



Opportunity Peterborough  
urban regeneration company



## **Peterborough City Centre Area Action Plan**

### **Sustainability Assessment of Issues and Options Report**

**Consultation Draft**

**March 2008**



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## 1 Introduction

- 1.1 This Sustainability Assessment document provides an assessment of the emerging scenarios for the Peterborough City Centre Action Area Plan (CCAAP). It should be read alongside the City Centre Area Action Plan Issues and Options Report.
- 1.2 Based upon the statutory Sustainability Appraisal methodology, this report does not cover the requirements of a Strategic Environmental Assessment or formal Sustainability Appraisal. The assessment set out in this report adds value by being integrated into the thinking and decision making on the CCAAP at an early stage, and will be used to help define and recommend the preferred options. The relevant Sustainability Appraisal (SA) objectives, as set out in the Sustainability Appraisal Scoping Report, have already been utilised for the sector analysis, which has ensured the integration of sustainability within the option preparation.
- 1.3 The following summarises the approach taken to this Sustainability Assessment. Firstly, an assessment was made of the emerging cross-cutting objectives for the AAP area against the sustainability objectives set out in the Scoping Report. These principles explain the initial ideas on how the city centre may be developed and they deal with sustainability, local character, providing facilities, employment, green spaces, access and public transport.
- 1.4 Once the general principles are assessed, the subsequent assessment considers the three different composite 'scenarios' set out in the Issues and Options Report, against the same SA objectives.

### The SA Objectives

- 1.5 A summary of SA objectives developed are in the Sustainability Appraisal Scoping Report February 2009 and shown in the table below. These objectives are used to determine the likely impacts of a plan. The objectives provide a yardstick with which to assess the effects of the plan.

Sustainability appraisal objectives	
<b>Social</b>	
1	To improve health, reduce health inequalities and promote healthy living
2	To provide good education and training opportunities which build skills and capacity of the population
3	To foster a vibrant and cohesive community that participate in decision-making
4	To provide everyone with the opportunity to live in a decent affordable home
5	To encourage sustainable development that is compact and includes a mix of uses where appropriate, with provision of key local services and amenity that will reduce the need to travel
6	To reduce crime and the fear of crime
<b>Environment</b>	
7	To maintain and enhance the historic environment and cultural assets of Peterborough
8	To protect, maintain and enhance the quality of formal and natural open spaces and ensure effective access to open space
9	To preserve and enhance the urban and rural landscape, in keeping with the character of the wider area
10	To conserve, protect and enhance diversity and abundance of natural habitats within the AAP area
11	To reduce car dependency by improving transport choice and thus increasing the proportion of journeys made by public transport, by bicycle and by foot
12	To increase accessibility to and within the city centre and promote connectivity with the surrounding areas
13	To promote a high quality of urban design in conjunction with sustainable design and construction principles and techniques in harmony with the existing environment
14	To follow the reduce, reuse and recycle principles for both water and waste reduction in Peterborough City

15	To reduce the impact of flooding to people and property of the City Centre
16	Reduce greenhouse gas emissions
17	To minimise noise pollution, especially around land use interfaces
18	Deliver more sustainable use of land
<b>Economic</b>	
19	To ensure local people have access to satisfying opportunities for employment and occupation
20	To revitalise town centres to promote sustainable urban living
21	To ensure indigenous and inward investment which is environmentally, socially and economically sustainable

### The Cross-Cutting Objectives from the Issues and Options Report

1.6 The following table sets out the cross-cutting objectives that were established in the Issues and Options Report of the CCAAP.

<b>Sustainability</b>	All proposals must be environmentally, socially and economically sustainable;
<b>Commercial viability</b>	All proposals must be deliverable from a financial, infrastructure and property market perspective. The PCCAAP will be accompanied by a delivery strategy that provides a 'route-map' for the commercial delivery of key projects.
<b>Social inclusivity</b>	All proposals must meet the needs of a diverse and expanding population and ensure the views, requirements, education and skills of communities are taken into account.
<b>Design Quality</b>	Proposals must be of the highest standards of urban design and ensure design issues are fully considered from inception to completion.
<b>Mixed Uses</b>	Development across the city centre must promote a sustainable mix of complementary uses, which ensure vibrancy at different times of day and assist in reducing travel demands.
<b>Safety and Security</b>	Proposals must facilitate environments where all members of the population feel secure and where their safety is never compromised.
<b>Health and Wellbeing</b>	Proposals must cultivate opportunities to facilitate healthy and active lifestyles, with plentiful opportunities for people to walk, cycle or play in the open air and participate in indoor sports.
<b>Accessibility and Connectivity</b>	Proposals should consider transport implications, reducing where possible the need to travel (particularly by private cars), maximising the potential of sustainable transport modes and enhancing connectivity within the city centre and to adjoining areas.
<b>Support</b>	Proposals must also have the broad support of landowners, businesses, residents, community representatives and other city centre stakeholders

## 2. Testing the AAP Objectives

1.7 The first step of the assessment process (Stage B) is the appraisal of the AAP Objectives. This involved the SA Objectives listed above being used to evaluate the performance of the AAP objectives in terms of sustainability (Task B1). The table below sets out the results of the assessment:

**Sustainability Matrix for Emerging Draft Development Principles**

SA Objectives →		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
AAP Objectives ↓																						
Sustainability		Compatible	Compatible	No link	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible
Commercial viability		Compatible	Compatible	No link	Compatible	Compatible	No link	Uncertain link	Uncertain link	Uncertain link	Uncertain link	Uncertain link	Uncertain link	Compatible	No link	No link	No link	No link	Compatible	Compatible	Compatible	Compatible
Social inclusivity		Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	No link	Uncertain link	Uncertain link	Uncertain link	Uncertain link	Uncertain link	Compatible	No link	No link	No link	No link	Uncertain link	Compatible	Compatible	Compatible
Design Quality		No link	No link	No link	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	No link	No link	No link
Mixed Uses		Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Uncertain link	Uncertain link	Uncertain link	Compatible	Compatible	Compatible	No link	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible
Safety and Security		Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	No link	No link	No link	Uncertain link	Uncertain link	Uncertain link	Compatible	No link	Compatible	Compatible	Compatible	No link	No link	Compatible	Compatible
Health and Wellbeing		Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	No link	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	No link	Compatible	Compatible
Accessibility and Connectivity		Compatible	Compatible	No link	Compatible	Compatible	Compatible	No link	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	No link	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible
Support		No link	No link	Compatible	No link	No link	No link	No link	No link	Compatible	Compatible	No link	Compatible	Compatible	No link	No link	No link	No link	Compatible	Compatible	Compatible	Compatible

Compatible	Compatible
No link	No link
Uncertain link	Uncertain link
Incompatible	Incompatible

### 3. Assessment

The outcome from the assessment is clearly visible in the above matrix. Overall the draft, cross-cutting CCAAP objectives compare very favourably with the SA objectives. There are some uncertainties as to how various social and environmental objectives of the SA Framework tie in with the commercial aspirations of the CCAAP. However, with careful and considerate planning, it will be possible to take into account the key objectives of creating a balanced, sustainable community and maximising development whilst minimising impacts on the environment and the character of the surrounding area.

As we have shown that the general objectives behind the emerging scenarios are overall, both positive and sustainable, the next stage is to assess the three individual composite 'scenarios' against the same sustainability scoping objectives. This will hopefully identify which of the three scenarios appear to be the most sustainable and thus should be considered for development and refinement as the consultant's preferred option.

As described in the accompanying Issues and Options Report of the CCAAP, the main features of the 3 composite 'Scenarios' are as follows:

#### 3.1 Scenario 1

Theme/Sub-Theme	Proposal	Option Reference
<b>Economy and Employment</b>		
Business Space	Provision of 100,000 sq m of new business space. Innovation centre at South Bank	BS1, ED1
University	University developed on South Bank	UN1
Public Sector Employment	Civic hub at station quarter	PS1
<b>Retail</b>		
Retail	New shopping area at Rivergate including new Market.	RT1, MK1
<b>Culture and Tourism</b>		
Multi Use Arena	Arena developed on North Embankment with POSH making use of facility	AR1
Cultural Facilities	Strengthened cultural role around Broadway/Stanley Rec/Northminster	CF1, CF2
Restaurants, Bars and Cafes	Focus of activities in the Broadway area and river	RBC1
Tourism	Focus on Embankment and South Bank areas	TO1
<b>Sport and Leisure</b>		
Peterborough United	POSH located within a new multi-use stadium/	PU1
Regional Pool, Athletics Track and Lido	Regional Pool / athletics track reprovided outside the city centre. Lido enhanced.	SPO1
<b>Housing</b>		
Housing	3,200 new homes at densities of 60 to 90 homes a hectare	HO1
<b>Social Infrastructure</b>		
Health and Community Facilities	New facilities provided throughout city centre	HE1, COM1
Children's Services	Requirement met through existing schools	EDU1, SED1
<b>Transport and Movement</b>		
Roads	Bourges Boulevard reduced to one lane with improved crossing facilities Rivergate gyratory removed with new highway between the court buildings Crescent Bridge roundabout – signals added	BB2 RG2 CB2 FP2

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Theme/Sub-Theme	Proposal	Option Reference
	New junction at Bishops Road/Frank Perkins Parkway	
Access and Parking	Enhanced frequency of buses to city centre along established routes. Parking supply reduced Park and ride introduced	BUS1 PCP2 PCP5 CPS2
<b>Environment, Heritage and Character</b>		
Pedestrian and Cycle Connections	Connections improved Increased activity in existing spaces and streets. High quality public realm throughout.	CON1-4 SS1-4
Green Space	Improved green space throughout city	GS1-6
River Nene	River promoted as a focus for education and enterprise.	RN1,4,5
Cathedral Views	Cathedral views framed by development on Embankment and at Northminster.	CV1-3
<b>Utilities</b>		
Utilities	District Combined Cooling Heat and Power integrated in all new development.	UE1,2,3, UW1

### 3.2 Scenario 2

Theme/Sub-Theme	Proposal	Option Reference
<b>Economy and Employment</b>		
Business Space	Provision of 125,000 sq m of new business space. Innovation centre at Station Quarter	BS2, ED2
University	University developed within Northern Embankment	UN2
Public Sector Employment	Civic hub at Rivergate	PS2
<b>Retail</b>		
Retail	New shopping area at Northminster	RT2, MK2
<b>Culture and Tourism</b>		
Multi Use Arena	Multi-use Arena developed on North Embankment without POSH	AR2
Cultural Facilities	Strengthened cultural role of the Embankment area	CF3
Restaurants, Bars and Cafes	Focus on Priestgate, Cathedral Square and Bridge Street	RBC2
Tourism	Tourism development focussed on the core area of city centre	TO2
<b>Sport and Leisure</b>		
Peterborough United	Peterborough United retained on South Bank	PU2
Regional Pool, Athletics Track and Lido	Regional Pool / athletics track retained. Lido enhanced	SPO2
<b>Housing</b>		
Housing	3,750 new homes at 75-90 homes a hectare	HO2
<b>Social Infrastructure</b>		
Health and Community Facilities	New facilities provided throughout city centre	HE1, COM2
Children's Services	New primary school(s)	EDU2, SED1
<b>Transport and Movement</b>		
Roads	Bourges Boulevard largely unaltered with additional	BB1

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Theme/Sub-Theme	Proposal	Option Reference
	pedestrian/cycle crossing facilities and signalised junctions Rivergate gyratory and Crescent Bridge roundabout largely unaltered.	RG1 CB1 FP1
Access and Parking	Enhanced frequency of buses to city centre along established routes Parking supply accords with current policy with car parking introduced in excess of current standards.	BUS1 PCP1 PCP3 CPS3
<b>Environment, Heritage and Character</b>		
Pedestrian and Cycle Connections	Connections improved slightly, Increased activity in existing spaces and streets. High quality public realm throughout.	CON2,3,4 SS1, 2
Green Space	Improved green space throughout city	GS2-6
River Nene	River promoted as focus for residential development	RN2,4,5
Cathedral Views	Cathedral views left largely unaltered by development on North Embankment	CV1-3
<b>Utilities</b>		
Utilities	District Combined Cooling Heat and Power integrated in many new developments.	UE1,2,3, UW1

### 3.3 Scenario 3

Theme/Sub-Theme	Proposal	Option Reference
<b>Economy and Employment</b>		
Business Space	Provision of 150,000 sq m of new business space. Innovation centre at North Embankment	BS3, ED3
University	University developed on former hospital site	UN3
Public Sector Employment	Civic hub at Northminster.	PS3
<b>Retail</b>		
Retail	New retail floorspace developed throughout city centre.	RT3, MK3
<b>Culture and Tourism</b>		
Multi Use Arena	Multi-use Arena developed at Station Quarter	AR3
Cultural Facilities	Cultural focus on South Bank	CF4
Restaurants, Bars and Cafes	Bars, restaurants and cafes dispersed throughout the city centre	RBC3
Tourism	Tourism development focussed between cathedral and river	TO3
<b>Sport and Leisure</b>		
Peterborough United	Peterborough United relocated outside of the city centre	PU3
Regional Pool, Athletics Track and Lido	Regional Pool / athletics track / Lido enhanced	SPO3
<b>Housing</b>		
Housing	5,000 new homes at up to 130 homes a hectare	HO3
<b>Social Infrastructure</b>		
Health and Community Facilities	New facilities provided throughout city centre	HE2, COM2
Children's Services	New primary and secondary school(s)	EDU2, SED2
<b>Transport and Movement</b>		
Roads	Bourges Boulevard reduced to one lane in either direction	BB3

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Theme/Sub-Theme	Proposal	Option Reference
	for all vehicular traffic, Rivergate gyratory removed completely, Bridge Street reopened Crescent Bridge roundabout replaced with signal controlled cross roads New junction at Bishops Road/Frank Perkins Parkway	RG3 CB3 FP2
Access and Parking	New city centre bus 'loop' service Development on reconfigured existing surface car parks Reduced Long Stay car parking at the station, reduced car parking supply for new developments, complimented with other measures Park and ride introduced	BUS1, 2 PCP2,3,4,5 CPS2
<b>Environment, Heritage and Character</b>		
Pedestrian and Cycle Connections	Improved connections throughout city centre	CON1-4 SS1-4
Green Space	Existing green spaces enhanced, with new green spaces included within new development	GS1-6
River Nene	River as a focal point for culture and tourism.	RN3-5
Cathedral Views	Cathedral views left largely unaltered by development on North Embankment	CV1-3
<b>Utilities</b>		
Utilities	District Combined Cooling Heat and Power and vacuum waste collection integrated in all new developments.	UE1-3 UW1-2

#### 4. Appraisal of the Scenarios

The development of alternative preliminary options for key themes, and suggested composite 'scenarios' for the future development of the city centre is documented in the Issues and Options Report (March 2008).

The Issues and Options Report identifies the issues and preliminary options in relation to the following themes:

- Economy and Employment
- Retail
- Culture and Tourism
- Sport and Leisure
- Housing
- Social Infrastructure
- Transport and Movement
- Environment, Heritage and Character
- Utilities

The theme relating to utilities is not assessed here as it is deemed impacts are similar across the 3 Scenarios and are unavoidable if development is to occur. The issues and options were submitted for public consultation and in light of comments received will be further developed to form the preferred options that will inform the policies in the CCAAP.

These options were used to develop Scenarios that depending on the results of the public consultation may become the draft options for the city centre. We therefore test each of the scenarios in the following matrices.

The appraisal involves assessing the performance of each option against each SA objective. The appraisal is a qualitative exercise based on professional judgement, taking into account the information gathered in the Scoping Report and the background information set out for Peterborough City Centre Area Action Plan.

The significance of the impacts of the options on each objective is defined using a scoring system as shown below.

++	Option will result in a positive impact on the SA objective
+	The impact on the SA Objective is dependent on implementation, but if there were to be an impact it would most likely be positive
0	Natural or negligible effect
?	The relationship between the Option and the SA Objective is unknown, or there is not enough information to make an assessment
x	The impact on the SA Objective is dependent on implementation, but if there were to be an impact it would most likely be negative
xx	Option will result in a negative impact on the SA Objective

## Scenario 1

SA Objectives →	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
<b>Scenario 1</b>																					
Economy and Employment	+	?	0	0	+	?	0	?	?	?	x	+	?	?	?	x	x	+	+	+	+
Retail	?	0	0	0	+	?	0	?	?	?	x	+	?	?	?	x	x	+	+	+	+
Culture and Tourism	+	0	0	0	+	?	++	++	++	?	?	+	?	0	0	?	x	+	+	+	+
Sport and Leisure	+	+	0	0	?	?	++	++	++	?	x	?	?	?	?	x	x	+	+	+	+
Housing	+	?	+	+	?	?	0	?	?	x	x	x	?	?	?	x	x	x	+	+	?
Social Infrastructure, including University	+	+	+	+	?	?	0	?	?	?	?	?	?	0	0	?	x	+	+	+	0
Transport and Movement	+	0	0	0	+	0	+	+	+	?	++	++	?	0	?	+	?	+	+	+	+
Environment, Heritage and Character	+	0	+	0	+	?	++	++	++	?	?	?	?	0	0	?	?	+	+	+	?

### 4.1 Appraisal

Overall Scenario 1 scores positively in relation to the sustainability objectives of the SA Scoping Report. The objective that aims to improve health, reduce health inequalities and promote healthy living fares well across the board. Likewise objectives that aim to revitalise the town receive positive scores. Options within the Scenario that aim to improve the general streetscape, public realm, pedestrian environment and green links to the surrounding countryside all score well.

The Scenario intends to reduce Bourges Boulevard to one lane with improved crossing facilities. This coupled with other improvements to pedestrian facilities and links will have the effect of giving greater priority to the pedestrian and cyclists, reducing the dominance of the private car. It also aims to reduce the level of car parking within the city in association with the introduction of park and ride and enhanced bus services, a positive attempt to encourage modal shift towards public transport.

Options that do not score well include those relating to location of housing on the city edges and the potential negative impact this may have on surrounding natural habitats or landscapes, as well as spreading out essential services from the core of the city centre. Furthermore any development will have the effect of increasing noise and/or air pollution, even if temporarily during the construction phase. However, mitigation and a considerate construction scheme should help to counter these negative impacts. A large number of uncertainties do exist with this option. At this stage it is difficult to state the exact effect that the development of certain options will have, especially if their cumulative effects are considered.

## Scenario 2

SA Objectives →	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
<b>Scenario 2</b>																					
Economy and Employment	+	?	0	0	+	?	0	?	?	?	x	+	?	?	?	x	x	+	+	+	+
Retail	?	0	0	0	+	?	0	?	?	?	x	+	?	?	?	x	x	?	?	?	?
Culture and Tourism	+	0	0	0	+	?	++	++	++	?	?	+	?	0	0	?	x	+	+	+	+
Sport and Leisure	+	+	0	0	?	?	++	++	++	?	x	?	?	?	?	x	x	+	+	+	+
Housing	+	?	+	+	?	?	0	?	?	+	+	+	?	?	?	x	x	x	+	+	?
Social Infrastructure, including University	+	+	+	+	+	0	0	?	?	?	+	+	?	0	?	?	x	+	+	+	0
Transport and Movement	x	0	0	0	x	0	0	x	x	x	x	x	x	0	?	x	x	x	?	x	?
Environment, Heritage and Character	?	?	0	0	+	?	?	?	?	?	?	?	?	0	0	?	?	?	?	?	?

### 4.2 Appraisal

The results of Scenario 2 are very similar to that of Scenario 1. Overall the objectives aim to promote healthy living and sustainable development of land across the Scenario. An enhanced embankment with University Campus would obviously bring a great amount of vitality and vibrancy to this area of the city. Likewise, retail centred on the Midgate area would help to develop another destination within the city centre and revitalise this area. However, some options do result in further uncertainty as their potential effects can not yet be established. For example, the effect of concentration tourist facilities within the Cathedral precincts may not encourage visitors to the city to explore other areas such as Rivergate. Again as previously, the Scenario does not score well in relation to potential increase in noise and air pollution. A large number of uncertainties also exist with this option, mainly relating to environmental objectives. The AAP will need to ensure that any negatives related to these uncertainties are mitigated so that they become positive effects if this scenario is brought forward.

A large number of negative impacts result from the options relating to transport and movement. Although the scenario would see an enhanced bus service to the city centre, neither new routes nor a park and ride are proposed. Parking supply is very generous and is likely to encourage the use of the private car which will obviously result in traffic congestion and the associated problems of noise and air pollution. Lack of changes to Bourges Boulevard and large junctions reflects the dominance of the car in the scenario. Consequently, the quality of the public realm for cyclists and pedestrians would be severely impinged upon.

### Scenario 3

SA Objectives →	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
<b>Scenario 3</b>																					
Economy and Employment	x	?	0	0	x	0	x	x	x	x	x	x	?	?	?	x	x	x	?	?	?
Retail	?	0	0	0	+	+	0	+	?	?	+	+	?	?	?	x	x	?	+	+	+
Culture and Tourism	+	0	0	0	+	?	++	++	++	?	?	+	?	0	0	?	x	+	+	+	+
Sport and Leisure	+	+	0	0	?	?	++	++	++	?	x	?	?	?	?	x	x	+	+	+	+
Housing	+	?	+	+	?	?	0	?	?	+	+	+	?	?	?	x	x	x	+	+	?
Social Infrastructure, including University	?	?	?	?	?	?	0	?	?	?	?	?	?	0	0	?	x	?	?	?	0
Transport and Movement	+	?	0	0	++	0	0	++	++	++	++	++	++	0	0	++	++	++	++	++	++
Environment, Heritage and Character	+	0	+	0	+	?	++	++	++	?	?	?	?	0	0	?	?	+	+	+	?

### 4.3 Appraisal

Upon initial investigation Scenario 3 scores poorly in the option for economy and employment as it disperses 150,000m<sup>2</sup> of office development around the city centre, although the main hub is at Station Quarter. This may encourage the use of the private car rather than public transport. It also may be less viable to develop a number of smaller office spaces as opposed to larger facilities that respond better to modern market demands. The development of new retail floorspace in mixed use blocks throughout the city centre is a positive addition and should encourage a series of destinations at different times of the day, responding to their differing uses.

The scenario also promotes reducing traffic to one lane in either direction along Bourges Boulevard. This and other improvements to junctions throughout the city will help to reduce the dominance of the car, while still allowing traffic to flow. It will also reduce the severance and barrier effect of the Boulevard and other junctions, ensuring the environment is improved for pedestrians and cyclists alike. Furthermore, the Scenario proposes to reduce car parking throughout the city centre and introduce park and ride facilities. A successful park and ride scheme, such as that implemented in the cities of Oxford or Cambridge would be of great benefit to Peterborough. Not only could the low value car parks be redeveloped for a higher end value, helping to drive the economy of the city, it would reduce traffic congestion and associated problems with noise and air pollution within the centre.

## 5. Summary and Conclusion

Overall it is somewhat difficult to differentiate between the 3 Scenarios in their composite form. Individual options can be assessed however. For example in Scenario 1, residential development on the city edges did not score well on a number of aspects, obviously as it would require dispersal of associated services and could potentially result in the city centre boundary encroaching out into the surrounding hinterland.

Scenario 2 fails to score highly in relation to transport and movement options. This is as it fails to comprehensively promote use of public transport in favour of the private car. Furthermore no reduction in car parking levels will only serve to encourage locals being their car into the city centre, something which should be avoided.

In Scenario 3, dispersing office space throughout the city centre is not the most sustainable option, as it may potentially increase car trips. Locating high density employment uses adjacent the train station is more effective at encouraging modal shift and increasing the use of public transport.

In all 3 Scenarios certain sustainability objectives do not fair well. For example, minimising noise pollution or reducing greenhouse gas emissions are difficult to achieve with any levels of development. However, their negative impact can be mitigated if AAP policy strictly sets out the acceptable levels of carbon emissions or noise to be adhered to.

Scenarios 1 and 3 suggest downgrading Bourges Boulevard along with other junction improvements. Coupled with improved city centre bus services, reduced levels of car parking through out the town centre and the introduction of park and ride facilities this should result in increased modal shift in favour of public transport and reduced traffic congestion in the town centre. Consequently at this stage, both of these scenarios are encouraged and should be brought forward with further investigations occurring into the feasibility of park and ride.

In drawing together a "preferred option" to be taken forward within the CCAAP different elements of each scenario is likely to be brought forward. This will be refined in light of the sustainability assessment, together with other considerations including commercial viability, public and stakeholder consultation and transport impacts.