

## Sustainability of Growth Options

For the initial Scoping and Call for Sites consultation, we have undertaken a high-level assessment of potential positive and negative effects of the options for growth (see Section 6 of the consultation document) in relation to the 12 sustainability themes set out in Section 4.

Summary of the likely effects of the growth options

Spatial Option	People	Culture	Health	Water	Climate	Land	Resources	Utilities	Economy	Transport	Design	Housing
<b>A: Rail Corridors</b>	-	0	+	-	+	-	-	-	+?	+	+	-
<b>B: Main Bus Corridors</b>	-	0	+	-	+/0	-	-	-	+?	++	+	-
<b>C: Main Road Corridors</b>	-	0	--	-	0/-	-	-	-	+?	--	+	-
<b>D: Enterprise Hubs</b>	+	0	--	-	+	-?	-?	-	+?	+?	+	-
<b>E: Socio-Economic</b>	+	-	+	-	+/0	-?	-	-	+?	+++	+	++
<b>F: Main Urban Areas</b>	+	-	+	-	+	-?	-	-	+?	+++	+	++
<b>G: Dispersed</b>	+	-	+	-	-	--	-	-	+?	--	+	-

Key

Symbol	Likely effect
++	Significant Positive
+	Minor Positive
0	Neutral
-	Minor Negative
--	Significant Negative

## Growth Option A: Rail Corridors

Principle	Advantages	Disadvantages
People		Development likely to be in a more linear form rather than new settlements which may limit community cohesion and the viability for local facilities
Culture	Less likely to have a negative impact on existing heritage and cultural assets than other options	
Health	Proximity to public transport options encourages people out of their private cars and thus promotes physical health	May have noise pollution implications for residents
Water		May require water supply in new locations May have flood risk impact
Climate	<i>See separate assessment</i>	
Land	May impact landscape and setting but likely to be less than some other options due to the existence of the rail line	
Resources	Greenfield development will not require decontamination.	Development will primarily be located on greenfield land which may impact on existing geology, soils and agricultural land
Utilities		Will increase the demand for the provision of utilities
Economy	New employment well located to rail network Scope to enable uses and scales of development that may not be suitable for town centre locations	Other than for rail network, may not be in sustainable locations for easy access for employees and goods  May compromise the vitality and viability of existing centres
Transport	Encourages use of passenger transport thus reducing use of the private car	Access to rail facilities may still require use of private car
Design	Opportunity to create well designed new places	Existing rail infrastructure may create constraints to well-designed places
Housing		May not deliver affordable housing in areas that most need it. May not create sustainable development with access to a range of services and facilities

## Growth Option B: Main Bus Corridors

Principle	Advantages	Disadvantages
People		Development is likely to be a combination of extensions to existing settlements and more linear growth along bus corridors. Whilst there may be some opportunities to create community cohesion with existing residents this might be limited.
Culture	Less likely to have a negative impact on existing heritage and cultural assets than other options	
Health	Proximity to public transport options encourages people out of their private cars and thus promotes physical health	
Water		May require water supply in new locations May have flood risk impact
Climate	<i>See separate assessment</i>	
Land	May impact landscape and setting but likely to be less than some other options due to the existence of the road network	
Resources	Greenfield development will not require decontamination.	Development will primarily be located on greenfield land which may impact on existing geology, soils and agricultural land
Utilities		Will increase the demand for the provision of utilities
Economy	New employment well located to bus network Scope to enable uses and scales of development that may not be suitable for town centre locations	May compromise the vitality and viability of existing centres
Transport	Encourages use of passenger transport thus reducing use of the private car. Ready access to bus stops would significantly limit use of the private car	
Design	Opportunity to create well designed new places	Existing road infrastructure may create constraints to well-designed places
Housing		May not deliver affordable housing in areas that most need it. May not create sustainable development with access to a range of services and facilities

## Growth Option C: Main Road Corridors

Principle	Advantages	Disadvantages
People		Development likely to be in a more linear form rather than new settlements which may limit community cohesion and the viability for local facilities
Culture	Less likely to have a negative impact on existing heritage and cultural assets than other options	
Health	Provides convenient access to services for those who have access to a private car	Encourages use of the private car May increase exposure to poor air quality May create isolation and loneliness for those without access to a private car
Water		May require water supply in new locations May have flood risk impact
Climate	<i>See separate assessment</i>	
Land	May impact landscape and setting but likely to be less than some other options due to the existence of the road network	
Resources	Greenfield development will not require decontamination.	Development will primarily be located on greenfield land which may impact on existing geology, soils and agricultural land
Utilities		Will increase the demand for the provision of utilities
Economy	New employment well located to road network Scope to enable uses and scales of development that may not be suitable for town centre locations	May not be in sustainable locations for easy access for employees without access to a private car May compromise the vitality and viability of existing centres
Transport		Encourages use of the private car for all forms of travel
Design	Opportunity to create well designed new places	Existing road infrastructure may create constraints to well-designed places
Housing		May not deliver affordable housing in areas that most need it. May not create sustainable development with access to a range of services and facilities

## Growth Option D: Enterprise Hubs

Principle	Advantages	Disadvantages
People	Opportunities to develop mixed use areas may enhance community cohesion	Lack of supporting community facilities at enterprise hubs may limit extent that cohesion can be fostered.
Culture	Less likely to have a negative impact on existing heritage and cultural assets than other options	
Health	Access to employment opportunities	May be increased exposure to poor air quality. Reduced access to green infrastructure. May create isolation and loneliness if there is a lack of services and facilities and public transport options to main centres.
Water		Water supply likely to already be established but could exacerbate demand May have flood risk impact
Climate	<i>See separate assessment</i>	
Land	May impact landscape and setting but likely to be less than some other options due to some of them being located at existing employment areas	
Resources	Some development on previously developed land would reduce the need for greenfield development	May require decontamination if development is on previously developed land
Utilities		Will increase the demand for the provision of utilities although there may be existing infrastructure at existing employment hubs that could be utilised
Economy	New employment well located to road network for goods and employees Scope to enable uses and scales of development that may not be suitable for town centre locations	May not be in sustainable locations for easy access for employees without access to a private car  May compromise the vitality and viability of existing centres
Transport	Unless the hubs are linked to public transport, they will discourage use of passenger transport along with walking and cycling. However mixed use developments of housing and employment may help to reduce the need to travel for work purposes	Encourages use of the private car for all forms of travel unless linked to public transport hubs.
Design	Opportunity to create well designed new places	Existing employment facilities and supporting infrastructure may reduce the potential to create well-designed places.
Housing		May not deliver affordable housing in areas that most need it. May not create sustainable development with access to a range of services and facilities

## Growth Option E: Socio-Economic

Principle	Advantages	Disadvantages
People	Growth of existing urban areas enables community cohesion with existing communities and facilities in place, aiding regeneration	May create tensions with existing communities, especially if insufficient infrastructure is put in place to support growth.
Culture		Cultural and heritage assets within existing settlements may be negatively impacted
Health	Proximity to public transport options encourages people out of their private cars and thus promotes physical health  Availability of services and facilities aids health and wellbeing	May be at increased exposure to poor air quality  Reduced access to green infrastructure
Water		Water supply likely to already be established but could exacerbate demand May have flood risk impact
Climate	<i>See separate assessment</i>	
Land	May impact landscape and setting but likely to be less than some other options due to the existence of the urban built form	
Resources	Greenfield development will not require decontamination.	Development will primarily be located on greenfield land which may impact on existing geology, soils and agricultural land
Utilities		Will increase the demand for the provision of utilities although there may be existing infrastructure at existing employment hubs that could be utilised
Economy	New employment well located to other facilities and transport modes  May enhance the vitality and viability of the main urban centres	Scope to enable uses and scales of development may be limited in the main urban areas
Transport	Likely to result in growth within the main centres where existing public transport facilities exist and benefits of walking and cycling are more evident which are more affordable form of transport.	Existing transport infrastructure may be put under strain and require improvement to meet the demand from additional growth. May exacerbate congestion within the main urban areas.
Design	Opportunities to use existing patterns of development to create good urban design in any further development	The need to respect existing urban built form may limit the scope to create attractive new places
Housing	Will provide affordable housing and other infrastructure in areas that most need it Housing provided in sustainable locations with access to a range of services and facilities	

## Growth Option F: Main Urban Areas

Principle	Advantages	Disadvantages
People	Growth of existing urban areas enables community cohesion with existing communities and facilities in place	May create tensions with existing communities, especially if insufficient infrastructure is put in place to support growth.
Culture		Cultural and heritage assets within existing settlements may be negatively impacted
Health	Proximity to public transport options encourages people out of their private cars and thus promotes physical health. Availability of services and facilities aids health and wellbeing	May be at increased exposure to poor air quality  Reduced access to green infrastructure
Water		Water supply likely to already be established but could exacerbate demand May have flood risk impact
Climate	<i>See separate assessment</i>	
Land	May impact landscape and setting on the urban fringe but likely to be less than some other options due to the existence of the urban built form	
Resources	Greenfield development will not require decontamination.	Development will primarily be located on greenfield land which may impact on existing geology, soils and agricultural land
Utilities		Will increase the demand for the provision of utilities although there may be existing infrastructure at existing employment hubs that could be utilised
Economy	New employment well located to other facilities and transport modes May enhance the vitality and viability of the main urban centres	Scope to enable uses and scales of development may be limited in the main urban areas
Transport	Likely to result in growth within the main centres where existing public transport facilities exist and benefits of walking and cycling are more evident.	Existing transport infrastructure may be put under strain and require improvement to meet the demand from additional growth. May exacerbate congestion within the main urban areas.
Design	Opportunities to use existing patterns of development to create good urban design in any further development	The need to respect existing urban built form may limit the scope to create attractive new places
Housing	Will provide affordable housing in areas that most need it Housing provided in sustainable locations with access to a range of services and facilities	

## Growth Option G: Dispersed

Principle	Advantages	Disadvantages
People	May add vitality and vibrancy to existing small settlements and provides opportunities for enhanced community cohesion.	May create tensions with existing small communities, especially if insufficient infrastructure is put in place to support growth.
Culture		Cultural and heritage assets within existing settlements may be negatively impacted
Health	May provide access to better air quality  May provide better access to green infrastructure	Reduced access to services may increase isolation and loneliness
Water		May require water supply in new locations May have flood risk impact
Climate	<i>See separate assessment</i>	
Land		May have a significant impact on landscape and setting
Resources	Greenfield development will not require decontamination.	Development will primarily be located on greenfield land which may impact on existing geology, soils and agricultural land
Utilities		Will increase the demand for the provision of utilities although there may be existing infrastructure at existing employment hubs that could be utilised
Economy	New employment in smaller settlements may enhance their vitality and viability and access for those in more rural locations  Scope to enable uses and scales of development may be less limited in more rural locations outside of settlements	May not be in sustainable locations for easy access for employees without access to a private car  May compromise the vitality and viability of existing main centres  Scope to enable uses and scales of development may be limited in smaller settlements
Transport	May increase the viability of more rural public transport routes to enable them to run more frequently.	Encourages use of the private car for all forms of travel Discourages walking and cycling and use of passenger transport May lead to rural isolation for those residents without access to a car
Design	Opportunities to use existing patterns of development to create good urban design in any further development	The need to respect existing urban built form may limit the scope to create attractive new places
Housing		May not deliver affordable housing in areas that most need it. May not create sustainable development with access to a range of services and facilities