to the retail area:

- Option 1)** No additional retail, but retail area designated as a District Centre with potential for business, leisure and community mix.
- Option 2)** Retail area expanded by 4.9ha, or 60% with retail (plus business, leisure and community) as part of a District Centre designation.
- Option 3)** Retail area expanded by 6.1ha, or 75% with retail (plus business, leisure and community) as part of a District Centre designation.

15.2.3 It is considered that these are the reasonable alternatives in relation to the Kingswood Centre. Testing these alternative approaches helpfully enables consideration of wide-ranging sustainability issues.

15.3 Summary appraisal findings

15.3.1 The box below presents summary appraisal findings. Detailed appraisal findings can be found within Appendix VII.

Enhancing communities, health and social welfare

Option 1 provides the greatest potential for delivering community related development as it retains the boundary between the retail, business and leisure areas, i.e. business and leisure uses will not be required to compete with retail. The centre is well served by public transport, walking and cycling routes, and accessible to nearby disadvantaged communities.

Rejuvenating the economy

Option 1 retains the largest proportion of the site for business and leisure uses and is therefore most likely to generate the greatest diversity of jobs. In contrast, Option 3 performs least well in this respect.

Enhancing the city centre and local neighbourhoods

Option 1 would potentially support the greatest diversity of uses by retaining more land for business and leisure uses (as opposed to retail). However, Options 2 and 3) would improve the mix of shopping and possibly also community services available within the focus area.

Protecting and enhancing the natural environment

Flood risk is an important consideration, as the majority of the focus area is identified as lying in Flood Zone 3a iii (High Hazard). All of the options could, however, likely be delivered without significantly increased risk. Developments which are less vulnerable to flood risk would be prioritised and those classified as more vulnerable (for example, hospitals, educational establishments, hotels etc.) only be permitted if the Exception Test is passed.

More generally, the development of vacant sites (Options 2 and 3) provides an opportunity to enhance the environmental quality of Kingswood Centre. Improving cycleway and pedestrian links may encourage more visits to the District Centre by walking or cycling, reducing congestion and thus helping to maintain air quality.

Overall summary of effects

On balance, Option 1 is likely to result in the most positive effects against the sustainability objectives, facilitating the delivery of a mix of employment/leisure/community uses, employment opportunities and cultural and leisure opportunities. Residents would benefit from a diversity of uses, although it is recognised that employment, leisure and community uses would also be provided in sites adjacent to the District Centre, regardless. A drawback of Option 1 relates to the likelihood that vacant sites would remain.

15.4 Reasons for selecting the preferred approach in-light of alternatives appraisal

- 15.4.1 Overall, additional retail could be provided at Kingswood in light of evidenced need for additional comparison retail. However, a large addition of retail would have an adverse quantitative impact on North Point District Centre (and a negligible impact on the City Centre). There is some uncertainty with regards to the qualitative impact on the City Centre.
- 15.4.2 It is likely that all options would support and complement the new local centres at Kingswood. However, additional retail provision (Options 2 and 3) would provide further job opportunities (albeit relatively low wage / low skilled); enable the required junction and road improvements at Roebank; and contribute more financially to infrastructure upgrades (e.g. upgrades to roundabouts and pedestrian access).
- 15.4.3 Whilst KPDC is willing to support retail expansion and local residents are in favour of Option 3 (full retail expansion), this is met with strong objections from Hull and Beverley major retail stakeholders (Princes Quay; Quay West; St Stephens; Kingswood retail park (existing); and Flemingate).
- 15.4.4 The preferred approach is to expand the retail area, with mitigatory policy put in place to ensure that the scale of retail is such that it does not have a quantitative adverse impact on North Point and other centres. With regards to possible qualitative impact on the City Centre, policy can also require that detailed proposals will not uproot city centre retailers.

16 FOCUS AREA 5 – RIVERBANK

16.1 Introduction

16.1.1 Riverbank is a 32 ha of undeveloped greenfield land located between the River Hull to the west and Barnes Way/Richmond Way to the east. The site has outline planning permission for employment use.

16.1.2 Chapter 20 of the Development Options Consultation document (2012) dealt with alternative options for Riverbank. An appraisal of the alternatives was presented within the Interim SA Report published alongside the consultation document in 2012, and an updated appraisal is presented within this chapter. Information is also presented on ‘reasons for selecting the alternatives dealt with’ and ‘reasons for selecting the preferred approach in-light of the appraisal’.

16.2 Reasons for selecting the alternatives dealt with

16.2.1 Kingswood Parks Development Company (KPDC) are land-owners and therefore has significant influence on what can be delivered. KPDC is aware that the site is currently allocated for employment purposes; however, because take up of this land has been slow the company wishes the land to be now also considered for housing and open spaces purposes.

16.2.2 The following alternatives have been subjected to appraisal -

- Option 1)** Retain for existing employment use
- Option 2)** Reduce employment provision by one third for 230 additional housing use
- Option 3)** Reduce employment provision by two thirds for 450 additional housing use
- Option 4)** All housing use (680 dwellings) and no employment

16.2.3 It is considered that these are the reasonable alternatives in relation to Riverbank. Testing these alternative approaches helpfully enables consideration of wide-ranging sustainability issues.

16.3 Summary appraisal findings

16.3.1 The box below presents summary appraisal findings. Detailed appraisal findings can be found within Appendix VIII.

Enhancing communities, health and social welfare

Option 4 is likely to make the largest contribution to improved health as it provides for new, high quality housing and would deliver pedestrian links to the River Hull embankments as well as open space. However, a draw-back is the presence of the overhead lines.

Options 2 and 3 were the preferable options to contribute to a greater sense of community, as the mixed use development would provide opportunities for residents to find employment locally.

Rejuvenating the economy

Option 1 is preferred as it has the potential to significantly support sustainable economic growth and business diversification in Kingswood, and position Hull favourably on a larger geographic scale. However, Options 2 and 3 propose a balanced / mixed land use that in reality may maximise potential to support improved employment opportunities for local people.

Enhancing the city centre and local neighbourhoods

It is not clear which option would be preferable in terms of this theme. All would support development of green infrastructure / recreational opportunities.

Protecting and enhancing the natural environment

All options would involve development of greenfield land, although Option 4 would support more open space provision, which might include 'greenspace'. Option 4 might also be preferable in the sense that there would be no potential industrial development and hence no potential for pollution issues locally.

Employment land use is less vulnerable to flood risk than residential use; therefore Option 1 would achieve the highest reduction in vulnerability to flooding.

Overall summary of effects

The overall findings are mixed. It may be most sustainable in the long term to allow mixed use development under Options 2 or 3, balancing and addressing both housing and employment needs. However, these approaches would still need to be implemented carefully, recognising the high flood risk in the area and ensuring that potential positive effects identified in the appraisal are maximised.

16.4 Reasons for selecting the preferred approach in-light of alternatives appraisal

- 16.4.1 Employment land at Riverbank is not strictly needed to meet needs over the plan period to 2030, therefore it is unlikely that the whole site will be developed for employment (Option 1). Conversely, whilst the development of the site for housing (Options 2, 3 and 4) is not required in the medium term, it will be needed towards the end of the plan period to meet the city's housing targets.
- 16.4.2 The Environment Agency favours Option 1 as employment is less vulnerable to flooding than housing. However, Options 2, 3 and 4 would come with the upgrade of the river defences, further diminishing the risk of breach (already very minimal) and would be funded by KPDC.
- 16.4.3 Option 4 would dramatically reduce the opportunity to create jobs locally (part of the AAP's Objective 1) and is least favoured by the general public. Option 2 (1/3 housing) was preferred by the general public; however, Option 2 is not commercially viable, as a minimum of c.400 houses need to be built to make the cost of additional flood defences viable.
- 16.4.4 Option 3 is a suitable compromise, and is therefore the preferred approach. The Council cannot guarantee that the whole site will come forward within the plan period to 2030; however, it is important to retain employment use in this location for strategic and local reasons (i.e. the need to ensure readily available land in the city and create jobs in north Hull). The flood risk is identical to that at Kingswood Parks where approximately 3,000 houses in total are being built (around 1,500 are completed). Flood mitigation principles have been agreed by the Environmental Agency and the Council and the detailed flood mitigation (flood defences and others) will be subjected to further agreement at planning application stage.

PART 3: WHAT ARE THE SA FINDINGS AT THIS STAGE?

17 INTRODUCTION (TO PART 3)

The SA Report must include...

- The likely significant effects associated with the draft plan approach
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan approach

17.1.1 This 'Part' of the SA Report presents appraisal findings in relation to the Publication Draft version of the AAP.

18 METHODOLOGY

18.1.1 The appraisal identifies and evaluates 'likely significant effects' of the preferred approach on the baseline, drawing on the sustainability themes, objectives and issues identified through scoping (see Part 1) as a methodological framework. To reiterate, the sustainability themes considered in turn below are as follows:

- Enhancing communities, health and social welfare
- Rejuvenating the economy
- Enhancing the city centre and local neighbourhoods
- Protecting and enhancing the natural environment

18.1.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the policy approaches under consideration, and understanding of the baseline.⁵⁴ Given uncertainties there is inevitably a need to make assumptions, e.g. in relation to plan implementation and aspects of the baseline that might be impacted.

18.1.3 Assumptions are made cautiously, and explained within the text. The aim is to strike a balance between comprehensiveness and conciseness/accessibility to the non-specialist. In many instances, given reasonable assumptions, it is not possible to predict significant effects, but it is possible to comment on merits (or otherwise) of the draft AAP in more general terms.

18.1.4 It is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations.⁵⁵ So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered, i.e. the potential for the AAP to impact an aspect of the baseline when implemented alongside other plans, programmes and projects. These effect 'characteristics' are described within the appraisal as appropriate.

Added structure

18.1.1 Although, under each theme heading, there is a need to focus on the effects of the AAP 'as a whole', it is helpful to break-up the appraisal with the following sub-headings:

- Kingswood-wide proposals
- Development and Improvement Areas
- The AAP 'as a whole'

⁵⁴ The implication being that it is difficult, if not impossible, to identify a 'cause-effect relationship' with any certainty.

⁵⁵ Environmental Assessment of Plans and Programmes Regulations 2004

19 ENHANCING COMMUNITIES, HEALTH AND SOCIAL WELFARE

The sustainability objectives are to -

- Create a learning city enhancing levels of education and skills for all
- Improve the health of everyone and encourage healthy lifestyles
- Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home
- Encourage involvement, a sense of community and identity
- Support equity for all, tackling social exclusion and prejudice
- Maintain or enhance safety and reduce crime or fear of crime for everyone

Kingswood-wide proposals

- 19.1.1 Policy KAAP2 – Housing provision and choice – establishes a targeted approach to housing delivery that should help to ensure that identified needs are met as far as possible. The policy establishes that 15% of housing delivered should be ‘affordable’, i.e. available at below market rates for households who can demonstrate a need. This figure is below that which is necessary if needs are to be met in full (around 25%), but represents an approach that is ‘viable’ and hence achievable.
- 19.1.2 Policy KAAP3 – Jobs, shops/services and community facilities – will go some way towards ensuring that the following vision statement is achieved: *“Kingswood is a village in itself, with all the services and facilities on its doorstep at the Local Centres or at the District Centre.”* The requirement for two Local Centres reflects the fact that the District Centre, with large scale units, does not provide for day to day needs. The policy approach reflects needs of residents established through consultation, including need for a community centre/village hall with activities for young people, a pub, dentist(s), and police station.
- 19.1.3 Policy KAAP4 – Connecting places – seeks to support walking and cycling, and reflects the need to ensure safe environments as a priority. Streets will usually accommodate pedestrian and cycling movement with dedicated footpaths and segregated cycling lanes, and, in some cases, also act as greenways when, for example, SuDS run along the street and/or a continuous planted green corridor forms part of the street. The creation of off-street footpaths will be avoided as they usually lack the surveillance that occurs in a street.
- 19.1.4 Policy KAAP5 – Green infrastructure – will ensure a targeted approach to the creation / enhancement of green spaces and ‘greenways’. The policy reflects evidence established through the Kingswood Open Space Assessment (2015). The assessment looks at different categories of open spaces, identifying deficit in several categories including outdoor sport facilities, ‘parks’, allotments and children / young persons’ play space. The policy reflects an understanding that: *“The existing network of public open spaces at Kingswood can be significantly enhanced and extended by connecting existing and new green spaces and greenways and by ensuring that they meet high quality standards for the benefit of people and wildlife.”* The key natural assets - the River Hull, the Engine Drain Greenway and the portion of the Hull ‘Green Arc’ in Kingswood – will be more accessible and the Engine Drain Greenway in particular will be enhanced as a key link (between the open countryside, the residential area and the Kingswood Centre) with the aim of increasing interest and activity.

- 19.1.5 Policy KAAP6 - Flood resilience and groundwater protection – is important from a ‘communities’ perspective given that flooding is a personal experience for many Hull residents after the summer 2007 floods, which affected large parts of Kingswood. In light of evidence established through a Strategic Flood Risk Assessment (SFRA) an integrated approach to management of flood risk will be taken, involving flood defences; management of watercourse and sewer capacity; run-off minimisation through water harvesting, sustainable drainage systems and green roofs; and use of green spaces for emergency floodwater storage.
- 19.1.6 Policy KAAP7 - Environmental sustainability - is important from a ‘communities’ perspective given the potential to enable less costly lifestyles through reduced energy bills, preventing issues of ‘fuel poverty’. It is also the case that measures to ensure ‘connected streets’, and mixed use development with shops and services within walking distance, will lead to community benefits as well as environmental benefits.
- 19.1.7 Policy KAAP8 – High quality design – includes an emphasis on ensuring a clear ‘street typology’, and therefore should support walking and cycling. The principles of ‘inclusive design’ will also need to be applied to development, in particular, community facilities and services at the Local Centres, and pedestrian routes including streets, greenways and green space paths, so that buildings and routes are easy to use by pushchair and wheelchair users, and by people with some mobility impairment. The principles of ‘safer places will similarly be applied to new development, in particular through ensuring active frontage on streets, greenways and green spaces.

Development and Improvement Areas

- 19.1.8 Policy KAAP9 – Wawne View – provides for a new Local Centre, a new park and extension of Broadacre Primary School. The Local Centre will be delivered along Wawne Road as this is the most commercially viable location, but the option of delivering it instead adjacent to the proposed new park (located along the Engine Drain) is not foreclosed. This would be a preferable location if found to be viable. The location on Wawne Road will have an impact on the existing Grampian Way Local Centre in North Bransholme.
- 19.1.9 Policy KAAP10 – Kingswood Centre – includes a focus on footways / cycleways. Pedestrian and cycle access to the Kingswood Centre area is reasonably good, but links between the different parts of the Kingswood Centre area can be improved. For example, the supporting text states that: *“A super crossing and, as a minimum, a controlled crossing should be considered between the retail park and Sites B/C and between Sites C and D as part of the development proposals.”*
- 19.1.10 Policy KAAP11 – Riverbank – provides for new housing (450 homes) despite flood risk. The Area Action Plan Flood Risk Assessment and the Flood Risk Exception Test technical report have established the necessary flood mitigations - including approximately 7.9ha of land set aside for flood storage (as an ‘aquagreen’) and improved River Hull flood defences – and it is also the case that the detailed design of the development is expected to address flood risk too e.g. raised floor levels, minimum of 2 storeys, use of flood compatible materials, and avoidance of ground floor accommodation. Other than in relation to flood risk, Riverbank performs well as a location for housing development in terms of community related SA objectives. Development at Riverbank will
- Help to sustain the provision of suburban-type housing /sustain a good range of housing in Hull, given that the landowner shows a strong commitment to delivering development.
 - A good housing mix will contribute to attracting and retaining residents who may otherwise emigrate to the nearby East Riding.
 - Enable upgrades to river defences so that the risk of breach is reduced, to the benefit of the whole of Kingswood (most of which is in the same high hazard flood zone).
 - Benefit from and facilitate improved access to the River for recreation purpose (new greenways and cycle path along the River) .

19.1.11 Policy KAAP12 - Wilberforce Wood/Foredyke Green - reflects the fact that the area does not fulfil its full potential as an attractive and useful public realm accessible to northern parts of Hull (areas that will undergo some significant change in coming years). The objective is for the area to evolve as a 'nature park', i.e. a mature wood and a place otherwise rich in nature conservation interest arranged in such a way that its users can fully access it and enjoy it for a variety of recreational and educational purposes.

19.1.12 Policy KAAP13 – Bude Park – reflects the objective to transform the area into a multi-functional park, in-line with an established masterplan, so that it becomes a destination for residents of North Hull which has a unique and clear identity. Improvement of the area will help create a desirable place for formal play for both adults and children/young people, but also offer the opportunity to explore nature routinely and contribute to the making of the wildlife areas (e.g. tree planting).

The AAP as a whole

19.1.13 The AAP performs well in terms of all 'communities, health and social welfare' related SA objectives. The AAP performs particularly well – with **significant positive effects** likely - in terms of the objectives to –

- Improve the health of everyone and encourage healthy lifestyles – given the major focus on ensuring: a network of 'greenways', a network of 'walkable' local centres and a clear and logical street pattern.
- Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home – given a focus on ensuring a housing mix that is appropriate for Hull, and also a focus on achieving affordable housing and achievement of Lifetime Homes standards within particular developments (i.e. developments that need not have developer contributions directed to flood risk mitigation measures).
- Encourage involvement, a sense of community and identity – given a clear focus on reflecting community priorities in the design of green infrastructure, with this being particularly the case for Bude Park.
- Support equity for all, tackling social exclusion and prejudice – given a focus on developing Kingswood in such a way that Hull-wide regeneration objectives are supported, and particular regeneration objectives associated with neighbouring North Bransholme. With regards to the latter issue, there remain some uncertainties and so ongoing monitoring is called for.

19.1.14 The objective to 'Create a learning city enhance levels of education and skills for all' is not a major focus of the plan, although measures are in place to ensure sufficient primary school places locally.

20 REJUVENATING THE ECONOMY

The sustainability objectives are to -

- Maintain or provide good quality employment opportunities for all and reduce economic exclusion
- Create conditions which support regeneration and sustainable economic growth encouraging business diversity and investment
- Optimise creativity and innovation in business and design
- Optimise Hull's economic role and position in the sub-region, region as a whole and internationally
- Promote Hull as a good place to live, work and visit

Kingswood-wide proposals

- 20.1.1 Policy KAAP2 – Housing provision and choice – reflects a need to improve the housing choice in Hull, which is important from a perspective of wishing to attract employers. Kingswood contrasts with much of Hull, which suffers from a lack of housing choice with an oversupply of small terraced housing (although this has started to change with the regeneration that has taken place in the last 10 years). Based on the Hull Strategic Housing Market Assessment (2013) the city needs larger properties, and Kingswood provides an opportunity in this respect.
- 20.1.2 Policy KAAP3 – Jobs, shops/services and community facilities – establishes that approximately 7.7ha of the land in the Riverbank area will be developed for employment to support the economic development priorities of the city. Riverbank (in total, approximately 27ha) is of strategic importance for business development, in that it is one of the few large greenfield 'employment' sites in Hull which are readily available for development; however, evidence suggests the site might not be fully developed for employment within the Plan period, and there remains a question of whether land would still be required over the longer term. As such, a two thirds of the site is allocated for housing.

Development and Improvement Areas

- 20.1.3 Policy KAAP10 – Kingswood Centre – reflects the need to capitalise on this site, which sits at the heart of the local road network. Planning the future of this area has been central to the Area Action Plan process reflecting a need to give careful consideration to the position/role of the Kingswood Centre within the hierarchy of centres city-wide. Studies have been prepared to understand the issues better, including the Hull Retail & District Centres Study (2013) which looked at present and future need for retail in the city and analysed the profiles of the District Centres, Kingswood retail park, and the health of Hull City Centre as the primary retail destination. It is unclear how development at Kingswood might impact on investor / retailer confidence in the City Centre.
- 20.1.4 Policy KAAP11 – Riverbank – establishes that a range of business sizes will be supported with the aim of creating an attractive business park with a strong identity. It is expected that business development will provide a high quality landscaped setting and provide easy access to the River for pedestrians and cyclists.

The AAP as a whole

- 20.1.5 The AAP performs well in terms of “rejuvenating the economy” related SA objectives overall. In particular, the plan performs well – with **significant positive effects** likely – in terms of the SA objective to ‘promote Hull as a good place to live, work and visit’.
- 20.1.6 **However**, there are one or two instances where the plan perhaps does not perform optimally in this respect. The plan reflects the decision to allocate land at Riverbank for housing rather than employment, which perhaps risks undersupply in the long term, albeit it is recognised that there is no demand to develop this site for employment in its entirety within the plan period. There are also some uncertainties regarding the role of the Kingswood Centre in the retail hierarchy, and the potential to detract from the role of the Hull City Centre as the primary retail centre. Both issues should be the focus of ongoing monitoring (e.g. there will be a need to maintain a watching brief on demand for employment land at Riverbank, which isn’t due to be developed for housing until the latter part of the plan period). At this point it is not possible to conclude likely significant negative effects.

21 ENHANCING THE CITY CENTRE AND LOCAL NEIGHBOURHOODS

The sustainability objectives are to -

- Maintain or enhance efficient land use
- Support sustainable travel and movement of people and goods
- Positively contribute to the quality of the built environment, townscape, and public realm
- Enhance the function of the city and district centres providing a complementary and appropriate mix of uses and facilities within and between centres
- Enhance access to quality leisure, cultural and recreational activities for all

Kingswood-wide proposals

- 21.1.1 Policy KAAP2 – Housing provision and choice – reflects the fact that Kingswood is a key housing development area for the city, which has contributed c.30% of Hull's new housing over the past twenty years. Evidence shows that this contribution has to continue in order to meet the projected city-wide need for housing identified at 640 dwellings per year.
- 21.1.2 The phasing of development is also a key issue, and in particular careful consideration has been given to the timing of development at Wawne View. The early release of Wawne View is supported as this is needed to deliver wider regeneration objectives in Hull: the Wawne View site is part of a portfolio of Hull City Council sites which will be sold to and developed by a Lead Developer Partner. The capital return anticipated from development at Wawne view – the largest site within the portfolio, will part fund the regeneration of sites which are unattractive to the market in the Holderness Road Corridor area. The early development of Wawne View is also supported on the basis that it will fill the geographical gap between Kingswood Parks and North Bransholme, enabling the links between the areas to be completed and the use of a wider range of services and facilities. This will also help keeping the momentum of the on-going regeneration of North Bransholme.
- 21.1.3 Policy KAAP3 – Jobs, shops/services and community facilities – supports a new District Centre revolving around the existing retail park. This will be the fourth District Centre in Hull. Kingswood is well-placed geographically to attract shoppers given that it is easy to access from all directions, and compared with the other District Centres has been successful in attracting major retailers. Further development should help to ensure Hull captures a greater proportion of the comparison retail market share sub-regionally. There could be negative implications for the District Centre at North Point, at the heart of Bransholme; however, this centre has a much smaller catchment area and so it should be that the two centres can maintain a significantly different offer. Careful consideration has been given to the type of retail appropriate for Kingswood, ensuring it does not undermine the city-centre and other District Centres, in particular North Point.
- 21.1.4 Policy KAAP4 – Connecting places – reflects the fact that traffic has been the biggest issue highlighted by the community during the Plan preparation process. A Transport Assessment for Kingswood was prepared to review the long term needs of the area including modelling of worst case scenarios (i.e. scenarios using land uses that generate the most trips) for various development options. The Assessment identifies a need for new roads and improvements to key road junctions to accommodate anticipated traffic flows.
- 21.1.5 Policy KAAP5 – Green infrastructure – reflects the fact that provision of new open spaces and greenways as part of the new residential development at Kingswood is an opportunity to shape a clear green infrastructure at Kingswood, based on the existing assets, and also firmly anchor it in the wider city-regional network.

21.1.6 Policy KAAP6 - Flood resilience and groundwater protection – reflects the findings of a Hull-wide Strategic Flood Risk Assessment, and so it should be the case that a considered approach will be taken that does not increase flood risk elsewhere. A lot of investment has recently gone into increasing the surface water storage capacity city-wide but also at Kingswood including the increase of the pump and storage capacity at Bransholme Pumping Station in Waterside Park. With new development at Kingswood planned for the next 15 years, much more can be done to enhance the management and drainage of surface water at Kingswood with the creation of additional Sustainable Drainage Systems (SuDS) to minimise water run-off and contribute to flood risk minimisation.

21.1.7 Policy KAAP8 – High quality design – is clear that in developing flood risk resilient and environmentally sustainable places, designers/architects should seek to express a new distinctive architectural approach. Specific characteristics and examples of good practice are discussed.

Development and Improvement Areas

21.1.8 Policy KAAP9 – Wawne View – locates the Local Centre, the new park, and key road connections on the basis of a number of factors.

- A Local Centre on Wawne Road will enable a much more accessible small supermarket location for North Bransholme residents but it may also mean that the new Local Centre overtakes the retail element of the Grampian Way Centre in North Bransholme. Significant change will happen in North Bransholme in the next 15 years in-line with regeneration plans prepared by the social landlord Riverside Group (to which North Bransholme Local Authority housing stock was transferred in 2010).
- New road infrastructure will address the current lack of an east-west direct route within Kingswood which prevents the operation of a direct bus route between North Bransholme/Wawne Road and Kingswood retail park.
- With respect to the new park, the location in the high flood risk zone enables housing in the low risk zone for housing. The need to drain surface water from higher ground means that the water needs to be managed downhill with retention areas, and this can be one function of the park.

21.1.9 Policy KAAP10 – Kingswood Centre – reflects the need to capitalise on this site, which sits at the heart of the local road network. Planning the future of this area has been central to the Area Action Plan process reflecting a need to give careful consideration to the position/role of the Kingswood Centre within the hierarchy of centres city-wide. Studies have been prepared to understand the issues better, including the Hull Retail & District Centres Study (2013) which looked at present and future need for retail in the city and analysed the profiles of the District Centres, Kingswood retail park, and the health of Hull City Centre as the primary retail destination. It is unclear how development at Kingswood might impact on investor / retailer confidence in the City Centre.

21.1.10 Policy KAAP11 – Riverbank – reflects both strategic and practical considerations. A number of background studies have been drawn upon in order to inform development of a preferred approach. It has been particularly important to understand whether the site was needed fully for employment use, whether there is a case for the site to be used for housing in the context of the city-wide housing supply and demand, whether and how flood risk could be mitigated for housing development, and whether transport issues curtail any development options.

21.1.11 Policy KAAP13 – Bude Park – reflects the fact that the area plays an important role in the city-wide green infrastructure network, as part of the ‘Hull Green Arc’, made of a string of green spaces in East Hull, which links to the Hull River Corridor. The green space hasn’t functioned as a whole to its full potential and a masterplan prepared by Groundwork (on behalf of the Council) in conjunction with the Friends of Bude Park and residents in 2010, set out the proposals to transform Bude Park so that it is better used.

The AAP as a whole

- 21.1.12 The AAP performs well in terms of all ‘enhancing the city centre and local neighbourhoods’ related SA objectives, although some question-marks remain that will need to be the focus of ongoing monitoring.
- 21.1.13 The AAP performs particularly well – with **significant positive effects** likely - in terms of the objective to ‘positively contribute to the quality of the built environment, townscape, and public realm’. It is also the case that the carefully targeted approach to green infrastructure / open space provision will lead to significant positive effects in terms of the SA objectives to ‘support sustainable travel and movement of people and goods’ and ‘enhance access to quality leisure, cultural and recreational activities for all’. With regards to sustainable travel / movement, the plan does support road infrastructure upgrades, but these upgrades are necessary to address existing issues (i.e. are not simply catering for increasing demand over time) and it is also the case that upgrades may enable an improved bus service.
- 21.1.14 With regards to the objective to ‘enhance the function of the city and district centres providing a complementary and appropriate mix of uses and facilities within and between centres’ **some question-marks remain** (as has already been discussed under the ‘Rejuvenating the economy’ topic heading, above). It is clear that the hierarchy of District Centres, and the relationship between District Centres and the City Centre, are matters that should be the focus of ongoing monitoring.

The sustainability objectives are to -

- Efficient consumption of energy and natural resources
- Minimise pollution including greenhouse gases and enhance environmental quality
- Reduce waste, minimising the use of non-reusable materials and encourage recycling
- Reduce vulnerability of Hull to flooding and potential impacts of climate change
- Protect and enhance habitats and biodiversity

Kingswood-wide proposals

- 22.1.1 Policy KAAP4 – Connecting places – seeks to support walking and cycling, with streets usually accommodating pedestrian and cycling movement with dedicated footpaths and segregated cycling lanes, and, in some cases, also acting as greenways when, for example, SuDS run along the street and/or a continuous planted green corridor forms part of the street.
- 22.1.2 Policy KAAP5 – Green infrastructure – seeks to protect and build upon existing assets, and in doing so contribute to the wider ‘Hull Green Arc’, as defined by the Yorkshire Wildlife Trust, linking urban greenspaces throughout the city from Kingswood to Paull via Noddle Hill Nature Reserve. There is a focus on delivering ‘greenways’, that function both as biodiversity corridors – i.e. linear areas of habitat that connect wildlife and greenspaces otherwise separated by human activities - and a route accessible to people. The Engine Drain Greenway and the River Hull embankment with its public right-of-way are the most notable ones at Kingswood; they provide a means of linking the city to the countryside and more locally, residences to green spaces, work, community facilities and shops. There is also reference to areas of nature conservation importance identified through a Kingswood Habitat Survey (2012), and developers will be expected to reflect this evidence-base in proposals.
- 22.1.3 Policy KAAP6 - Flood resilience and groundwater protection – states that future development should maximise the opportunity for storing water on-site by integrating SuDS into the layout and design of development and open space, including designs that incorporate existing drains. This will lead to opportunities for habitat maintenance and enhancement as well as the achievement of flood risk objectives.
- 22.1.4 Policy KAAP7 - Environmental sustainability – recognises that there is an opportunity at Kingswood to pioneer ‘large scale sustainable living’, although at the same time the policy is realistic, recognising that added costs associated with the achievement of higher environmental standards will often not be viable (particularly given that funds need to be directed to flood risk mitigation measures). Whilst not setting stringent requirements, the policy does encourage use of passive solar gain in the design of buildings and orientation of development, and provision of necessary infrastructure to connect individual dwellings and other buildings to District Heating.
- 22.1.5 Policy KAAP8 – High quality design – seeks to ensure that the design of development makes the most of the natural assets to create a sense of place by reflecting, and, where possible, integrating them into the development. Key features are the River Hull, the Engine Drain Greenway, the open countryside and the panoramic views from the slope on the eastern part of Kingswood; and the slope itself.

Development and Improvement Areas

- 22.1.6 Policy KAAP9 – Wawne View – recognises that, whilst the site contains no special landscape or nature conservation area designations (called ‘Local Wildlife Sites’ in the Plan), it benefits from a number of natural features including the Engine Drain to the west and smaller perpendicular east-west open drainage ditches, which are often rimmed by mature hedges/trees. Also, there are panoramic views to the west and north from Wawne Road due to its relative height in an otherwise very flat city. There is also considerable flood risk, and as such the new park is directed to the high risk zone. A ‘naturalistic look’ is advocated for the park, with wetland zones and a small wood to mirror the Ings Plantation at Kingswood Parks. The proposed location of the park also reflects environmental objectives, as it will act to ‘buffer’ the Engine Drain Greenway.
- 22.1.7 Policy KAAP10 – Kingswood Centre – recognises that the majority of the Kingswood Centre area is within the Zone 3a (iii) (high hazard) flood risk area, and as such development will need to ensure that flood risk is minimised in line with Policy KAAP6 - Flood resilience and groundwater protection. The policy specifies that the existing retention pond should be replaced with SuDS if removed.
- 22.1.8 Policy KAAP11 – Riverbank – recognises that the area is located within the high hazard Flood Risk Zone 3a (iii) as defined in the Hull Strategic Flood Risk Assessment, due mainly to its proximity to the river. The Area Action Plan Flood Risk Assessment and the Flood Risk Exception Test technical report have established the necessary flood mitigations - including approximately 7.9ha of land set aside for flood storage (as an ‘aquagreen’) and improved River Hull flood defences – and it is also the case that the detailed design of the development is expected to address flood risk too e.g. raised floor levels, minimum of 2 storeys, use of flood compatible materials, and avoidance of ground floor accommodation.
- 22.1.9 Policy KAAP12 - Wilberforce Wood/Foredyke Green – seeks to enhance the value of this 21ha area of rough grassland with a young woodland, recognising that it has been the focus for community efforts for many years, supported by a number of organisations including the Yorkshire Wildlife Trust and the Woodland Trust. The objective is to continue to sensitively evolve the Wilberforce Wood / Foredyke Green to become a ‘nature park’, i.e. a mature wood and a place otherwise rich in nature conservation interest, yet arranged in such a way that its users can fully access it and enjoy it for a variety of recreational and educational purposes.
- 22.1.10 Policy KAAP13 – Bude Park – recognises that the area plays an important role in the city-wide green infrastructure network, as part of the ‘Hull Green Arc’, made of a string of green spaces in East Hull, which links to the Hull River Corridor. The wetland area and the allotment are designated as Local Wildlife Sites and will be enhanced, although elsewhere in the park the emphasis will be on recreational uses and movement, rather than nature conservation.

The AAP as a whole

- 22.1.11 The AAP is likely to result in **significant positive effects** in terms of the objective to 'protect and enhance habitats and biodiversity'. In some cases there is perhaps an emphasis on managing green infrastructure for access, as opposed to managing for biodiversity; however, this is broadly appropriate given the need to ensure that natural assets are enjoyed, managed and appreciated in the long term.
- 22.1.12 The objective to 'reduce vulnerability of Hull to **flooding** and potential impacts of climate change' is obviously an important objective, given the prevalence of flood risk. Numerous measures are set to be implemented to avoid / minimise risk as far as possible; however, it is not possible to conclude 'significant positive effects' given that the decision has been taken to develop land at Riverbank for housing that might otherwise (in the long term, at least) be used for employment (i.e. a less susceptible land use). It is recognised that there are good reasons for housing allocation at Riverbank, as discussed within the Council's 'Sequential Test' report, and also under the 'Enhancing communities, health and social welfare' heading above; and it is recognised that detailed policy measures are proposed to ensure that risk is minimised. A high housing growth approach at Kingswood (which means housing at Riverbank) will enable the funding of river defences that will ensure the long term protection of the whole of Kingswood; and of course it is the case that there is a need for housing growth at Kingswood in order to achieve city-wide objectives (in particular around attracting and retaining key workers and families). It is not really the case that an alternative approach could be taken whereby there is a greater emphasis on employment (at Riverbank, or at Kingswood in general), as studies have shown that there is insufficient demand at the current time.

23 SA CONCLUSIONS AT THIS CURRENT STAGE

23.1 Introduction

23.1.1 This Chapter presents summary appraisal findings / overall conclusions at this stage. Recommendations are also listed, which might be taken into account prior to submission, or otherwise can be considered post submission, i.e. as part of the Examination in Public.

23.2 Conclusions and recommendations at this current stage

Conclusions

23.2.1 The appraisal suggests the likelihood of significant positive effects in terms of ‘communities, health and social welfare’ related SA objectives. Development will contribute to immediate Hull-wide regeneration objectives, and will also result in an inclusive new community where there will be the potential for new residents to lead healthy lifestyles. In terms of economic objectives, some question-marks remain regarding the long-term effects of developing land for housing that might alternatively be developed for employment floorspace, but it is recognised that in the short to medium term there is a need to act (which means supporting housing). In terms of environmental objectives, the plan performs well in terms of capitalising on existing natural assets and opportunities for enhancement. Flood risk is a key issue that is at the heart of the plan. Numerous measures are set to be implemented to avoid / minimise risk as far as possible; however, the allocation of land at Riverbank for housing could result in some risk.

Recommendations

23.2.2 No major recommendations are put forward at this stage. There could be opportunities for further work to be undertaken around some issues, with a view to adding further detail to the plan, but there are time pressures, i.e. there is a need to get a plan in place. For example, further work might be undertaken to understand green infrastructure opportunities (including around the local wildlife sites) in greater detail with a view to setting more detailed policy.

23.2.3 The main recommendation is to put in place a considered approach to monitoring, including in relation to the city-wide hierarchy of ‘centres’ and the need / demand for employment land. Monitoring recommendations are discussed further in Part 4 (‘What happens next?’) below.

PART 4: WHAT ARE THE NEXT STEPS (INCLUDING MONITORING)?

25 INTRODUCTION (TO PART 4)

25.1.1 This Part of the report explains next steps that will be taken as part of plan-making / SA.

26 PLAN FINALISATION AND ADOPTION

26.1.1 Once the period for public representations has finished the main issues raised will be identified and summarised by the Council, who will then consider whether the plan can still be deemed to be 'sound'. Assuming that this is the case, the Plan (and the summary of representations received) will be submitted for Examination. The Council may also submit a schedule of proposed modifications to the plan. If this is the case, then the SA Report will be updated to reflect the plan as modified. It may be appropriate to update the SA Report for submission in any case, to reflect the most up-to-date evidence base (e.g. to reflect issues raised through representations).

26.1.2 At Examination the Inspector will consider representations (alongside the SA Report) before then either reporting back on the Plan's soundness or identifying the need for modifications. If the Inspector identifies that modifications to the Plan are necessary, these would be developed (possibly with SA input) before being published for consultation. An SA Report Addendum would be published alongside.

26.1.3 Once found to be 'sound' the Plan will be formally adopted by the Council. At the time of Adoption a 'Statement' must be published that sets out (amongst other things) *'the measures decided concerning monitoring'*.

27 MONITORING

27.1.1 At the current stage – i.e. in the SA Report - there is a need to present 'a description of the measures envisaged concerning monitoring'. **Table 27.1** lists a short selection of proposed monitoring indicators. The indicators listed are those that are particularly relevant given the findings of the appraisal presented above, in Part 3. These indicators, and others, will be important in order to monitor the success of the plan, i.e. the degree to which implementation is capitalising on opportunities and minimising adverse effects.

Table 27.1: Examples of important monitoring indicators

Indicators	Targets/outcomes	Source/mechanism	Important in terms of the SA objective to...
% of affordable dwellings within development	<ul style="list-style-type: none"> 15% of completions 	<ul style="list-style-type: none"> Local Authority Housing Statistics (LAHS) 	Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home
Building for Life 12 (BfL12)	<ul style="list-style-type: none"> Securing as many green lights as possible Securing green light for BfL12's Principle 8 	<ul style="list-style-type: none"> Assessment of proposals by BfL12's assessor (Urban Design officer) 	Support equity for all, tackling social exclusion & prejudice
Inclusive design	<ul style="list-style-type: none"> Disabled and mobility-impaired-friendly access in public spaces 	<ul style="list-style-type: none"> Assessment of proposals by Access officer 	
Lifetime Homes	<ul style="list-style-type: none"> 100% Lifetime Homes in Flood Risk Zone 1 	<ul style="list-style-type: none"> Assessment of proposals by Urban Design officer 	

Indicators	Targets/outcomes	Source/mechanism	Important in terms of the SA objective to...
Safe place design	<ul style="list-style-type: none"> • Paths well lit, well defined, overlooked and maintained • Active frontage on public places 	<ul style="list-style-type: none"> • Assessment of proposals by urban design officer and Humberside Police as part of 'Designing out crime' protocol 	Maintain or enhance safety & reduce crime or fear of crime for everyone
Impact of comparison retail at the Kingswood Centre	<ul style="list-style-type: none"> • No adverse impact on the City Centre and other District Centres • 'Claw back' retail expenditure from outside Hull 	<ul style="list-style-type: none"> • Updates of Hull Retail study 	Optimise Hull's economic role and position in the sub-region, region as a whole & internationally
New greenspaces, play areas and greenways	<ul style="list-style-type: none"> • 100% of those shown on Policies Map complete 	<ul style="list-style-type: none"> • Updates of Open Space Assessment 	Protect & enhance habitats & biodiversity
Roles of different greenspaces and greenways	<ul style="list-style-type: none"> • Respective roles achieved 	<ul style="list-style-type: none"> • Updates of Open Space Assessment or/and specific assessment based on planning permission 	
SuDS efficiency, design and maintenance	<ul style="list-style-type: none"> • Surface water run-off • Achieve multi • Comprehensive 	<ul style="list-style-type: none"> • Assessment of proposals by the Flood Risk Planning Team • Streetscene open space agreements 	Reduce vulnerability of Hull to flooding & potential impacts of climate change
Network of drains and watercourses	<ul style="list-style-type: none"> • Enhanced and extended when practical 	<ul style="list-style-type: none"> • Updates of Hull watercourses map 	
Development in High and Medium Hazard Flood Risk Zones	<ul style="list-style-type: none"> • Mitigations which address the identified risk 	<ul style="list-style-type: none"> • Assessment of proposals by the Flood Risk Planning Team and the Environment Agency 	
Carbon emissions/ use of natural resources in new development	<ul style="list-style-type: none"> • Reduce/minimise with 	<ul style="list-style-type: none"> • Assessment of proposals by Environment and Climate Change officer 	

APPENDIX I - REGULATORY REQUIREMENTS

The information that must be contained in Schedule 2 of the Environmental Assessment of Plans Regulations 2004; however, interpretation of Schedule 2 is not straightforward. The table below 'interprets' Schedule 2 requirements.

Annex 1

Interpretation

The report must include...

The report must include...

(a) an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - <i>What's the Plan seeking to achieve?</i>	i.e. answer – <i>What's the scope of the SA?</i>
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What's the 'context'?</i>	
(c) the environmental characteristics of areas likely to be significantly affected;	The relevant environmental protection objectives, established at international or national level	i.e. answer - <i>What's the 'baseline'?</i>	
(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan'		
(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	The environmental characteristics of areas likely to be significantly affected	i.e. answer - <i>What are the key issues & objectives?</i>	
(f) the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance		
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;	Key environmental problems / issues and objectives that should be a focus of appraisal		
(h) an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of the 'reasonableness of the approach')	i.e. answer - <i>What has Plan-making / SA involved up to this point?</i>	
(i) a description of the measures envisaged concerning monitoring.	The likely significant effects associated with alternatives, including on issues such as... ... and an outline of the reasons for selecting the preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan.		
	The likely significant effects associated with the draft plan	i.e. answer - <i>What are the appraisal findings at this current stage?</i>	
	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan		
	A description of the measures envisaged concerning monitoring	i.e. answer - <i>What happens next?</i>	

APPENDIX II – PHASING

This appendix presents detailed appraisal findings in relation to the ‘phasing’ alternatives that are discussed in Chapter 10, above.

N.B. Appraisal findings have been modified, to a small extent, since originally published in 2012. Also, some minor editing has occurred and the appraisal summary has been re-written for clarity.

Appraisal methodology

For each of the options, the appraisal identifies and evaluates ‘likely significant effects’ on the baseline, drawing on the sustainability themes / objectives / issues identified through scoping (see Part 1) as a methodological framework. **Red** text / shading is used to indicate significant negative effects, whilst **green** text / shading is used to indicate significant positive effects.

Effects are predicted taking into account the criteria presented within Regulations.⁵⁶ So, for example, account is taken of the duration, frequency and reversibility of effects as far as possible. Effects are described in terms of these criteria within the assessment as appropriate. The potential for ‘cumulative’ effects is also a consideration.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the options. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a ‘no plan’ scenario). In light of this, there is a need to make considerable assumptions regarding how options will be implemented ‘on the ground’ and what the effect on particular receptors will be. Where there is a need to rely on assumptions, this is made explicit in the appraisal text.

In many instances, given reasonable assumptions, it is not possible to predict likely significant effects, but it is possible to comment on the relative merits of the alternatives in more general terms and to indicate a **rank of preference**. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of ‘significant effects’.

⁵⁶ Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004

Appraisal findings

- (1) Bring forward key sites simultaneously with a view to increasing the build rate and completing Kingswood by the end of the plan period. Specifically, bring forward Council owned land (Wawne View) before Kingswood Parks is fully completed.
- (2) Phased approach with the completion of Kingswood Parks first (another 1,500 houses approximately), i.e. the approach agreed as part of the outline planning permission, which will run out in 2016.

Theme	Objective	Discussion of <u>significant effects</u> (and relative merits in more general terms)	Rank of preference	
			Opt 1	Opt 2
Enhancing communities, health and social welfare	Create a learning city enhancing levels of education and skills for all	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Improve the health of everyone and encourage healthy lifestyles	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home	Both options would have a significant positive effect on the baseline given increased access to good quality housing. It is not possible to say which would be preferable in terms of delivering the necessary tenure, size and type of housing needed. Option 1 will enable the development of Wawne View, which will unlock the regeneration of less attractive sites in east Hull as part of a city-wide deal for housing development through a Lead Developer Partner competition. Delaying the availability of the site could threaten the scheme.	★1	2
	Encourage involvement, a sense of community and identity	Neither option would lead to significant effects, but it is noted that: Option 1 is more likely to support development of 'a sense of community' by providing for a slightly faster rate of development across the whole area, and thereby creating the opportunity for the new local centre and other services and infrastructure in Focus Area 1 to be provided earlier in the plan period.	★1	2
	Support equity for all, tackling social exclusion and prejudice	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Maintain or enhance safety and reduce crime or fear of crime for everyone	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0

Rejuvenating the economy	Maintain or provide good quality employment opportunities for all and reduce economic exclusion	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Create conditions which support regeneration and sustainable economic growth encouraging business diversity and investment	Both options provide for housing, which will assist in supporting regeneration and economic growth and have a significant positive effect . Option 1 provides greater choice/flexibility, in that part of Focus Area 1 can come forward alongside the remaining areas of Kingswood Parks Phase III. In this respect, Option 1 provides more flexibility, both for home buyers and the developer, so is more likely to encourage developer investment. It is also more likely to result in the earlier provision of infrastructure and services which will encourage businesses to invest and locate in the area.	★1	2
	Optimise creativity and innovation in business and design	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Optimise Hull's economic role and position in the sub-region, region as a whole and internationally	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Promote Hull as a good place to live, work and visit	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
Enhancing the city centre and local neighbourhoods	Maintain or enhance efficient land use	Neither option would lead to significant effects, but it is noted that: Option 1 may support achievement of a more efficient development pattern, in that it provides for necessary enabling infrastructure such as the east-west link road to be brought forward earlier.	★1	2
	Support sustainable travel and movement of people and goods	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Positively contribute to the quality of the built environment, townscape, and public realm	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0

	Enhance the function of the city and district centres providing a complimentary and appropriate mix of uses and facilities within and between centres	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Enhance access to quality leisure, cultural and recreational activities for all	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
Protecting and enhancing the natural environment	Efficient consumption of energy and natural resources	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Minimise pollution including greenhouse gases and enhance environmental quality	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Reduce waste, minimising the use of non-reusable materials and encourage recycling	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Reduce vulnerability of Hull to flooding and potential impacts of climate change	<p>Either option could potentially lead to a significant negative effect given that highly vulnerable development (housing) would be located in a high flood risk zone.</p> <p>A sequential approach has been applied as part of plan-making, whereby sites at low risk of flooding are allocated in advance of those which are in higher flood risk areas (unless the site already has planning permission for housing development, as is the case at Kingswood Parks).</p> <p>Option 1 would be preferable to Option 2 as it would provide for enabling housing development in Focus Area 5 to be developed earlier and therefore presumably flood prevention measures would also be provided earlier, which would lessen the flood risk for the whole area.</p>	★ 1	2
	Protect and enhance habitats and biodiversity	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0

Summary

Enhancing communities, health and social welfare

Either option would lead to significant positive effect on the baseline in terms of sustainability objectives relating to housing delivery and access to good quality housing. The alternatives could vary in terms of the potential to deliver the mix of housing – in terms of tenure, size and type – necessary to meet identified needs/aspirations; however, it is difficult to be certain.

Option 1 could be seen to provide more flexibility, both for home buyers and developers, in so much as it would involve developing Kingswood Parks and Focus Area 1 simultaneously. This could be seen as beneficial in terms of housing related SA objectives, and there might be greater potential to reinvigorate the housing market locally. Option 1 is also more likely to support the establishment of a 'sense of community' locally (SA Objective 4), on the basis that a new Local Centre could be brought forward earlier.

Enhancing the city centre and local neighbourhoods

No option would lead to significant effects; however, Option 1 would support provision of a new primary school (i.e. ensure it comes forward earlier in the plan period) and is therefore preferable in terms of SA Objective 15 - *Enhance the function of the city and district centres providing a complementary and appropriate mix of uses and facilities within and between centres.*

Protecting and enhancing the natural environment

There are important considerations in terms of SA objective 20 – *flood risk*. Either option could lead to a significant adverse effect given that Kingswood Parks is located in a high risk flood zone (Zone 3b), as is Focus Area 5. However, it is recognised that in practice a 'sequential approach' to development will be followed whereby sites at low risk of flooding are developed in advance of those at higher risk, unless the site already has planning permission. Overall, in terms of flood risk, Option 1 is preferable to Option 2, as relatively speaking, it would involve developing land which lies in a lower risk zone first.

Overall summary of effects

In terms of 'significant effects' there is little to differentiate between the alternatives. Both options would lead to significant positive effects in terms of SA Objective 3 (Housing Delivery) and significant adverse effects in terms of SA objective 20 (Flooding). Leaving aside considerations of 'significance', however, it is clear that option one is preferable in terms of sustainability objectives.

APPENDIX III – DEVELOPMENT LAYOUT

This appendix presents detailed appraisal findings in relation to the ‘development layout’ alternatives that are discussed in Chapter 11, above.

N.B. Appraisal findings have been modified, to a small extent, since originally published in 2012. Also, some minor editing has occurred and the appraisal summary has been re-written for clarity.

Appraisal methodology

See Appendix II, above.

Appraisal findings

(1) Grid layout (2) Cul de sac				
Theme	Objective	Discussion of <u>significant effects</u> (and relative merits in more general terms)	Rank of preference	
			Opt 1	Opt 2
Enhancing communities, health and social welfare	Create a learning city enhancing levels of education and skills for all	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Improve the health of everyone and encourage healthy lifestyles	Neither option would lead to significant effects, but it is noted that: Residential development following a grid layout (Option 1) could improve the connectivity between places and make it easier to navigate streets, possibly encouraging walking and cycling. There are existing issues in Kingswood with regards to permeability (ability to circulate between places) and legibility (ease to find your way around) due to the multitude of long dead-ends, and the lack of direct pedestrian routes connecting them. However, the effect could also be to encourage car use, which in turn could have implications for the image of cycling as a safe activity.		2
	Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0

	Encourage involvement, a sense of community and identity	<p>Neither option would lead to significant effects, but it is noted that:</p> <p>An increase in the permeability and legibility of networks may encourage walking and cycling. This could improve daily contact between community members. However, cul-de-sac developments are often quieter and more sheltered environments, with lower vehicle movements in the street. Option 2 could therefore provide for a safer community environment with increased contact between residents.</p>	?	?
	Support equity for all, tackling social exclusion and prejudice	<p>Neither option would lead to significant effects, but it is noted that:</p> <p>Residential development following a grid layout could improve the connectivity between places and increase the permeability of networks. This could help tackle social exclusion as communities are geographically linked up in a more cohesive way, rather than forming a series of inward looking enclaves and closed networks as would be developed under Option 2.</p>	★ 1	2
	Maintain or enhance safety and reduce crime or fear of crime for everyone	<p>Under Option 1 it is possible that street layouts could become too permeable, resulting in dispersed levels of activity and a subsequent decrease in natural surveillance. In addition indirect routes in a grid layout that are underused can encourage crime and anti-social behaviour. This could reduce safety and increase the fear of crime in Kingswood.</p> <p>Developing cul-de-sacs under Option 2 could promote highly secure environments, which enhance safety. However, this assumes short and straight cul-de-sacs that allow visibility, and are not joined by footpaths which could foster antisocial activity.</p>	?	?
Rejuvenating the economy	Maintain or provide good quality employment opportunities for all and reduce economic exclusion	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Create conditions which support regeneration and sustainable economic growth encouraging business diversity and investment	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Optimise creativity and innovation in business and design	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Optimise Hull's economic role and position in the sub-region, region as a whole and internationally	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0

	Promote Hull as a good place to live, work and visit	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
Enhancing the city centre and local neighbourhoods	Maintain or enhance efficient land use	Option 1 (grid layout) could have a significant positive effect on the baseline. Grid street layouts provide the potential for a significantly more efficient use of land than cul-de-sacs. Given that the ratio of car parking to residential units in Kingswood is low, a grid layout could enable a more efficient use of development land, depending on the street function and design chosen. Cul-de-sacs often results in left over or ill-defined spaces that are not efficiently used. It should be noted that cul-de-sac developments can be useful in developing awkward or constrained sites, however most of the proposed development sites in Kingswood are on greenfield land.	★1	2
	Support sustainable travel and movement of people and goods	Option 1 (grid layout) could have a significant positive effect on the baseline. A grid layout could improve the connectivity between places and make it easier to navigate streets. Such an increase in the permeability of networks could encourage the use of active modes of transport such as walking and cycling, therefore supporting sustainable travel. Whilst Option 2 would result in fewer vehicle movements in the street, the lack of connectivity between places would be unlikely to encourage any shift to sustainable modes of travel.	★1	2
	Positively contribute to the quality of the built environment, townscape, and public realm	Neither option would lead to significant effects, but it is noted that: A grid layout would contribute to a connected and integrated built environment by increasing permeability between streets and creating active frontages.	★1	2
	Enhance the function of the city and district centres providing a complimentary and appropriate mix of uses and facilities within and between centres	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Enhance access to quality leisure, cultural and recreational activities for all	Option 1 has the potential to enhance access to existing leisure, cultural and recreational facilities via increased connectivity and legibility between street networks. However, a robust assessment of the options cannot be made as the effect of developing a grid or cul-de-sac layout is dependent on the implementation of surrounding infrastructure e.g. improvements to the bus network, pedestrian crossings etc that would more directly address issues of access.	?	?

Protecting and enhancing the natural environment	Efficient consumption of energy and natural resources	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Minimise pollution including greenhouse gases and enhance environmental quality	Neither option would lead to significant effects, but it is noted that: Option 1 could improve the connectivity between places and make it easier to navigate streets. Such an increase in the permeability of networks could encourage the use of active modes of transport, which would reduce the consumption of fossil fuels, and subsequent production of greenhouse gases. A grid layout also spreads traffic out more evenly, which could alleviate congestion compared to cul-de-sacs and result in reductions in exhaust pollution.	★1	2
	Reduce waste, minimising the use of non-reusable materials and encourage recycling	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0
	Reduce vulnerability of Hull to flooding and potential impacts of climate change	The grid layout (Option 1) would facilitate the integration of Sustainable Urban Drainage Systems, and hence could lead to a significant positive effect on the baseline. Integration of SuDs would be difficult to achieve under Option 2.	★1	2
	Protect and enhance habitats and biodiversity	Neither option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0

Summary

Enhancing communities, health and social welfare

In theory, Option 1 has the potential to support permeability, legibility and connectivity between places. There would be secondary benefits in terms of encouraging healthier and more active lifestyles; encouraging interaction between residents; and movement by methods other than private car. However, in practice the community have shown through consultation that this is not a popular option. Most people would favour a 'mixed layout' approach.

Enhancing the city centre and local neighbourhoods

Option 1 would deliver the most efficient use of land and would also: facilitate the integration of Sustainable Drainage Systems (SuDS); encourage sustainable travel; and support green infrastructure. Cul-de-sacs (Option 2) can result in left over parcels of land, and require turning heads, which take up space.

Protecting and enhancing the natural environment

Option 1 would be most conducive to supporting sustainable modes of travel, spreading traffic across the area (i.e. avoiding congestion) and implementing SuDS. It is recognised, however, that negative implications of cul-de-sacs (Option 2) can be mitigated by restricting cul-de-sac length.

Overall summary of effects

Option 1 (Grid layout) performs well in terms of sustainability objectives, although it is recognised that in practice there are benefits to taking a mixed approach, i.e. an approach that includes carefully designed cul-de-sacs.

APPENDIX IV – ENGINE DRAIN GREENWAY

This appendix presents detailed appraisal findings in relation to the ‘Engine Drain Greenway’ alternatives that are discussed in Chapter 12, above.

N.B. Appraisal findings have been modified, to a small extent, since originally published in 2012. Also, some minor editing has occurred and the appraisal summary has been re-written for clarity. Also, within the summary reference has been added to Option 4 - Re-route Engine Drain via the centre of the new park.

Appraisal methodology

See Appendix II, above.

Appraisal findings

(1) Move utilities to one side allowing drain to have one soft bank (2) Engine Drain is culverted with wetland above (3) Retain Engine Drain as is will require fencing to the edge (4) Re route Engine Drain via the centre of the new park					
Theme	Objective	Discussion of <u>significant effects</u> (and relative merits in more general terms)	Rank of preference		
			Opt 1	Opt 2	Opt 3
Enhancing communities, health and social welfare	Create a learning city enhancing levels of education and skills for all	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Improve the health of everyone and encourage healthy lifestyles	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms. All options would provide a safe and attractive recreational feature which will be conducive to a more active lifestyle for local residents. The effect will be positive in this respect, but is not considered to be significant.	0	0	0
	Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms. All options may have a minor positive effect in terms of improving the desirability of the area and thus house prices, but this is not considered to be significant.	0	0	0

	Encourage involvement, a sense of community and identity	No option would lead to significant effects, but it is noted that: Option 1 and 2 put nature at the heart of the development adding extra vegetation to increase the distinctiveness of the drain as a feature. Option 3 merely retains the drain as is, and requires fencing, which is less likely to enhance this landscape feature. The drain can effectively connect the suburban environment to the countryside creating a unique and distinct feature within this community. This is more pronounced in Option 1 and 2 than the fenced Option 3.			2
	Support equity for all, tackling social exclusion and prejudice	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Maintain or enhance safety and reduce crime or fear of crime for everyone	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
Rejuvenating the economy	Maintain or provide good quality employment opportunities for all and reduce economic exclusion	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Create conditions which support regeneration and sustainable economic growth encouraging business diversity and investment	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Optimise creativity and innovation in business and design	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Optimise Hull's economic role and position in the sub-region, region as a whole and internationally	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Promote Hull as a good place to live, work and visit	No option would lead to significant effects, but it is noted that: Options 1 or 2 perform better in terms of supporting a unique identity for the area.			2

Enhancing the city centre and local neighbourhoods	Maintain or enhance efficient land use	No option would lead to significant effects, but it is noted that: Whilst all three options seek to make best use of the Engine Drain as a multifunctional asset, Options 1 or 2 would support the greatest range of functions. They are more likely to provide natural habitats and encourage ecological diversity as well as providing drainage and pedestrian and cycle way functions.	★1	★1	2
	Support sustainable travel and movement of people and goods	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms. Any option might encourage more local journeys by walking or cycling by providing a safe and attractive route by which to do so, which will be positive, but this effect is not considered significant.	0	0	0
	Positively contribute to the quality of the built environment, townscape, and public realm	Both Options 1 and 2 could lead to a significant positive effect on the baseline. Purposeful green space would enhance the character and appearance of the public realm. This will be achieved, but to a lesser extent, under Option 3.	★1	★1	2
	Enhance the function of the city and district centres providing a complimentary and appropriate mix of uses and facilities within and between centres	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Enhance access to quality leisure, cultural and recreational activities for all	All Options could lead to a significant positive effect on the baseline through enhancing access to other areas of Kingswood and enhancing the quality of open space. Options 1 and 2 put nature at the heart of the design and create an accessible feature.	★1	★1	2
Protecting and enhancing the natural environment	Efficient consumption of energy and natural resources	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Minimise pollution including greenhouse gases and enhance environmental quality	No option would lead to significant effects, but it is noted that: Options 1 and 2 would help to moderate the rate and volume of any storm water entering it, also improving the water quality. Maintenance of the culvert under Option 2, would be important to ensure flow doesn't degenerate with sediment build up.	★1	2	3
	Reduce waste, minimising the use of materials and encourage recycling	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0

	Reduce vulnerability of Hull to flooding and potential impacts of climate change	No option would lead to significant effects, but it is noted that: Options 1 and 2 are more likely to offer habitat, shade and urban cooling benefits.	★ 1	★ 1	3
	Protect and enhance habitats and biodiversity	Both Options 1 and 2 could lead to a significant positive effect on the baseline. The introduction of more plant species and habitat under Options 1 and 2 would enhance the ecological value of the area. Opening up the Drain can provide a suitable habitat for Harvest Mice and Water Shrews found in the area as well as attracting new species. Careful placement and maintenance of the culvert in Option 2 will be essential.	★ 1	2	3

Summary

Enhancing communities, health and social welfare

None of the options would have a significant effect in terms of ‘communities, health and social welfare’ related objectives. Any effects would be indirect and uncertain.

Rejuvenating the economy

As above.

Enhancing the city centre and local neighbourhoods

Options 1, 2 and 4 could have significant positive effects in terms of ‘contributing to the quality of the built environment, townscape and public realm’. Any of these options would support extensive opportunities for recreational activity in the semi-natural environment, enhance the public realm and support local character / identity. There would certainly be significant positive effects in terms of the SA objective to ‘Enhance access to quality leisure, cultural and recreational activities for all.’

Protecting and enhancing the natural environment

Options 1, 2 and 4 would enable protection and enhancement of habitats and biodiversity compared to the baseline. Option 3 could potentially lead to negative effects.

In terms of SA objective 20 – ‘flood risk’ – however, Option 2 could lead to negative effects as the effect would be to restrict the water capacity of the Engine Drain, compromising flood risk prevention.

Overall summary of effects

Whilst there is merit to Options 1, 2 and 4, it is Option 4 - re-design of the Engine Drain - that performs best in terms of sustainability objectives. There would be benefits in terms of local amenity, opportunities for recreation, flood risk mitigation, green infrastructure and public realm enhancement.

APPENDIX V – WAWNE VIEW (FOCUS AREA 1)

This appendix presents detailed appraisal findings in relation to the 'Wawne View' alternatives that are discussed in Chapter 13, above.

N.B. Appraisal findings have been modified, to a small extent, since originally published in 2012. Also, some minor editing has occurred and the appraisal summary has been re-written for clarity.

Appraisal methodology

See Appendix II, above.

Appraisal findings

(1) 1633 dwellings, school extension, Local Centre located at park entrance, centrally located, park adjacent to Engine Drain (2) 1620 dwellings, school extension, park and Engine Drain not merged, Local Centre by park entrance, centrally located (3) 1620 dwellings, school extension, park, and Local Centre on Wawne Road, adjacent to primary school but away from park					
Theme	Objective	Discussion of <u>significant effects</u> (and relative merits in more general terms)	Rank of preference		
			Opt 1	Opt 2	Opt 3
Enhancing communities, health and social welfare	Create a learning city enhancing levels of education and skills for all	Each of the options propose an expansion to the existing Broadacre Primary School.	0	0	0
	Improve the health of everyone and encourage healthy lifestyles	All options would lead to significant positive effects on the baseline. Sports and recreational opportunities provided by a new green space will increase the potential for local residents to partake in physical activity. Option 1 performs best, followed by Option 3, on the basis that provision will be made for the greatest range of facilities (playing pitches, cricket pitch, children and young persons play, allotments and meadows). However it is noted that creation and maintenance of such a large quantity of green space may be an issue in the context of diminishing local authority budgets. All options provide for a number of allotments and Option 3 for an orchard (although not shown on the park layout), which could help in encouraging a more healthy diet, as does the potential for a community fruit and vegetable cooperative to be provided in the local centre (all options).	★ 1	3	2

	Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home	All options would lead to significant positive effects on the baseline. Option 1 is the preferred approach in terms of this SA objective as it would lead to the delivery of slightly more new homes (1633) within the focus area than the other two options. The delivery of new housing will contribute towards reinvigorating the housing market and ensuring that everyone has the opportunity to live in a decent and affordable home.	★ 1	2	2
	Encourage involvement, a sense of community and identity	<p>All options would lead to significant positive effects on the baseline. A local centre is proposed within each of the options assessed. There is potential for the local centre to contain a youth centre, alongside local shops and services. The delivery of local community services and facilities (such as the new park, play areas and allotments), will increase the potential for community interaction and cohesion.</p> <p>The location of the local centre towards the south east of the focus area (Option 3) is likely to increase the potential for interaction between the new development, adjacent communities in North Bransholme (towards the east, which suffers from multiple deprivation and is in the 10% most deprived areas in England) and the established residential areas of Kingswood (towards the south). It will also increase the accessibility of new services located within the local centre for nearby residential areas. However Options 1 and 2 position the park and local centre in one central location, maximising opportunities for the new residents to interact socially. As the middle ground between the three options, (i.e. the location of the new hub is within reasonable walking distance for residents of North Bransholme as well as those of Kingswood) Option 1 could be considered the preferred option in relation to this objective.</p>	★ 1	2	2
	Support equity for all, tackling social exclusion and prejudice	<p>No option would lead to significant effects, but it is noted that:</p> <p>The location of the local centre towards the south east of the focus area under Option 3 is more likely to address social exclusion by providing additional community facilities for the adjacent communities in North Bransholme (towards the east), which suffer from multiple deprivation and are in the 10% most deprived areas in England. Option 1 would locate the local centre at a 10min walking distance from the eastern edge of North Bransholme.</p>	2	3	★ 1
	Maintain or enhance safety and reduce crime or fear of crime for everyone	<p>No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.</p> <p>Design of buildings and neighbourhoods can influence crime and fear of crime – this is addressed by the development principles for the wider Kingswood area, which will seek to secure building design and layout which meets ‘Secured by Design’ principles.</p>	0	0	0

Rejuvenating the economy	Maintain or provide good quality employment opportunities for all and reduce economic exclusion	No option would lead to significant effects, but it is noted that: A local centre and an extension to the existing primary school is proposed within each of the options assessed. The delivery of these will provide some employment opportunities for local residents. Options 1 and 3 are more likely to provide some accessible employment opportunities for neighbouring and deprived North Bransholme, and as such, are the preferred approaches for this objective (acknowledging that Option 3 implies the possible closure of existing shops at the North Bransholme Local Centre but that the new centre is more likely to thrive with a wider catchment area and potential passing trade, so this negative effect should be mitigated, and that Option 1 is more likely to maximise footfall and thus viability of new shops and businesses in the local centre).	★ 1	2	★ 1
	Create conditions which support regeneration and sustainable economic growth encouraging business diversity and investment	All options would lead to significant positive effects on the baseline. A local centre is proposed within each of the options assessed. The provision of such a centre will provide opportunities for new business start-ups in the Kingswood area, within the defined Local Centre. Option 3 implies closure of existing shops at the North Bransholme Local Centre. However the new centre is more likely to thrive with a wider catchment area and potential passing trade, so this negative effect should be mitigated. Options 1 and 2 position the park and Local Centre in close proximity, so may be more effective in maximising footfall and thus ensuring the viability of new shops and businesses in the local centre. Option 1 would locate the local centre within a 10min walking distance from the eastern edge of North Bransholme so may provide the option which best meets these multiple objectives.	★ 1	2	3
	Optimise creativity and innovation in business and design	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Optimise Hull's economic role and position in the sub-region, region as a whole and internationally	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Promote Hull as a good place to live, work and visit	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0

Enhancing the city centre and local neighbourhoods	Maintain or enhance efficient land use	All options would lead to significant positive effects on the baseline. All three options will lead to an appropriate mix and density of uses, in appropriate locations which will reduce the need to travel by car. The location of the Local Centre towards the south east of the focus area (Option 3) will provide an accessible location for people living in the nearby areas of North Bransholme (an area suffering from multiple deprivation, and thus home to residents who are less likely to have access to a car) and the existing residential areas of Kingswood (towards the south). Option 1 is slightly less accessible for residents of North Bransholme, but locates all three generators of traffic (i.e. the park, local centre and expanded primary school) in one central location, reducing the need to travel.	2	3	★1
	Support sustainable travel and movement of people and goods	No option would lead to significant effects, but it is noted that: All of the options propose an extensive pedestrian/cycling network to be delivered as part of new development in the focus area. This will encourage people to walk and cycle for local journeys. The location of the Local Centre towards the south east of the focus area as part of Option 3 will provide an accessible location for people living in the nearby areas of North Bransholme (an area suffering from multiple deprivation, and thus home to residents who are less likely to have access to a car) and the existing residential areas of Kingswood (towards the south). Option 1 is slightly less accessible for residents of North Bransholme, but locates the park and Local Centre (which are generators of traffic) in one central location, reducing the need to travel. The potential traffic generation impacts of the proposed extension of the existing primary school (which is located towards the south of the focus area, adjacent to the existing residential development in Kingswood) will need to be assessed at a later date.	2	3	★1
	Positively contribute to the quality of the built environment, townscape, and public realm	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms. Greenways connecting key facilities into the extended green network are proposed for all three options, and will have a positive effect in relation to improving the quality of the public realm.	0	0	0
	Enhance the function of the city and district centres providing a complimentary and appropriate mix of uses and facilities within and between centres	All options could lead to significant positive effects on the baseline. The Local Centre will increase the diversity of services and facilities in Kingswood, and provide for a good mix of uses to serve the new local community. In terms of the relative merits of the options, the following is noted: The location of the Local Centre towards the south east of the focus area (Option 3) will ensure 'accessibility' for people living in the nearby areas of North Bransholme (replacing the existing North Bransholme local centre) and the existing residential areas of Kingswood (towards the south). The proposed extension of the existing primary school, which is adjacent to the Local Centre in Option 3, would also contribute towards enhancing the vitality and viability of the Local Centre.	2	3	★1

	Enhance access to quality leisure, cultural and recreational activities for all	<p>All options would lead to significant positive effects on the baseline.</p> <p>All three options provide new open space, greenways, a potential youth centre and a new community park, which would incorporate children and young persons play areas and sports pitches. In terms of the level of sports pitch provision, Option 1 offers the greatest level of provision (four football pitches and one cricket pitch). In contrast, Option 3 offers three football pitches and Alternative Option 2 offers one football pitch. It should be noted that there are deliverability concerns associated with all Options in terms of capital costs of provision of such large areas of green space but also associated maintenance costs. Option 3 is the preferred option, as it still provides a number of football pitches, and would enhance access for neighbouring communities in North Bransholme.</p>	2	3	1
Protecting and enhancing the natural environment	Efficient consumption of energy and natural resources	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Minimise pollution including greenhouse gases and enhance environmental quality	<p>No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.</p> <p>All options would however enhance environmental quality through the provision of extensive new greenspace and greenways, as well as encouraging local journeys by foot or cycle. This may over time reduce reliance on private vehicles and therefore reduce vehicle emissions.</p>	0	0	0
	Reduce waste, minimising the use of non-reusable materials and encourage recycling	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Reduce vulnerability of Hull to flooding and potential impacts of climate change	<p>No option would lead to significant effects, but it is noted that:</p> <p>Option 1 provides the least housing along the Engine Drain within the high hazard flood risk zone.</p>	1	2	2
	Protect and enhance habitats and biodiversity	All options would lead to significant positive effects on the baseline. In particular, Option 2 will create new green space and a new watercourse and is more nature focused than the other two options. Options 1 and 3, however, propose wetland planting, wild flower meadows, and retention of ponds, which will be beneficial. The open space assessment for Hull states that there is not enough greenery located within the current or planned open space provision in Kingswood.	2	1	2

Summary

Enhancing communities, health and social welfare

All options would significantly enhance access to recreational facilities with new open space, greenways and a community park. The new park will encourage physical activity, with Option 1 (followed by Option 3) having the greatest merit in this respect as it would provide a range of facilities and the greatest area of open space. Furthermore, Option 1 positions the park, local centre and school in one central location, maximising opportunities for the new residents to interact socially.

Rejuvenating the economy

Option 3 has the benefit of delivering the highest number of new homes; however, in other respects it is not clear that any of the alternatives would have a direct effect on rejuvenating the economy and stimulating regeneration in Hull. Minor considerations relate to the local centre, with Options 1 and 2 performing well on the basis that the school, park and local centre would be located in close proximity (thus maximising footfall). Option 1 would locate the local centre within a 10min walking distance from the eastern edge of North Bransholme, a neighbouring area of relative deprivation.

Enhancing the city centre and local neighbourhoods

A local centre is proposed in each Option, which will increase the diversity of services and facilities in Kingswood, with Option 3 performing particularly well as the local centre – with associated community services/facilities – would be accessible for people living in the nearby areas of North Bransholme and the existing residential areas of Kingswood (towards the south). The position of the local centre in Option 2 balances the poles of interests in Kingswood with the strong District Centre on the south side, and makes the distribution of schools/catchment areas more even.

Protecting and enhancing the natural environment

None of the Options would lead to significant effects in terms of flood risk or habitats/biodiversity; however, Option 1 is the most likely to reduce flood vulnerability as only a small area of housing would be located adjacent to the Drain. It is also noted that Options 1 and 3 propose the delivery of wetland planting, wild flower meadows, and retention of ponds.

Overall summary of effects

Option 1 and 3 perform best in terms of most sustainability objectives. The appraisal has highlighted a number of ways in which a preferred approach might draw-upon several options, e.g. Option 3 might be modified so that there is support for wetland planting along the engine drain, as per Option 1.

APPENDIX VI –WILBERFORCE WOOD/FOREDYKE GREEN (FOCUS AREA 2)

This appendix presents detailed appraisal findings in relation to the ‘Wilberforce Wood / Foredyke Green’ alternatives that are discussed in Chapter 14, above.

N.B. Appraisal findings have been modified, to a small extent, since originally published in 2012. Also, some minor editing has occurred and the appraisal summary has been re-written for clarity.

Appraisal methodology

See Appendix II, above.

Appraisal findings

(1) Greenspace improved but no roads (2) Greenspace improved with central link road (3) Greenspace improved with link road on western edge					
Theme	Objective	Discussion of <u>significant effects</u> (and relative merits in more general terms)	Rank of preference		
			Opt 1	Opt 2	Opt 3
Enhancing communities, health and social welfare	Create a learning city enhancing levels of education and skills for all	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms. All of the options propose a new timber henge outdoor classroom, which could help improve facilities available for local schools.	★ 1	★ 1	★ 1
	Improve the health of everyone and encourage healthy lifestyles	<p>No option would lead to significant effects, but it is noted that all of the options are likely to encourage healthy active lifestyles as they strive to improve the provision of a large informal semi natural open space, and provide a circular uninterrupted well-defined path around Wilberforce Wood. The options may also result in an increase in Kingswood college students using the space. This may in turn encourage students to be more active.</p> <p>In terms of the relative merits of the options, Option 2 performs poorly on the basis that it may encourage private car use by making it easier to circulate across the park. Increased concerns regarding safety, due to the need to cross the road in the centre of the park, may act as a deterrent to walking and cycling. There are also question-marks around available space for sport.</p> <p>It is also noted that Options 2 and 3 could help address traffic at the Wawne Road roundabouts.</p>	★ 1	3	2

	Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Encourage involvement, a sense of community and identity	<p>All of the options could lead to significant positive effects on the baseline. The area has been a focus for community effort for many years and the proposals seek to build on this. All of the options are likely to encourage a sense of community as they set out to improve the communal green space provision, with measures such as picnic areas including benches and tables on the west side of the park. The options may also result in better integration within the community as accessibility is improved. For example the number of Kingswood college students using the space may increase as there is a proposed new main entrance near the college and pedestrian crossings enabling easier access. Similarly, under all options new notice boards are proposed, which may be used for community news.</p> <p>In terms of the relative merits of the options:</p> <p>Option 2 will lead to severance of the community space and may also increase concerns regarding safety, and therefore suitability for child play, due to the need to cross the road in the centre of the natural park. Under Option 1 the issue of safety for pedestrians, cyclists and children would not be an issue.</p> <p>Option 3 would similarly not cause concern of road safety in the centre of the park; however it may result in an adverse impact along the western edge of the greenspace, as the proposed road will replace a footpath currently overlooked by housing. Residents have easy safe access to the park, but the presence of a road may raise issues of safety for children who use the play ground at Marbury Park.</p>	★1	2	2
	Support equity for all, tackling social exclusion and prejudice	The effect of the options on supporting this objective are uncertain as whilst there are commitments and plans to create paths that are 4m wide, there is no reference to ensuring that these are wheelchair accessible. The paths are to be made from grass rather than tarmac, which is unlikely to be accessible for wheelchair users especially during wetter months.	?	?	?

	Maintain or enhance safety and reduce crime or fear of crime for everyone	<p>None of the options would lead to significant effects on the baseline. All of the options put forward create a circular uninterrupted well-defined path around Wilberforce Wood with many accesses and exits. This is likely to reduce the fear of crime for those currently using the green space, as it will be more accessible for people to use and less isolated. However, none of the options propose crime prevention measures such as the provision of low level lighting along the paths outside daylight hours.</p> <p>In terms of the relative merits of the options: Option 2 could contribute positively to reducing crime levels and the fear of crime as it leaves less remote green space by cutting through the centre of the park. Similarly Option 3 could reduce the fear of crime along the western edge of the green space, however this is unlikely to be a significant effect as there is already natural surveillance from the housing overlooking the space. If the park is left unsplit by a road, as proposed under Options 1 or 3, the implementation of crime prevention measures along the paths may be necessary to mitigate potential increases in the fear of crime.</p>	2		2
Rejuvenating the economy	Maintain or provide good quality employment opportunities for all and reduce economic exclusion	<p>None of the options would lead to significant effects on the baseline.</p> <p>Within the focus area, planning permission has been secured for a new supermarket towards the south east. The new supermarket is likely to increase job opportunities available within the area, which could help to address the high level of employment deprivation in North Bransholme, which is located to the north of the focus area.</p>	0	0	0
	Create conditions which support regeneration and sustainable economic growth encouraging business diversity and investment	<p>None of the options would lead to significant effects on the baseline.</p> <p>The outline planning permission for a new supermarket, which has been secured on a parcel of land towards the south east of the focus area (incorporated within each option); may provide some support for sustainable economic growth within Kingswood.</p>	0	0	0
	Optimise creativity and innovation in business and design	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Optimise Hull's economic role and position in the sub-region, region as a whole and internationally	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0

	Promote Hull as a good place to live, work and visit	All options are likely to promote Hull as a good place to live, work and visit, and hence lead to significant positive effects . This greenspace asset will become particularly important as this area becomes more urbanised over the Plan period.			
Enhancing the city centre and local neighbourhoods	Maintain or enhance efficient land use	<p>None of these options would lead to significant effects on the baseline. In terms of relative merits:</p> <p>Option 1 develops existing features and can be accommodated without major disturbance to the existing layout of the park. However it does not provide a route to alleviate circulation problems elsewhere.</p> <p>Option 2 would require relocating one of the playing fields, providing a buffer zone along the road and constructing two pedestrian crossings to accommodate the circular path. In addition, it would result in land take for the construction of the road through the park. However it would assist improved circulation elsewhere in the wider area.</p> <p>Option 3 would also result in some land take but this would be less significant in terms of its impact on the park, as it is not in the centre of the park, and can be accommodated without major disturbance to the existing layout and features. It also has the benefit of providing a new link road to alleviate congestion.</p>	2	2	
	Support sustainable travel and movement of people and goods	<p>All options are likely to support sustainable travel as they set out to create a circular uninterrupted well-defined path around Wilberforce Wood with many accesses and exits, including a cycle track leading to Bude Park. Improved entrances and clear signage is likely to encourage use of the park as a through way by walking or cycling. In addition, making the green space more accessible, including pedestrian crossings, may increase the number of students using sustainable modes of travel to reach Kingswood college.</p> <p>In terms of the relative merits of the options:</p> <p>Option 2 may encourage private car use by providing a road across the park by road. It may also reduce environmental amenity, which may deter cyclists/walkers from using the park compared to Option 1 or 3.</p> <p>Option 2 and 3 may result in adverse impacts against this objective as it will increase the potential for conflicts between vehicles and vulnerable users of the park, whereas Option 1 would not raise significant safety issues for cyclists and other vulnerable users of the park. However, it is noted that pedestrian crossings are proposed for Options 2 and 3 and therefore predicted effects remain uncertain.</p> <p>Option 3 may encourage private car use by making it easier to circulate across the park; however this is not likely to significantly affect use of sustainable modes as the road would be along the western edge of the park. It would also be unlikely to deter active modes of travel due to reduced amenity within the park</p> <p>It should be noted that both Options 2 and 3 could contribute significantly to alleviating traffic and congestion at the Wawne Road roundabouts. This would reduce pollution levels from stationary vehicles, which could encourage active users that were previously deterred by the level of traffic.</p>		3	2

	<p>Positively contribute to the quality of the built environment, townscape, and public realm</p>	<p>All options will lead to significant positive effects, contributing to the quality of the public realm. The park is a key asset in the city-wide green infrastructure and will become more so in the future, as the wider area becomes more urbanised, and it is currently felt that it does not fulfil its potential as an attractive and useful piece of public realm. In terms of the relative merits of the options:</p> <p>Option 1 is preferable as it will maintain and improve the existing features of the park, therefore housing to the north and west sides that currently actively overlook the space will not be adversely impacted, nor will the south and east sides, which currently have mature trees and vegetation that separate the space from the busy Bude Road and Wawne Road.</p> <p>Option 2 may adversely impact the quality of the environment as the public realm will be broken up by a road running through the centre of the park splitting the green space in two, and severing the wider Hull Green Arc.</p> <p>Option 3 is likely to contribute to the public realm as it does not split the integrity of the green space. However, it is likely to result in an adverse impact against this objective as houses along the western edge of the park will have views over the green space interrupted by a new road.</p>	<div style="display: flex; justify-content: space-around; align-items: center; height: 100px;"> <div style="text-align: center;">★ 1</div> <div style="text-align: center;">3</div> <div style="text-align: center;">2</div> </div>		
	<p>Enhance the function of the city and district centres providing a complimentary and appropriate mix of uses and facilities within and between centres</p>	<p>No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.</p>	<p>0</p>	<p>0</p>	<p>0</p>

	<p>Enhance access to quality leisure, cultural and recreational activities for all</p>	<p>All options would lead to significant positive effects, contributing to enhanced access to recreational activities, as they set out to evolve the area into a natural park where people can walk, cycle, jog, play. Measures to implement this include creating a circular path around Wilberforce Wood with many accesses and exits, including a cycle track leading to Bude Park and a Natural Play area at Foredyke Green. The improved entrances, increased pedestrian crossings and clear signage is likely to encourage use of the park for leisure and recreational activities. This may also increase the number of students using the park from Kingswood college.</p> <p>If land towards the south east of the site is developed for a new supermarket, then all options will result in the loss of an area of open space within Foredyke Green. This potential loss of allocated green space is not considered an efficient use of land unless replacement provision is made elsewhere.</p> <p>In terms of the relative merits of the options:</p> <p>Option 2 will enhance access from the north and south as it provides a direct route to the Kingswood Centre for residents in the area and crosses the centre of the park. However, no parking provision is set out along the road in the park and therefore it may not significantly increase access to the park itself. Although the option text refers to relocating one of the playing fields, the indicative park design maps indicate that Option 2 would result in the loss of an informal playing pitch.</p> <p>Option 3 will enhance access to facilities from the west, although no parking provision is set out along the road in the park and therefore it may not significantly increase access to the park itself. Under this option access to the playground next to Marbury Park will become more difficult, as users will have to cross a road. Provision for a pedestrian crossing to ensure safe and easy access is suggested.</p>			
<p>Protecting and enhancing the natural environment</p>	<p>Efficient consumption of energy and natural resources</p>	<p>No option would lead to significant effects on the baseline. In terms of the relative merits of the options:</p> <p>Option 1 doesn't propose any large scale changes to the existing park features and layout. However it may be less efficient in that it doesn't address existing congestion problems (which result in an inefficient use of energy and resources) on the surrounding road network.</p> <p>The Option 2 text refers to <i>relocating</i> one of the playing fields, however, the indicative park design maps indicate that Option 2 would result in the loss of an informal playing pitch. This may result in needing to build one elsewhere, or putting additional pressure on existing facilities. In addition Option 2 requires providing a buffer zone along the road and building new pedestrian crossings, which could be considered an inefficient use of resources compared to Options 1 and 3.</p> <p>Option 3 proposes an alternative route which can be accommodated without major disturbance to the existing layout of the park, whilst retaining similar benefits as Option 2, i.e. a new road and access point.</p>		<p>3</p>	<p>2</p>

	<p>Minimise pollution including greenhouse gases and enhance environmental quality</p>	<p>All of the options have committed and planned improvements that will significantly contribute to enhancing environmental quality. In addition the options will improve the attractiveness and accessibility of the green space, which may cause a reduction in the number of people travelling elsewhere by car in search of similar recreational facilities, although this effect is not considered significant.</p> <p>In terms of the relative merits of the options:</p> <p>Option 1 would contribute most favourably to minimising negative effects on environmental quality within the park itself, as it maintains the integrity of the green space and does not propose to increase infrastructure for private car use, rather it seeks just to increase infrastructure for non-motorised sustainable modes. However, it may result in continued congestion at Wawne Road roundabout.</p> <p>Building a road as proposed under Options 2 and 3 could therefore be beneficial against this objective as it would alleviate congestion related emissions at the Wawne Road roundabouts.</p> <p>In the short term Option 2 would temporarily reduce environmental quality during the construction of a new road and the rearrangement of the existing layout of the park. However, long term effects are uncertain as whilst a new road may increase the use of private cars, it may also contribute to reduced congestion and the alleviation of associated environmental impacts. Similarly, Option 3 would temporarily reduce environmental quality during the construction of a new road, but potential long term alleviation could be beneficial due to reduced congestion. The resulting impacts are therefore uncertain.</p>	?	?	?
	<p>Reduce waste, minimising the use of non-reusable materials and encourage recycling</p>	<p>No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.</p>	0	0	0

	<p>Reduce vulnerability of Hull to flooding and potential impacts of climate change</p>	<p>All options would contribute to reducing the vulnerability of Hull to flooding as they seek to maintain and enhance the existing green space, through measures such as planting trees and bushes, which provide natural flood attenuation, although this effect is not considered significant. The options propose to create and enhance ditches/bunds along the SW edge of the park, which will act as a flood defence and may help alleviate vulnerability to flooding. All of the options also propose paths that are primarily grass rather than tarmac which will reduce stormwater flows.</p> <p>Option 1 is preferable as it maintains the integrity of the green space, and doesn't propose building a new road. This will minimise any increased surface run off from new tarmac surfaces.</p> <p>Under Option 2 a new road could result in increased surface run off and could cause potential interference with one of the drains off Wawne Drain that sits between Bodmin Road and Kingsbury Way unless addressed by appropriate mitigation measures. A buffer zone along the road is proposed, details are not specified but if this is made of dense vegetation this may contribute to reducing surface water flooding.</p> <p>Similarly, the new road proposed under Option 3 could result in increased surface run off with potential adverse impacts on flooding unless addressed by appropriate mitigation measures.</p>	<p>★ 1</p>	<p>3</p>	<p>2</p>
	<p>Protect and enhance habitats and biodiversity</p>	<p>All options would lead to significant positive effects, contributing to protecting and enhancing habitats and biodiversity as they seek to develop the area as a natural park that is rich in wildlife. All options propose a pond enlargement in the NW corner of the park, which could positively affect the aquatic biodiversity in the area, and a new scrape/seasonal pond. Similarly all options propose improving the waterway along Wawne Drain which may enhance aquatic habitats present. However, if land towards the south east of the site is developed for a new supermarket, then all options will result in the loss of an area of open space within Foredyke Green.</p> <p>Option 1 is preferable as it maintains the integrity of the green space and minimises disturbance to species present in the park as it doesn't propose building a new road.</p> <p>Option 2 splits the greenspace which would cause fragmentation of natural habitats in the park, and it also severs the wider Yorkshire Wildlife Trust 'Hull Green Arc'. Creating wildlife bridges under the proposed road could help mitigate fragmentation. Option 2 would also result in land take associated with accommodating the road. A buffer zone along the road is proposed, details are not specified but if this is made of dense vegetation this may assist to mitigate fragmentation.</p> <p>Option 3 would similarly result in land take associated with construction of a new road, but this would be less significant as a route along the edge of the park can be accommodated without major disturbance to the exiting layout of the park. It would also not result in fragmentation of the existing natural space.</p>	<p>★ 1</p>	<p>3</p>	<p>2</p>

Summary

Enhancing communities, health and social welfare

Option 1 has the potential to support active lifestyles and health as there would not be a new road through the park. It is also the case that community space would not be given-up / severed for the sake of a road.

Option 2 could contribute positively to reducing crime levels and the fear of crime as a central link road would leave less remote green space.

Rejuvenating the economy

The alternatives do not have significant economic implications, although improving the quality of green space and recreational facilities will assist in promoting Hull as a good place to live, work and visit.

Enhancing the city centre and local neighbourhoods

Option 1 develops existing features / can be accommodated without major disturbance to the existing layout of the park. It also does not create the possibility of crossing the park by motorised modes, which could have adverse impacts in terms of safety and local environmental quality.

However, Options 2 and 3 could contribute significantly to alleviating traffic and congestion at the Wawne Road roundabouts. Furthermore, Option 2 would enhance North-South access as it provides a direct route to the Kingswood Centre for residents in the area. Option 3, on the other hand, would negatively impact access to the existing playground next to Marbury park.

Protecting and enhancing the natural environment

The effects of Options 2 and 3 on efficiency of fuel consumption and pollution are uncertain, as they are dependent on the resulting balance of increasing road traffic through the park, and decreasing congestion at the Wawne Road roundabouts.

Option 1 is the preferable option from a flood mitigation perspective, as it maintains the integrity of the greenspace. A road at this location would increase surface water run-off.

Overall summary of effects

Option 1 is preferable in terms of a number of sustainability objectives, however the choice of an overall preferred approach not clear-cut. Option 3 would deliver many of the same benefits, whilst also providing an important access route contributing to increased connectivity between North and South Kingswood. In the long-term this could help deliver wider environmental and social benefits by alleviating congestion at the Wawne Road roundabouts.

APPENDIX VII – KINGSWOOD CENTRE (FOCUS AREA 3)

This appendix presents detailed appraisal findings in relation to the ‘Kingswood Centre’ alternatives that are discussed in Chapter 15, above.

N.B. Appraisal findings have been modified, to a small extent, since originally published in 2012. Also, some minor editing has occurred and the appraisal summary has been re-written for clarity.

Appraisal methodology

See Appendix II, above.

Appraisal findings

- (1) Retail area and Business Park as existing (8ha) with retail area designated as District Centre, plus potential for business, leisure and community mix no more retail
 (2) Retail area expanded by 4.9ha, or 60% with retail plus reduced business, leisure and community, as part of District Centre designation.
 (3) Retail area expanded by 6.1ha, or 75% with retail with reduced business, leisure and community as part of District Centre designation.

Theme	Objective	Discussion of <u>significant effects</u> (and relative merits in more general terms)	Rank of preference		
			Opt 1	Opt 2	Opt 3
Enhancing communities, health and social welfare	Create a learning city enhancing levels of education and skills for all	None of the options would lead to significant effects on the baseline, although it is noted that all options would provide for employment generating uses and community uses. To the extent that employment and involvement in community activities provides opportunities to learn new skills and knowledge this will make a positive contribution to this objective.	0	0	0
	Improve the health of everyone and encourage healthy lifestyles	<p>None of the options would lead to significant effects on the baseline, although all options seek to improve footways and cycleways links and hence would provide safe road crossings and provide a circular footway route linking all popular destinations.</p> <p>Option 3 provides an extensive footway route that covers the whole of the Kingswood Centre and incorporates a number of crossing points. Option 2 provides a footway route and crossing points, but to a lesser extent than Option 3. Option 1 provides an improved crossing point adjacent to the Kingswood District Centre.</p>	0	0	0

	Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home	None of the options would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms. However further development of Kingswood Centre would offer a greater range of services and facilities for nearby residents and make the area more attractive to prospective house buyers.	0	0	0
	Encourage involvement, a sense of community and identity	<p>None of the options would lead to significant effects on the baseline. A number of opportunities around community infrastructure have been discussed in the past, and it is currently understood that consideration is being given to the potential for a community church facility. The provision of such services will encourage people to visit Kingswood Centre and may help to develop a sense of community and identity for the area.</p> <p>In terms of the relative merits of the options the following is noted:</p> <p>By retaining the existing boundary of the retail area within the District Centre, Option 1 provides the greatest potential for the delivery of community related development within the focus area, as such uses will not be required to compete with retail uses and services on sites C, D, B and F.</p>	★ 1	2	3
	Support equity for all, tackling social exclusion and prejudice	<p>None of the options would lead to significant effects on the baseline. In terms of the relative merits of the options, the following is noted:</p> <p>A number of opportunities around community infrastructure have been discussed in the past, and it is currently understood that consideration is being given to the potential for a community church facility. The provision of such services in the centre, which is well served by public transport, walking and cycling routes, will assist in providing for the needs of nearby disadvantaged communities. By retaining the existing boundary of the retail area within the District Centre, Option 1 provides the greatest potential for the delivery of community related development within the focus area, as such uses will not be required to compete with retail uses and services on sites C, D, B and F.</p>	★ 1	2	3
	Maintain or enhance safety and reduce crime or fear of crime for everyone	None of the options would lead to significant effects on the baseline. Design of buildings and neighbourhoods can influence crime and fear of crime – this is addressed by the development principles for the wider Kingswood area, which will seek to secure building design and layout which meets ‘Secured by Design’ principles.	0	0	0

Rejuvenating the economy	Maintain or provide good quality employment opportunities for all and reduce economic exclusion	<p>All options would lead to significant positive effects on the baseline. All of the options would lead to new employment generating development within the Kingswood area, which would occupy 12.5 ha of land. Development of this land will increase the available job opportunities in the Kingswood Centre.</p> <p>Although Kingswood is, in the main, one of the least deprived areas in the City, the North Bransholme area, which is located on the eastern edge of Kingswood, suffers from high employment deprivation. The proposed options would all provide job opportunities, which would help to address the employment deprivation in the nearby North Bransholme area.</p> <p>Option 1 (which has the highest amount of land identified for either business/leisure or community use) is likely to generate the most diverse range of job opportunities out of the three options.</p> <p>Option 3 incorporates a large extension to Kingswood District Centre, which would increase the amount of retail space. In relation to retail jobs, it should be noted that while the majority of employment (62%) in the retail sector is full-time, this is lower than the all economy average (73%). It should also be noted that a quarter of all employees within the sector are aged under 25, significantly higher than the average for the UK economy (13%) and around two-thirds of the sector's workforce has a Level 2 or higher qualification, which is also lower than the all economy average of 78%. (Wholesale and Retail Sector Skills Assessment, November 2012).</p>	★ 1	2	3
	Create conditions which support regeneration and sustainable economic growth encouraging business diversity and investment	<p>All would could lead to significant positive effects on the baseline. In terms of the relative merits of the options, the following is noted:</p> <p>Option 1 retains the largest proportion of the site as being available for business, leisure and community uses. The implementation of this option will provide the greatest potential for the delivery of a range employment generating uses through providing a range of appropriate sites for new business opportunities. This will also contribute towards promoting new business start-ups.</p> <p>In contrast, Option 3 provides the least amount of land for non-retail related business, leisure and community uses. .The implementation of this option would reduce the potential for a more diverse range of business uses to locate within the focus area as a larger area is allocated for retail use.</p>	★ 1	2	3
	Optimise creativity and innovation in business and design	None of the options would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0

	Optimise Hull's economic role and position in the sub-region, region as a whole and internationally	None of the options would lead to significant effects on the baseline. Kingswood District Centre plays an important role in supporting the growing population and developing communities within this substantial extension to the city. The delivery of business/leisure and community uses on vacant sites in Kingswood Centre and retail uses and services in Kingswood District Centre proposed through each of the options would lead to job creation and subsequent multiplier effects which will help to booster the Hull economy.	0	0	0
	Promote Hull as a good place to live, work and visit	All of the options would lead to significant positive effects on the baseline. Kingswood District Centre plays an important role in supporting the growing population and developing communities within this substantial extension to the city. To consolidate its role as a District Centre it would be appropriate to provide a greater balance between retail and services uses. It is noted that some community facilities are being considered for the Kingswood Centre. Improved linkages for pedestrian and cycleways will also improve the image and usability of the Centre, as will greater car parking provision. The delivery of business/leisure and community uses on vacant sites in Kingswood Centre and retail uses and services in Kingswood District Centre proposed through the options will provide opportunities for local employment, which may help to promote the area as a good place to live.	1	1	1
Enhancing the city centre and local neighbourhoods	Maintain or enhance efficient land use	All options could lead to significant positive effects on the baseline. All options seek to bring vacant sites into use, increasing the viability of the Kingswood Centre. Option 1 provides for a more balanced and potentially wider mix of uses by retaining areas for employment uses, alongside leisure/community related development and retail. In contrast, Option 3 would deliver a much higher percentage of retail space as an extension to the district centre, which could reduce the diversity of uses within the focus area.	1	2	3
	Support sustainable travel and movement of people and goods	None of the options would lead to significant effects on the baseline, although it is noted that all options seek to improve pedestrian and cycle links to Kingswood Centre, recognising that these are currently poor. Option 3 provides the most extensive footway/cycle linkages, including a route which follows a section of the River Hull; however, it would also involve the most retail and hence potentially attract more trips to this location which is less than ideally accessible by sustainable transport modes. It is acknowledged that the circular footpath proposed as part of option 3 would encourage people to use the less popular car parks in the Leisure Area.	?	?	?

	<p>Positively contribute to the quality of the built environment, townscape, and public realm</p>	<p>All options could lead to significant positive effects on the baseline. All three options retain open amenity space and green space and seek to improve connectivity to the District Centre, by improving pedestrian linkages in particular. Two gateway sites are proposed, which could become landmark developments and contribute positively to the quality of the built environment. Opportunities for development of vacant sites arising from a more flexible approach to the currently allocated land uses would have a significant positive impact on improving the quality of the built environment and townscape. Of the three proposals, Option 3 provides the most extensive footway linkages, including a route which follows a section of the River Hull, where new open space and seating would be provided, providing an attractive alternative to travel by car.</p>	★ 1	★ 1	★ 1
	<p>Enhance the function of the city and district centres providing a complimentary and appropriate mix of uses and facilities within and between centres</p>	<p>Option 1 would lead to significant positive effects on the baseline. The Emerging Core Strategy recognises that the Kingswood District Centre plays an important role in supporting the growing population and developing communities within this substantial extension to the city. To consolidate its role as a District Centre it would be appropriate to provide a greater balance between retail and services uses. Some community facilities are being considered for the Kingswood centre, which provides an opportunity to redress this balance (although community facilities are more likely to be provided as part of smaller Local Centres e.g. primary schools at Kingswood Parks and possibly community centre at Wawne View).</p> <p>All of the options aim to provide a mix of uses and facilities within Kingswood Centre. Option 1 potentially provides the greatest diversity of uses, as the sites that are currently located outside of Kingswood District Centre are identified for business, leisure or community uses. Another issue to consider is balancing provision of retail development so that provision in Kingswood does not have an adverse impact on the viability of the Hull City Centre or other District Centres.</p> <p>The proposed extension of Kingswood Centre proposed as part of options 2 and 3 could potentially pose a threat to the enhancement and vibrancy of Hull City Centre through an increase in retail use and services within the focus area. Therefore, both these options have been judged to have an uncertain effect on this SA objective until further information is available.</p>	★ 1	?	?
	<p>Enhance access to quality leisure, cultural and recreational activities for all</p>	<p>All options would lead to significant positive effects on the baseline. Some community facilities are being considered for the centre, which provides an opportunity to improve access to leisure, culture and recreational activities (although community facilities are more likely to be provided as part of smaller Local Centres e.g. primary schools at Kingswood Parks and possibly community centre at Wawne View). A flexible approach to Kingswood centre is proposed, providing for additional community and leisure uses to locate within the centre, as well as extended retail under Options 2 and 3, which can also be considered a leisure activity. All three options seek to improve access to the centre by walking and cycling linkages, and improved circulation and parking.</p>	★ 1	★ 1	★ 1

Protecting and enhancing the natural environment	Efficient consumption of energy and natural resources	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Minimise pollution including greenhouse gases and enhance environmental quality	None of the options would lead to significant effects on the baseline. However, development of vacant sites provides an opportunity to enhance environmental quality of the Kingswood Centre. Improving cycleway and pedestrian links may encourage more visits to the District Centre by walking or cycling, reducing congestion and thus helping to maintain air quality.	0	0	0
	Reduce waste, minimising the use of non-reusable materials and encourage recycling	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0
	Reduce vulnerability of Hull to flooding and potential impacts of climate change	All of the options could lead to significant negative effects on the baseline. The majority of the focus area is identified as lying in Flood Zone 3a iii (High Hazard). Therefore the vacant sites are more suitable for developments which are less vulnerable to flood risk, such as business and retailing uses. Hospitals, non-residential uses for health services, nurseries and educational establishments (i.e. some community facilities) and uses such as hotels are classified as more vulnerable. These uses should only be permitted in this zone if the Exception Test is passed. It is recognised that reduction of flood risk as a result of flood attenuation improvements along the River Hull (as enabled by housing and open space development in Focus Area 5) may reduce the level of flood risk in this area in the future.	3	3	3
	Protect and enhance habitats and biodiversity	<p>None of the options would lead to significant effects on the baseline, although it is noted that all options propose a new greenway link which will provide a link between Kingswood Centre and the River Hull. The HRA prepared alongside the Kingswood AAP identified that recreational pressure from increased population and improved access to the River Hull could potentially lead to impacts on the Humber Estuary SPA, SAC and Ramsar site. However, the conclusion is that Kingswood makes a trivial contribution to recreational pressure and hence an adverse effect on the integrity of the SAC/SPA/Ramsar site will not occur as a result of the AAP.</p> <p>In terms of the relative merits of the options:</p> <p>Option 1 emphasises the importance of retaining and integrating the open space and pond areas forming Site B. Retention of this area will protect existing habitats/species. Options 2 and 3 also seek to retain the features of Site B, but the approach appears less stringent than in Option 1.</p>	★ 1	3	2

Summary

Enhancing communities, health and social welfare

Option 1 provides the greatest potential for delivering community related development as it retains the boundary between the retail, business and leisure areas, i.e. business and leisure uses will not be required to compete with retail. The centre is well served by public transport, walking and cycling routes, and accessible to nearby disadvantaged communities.

Rejuvenating the economy

Option 1 retains the largest proportion of the site for business and leisure uses and is therefore most likely to generate the greatest diversity of jobs. In contrast, Option 3 performs least well in this respect.

Enhancing the city centre and local neighbourhoods

Option 1 would potentially support the greatest diversity of uses by retaining more land for business and leisure uses (as opposed to retail). However, Options 2 and 3) would improve the mix of shopping and possibly also community services available within the focus area (potentially leading to conflicts with the City Centre's function).

Protecting and enhancing the natural environment

Flood risk is an important consideration, as the majority of the focus area is identified as lying in Flood Zone 3a iii (High Hazard). All of the options could, however, likely be delivered without significantly increased risk. Developments which are less vulnerable to flood risk would be prioritised and those classified as more vulnerable (for example, hospitals, educational establishments, hotels etc.) only be permitted if the Exception Test is passed.

More generally, the development of vacant sites provides an opportunity to enhance the environmental quality of Kingswood Centre. Improving cycleway and pedestrian links may encourage more visits to the District Centre by walking or cycling, reducing congestion and thus helping to maintain air quality.

Overall summary of effects

On balance, Option 1 is likely to result in the most positive effects against the sustainability objectives, facilitating the delivery of a mix of employment/leisure/community uses, employment opportunities and cultural and leisure opportunities. Residents would benefit from a diversity of uses, although it is recognised that employment, leisure and community uses would also be provided in sites adjacent to the District Centre, regardless. A drawback of Option 1 relates to the likelihood that vacant sites would remain.

APPENDIX VIII – RIVERBANK (FOCUS AREA 5)

This appendix presents detailed appraisal findings in relation to Riverbank alternatives that are discussed in Chapter 16, above.

N.B. Appraisal findings have been modified, to a small extent, since originally published in 2012. Also, some minor editing has occurred and the appraisal summary has been re-written for clarity.

Appraisal methodology

See Appendix II, above.

Appraisal findings

(1) Retain for existing employment use (27 ha) (2) Reduce employment provision by one third for 230 additional housing use (3) Reduce employment provision by two thirds for 450 additional housing use (4) All housing use (680 dwellings) and no employment						
Theme	Objective	Discussion of <u>significant effects</u> (and relative merits in more general terms)	Rank of preference			
			Opt 1	Opt 2	Opt 3	Opt 4
Enhancing communities, health and social welfare	Create a learning city enhancing levels of education and skills for all	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0	0
	Improve the health of everyone and encourage healthy lifestyles	None of the options would lead to significant effects on the baseline, although it is noted that all options have the potential to support healthier lifestyles as they increase access to green space by the River Hull. In terms of the relative merits of the options, the following is noted: Options 2-4 provide for new, high quality and fit for purpose housing and require open space provision in accordance with the number of dwellings proposed, potentially encouraging active recreation. Development will facilitate improved access to the River for recreation purpose (new greenways and cycle path along the River). Option 1, on the other hand, is least likely to result in any significant effects as although Greenways will be created to ensure access to the River, the Riverbank would primarily be developed for employment.	4	3	2	

	<p>Reinvigorate the housing market and ensure everyone has the opportunity to live in a decent and affordable home</p>	<p>Option 4 recognises the market demand for high quality housing and makes provision for 680 dwellings, leading to significant positive effects. Assuming targets for affordable housing were followed, this option would present the most potential for reinvigorating the housing market, ensuring more people in Kingswood have the opportunity to live in a decent and affordable home and providing more housing choice i.e. suburban large house type of housing.</p> <p>Options 2 and 3 are also likely to result in significant positive effects against the baseline for this objective, although they propose a smaller proportion of land for housing. Option 1 makes no provision for housing and will therefore not lead to significant positive effects.</p> <p>It should be noted that the development principles across Options 1-3 identify several land uses that should not be situated adjacent to the housing area, to minimise the impact on residential amenity. This should avoid adverse impacts on the local housing market from inappropriate allocation of non-complementary land uses.</p>	<p>4</p>	<p>3</p>	<p>2</p>	<p>1 </p>
	<p>Encourage involvement, a sense of community and identity</p>	<p>None of the options would lead to significant effects on the baseline. In terms of the relative merits of the options, the following is noted:</p> <p>Option 1 may help create a sense of identity for Kingswood as it hosts an attractive business park; however the lack of residential development means this option is not likely to contribute to the sense of community in a residential sense.</p> <p>Options 2 and 3, which propose mixed land use development, are likely to contribute to a greater sense of a sustainable and balanced community than Options 1 and 4. These options would enable some residents to find employment locally rather than leaving Kingswood daily to commute to employment elsewhere, as is currently the case.</p> <p>Options 1, 2 and 3 all state that some of the employment land could accommodate other job creating uses emanating from use classes D1 (Non Residential Institutions such as community facilities). Development of supporting uses (such as a children’s nursery for example) could contribute towards encouraging a sense of community through providing supporting community facilities for this area of Kingswood.</p>	<p>3</p>	<p>1 </p>	<p>1 </p>	<p>2</p>
	<p>Support equity for all, tackling social exclusion and prejudice</p>	<p>None of the options would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.</p>	<p>0</p>	<p>0</p>	<p>0</p>	<p>0</p>

	Maintain or enhance safety and reduce crime or fear of crime for everyone	<p>The effects against the baseline for this objective are uncertain as the land to be developed is currently greenfield and therefore unlikely to be significantly affected by crime. In terms of the relative merits of the options, the following is noted:</p> <p>Although Option 1 states that safe greenways will be created between the residential area and the river, to be overlooked by business units, much of the commercial and industrial land is likely to be unoccupied during the night. To ensure that this option does not provide the potential for increased crime levels, 24 hour security and surveillance should be provided. Options 2-4 could enhance safety in relation to the above concern, as they provide for housing land use and thus more opportunities for passive surveillance. However this will depend on the layout of the housing.</p>	?	?	?	?
Rejuvenating the economy	Maintain or provide good quality employment opportunities for all and reduce economic exclusion	<p>The site has been marketed as an employment area for industrial uses since 1994 with slow take up of land. In principle, Option 1 should have the most significant positive effect against the baseline for this objective as it proposes leaving the entirety of the Riverbank focus area as employment land to provide for industrial and warehousing job opportunities for local people. However, Options 2 and 3 acknowledge the slow take up of land and follow NPPF guidance regarding the allocation of employment land where there is little prospect of it being used. By proposing a mix of employment, residential and recreational uses, these options still provide some potential to support improved employment opportunities for residents in Kingwood. There would be no positive significant effects as a result of Option 4 as no employment land is proposed. This may in fact result in a significant adverse effect on the baseline for this objective, particularly for the local area.</p>	★1	2	2	3
	Create conditions which support regeneration and sustainable economic growth encouraging business diversity and investment	<p>Options 1 to 3 will lead to significant positive effects in terms of regeneration and economic growth objectives. Option 4 may support regeneration, but is unlikely to support economic growth, as no employment generating uses are proposed under this option.</p> <p>Option 1 in particular could have significant positive effects as it seeks to provide a ready-to-develop strategic industrial and warehousing park with 250,000sq metres of industrial and commercial floorspace. However, to encourage business diversity and investment (in light of the slow land take-up to date) it is suggested that as proposed, land should not be reserved exclusively for large inward investment companies as the existing planning permission states. This provides greater flexibility. However the slow take-up of business land to date may continue during the plan period, which could mean that this significant effect is not realised.</p>	★1	2	3	4

<p>Optimise creativity and innovation in business and design</p>	<p>It is considered that none of the options would lead to significant effects on the baseline. However, it is considered that the delivery of new employment uses on the site as part of options 1, 2 and 3 could potentially comprise high technology businesses. This would help to optimise creative and innovative business within the area</p>	<p>★ 1</p>	<p>2</p>	<p>2</p>	<p>3</p>
<p>Optimise Hull's economic role and position in the sub-region, region as a whole and internationally</p>	<p>Options 1 -3 have the potential to support Hull's economic role through the development of employment land. Option 1 in particular, could have significant positive effects against this objective as it seeks to create an attractive strategic business park with a strong identity based on its location next to the River Hull. However the slow take-up of business land to date may continue during the plan period, which could mean that this effect is not realised. Option 4 is unlikely to support economic growth, as no employment generating uses are proposed under this option.</p>	<p>★ 1</p>	<p>2</p>	<p>2</p>	<p>3</p>
<p>Promote Hull as a good place to live, work and visit</p>	<p>Any option would result in significant positive effects by providing employment opportunities in Options 1-3, and in Options 2-4, new high quality housing. Options 1-3 provide for ancillary uses such as restaurants and cafes which are also likely to contribute to promoting Hull as a good place to live, work and visit. Option 1 states plans to develop green tourism and associated facilities, which if implemented could further create benefits against this objective. Options 2 and 3 have the widest range of uses, high open space requirements due to the land allocated to housing, which would provide opportunity for space for play, sports pitches etc, and allocate land for ancillary uses and employment.</p>	<p>★ 1</p>	<p>★ 1</p>	<p>★ 1</p>	<p>★ 1</p>

Enhancing the city centre and local neighbourhoods	Maintain or enhance efficient land use	No significant effects. A consideration in the past has related to overhead power lines, although it is now understood that they must remain.	0	0	0	0
	Support sustainable travel and movement of people and goods	None of the options would lead to significant effects on the baseline. Sustainable travel may be encouraged by all options given support for green links between Kingswood and the River Hull. To ensure benefits against this objective it should be made clear that these green links will accommodate both cyclists and pedestrians. The extent of potential benefits is dependent on the street layout as discussed under the assessment for 'High Quality Design'.	?	?	?	?
	Positively contribute to the quality of the built environment, townscape, and public realm	<p>None of the options would lead to significant effects on the baseline. In terms of the relative merits of the options, the following is noted:</p> <p>Option 1 sets important design principles for employment related development, i.e. that buildings should be low rise, no more than two storeys and have a development footprint of less than 40% of the total land area. This should ensure that land is available for appropriate landscaping/screening. A buffer zone will also be retained along the River Hull for wildlife and leisure purposes, including a pedestrian and cycling path.</p> <p>The development principles for Options 1-3 set out that road access should be designed to minimise impacts on residential amenity of housing in proximity to the employment site, and that the form of employment development should be similar to that already constructed on site. These should minimise any adverse impacts against this objective.</p>	0	0	0	0
	Enhance the function of the city and district centres providing a complimentary and appropriate mix of uses and facilities	<p>It is considered that none of the options would lead to significant effects on the baseline. In terms of the relative merits of the options, the following is noted:</p> <p>Options 1-3 provide for a range of ancillary uses such as restaurants and hotels which provide complementary uses to those envisaged for the area.</p>	★1	★1	★1	2
	Enhance access to quality leisure, cultural and recreational activities for all	Development of the Riverbank may result in significant positive effects in terms of increased access to recreational opportunities. All options contain plans for green links to connect Kingwood residents with the River Hull and Options 1-3 assign some land for ancillary uses such as restaurants and cafes. It should be noted that if plans to develop green tourism and associated facilities are implemented Option 1 could further enhance access. Option 3 has both high open space requirements due to the proportion of land allocated to housing, which would provide opportunity for space for play, sports pitches and allotments, and also has land allocated for ancillary uses.	★1	★1	★1	2

Protecting and enhancing the natural environment	Efficient consumption of energy and natural resources	No option would lead to significant effects on the baseline, neither is it possible to conclude anything about the relative merits of the options in more general terms.	0	0	0	0
	Minimise pollution including greenhouse gases and enhance environmental quality	<p>It is considered that none of the options would lead to significant effects on the baseline. In terms of the relative merits of the options, the following is noted:</p> <p>All of the potential development options for Focus Area 5 have the potential to cause adverse effects on environmental quality as the development is replacing greenfield land. Option 1 has the highest potential for adverse effects re environmental quality and pollution as it provides for the greatest area of industrial and warehousing use, although these effects are unlikely to be significant as the industrial land uses allowed exclude incineration, chemical treatment, landfill or hazardous waste and potential environmental impacts can be mitigated through appropriate conditions. Options 2-4 could contribute to improving environmental quality through the provision of open space and high quality housing.</p> <p>Furthermore, the delivery of new employment uses on the site as part of options 1, 2 and 3 could potentially comprise high technology businesses (including offshore wind technology). This would help to optimise creative and innovative business within the area</p>	4	3	2	★1
	Reduce waste and encourage recycling	Higher level policy should encourage recycling, and reduce waste to landfill, minimising adverse effects of all the options against this objective.	0	0	0	0
	Reduce vulnerability of Hull to flooding and potential impacts of climate change	<p>The whole area is located in a high risk flood zone due to its proximity to the river. Employment land use is less vulnerable to flood risk than residential use; therefore Option 1 would be most appropriate, in terms of reducing vulnerability to flooding. However large areas of hardstanding provided for industrial and warehousing uses may result in increased surface water run-off, and increased flood risk elsewhere, unless appropriately managed.</p> <p>Any housing use would require improvement of the existing flood attenuation measures to address the status of the site as a high hazard flood risk zone.</p> <p>Option 3 meets the net developable ratio of 2/3 housing 1/3 employment which the Kingswood Park Development Company consider required to deliver the improvements to the flood banks. Option 2 may result in significant adverse effects against this objective as the level of housing may be insufficient to fund the necessary flood attenuation measures.</p>	★1	4	2	3

	<p>Protect and enhance habitats and biodiversity</p>	<p>None of the options would lead to significant effects on the baseline. In terms of the relative merits of the options, the following is noted:</p> <p>Option 4 would provide the most open space, although all options make provisions for greenways which could reduce habitat fragmentation. In addition the development principles to be adopted include a buffer zone along the river and seek to 'safeguard natural features'. Given that there are no special landscape or nature conservation area designations on the site itself no alternative is noticeably preferable.</p> <p>The potential for the delivery of a footbridge between the focus area and the recreational route along the River Hull is identified within each option. If delivered, this would increase access to the River Hull. The HRA prepared alongside the Kingswood AAP identified that recreational pressure from increased population and improved access to the River Hull could potentially lead to impacts on the Humber Estuary SPA, SAC and Ramsar site. However, the conclusion is that Kingswood makes a trivial contribution to recreational pressure and hence an adverse effect on the integrity of the SAC/SPA/Ramsar site will not result.</p>	<p>2</p>	<p>2</p>	<p>2</p>	<p>★ 1</p>
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Summary

Enhancing communities, health and social welfare

Option 4 is likely to make the largest contribution to improved health as it provides for new, high quality housing and would deliver pedestrian links to the River Hull embankments as well as open space. However, a draw-back is the presence of the overhead lines.

Options 2 and 3 were the preferable options to contribute to a greater sense of community, as the mixed use development would provide opportunities for residents to find employment locally.

Rejuvenating the economy

Option 1 is preferred as it has the potential to significantly support sustainable economic growth and business diversification in Kingswood, and position Hull favourably on a larger geographic scale. However, Options 2 and 3 propose a balanced / mixed land use that in reality may maximise potential to support improved employment opportunities for local people.

Enhancing the city centre and local neighbourhoods

It is not clear which option would be preferable in terms of this theme. All would support development of green infrastructure / recreational opportunities.

Protecting and enhancing the natural environment

All options would involve development of greenfield land, although Option 4 would support more open space provision, which might include 'greenspace'. Option 4 might also be preferable in the sense that there would be no potential industrial development and hence no potential for pollution issues locally. Employment land use is less vulnerable to flood risk than residential use; therefore Option 1 would achieve the highest reduction in vulnerability to flooding.