

The logo for 'place services' consists of the words 'place' and 'services' stacked vertically in a white, lowercase, sans-serif font, set against a solid blue square background.

**Braintree District Council Draft Site Allocations and Development
Management Policies Plan**

Sustainability Appraisal and Strategic Environmental Assessment

Environmental Report – Non Technical Summary

January 2013

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Glossary of Acronyms

ANGSt	Accessible Natural Greenspace Standard
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BARR	Buildings At Risk Register
CAMS	Catchment Abstraction Management Strategies
DCLG	Department for Communities and Local Government
DEFRA	Department for Environment, Food and Rural Affairs
DETR	Department of the Environment, Transport and the Regions
DPD	Development Plan Document
DSCF	Department for Schools, Children and Families
EA	Environment Agency
EC	European Community
ECC	Essex County Council
EEC	European Economic Community
EU	European Union
IMD	Index of Multiple Deprivations
JSA	Jobseekers Allowance
KSI	Killed or Seriously Injured
LDD	Local Development Document
LDF	Local Development Framework
LoWS	Local Wildlife Sites
NAQS	National Air Quality Standards
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
ODPM	Office of the Deputy Prime Minister
ONS	Office for National Statistics
PAS	Planning Advisory Service
PDL	Previously Developed Land
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PSA	Public Service Agreement
SA	Sustainability Appraisal
SA/SEA	Sustainability Appraisal incorporating the Strategic Environmental Assessment
SEA	Strategic Environmental Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SPD	Supplementary Planning Document

1 Introduction and Methodology

1.1 Background

Braintree District Council commissioned Place Services (formerly part of Essex County Council's Spatial Planning Group) to undertake a Sustainability Appraisal, incorporating Strategic Environmental Assessment (SA/SEA), on the proposed draft Site Allocations and Development Management Policies Plan.

Place Services are acting as consultants for this work; therefore the content of the SA/SEA should not be interpreted or otherwise represented as the formal view of Essex County Council.

This Report sets out the SA/SEA undertaken for the preparation to date on the draft Site Allocations and Development Management Policies Plan.

1.2 The Draft Site Allocations and Development Management Plan

The Site Allocations and Development Management Policies Plan (ADMP) is a combined Development Plan Document (DPD), which will form part of the Braintree District Council's Local Development Framework (LDF). The LDF is a suite of documents, as shown in the following diagram, which will guide future planning decisions in the District and will replace the Local Plan Review 2005.

In September 2011, the Core Strategy DPD was adopted by Braintree District Council. The Core Strategy is the principal document within the LDF, which sets out the overall spatial vision and objectives, spatial strategy, strategic policies and how the strategy will be implemented and monitored.

The Council is currently preparing the draft Site Allocations and Development Management Policies Plan, which will support and deliver the Core Strategy.

The draft Site Allocations and Development Management Policies Plan contains:

- The allocation of sites to meet the development needs of Braintree District.
- The provision of policies regarding sustainable development, housing, employment, retail, community facilities, transport, the environment, design, conservation and Listed Buildings, and sport and recreation to manage change, which will be used to assess and determine planning applications, in conjunction with the Core Strategy strategic policies.

1.3 Sustainability Appraisal and Strategic Environmental Assessment

The requirement for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) emanates from a high level national and international commitment to sustainable development. The most commonly used definition of sustainable development is that drawn up by the World Trade Commission on Environment and Development in 1987 which states that sustainable development is:

'development that meets the needs of the present without compromising the ability of future generations to meet their own needs.'

The European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment" (the 'SEA Directive') was adopted in June 2001 with a view to increase the level of protection for the environment, integrate environmental considerations into the preparation and adoption of plans and programmes and to promote sustainable development.

It requires a Strategic Environmental Assessment to be carried out for all plans and programmes which are:

'subject to preparation and/or adoption by an authority at national, regional or local level or which are prepared by an authority for adoption, through a legislative procedure by

Parliament or Government, and required by legislative, regulatory or administrative provisions'.

The few exceptions are detailed in Article 3 (8, 9) of the SEA Directive. The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme 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'

as specified in Annex 1(f) of the Directive. The Directive was transposed into English legislation by the Environmental Assessment of Plans and Programmes Regulations 2004, which came into force on 21 July 2004.

Sustainability Appraisals examine the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. They are mandatory for all Development Plan Documents in accordance with the Planning and Compulsory Purchase Act 2004 as amended.

Whilst the requirements to produce a Sustainability Appraisal and Strategic Environmental Assessment are distinct, Government guidance considers that it is possible to satisfy the two requirements through a single approach providing that the requirements of the SEA Directive are met.

1.4 Progress to Date

The process for preparing the DPD follows a regulatory process under the requirements of the Town and Country Planning Regulations. Plan preparation is currently at the Regulation 18 stage.

The stages of the process undertaken to date are summarised below:

- Collate evidence and background information;
- Initial consultation with Parish/Town Council/Planning Committee/ Key Council Services;
- Developing draft policies – (this is the current stage);

The stages to be undertaken following public consultation of the draft Site Allocations and Development Management Policies Plan will be:

- Assessing consultation responses and amending the document where appropriate;
- Preparing the document for submission to the Planning Inspectorate and further consultation ('submission');
- A public examination where the document is assessed by an independent inspector;
- Publication of the Inspector's non-binding report;
- Review of the Inspector's report, amendment where considered appropriate and adoption by the Council.

Work on the DPD regarding SA/SEA has been underway since the start of the process, and the SA/SEA process has been an integral part of the production.

Previous documents produced as part of the SA/SEA process include:

- Original Scoping Report, 2012

This document has been made publically available and has been published on the Braintree District Council website.

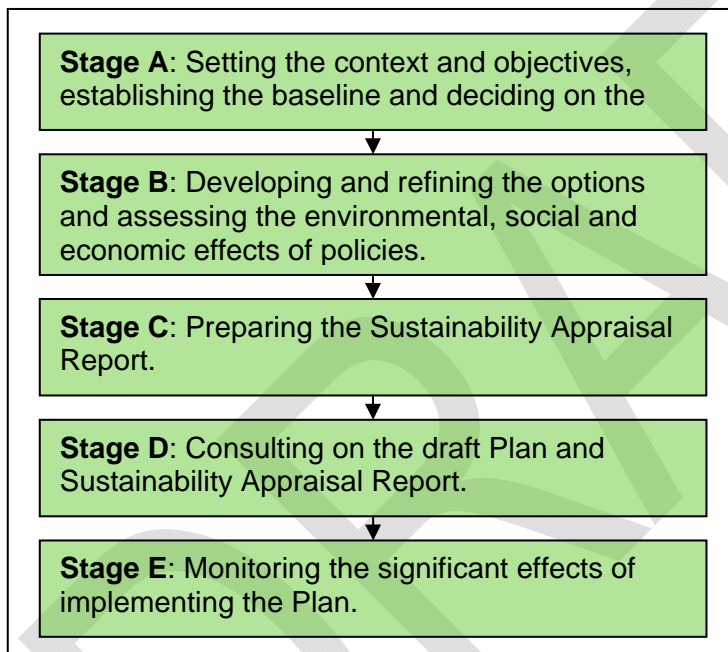
1.5 Methodology

The methodology adopted for the SA/SEA of the Draft Site Allocations and Development Management Plan seeks to meet the requirements for both SA and SEA. It has been prepared in accordance with the following documents,

- The European Directive 2001/42/EC (EC, 2001)
- A Practical Guide to the Strategic Environmental Assessment Directive (ODPM, 2005)
- Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks (ODPM, 2005)
- Local Development Frameworks – Guidance on Sustainability Appraisal (PAS, 2007)
- The Plan Making Manual (PAS online guidance available at: www.pas.gov.uk)

The appraisal of the document has been conducted in accordance with the guidance as part of a five stage process as outlined in Figure 1 below.

Figure 1: Stages of the Sustainability Appraisal and Outputs



1.6 The Aim and Structure of this Report

This report sets out the SA/SEA that has been undertaken for the Draft Site Allocations and Development Management Plan. This document summarises the entire SA/SEA process to date, and is intended to be a stand alone document.

2 Sustainability Context, Baseline and Objectives

2.1 Introduction

The following section outlines an updated version of the key findings of the Scoping Stage and published Scoping Report which includes an outline of the plans and programmes, the baseline information profile for the plan area, together with the Sustainability Objectives formulated as a result of the Scoping Stage.

2.2 Plans & Programmes

Annex A details the full list of plans and programmes which were included within the 2012 Scoping Report. The original list has been updated in the light of changes in legislation and updates to publications, the key change relates to the implementation of the National Planning Policy Framework and subsequent replacement of PPGs and PPSs.

Table 1 outlines the key list of plans and programmes.

Table 1: Plans and Programmes

National
National Planning Policy Framework (March 2012)
Building a Greener Future: Policy Statement (July 2007)
The Plan for Growth, HM Treasury/BIS (March 2011)
Written Ministerial Statement on 'Planning for Growth', Rt Hon Greg Clark (23rd March 2011)
Community Infrastructure Levy An Overview, DCLG (9th May 2011)
Underground, Under Threat - Groundwater protection: policy and practice (GP3)
Model Procedures for the Management of Land Contamination – Contaminated Land Report 11 (September 2004)
Localism Act 2011
Natural Environment and Rural Communities Act 2006
Countryside and Rights of Way Act 2000
Code for Sustainable Homes (December 2006)
Sub-National
East of England Plan: The Revision to the Regional Spatial Strategy for the East of England (May 2008)
Local Transport Plan 2011
2011 Essex Biodiversity Action Plan
Commissioning School Places in Essex 2011/16
Water for life and livelihoods River Basin Management Plan Anglian River Basin District (December 2009)
Essex Design Guide (2005)
ECC Joint Municipal Waste Management Strategy 2007-2032 (June 2008)
ECC Development Management Policies Adopted by BDC (February 2011)
ECC Parking Standards: Design and Good Practice Adopted by BDC (September 2009)

Essex Wildlife Trust Living Landscapes plans
Local
BDC Local Development Scheme 2011-2014 (to be reviewed 2012)
BDC Statement of Community Involvement Supplement (April 2010)
BDC Core Strategy DPD (September 2011)
BDC Local Plan Review (July 2005)
BDC Affordable Housing SPD (May 2006)
BDC External Artificial Lighting SPD (September 2009)
The Braintree Green Spaces Strategy (September 2008)
BDC Open Space SPD (November 2009)
Village Design Statements – Great Bardfield (July 2005), Rivenhall (July 2005), Earls Colne (October 2007), Rayne (November 2007), Castle Hedingham (May 2009), Middleton (August 2009), White Colne (September 2010), Sible Hedingham (October 2010), Gestingthorpe (August 2011), Bulmer (August 2011)
BDC 'One District - One Vision' - A Strategy for People and Places in the Braintree District to 2026 (June 2009)
Local Reports and Assessments
BDC Urban Capacity Study (October 2007)
BDC SHLAA Final Version (November 2010)
BDC SHMA Update Summer 2010
BDC Affordable Housing Provision and Developer Contribution in eth District of Braintree (November 2009)
Accommodation for Gypsy and Traveller and Travelling Showpeople in eth East of England. A Revision to the Regional Spatial Strategy for the East of England (July 2009)
Essex Gypsy and Traveller Accommodation Assessment 2009 (November 2009)
Mid Essex Economic Futures (March 2006)
Going for Growth, Investing in Your Future. Economic Development Strategy Braintree District Council (June 2009)
Braintree District Futures 2025 (October 2006)
Employment Land Review (November 2007)
BDC Rural Services Study 2008
The North Essex Authority Retail Study Stage 1 Report: Strategic Overview (2006) & Retail Study Stage 2 Report (2006)
Braintree Town Centre Preliminary Development Analysis Report (April 2009)
Retail Study Update (April 2010)
Assessment of Impact of Potential LDF Sites on Existing Junctions – Braintree and Witham LDF Allocations (July 2008)
Assessment of Impact of Potential Core Strategy Sites on Existing Junctions (April 2010)
Mid Essex SFRA for Braintree, Chelmsford, Colchester and Maldon (October 2007)
SFRA Appendix A Braintree Supplementary Report (July 2008)

Braintree District, Haverhill and Clare Water Cycle Study (November 2008)
Braintree District Stage 2 Water Cycle Study (January 2011)
Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment (September 2006)
Landscape Character Assessment Frings Studies of Braintree, Coggeshall, Earls Colne, Halstead, Hatfield Peverel, Kelvedon, Silver End and Witham (November 2007)
Habitats Regulation Assessment (2009) & Amendment to HRA (November 2009)
Suitable Accessible Natural Greenspace (SANG) Report (April 2010)
Open Spaces Action Plan (as of February 2011)
Climate Change Strategy and Action Plan (2009)

2.3 Baseline Information / Key Sustainability Issues

Annex B details the complete Baseline Information profile for the plan area, and is based on the information which was highlighted as relevant through the Scoping Reports, together with relevant new data sources which have become available since the consultation on the last Scoping Report.

The following section summarises that information contained in Annex B.

2.3.1 Biodiversity

- There are no international biodiversity designations (Ramsar, SPAs, SACs or cSACs) in Braintree District. However a Habitat Regulations Assessment (HRA) is currently being undertaken.
- There are four SSSIs in Braintree District at: Belcher's and Broadfield Woods; Bovingdon Hall Woods; Chalkney Wood and Glemsford Pits. Chalkney Wood, Belcher's and Broadfield Woods and Bovingdon Hall Woods are currently complying with the PSA target of 95% of all nationally important wildlife sites to be brought into a favourable condition. Of those, Chalkney Wood has 100% of its area in a favourable condition while the other two have 100% of their areas in unfavourable recovering conditions. The majority of Glemsford Pits SSSI is also currently complying with the PSA target but 6.7% remain in a condition classed as unfavourable no change.
- There are seven National Nature Reserves located in Essex; none of these are in Braintree District. Braintree District has a total of six Local Nature Reserves at: Bocking Blackwater; Brickfields / Long Meadow, Earls Colne; Brockwell Meadows, Kelvedon; Colne Valley (dismantled Railway); Cuckoo Wood, Great Notley; Whetmead, Witham. There is a further LNR located on the border between Essex and Suffolk northern border at Rodbridge Picnic Site, Borley, which is part of the Suffolk County Council LNR at Rodbridge.
- There are 251 LoWSs scattered throughout Braintree District, with many concentrated in the centre of the District.

2.3.2 Landscape

- The majority of agricultural land in Braintree District is classified as Grades 2 and 3, with 65.8% (40,243 hectares) of agricultural land classified as Grade 2 and 29.9% (18,304 hectares) as Grade 3. Strips of Grade 3 soils follow the path of the rivers Brian, Ter, Blackwater and Colne as they flow through the district.
- Special Landscape Areas (SLAs) located within the district have been identified on the Proposals Map of the Braintree District Local Plan Review 2005. These have been implemented to protect the visual quality of important areas. The major SLA is 'North

Essex', which incorporates much of the district. However there are some smaller SLAs within the district

- Braintree is subject to two Landscape Character Assessments; The Essex Landscape Character Assessment (2003) and the Combined Landscape Character Assessment (2006). The information contained within these can be used to determine the sensitivity of certain landscape area to development.

2.3.3 Air Quality

- Air Quality in Essex is generally good. There are no AQMAs located in Braintree District. The main air quality issues in the district were found to be nitrogen dioxide and particulate emissions from vehicles travelling on the A12 and A120.
- There are currently 5 potentially significant junctions which had daily flows of more than 10,000 vehicles in 2004. They are Newland Street, Witham; Cressing road, Witham; Head Street, Halstead; Railway Street, Braintree; and Rayne Road, Braintree.
- Of the 12 passive diffusion NO₂ monitoring tubes located in the district, 5 did exceed the annual mean NO₂ objective concentration of 40 g/m³ but relevant exposure levels did not. Three of these were sited along the A12 at Hatfield Peverel, Rivenhall Hotel, and Foxden in Rivenhall while the other two were sited at Bradwell on the A120 and at Chipping Hill in Witham.

2.3.4 Climatic Factors

- In 2010 Braintree District consumed more energy than the county average and was the 5th highest consumers amongst all local authorities in the county. A total of 1,386.3 of the District's total 3,347.6GWh energy consumption were from transport related petroleum products. In contrast only 4.6GWh of energy consumed is generated from renewable sources, however this is a higher amount than the local authority average for Essex at 2.4GWh and the 2nd highest amount amongst all local authorities in the county.
- Industry, domestic and road transport each produced roughly 1/3 of the total CO₂ emissions within the District in 2008. The industrial and commercial sector produces the smallest amount at 30.29% while road transport produces the most at 36.61%. When compared to the county average of 35.80%, proportionately more emissions of CO₂ were produced by road transport in the District. Domestic production is proportionally less in the District at 33.09% than the county average of 34.47%.
- At 6.7 tonnes in 2010, residents of Braintree District emitted a slightly higher amount of CO₂ per capita than the Essex average, which itself reported a return of 6.6 tonnes, Road transport in Braintree District produces the 4th highest amount of CO₂ per capita across the county's Districts/Boroughs at 2.5 tonnes, which is only just higher than the countywide average of 2.4 tonnes.
- Braintree consumed 0.14% of its total energy from renewable sources in 2010, the 2nd highest amount amongst Essex Districts/Boroughs and higher than the District/Borough average of 0.09%.
- There are 3 Mechanical Biological Treatment (MBT) plants within Essex County Council administrative boundary located in Basildon, Braintree and Colchester. All 3 facilities have planning permission with conditions and respective legal agreements.
- Up to June 2012 Braintree District had issued 623 certificates related to the Code for Sustainable Homes, the third highest amongst local authorities in Essex and above the local authority average of 391. Of these, 318 certificates were issued at the design stage and 305 post construction.

2.3.5 Water Quality

- The main water courses running through Braintree District are the rivers Blackwater, Colne, Brain, Pant, Stour and Ter. Braintree contains Source Protection Zones and major aquifers within the northern half of the district, together with scattered minor aquifers in the south of the district.
- Following a national review of CAMS boundaries, water resources in the South Essex CAMS (excluding the Mardyke catchment) are now incorporated with the North Essex CAMS into the Combined Essex CAMS. The Combined Essex CAMS document sets out the issues for the whole of Essex. The document splits the county into Water Resource Management Units (WRMU), of which 2 relate to areas which include watercourses within Braintree District. There are WRMU1 and WRMU2.
- The integrated WRMU status for WRMU 1 was 'over-abstracted' and for WRMU 2 it was 'no water available' at February 2007. The Combined Essex CAMS Annual Update (March 2008) noted that the availability of water within the Roman River / Layer Brook catchment had changed, however the water availability and restrictions for the remainder of WRMU 1 have not changed since the publication of the CAMS in February 2007.
- Essex falls within the Anglian River Basin District. The Anglian River Basin District is subdivided into catchment areas and the Essex Rivers catchment area lies within the counties of Essex and Suffolk as well as a small part of Cambridgeshire.
- The Combined Essex catchment area is further subdivided into water body catchment areas. The water bodies which are associated with Braintree District are: R1, Doomsey Brook; R4, Ter; R16, River Chelmer; R23, Blackwater Pant; R91, Brain, R102, Boreham Tributary; and R115, River Blackwater.
- The majority of water bodies within Braintree are given a 'moderate' current overall potential. However the River Blackwater and the River Chelmer are both given a 'poor' current status.

2.3.6 Flooding

- The areas which are most susceptible to flooding are mainly located next to the major waterways within Braintree District: the Blackwater, Stour and Colne.
- Between April 2011 and March 2012 the Environment Agency objected to four planning applications on flood risk grounds, one was granted. Two applications were refused on the grounds of flood risk on site and one application was withdrawn.
- The Mid Essex Strategic Flood Risk Assessment which includes Braintree District was published in October 2007. Area specific strategies identified within the SFRA are outlined below.
 - Flood Risk
 - Consideration to flooding from overland flow should be given for developments occurring throughout the District, but with particular regard to Bocking, Braintree, Witham and Coggeshall.
 - Sustainable Drainage Systems (SuDS)
 - Runoff rates should be restricted for both greenfield and brownfield developments in Bocking, Braintree, Witham and Coggeshall in particular, this is also likely to be appropriate within other settlements to ease surface water flooding and drainage capacity exceedence;
 - Infiltration techniques are unlikely to be appropriate where the site is underlain by London Clay, such as in Bocking, Braintree, Witham, Halstead, Coggeshall and Kelvedon. Attenuation techniques should be imposed in these circumstances.

- Water Environment

- There is a need for sensitivity near watercourses stating development would not be permitted that would harm the open character, nature conservation importance or recreational importance of the floodplains of the River Stour, Colne, Brain, Pent, Blackwater, Ter Valley and their tributaries and the Chelmer and Blackwater Navigation.
- Where appropriate, development proposals adjoining the rivers will be required to incorporate riverside paths and open spaces.
- Any proposals requiring the provision of a new bridge shall ensure a minimum of 2.3 metres headroom above normal water level to allow for river use and provide fauna passages suitable as wildlife corridors.

2.3.7 Cultural Heritage & Townscape

- There are 3,190 listed buildings within Braintree District, the majority of which (2,940) are Grade II followed by 183 Grade II* and 67 Grade I listed. The distribution of listed buildings within the district is fairly widely spread. Clusters of listed buildings can be found in the historic settlements such as Coggeshall and linear patterns are identifiable along historic transport routes. In 2011 there were 22 listed buildings on the 'at risk' register which is a slight increase from previous year total of 19.
- The Essex Historic Environment Record (EHER) contains approximately 3,416 archaeological records relating to Braintree District out of a total of 22,493 for the county. There are 40 Scheduled Monuments within the district. There are 217 designated Conservation Areas within the county of Essex, 39 of which are within Braintree District.

2.3.8 Health

- Life expectancy is increasing and residents in Braintree District have higher life expectancies at birth than the national averages with men living for an average of 79.6 years and women on average living 82.8 years. The health of the population in Braintree is generally better than the England average, but is significantly worse than the England average in respect of road injuries and deaths and hip fractures in the over 65s.
- Obesity in Year 6 children increased from 7.0% to 15.6% between 2008/09 and 2010/11, which reflected similar changes to the national average. The level of adult obesity at 25.9% is higher than the national average of 24.2% for the period 2006-2008.
- Participation in sports and active recreation in Braintree District declined between the first Active People Survey from 16.3% to only 13.0% in Active People Survey 3; however the latest period corresponding to Active People Survey 4 saw a rise in sports participation and active recreation in the District above the county, region and national averages for the first time. The most recent survey also ranks Braintree District as having the 3rd highest rate of sports participation in the county.
- As of Nov 2011, 3.2% of the working age population of Braintree District claimed benefits. This is a smaller proportion than those claiming benefits in the East of England and in England which were recorded as being 3.4% and 4.3% respectively. Of those receiving benefits in Braintree the majority were seeking incapacity benefits accounting for 80.5% of total claimants however the district did receive a higher proportion of residents claiming severe disablement at 19.5% compared to 14.4% of total claimants in the region and 12.6% in England.
- As of 2010, Braintree met and exceeded its target to reduce all KSI casualties by 40% of the baseline figure; a reduction of 43.7% was achieved.

2.3.9 Population & Social

- As of 2011 the estimated population for the district of Braintree was 147,514 which accounts for approximately 10% of the county's estimated population.
- Braintree District has experienced a higher population growth at 11.33% than the county, the region and England as a whole with 6.39%, 8.55% and 7.39% respectively.
- In 2011, the largest proportion of the population in Braintree District was aged 25-49. There was approximately the same number of under 16 year olds to those aged 65 plus (males) and 60 plus (females).
- The projected population is predicted to increase annually within the district. In 2026 the population is predicted to be 171,800.
- In 2010, Braintree was ranked as the 212th out of the 354 Local Authorities (LAs) in England (1 being most deprived). This shows a worse level of comparative deprivation across LAs in England than the 2007 rankings.
- Across Essex, serious deprivation is most prevalent in terms of 'Barriers to housing and services' and 'Education, skills and training'. In Braintree District 25.72 of 84 small areas are seriously deprived with regards to 'Barriers to housing and services', and 22.73 are seriously deprived with regards to 'Education, skills and training', however both of these levels of deprivation show an improvement on 2007 figures.
- The only percentage increase between 2010/11 and 2011/12 in the District is in sexual offences at +5%, although this is lower than the Essex average of +7%. There has been significant decreases in both burglary and vehicle offences – all significantly better than the Essex average. Burglary offences are down at -19% compared to an average Essex increase of +7%. Theft of a motor vehicle is down at -27% compared to an Essex average of -7%. Theft from a motor vehicle is down at -18% compared to an Essex average of +10%. Interfering with a motor vehicle offences at -35% compared to the county average of -19%. There has also been a reduction in both Robbery Offences and Violence against the person compared to the county average.
- In 2011, 73.9% of pupils in Braintree District achieved 5 or more A* to C GCSE grades or equivalent. This is a 14.8% points difference to the 2008 figure indicating improvements in education during this period. However the proportion achieving at least 5 A* to C grades or equivalent in Braintree is lower than the county, regional and national levels of 79.9%, 78% and 80.8% respectively. In contrast the percentage of pupils in the district achieving 5 or more A*-G grades in 2009 was higher at 95.6% than the county, regional and national levels.
- The population of Braintree District has in general more qualifications than the overall sub-national and national populations. 87.9% of the working age population of Braintree District which accounts for 80,300 people are qualified to at least level 1 or higher compared to 82.8% across the UK. Level 1 represents foundation GNVQ, NVQ 1 or up to 5 GCSEs at grades A*-C.
- Braintree has a slightly larger proportion of the population qualified at Level 2 and Level 3 than the county average and a slightly lower percentage than the county at Level 4. However compared to the region and the UK the percentage of qualifications in Braintree District at Level 2 and above is lower than average.

2.3.10 Economy

- At 60.08% of the total population, the percentage of the District population that is of working age is higher than the Essex average. The percentage is in line with the region however lower than that of the country.

- The percentage of the District's population that are economically active at 76.0% is lower than the regional and British average. The percentage of the District's population that are in employment is higher at 72% than the British average but lower than the regional average.
- There are fewer available jobs per single person in the district at 0.60 than the regional average of 0.75 and UK at 0.77.
- In a survey of 2008 the largest proportion of people work in the 'Services' industry for all geographical areas. The proportion is the lowest in Braintree at 76.7%, compared to 82.5% in the East of England and 83.5% in Great Britain.
- The general proportion of full-time to part time jobs, at approximately 2:1, is in line with regional and national averages.
- There were 690 business births in the District in 2008, the 6th highest amongst Essex residents. There were 60.6 births per 10,000 adults in the District compared with an Essex average of 59.7. The business formation rate in 2008 had declined significantly compared to previous years.
- Factories and warehouses accounted for the majority of industrial and commercial floorspace. Factory floorspace accounted for a higher proportion in the District than the average for the region and for England, whereas retail and offices accounted for a lower proportion in Braintree than the regional and national averages.

2.3.11 Housing

- In 2011/2012 there were 301 net additional dwellings (taking into account losses/demolitions) within the district. As at April 2012 the Managed Delivery Target for the district is 247 additional dwelling per annum to meet their minimum total housing requirement of 9,625 dwellings between 2001 and 2026, as set out in the Core Strategy. The most recent annual completion figure is above the annual target. A total of 1,601 dwellings have been identified on deliverable sites over the next five years starting from 2012/13. This value increases to 1,770 when the current year is also included. This equates to an average annual completion rate of 295 which is above the current published target of 247.
- The current trajectory shows that by 2026 there will be 9,918 completions across the plan period (since 2001). Projected annual completion figures will be generally lower than the completion rates reported between 2001 and 2011 but Braintree District will still exceed their minimum housing requirement by 103% for the whole plan period. This is due to supply up to 2011 substantially exceeding the annual average required to meet the overall housing requirement.
- In 2010/11, 19.2% of the net dwelling completions, which accounts for 86 dwellings, were affordable within the district. To date, the highest proportion of affordable housing achieved within the district was in 2009/2010 at 36.7% which accounted for 157 of the total number of dwellings completed. Of the 480 new gross dwellings built during 2010/11, 342 were built on previously developed land (PDL). Proportionately this was the smallest number of dwellings built on PDL since 2006/07. In 2010/11 this accounted for 71.2% of the total dwelling provision while the previous year dwelling completed on PDL represented 92.9% of the total provision.
- The number of homeless people accepted in priority need in Braintree District in 2011/12 was 137. This is the third lowest figure across the study period with the lowest being the two previous years (2009/10 and 2010/11) at 103 and 104 homeless acceptances. Prior to this, numbers were either near to 200 or significantly more. The latest figure does show a rise in homeless acceptances of 31.7%.
- As of July 2012 there were 29 Gypsy, Traveller and Travelling Showpersons pitches on 2 authorised sites in the District. The total number of caravans in the district was 106, of which 76 were located on authorised sites and 30 on unauthorised sites.

2.3.12 Transport

- Braintree District has a proportionately higher private vehicle ownership compared to the county as a whole and the nation. Ownership of a single car or van per household is the most common occurrence with 40.3% of households within Braintree District falling within this category. However a greater proportion of households in the district own two or more cars or vans compared to the county or national figures.
- More than 40% of residents of Braintree District drive a car or van to get to work; this is higher than the regional and national figures. Larger proportions of the district's population commute as a passenger in a car or van, by train or on foot than at regional and national levels while fewer Braintree District residents cycle or use buses, minibuses or coaches compared to regional and national levels. A comparatively larger proportion of residents in the district work mainly at or from home than both the regional and national proportions.
- Accessibility by public transport or walking to key services and educational facilities is improved considerably within and in close proximity to the town of Braintree, Halstead and Witham. Over four fifths of the population of Braintree District live within 30 minutes of each of the 5 highlighted services. Over three-quarters of the population of Braintree District live within 15 minutes access of a primary school. This proportion drops when accessibility to the remaining four services are analysed. With respect to secondary schools, just 41% of residents live within 15 minutes access time.

2.3.13 Data Limitations

Not all the relevant information was available at the local level and as a result there are some gaps within the data set but it is believed that the available information shows a comprehensive view on sustainability within the plan area. In collating the baseline data, Place Services noted the following problems:

- the accessibility of census data updates;
- it was difficult to obtain ward level data consistently; and
- for some areas it was difficult to identify trends.

2.4 Sustainability Objectives

The Sustainability Objectives (SO) were derived from the review of plans and programmes and a strategic analysis of the baseline information. Objectives were based on policy advice and guidance and related to the assessment of the environmental state of the plan area. The appraisal was then able to evaluate, in a clear and consistent manner, the nature and degree of impact and whether significant effects were likely to emerge from the plan's proposed policies. The table below outlines the Sustainability Objectives which together form the Sustainability Framework and were used to inform the appraisal of the draft Site Allocations and Development Management Policies Plan.

Table 2: Sustainability Framework for SA/SEA of draft Site Allocations and Development Management Policies Plan

Sustainability Objectives
1) Create safe environments which improve quality of life and community cohesion
2) To provide everyone with the opportunity to live in a decent home
3) To improve the health of the Districts' residents and mitigate/reduce potential health inequalities
4) To promote the vitality and viability of all service centres throughout the District
5) To achieve sustainable levels of prosperity and economic growth

6) To conserve and enhance the biological and geological diversity of the environment
7) To promote more sustainable transport choices and uptake
8) Promote accessibility and ensure the necessary transport infrastructure to support new development
9) To improve the education and skills of the population
10) To maintain and enhance cultural heritage and assets within the District
11) To reduce contributions to climatic change
12) To improve water quality and address water scarcity and sewerage
13) To reduce the risk of flooding
14) To improve air quality
15) To maintain and enhance the quality of landscapes and townscapes

2.5 Appraisal of Policies

For clarity, within the Environmental Report, appraisals are set out in the same format as shown in Table 3.

Table 3: Example of Appraisal Format

	Sustainability Objectives																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Policy reference																	

In addition to this, the appraisal of each policy or element of the Plan likely to have an environmental, social or economic effect is supported with additional information as described in the following sub-sections:

2.5.1 Description of ‘Significant Effects’

The strength of impacts can vary dependant on the relevance of the policy content to certain sustainability objectives or themes. Where the Development Management Policies have been appraised against the SA/SEA Sustainability Objectives the following key has been used to illustrate a range of possible impacts:

++	Where there will be significant positive impacts
+	Where there will be positive impacts
/	Where there will be uncertain impacts
0	Where there will be no direct impacts
-	Where there will be negative impacts
--	Where there will be significant negative impacts

3 Appraisal of Draft Site Allocations and Development Management Plan Policies

The Development Management Policies have been grouped thematically to show their impacts during the plan period. The conclusions of the policies are outlined below.

3.1.1 Sustainable Development Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM2	+	0	0	0	0	+	0	0	0	+	0	0	0	0	++

The Sustainable Development policies will have significant positive impacts on:

- Landscape and townscape

There will be further positive impacts on:

- Communities
- Biodiversity
- Cultural heritage

For these policies, 4 separate alternative approaches were explored. Of these, two were appraised as having similar positive impacts as the preferred policies. These were:

- ADM2 Alternative 1 - Identify different residential sites of 10 or more dwellings.
- ADM2 Alternative 3 - Another option would be to have a more restricted policy which could specially identify any areas within a town development boundary of village envelope which would be suitable for development and anything outside those areas would not be considered acceptable

3.1.2 Housing Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM4	+	++	0	0	0	0	0	+	0	0	+	0	0	0	+
ADM5	0	+	+	0	0	0	+	+	0	0	0	0	0	0	+
ADM6	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM7	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM8	+	++	+	0	0	0	0	0	0	/	0	0	0	0	+
ADM9	+	0	0	0	0	0	0	0	0	0	0	0	0	0	++
ADM10	0	0	0	0	0	0	0	0	0	+	0	0	0	0	++

ADM11	0	+	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM12	0	+	0	0	+	0	0	0	0	0	0	0	0	0	0	+
ADM13	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0	+
ADM14	+	0	+	0	0	+	0	0	0	0	0	0	0	0	0	+

The Housing policies will have significant positive impacts on:

- Housing
- Landscape and townscape.

There will be further positive impacts on:

- Communities
- Health
- Economic growth
- Biodiversity
- Sustainable Transport
- Accessibility
- Cultural heritage
- Climate change

There will however be an uncertain impact on:

- Cultural heritage

For these policies, 22 separate alternative approaches were explored. Of these, 6 were appraised as having similar positive impacts as the preferred policies. These were:

- ADM4 Alternative 2 - To allocate sites in the Site Allocations Document for affordable housing exception sites rather than have a policy.
- ADM4 Alternative 3 - Include a section in the policy about whether we could support market housing on an exception site, if it were to enable significant additional affordable housing.
- ADM5 Alternative 1 – To specify sites for specialist care uses across the District
- ADM6 Alternative 1 - No policy.
- ADM6 Alternative 3 - Set out criteria for care home and specialist housing allocations.
- ADM13 Alternative 2 - For the Council to set out the areas/small groups of dwellings which it considers would be acceptable for new infill development.

3.1.3 Employment Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM15	0	0	0	0	++	0	0	+	+	0	0	0	0	0	0
ADM16	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
ADM17	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
ADM18	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0

ADM19	0	0	0	0	+	0	+	+	0	0	0	+	0	0	+
ADM20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM21	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM22	0	0	0	0	++	0	/	/	+	0	0	0	0	0	0
ADM23	0	/	0	/	+	/	0	/	0	/	0	0	0	0	+

The Employment policies will have significant positive impacts on:

- Economic growth.

There will be further positive impacts on:

- Housing
- Sustainable Transport
- Accessibility
- Education and skills
- Water quality
- Landscape and townscape

There will however be uncertain impacts on:

- Housing
- The vitality and viability of service centres
- Biodiversity
- Sustainable Transport
- Accessibility
- Cultural heritage

For these policies, 13 separate alternative approaches were explored. Of these, 4 were appraised as having similar positive impacts as the preferred policies. These were:

- ADM19 Alternative 2 - A criteria based policy.
- ADM20 Alternative 1 – No policy.
- ADM22 Alternative 1 - A criteria based policy for developers, specifying suitable locations.
- ADM23 Alternative 2 - A criteria based policy on what is deemed 'sustainable' and 'small scale'.

3.1.4 Retail Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM24	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0
ADM25	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0
ADM26	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0

ADM27	0	0	0	++	+	0	+	+	0	+	0	0	0	0	++
ADM28	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
ADM29	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
ADM30	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
ADM31	0	0	0	+	0	0	0	+	0	0	0	0	0	0	0
ADM32	0	0	0	+	+	0	+	+	0	0	0	0	0	+	0
ADM33	0	+	0	++	+	0	0	0	0	0	0	0	0	0	0
ADM34	0	+	0	+	+	0	+	+	0	+	0	0	0	0	+
ADM35	+	+	0	+	0	0	0	+	0	0	0	0	0	0	0
ADM36	+	+	0	+	+	+	+	+	0	/	0	0	0	0	+
ADM37	0	+	0	0	+	0	+	+	0	0	0	0	0	0	0

The Retail policies will have significant positive impacts on:

- The vitality and viability of service centres
- Landscape and townscape

There will be further positive impacts on:

- Communities and safety
- Housing
- Economic growth
- Biodiversity
- Sustainable Transport
- Accessibility
- Cultural heritage
- Air quality
- Landscape and townscape

There will however be uncertain impacts on:

- Cultural heritage

For these policies, 19 separate alternative approaches were explored. Of these, 4 were appraised as having similar positive impacts as the preferred policies. These were:

- ADM26 Alternative 2 - Policy to list vulnerable centres, or areas within centres.
- ADM28 Alternative 2 - Merge with Policy Braintree Retail Park and Policy Leisure and Entertainment to define different boundaries.
- ADM29 Alternative 2 - Merge with Policy Freeport Outlet Centre and Policy Leisure and Entertainment to define different boundaries.
- ADM30 Alternative 2 - Merge with Policy Freeport Outlet Centre and Policy Braintree Retail Park to define different boundaries.

3.1.5 Community Facilities Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM38	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0
ADM39	+	0	+	0	0	0	0	0	++	0	0	0	0	0	0
ADM40	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM41	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
ADM42	+	0	+	0	0	0	+	+	0	0	0	0	0	0	+
ADM43	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
ADM44	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0

The Community facilities policies will have significant positive impacts on:

- Education and skills

There will be further positive impacts on:

- Communities and safety
- Health
- Sustainable Transport
- Accessibility
- Landscape and townscape

For these policies, 12 separate alternative approaches were explored. Of these, 4 were appraised as having similar positive impacts as the preferred policies. These were:

- ADM38 Alternative 1 - No policy and rely on the Core Strategy.
- ADM39 Alternative 1 - Combine this policy with ADM38 – Education Provision.
- ADM41 Alternative 3 - To combine this policy with ‘Provision and Enhancement of Local Community Facilities’
- ADM42 Alternative 1 - To combine this policy with ‘Community Uses’

3.1.6 Transport Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM45	+	0	0	0	0	0	++	++	0	0	+	0	0	+	0
ADM46	0	0	+	0	0	0	++	++	0	0	0	0	0	0	0
ADM47	0	0	0	+	0	0	+	+	0	0	0	0	0	0	0
ADM48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+
ADM49	0	0	0	0	0	0	+	+	0	0	0	0	0	0	/

The Transport policies will have significant positive impacts on:

- Sustainable Transport
- Accessibility

There will be further positive impacts on:

- Communities and safety
- Health
- The vitality and viability of service centres
- Climate change
- Air quality
- Landscape and townscape

There will however be uncertain impacts on:

- Landscape and townscape

For these policies, 7 separate alternative approaches were explored. Of these, none were appraised as having similar positive impacts as the preferred policies.

3.1.7 Environment Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM50	0	0	0	0	0	+	0	0	0	+	0	0	0	0	++
ADM51	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0
ADM52	/	/	0	0	+	+	-	+	0	0	0	0	0	0	+
ADM53	0	0	0	0	+	+	-	+	0	0	0	0	0	0	+
ADM54	0	0	0	0	0	+	0	0	0	+	0	0	0	0	+
ADM55	0	0	0	0	0	0	0	0	0	0	++	+	0	0	0
ADM56	0	0	0	0	0	+	0	0	0	+	+	+	+	0	+
ADM57	+	0	0	0	0	+	0	0	0	0	0	+	0	0	0
ADM58	+	0	+	0	0	+	0	0	0	0	0	+	0	+	0
ADM59	+	0	0	0	0	+	0	0	0	0	0	0	0	0	0

The Environment policies will have significant positive impacts on:

- Biodiversity
- Climate change
- Landscape and townscape

There will be further positive impacts on:

- Communities and safety
- Health

- Economic growth
- Accessibility
- Cultural heritage
- Water quality
- Flood risk
- Air quality

There will however be uncertain impacts on:

- Communities and safety
- Housing.

There will be negative impacts on:

- Sustainable transport

For these policies, 15 separate alternative approaches were explored. Of these, 4 were appraised as having similar positive impacts as the preferred policies. These were:

- ADM52 Alternative 2 - Include the wording: 'Proposals for intensive livestock breeding and farming which may generate noise, smells or other kinds of pollution will not be considered within 250m of a in close proximity to residential dwellings. Where a proposed agricultural development requires approval by a third party, prior to commencing its stated use, the approval should be obtained based on the proposed application site, prior to the determination of the application. If full approval is not possible at this stage, sufficient information should be provided from the third party, to satisfy the LPA that its proposed use will not require later material alterations to the site.'
- ADM54 Alternative 1 - More descriptive criteria to define adverse impacts on physical appearance.
- ADM57 Alternative 1 - No policy and rely on the NPPF.
- ADM58 Alternative 1 - An alternative that is more prescriptive on mitigation criteria.

3.1.8 Design, Conservation and Listed Buildings Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM60	+	0	0	0	0	+	+	+	0	+	+	+	0	0	+
ADM61	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM62	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM63	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM64	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM65	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM66	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM67	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

ADM68	0	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0
ADM69	0	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0

The Design, Conservation and Listed Buildings policies will have positive impacts on:

- Communities and safety
- Biodiversity
- Sustainable transport
- Accessibility
- Cultural heritage
- Climate change
- Water quality
- Landscape and townscape

For these policies, 10 separate alternative approaches were explored. Of these, 7 were appraised as having similar positive impacts as the preferred policies. These were:

- ADM60 Alternative 1 - Adopt and rely on the Essex Design Guide/Urban Place Supplement to cover the policy content.
- ADM61 Alternative 1 - No policy and rely on the Control of Advertisement Regulations
- ADM62 Alternative 1 - No policy and rely on the NPPF.
- ADM63 Alternative 1 - No policy and rely on the NPPF.
- ADM64 Alternative 1 - No policy and rely on the NPPF.
- ADM65 Alternative 1 - No policy and rely on the NPPF.
- ADM69 Alternative 1 - No policy and rely on use of HER / NPPF.

3.1.9 Sport and Recreation Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM70	+	0	+	+	0	0	+	+	0	0	0	0	0	0	0
ADM71	0	0	/	0	0	+	0	+	0	0	0	0	0	0	+
ADM72	0	0	/	0	0	0	0	+	0	0	0	0	0	0	0
ADM73	0	0	+	0	0	/	+	0	0	/	0	0	0	0	0
ADM74	+	0	++	0	0	+	0	0	0	0	0	0	0	0	+
ADM75	0	0	0	0	+	/	+	+	0	0	0	+	0	0	+

The Sport and Recreation policies will have significant positive impacts on:

- Health

There will be further positive impacts on:

- Communities
- The vitality and viability of service centres
- Economic growth

- Biodiversity
- Sustainable transport
- Accessibility
- Ware quality
- Landscapes and townscapes

There will however be uncertain impacts on:

- Health
- Biodiversity
- Cultural heritage

For these policies, 7 separate alternative approaches were explored. Of these, none were appraised as having similar positive impacts as the preferred policies.

3.1.10 Overall Impacts of Policies on the Sustainability Objectives

In addition to those impacts that may arise directly from the policy's implementation, relationships between different policies and their content have been assessed in order to highlight any possible strengthening or weakening of impacts from their implementation together. Cumulative effects respond to impacts occurring directly from two different policies together, and synergistic effects are those that offer a strengthening of more than one policy that is greater than any individual impacts.

The following table shows the strength of impacts cumulatively and synergistically on the Sustainability Objectives.

Table 4: Cumulative and Synergistic Impacts of the Development Management Policies

	Positive impacts	Negative / Uncertain impacts	Highest Individual Impact
1. Community facilities, cohesion, safety	21/75 policies address this sustainability objective positively (ADM2, ADM4, ADM8, ADM9, ADM14, ADM35, ADM36, ADM39, ADM40, ADM41, ADM42, ADM43, ADM44, ADM45, ADM57, ADM58, ADM59, ADM60, ADM61, ADM70, ADM74).	0/75 policies have negative impacts on this objective. 1/75 policies have uncertain impacts on this objective (ADM52)	+
2. Housing	16/75 policies address this sustainability objective positively (ADM4, ADM5, ADM6, ADM7, ADM8, ADM11, ADM12, ADM13, ADM21, ADM24, ADM25, ADM33, ADM34, ADM35, ADM36, ADM37).	0/75 policies have negative impacts on this objective. 2/75 policies have uncertain impacts on this objective (ADM23, ADM52).	++
3. Health	13/75 policies address this sustainability objective positively (ADM5, ADM8, ADM14, ADM39, ADM41, ADM42, ADM43, ADM44,	0/75 policies have negative impacts on this objective 2/75 policies have uncertain impacts on this objective	++

	ADM46, ADM58, ADM70, ADM73, ADM74).	(ADM71, ADM72).	
4. Service centre vitality	15/75 policies address this sustainability objective positively (ADM24, ADM25, ADM26, ADM27, ADM28, ADM29, ADM30, ADM31, ADM32, ADM33, ADM34, ADM35, ADM36, ADM47, ADM70).	0/75 policies have negative impacts on this objective 1/75 policies have uncertain impacts on this objective (ADM23).	++
5. Economic growth	23/75 policies address this sustainability objective positively (ADM12, ADM15, ADM16, ADM17, ADM18, ADM19, ADM22, ADM23, ADM24, ADM25, ADM26, ADM27, ADM28, ADM29, ADM30, ADM32, ADM33, ADM34, ADM36, ADM37, ADM52, ADM53, ADM75).	0/75 policies have negative impacts on this objective 0/75 policies have uncertain impacts on this objective.	++
6. Biodiversity	15/75 policies address this sustainability objective positively (ADM2, ADM14, ADM36, ADM50, ADM51, ADM52, ADM53, ADM54, ADM56, ADM57, ADM58, ADM59, ADM60, ADM71, ADM74).	0/75 policies have negative impacts on this objective 3/75 policies have uncertain impacts on this objective (ADM23, ADM73, ADM75).	++
7. Sustainable transport	18/75 policies address this sustainability objective positively (ADM5, ADM19, ADM24, ADM25, ADM27, ADM32, ADM34, ADM36, ADM37, ADM42, ADM45, ADM46, ADM47, ADM49, ADM60, ADM70, ADM73, ADM75).	2/75 policies have negative impacts on this objective (ADM52, ADM53). 1/75 policies have uncertain impacts on this objective (ADM22).	++
8. Accessibility	25/75 policies address this sustainability objective positively (ADM4, ADM5, ADM15, ADM19, ADM24, ADM25, ADM27, ADM31, ADM32, ADM34, ADM35, ADM36, ADM37, ADM42, ADM45, ADM46, ADM47, ADM49, ADM52, ADM53, ADM60, ADM70, ADM71, ADM72, ADM75).	0/75 policies have negative impacts on this objective 2/75 policies have uncertain impacts on this objective (ADM23, ADM23).	++
9. Education and skills	4/75 policies address this sustainability objective positively (ADM15, ADM22, ADM38, ADM39).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	++

10. Cultural heritage	17/75 policies address this sustainability objective positively (ADM2, ADM10, ADM11, ADM27, ADM34, ADM50, ADM54, ADM56, ADM60, ADM62, ADM63, ADM64, ADM65, ADM66, ADM67, ADM68, ADM69).	0/75 policies have negative impacts on this objective. 4/75 policies have uncertain impacts on this objective (ADM8, ADM23, ADM36, ADM73).	+
11. Climate change	5/75 policies address this sustainability objective positively (ADM4, ADM45, ADM55, ADM56, ADM60).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	++
12. Water	7/75 policies address this sustainability objective positively (ADM19, ADM55, ADM56, ADM57, ADM58, ADM60, ADM75).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	+
13. Flood risk	1/75 policies address this sustainability objective positively (ADM56).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	+
14. Air quality	3/75 policies address this sustainability objective positively (ADM32, ADM45, ADM58).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	+
15. Landscapes, townscapes	32/75 policies address this sustainability objective positively (ADM2, ADM4, ADM5, ADM8, ADM9, ADM10, ADM11, ADM12, ADM13, ADM14, ADM19, ADM23, ADM27, ADM34, ADM36, ADM42, ADM48, ADM50, ADM52, ADM53, ADM54, ADM56, ADM60, ADM62, ADM63, ADM64, ADM65, ADM66, ADM67, ADM71, ADM74, ADM75).	0/75 policies have negative impacts on this objective. 1/75 policies have uncertain impacts on this objective (ADM49).	++

As can be seen, the Development management Policies positively impact on all of the Sustainability Objectives both individually, cumulatively and cumulatively. Performance is particularly strong in shaping the District's communities, economy and landscape.

Areas of possible improvement exist concerning water quality and sewerage, flood risk and air quality.

3.2 Site Allocations

The site allocations within the draft Site Allocations and Development Management Policies Plan have been appraised on their own individual merits. From these assessments, there have been a number of trends across different settlements within the settlement hierarchy. These are outlined below Please note that not all settlements have been included within this summary. For more detailed individual impacts across all settlements, please see Annex D – Site Appraisals.

Table 5: Summary of Site Assessments

Settlement	General positive impacts	General negative impacts	Other general issues
Braintree, Bocking, Gt Notley	<ul style="list-style-type: none"> - Accessibility - Public Transport, walking and cycling - Distance to schools - Highway access - Development on PDL - Proximity to services - Distance to retail and employment - Affordable housing delivery 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Educational capacity - Impact on Listed Buildings / historic environment - Landscape sensitivity on Greenfield locations 	<ul style="list-style-type: none"> - Impacts on air quality - Capacities of sewerage network - Historic sewer flooding
Witham	<ul style="list-style-type: none"> - Accessibility - Public Transport, walking and cycling - Distance to schools - Highway access - Development on PDL - Proximity to services - Distance to retail and employment - Affordable housing delivery 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Educational capacity - Impact on Listed Buildings / historic environment - Landscape sensitivity on Greenfield locations 	<ul style="list-style-type: none"> - Impacts on air quality - Historic sewer flooding
Halstead	<ul style="list-style-type: none"> - Public Transport, walking and cycling - Distance to schools - Development on PDL - Proximity to services - Distance to retail and employment 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Impacts on groundwater protection zones - Greenfield development - Landscape sensitivity - Educational capacity - Impacts on historic environment 	<ul style="list-style-type: none"> - Impacts on air quality - Historic sewer flooding
Alphamstone	<ul style="list-style-type: none"> - No trends identified 	<ul style="list-style-type: none"> - Accessibility - Proximity to public transport and education 	<ul style="list-style-type: none"> - No trends identified

		<ul style="list-style-type: none"> - Sensitive landscape 	
Ashen	<ul style="list-style-type: none"> - Proximity to Post Office 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Proximity to public transport and education - Sensitive landscape - Loss of agricultural land - Greenfield development 	<ul style="list-style-type: none"> - No trends identified
Birdbrook	<ul style="list-style-type: none"> - Distance to public transport 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Impacts on groundwater protection zones - Proximity to education - Sensitive landscape 	<ul style="list-style-type: none"> - No trends identified
Belchamp Otten	<ul style="list-style-type: none"> - Distance to primary school 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Proximity to public transport - Distance to secondary school - Greenfield development - Loss of agricultural land - Sensitive landscape 	<ul style="list-style-type: none"> - No trends identified
Belchamp St Paul	<ul style="list-style-type: none"> - No trends identified 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Proximity to public transport - Distance to schools - Greenfield development - Sensitive landscape 	<ul style="list-style-type: none"> - No trends identified
Black Notley	<ul style="list-style-type: none"> - Accessibility - Public transport - Distance to schools and services 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Greenfield development 	<ul style="list-style-type: none"> - Footpaths on site - Surface water runoff - Air quality

	<ul style="list-style-type: none"> - Highways access - Affordable housing delivery 	<ul style="list-style-type: none"> - Educational capacity - Loss of agricultural land 	
Bulmer / Bulmer Tye	<ul style="list-style-type: none"> - Public transport - Distance to Post Office and GP 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Impact on historic environment - Landscape sensitivity - Greenfield development - Distance to education 	<ul style="list-style-type: none"> - No trends identified
Castle Hedingham	<ul style="list-style-type: none"> - Public transport - Education - Distance to GP 	<ul style="list-style-type: none"> - Impact on historic environment - Landscape sensitivity - Greenfield development - Distance to accessible natural greenspace 	<ul style="list-style-type: none"> - No trends identified
Coggeshall	<ul style="list-style-type: none"> - Affordable housing delivery - Distance to schools - Proximity to Post Office and GP - Accessibility - Public transport 	<ul style="list-style-type: none"> - Tree Preservation Orders - Distance to accessible natural greenspace - Landscape sensitivity - Greenfield development - Educational capacity 	<ul style="list-style-type: none"> - No trends identified
Colne Engaine	<ul style="list-style-type: none"> - Distance to schools 	<ul style="list-style-type: none"> - Landscape sensitivity - Greenfield development - Educational capacity 	<ul style="list-style-type: none"> - No trends identified
Cressing	<ul style="list-style-type: none"> - Public transport - Distance to schools - Distances to services, including primary shopping areas - Accessibility 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Landscape sensitivity - Greenfield development - Air quality - Educational capacity 	<ul style="list-style-type: none"> - Air quality
Earls Colne / White	<ul style="list-style-type: none"> - Distance to schools 	<ul style="list-style-type: none"> - Educational capacity 	<ul style="list-style-type: none"> - No trends identified

Colne	<ul style="list-style-type: none"> - Distance to employment - Public transport - Accessibility 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Landscape sensitivity - Impacts on historic environment - Greenfield development 	
Feering	<ul style="list-style-type: none"> - Accessibility - Distance to schools - Public transport - Distance to employment 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Greenfield development - Educational capacity - Impact on historic environment 	<ul style="list-style-type: none"> - Surface water runoff
Finchingfield	<ul style="list-style-type: none"> - Public transport - Distance to Post office and GP - Distance to primary school 	<ul style="list-style-type: none"> - Impact on Groundwater Protection Zone - Distance to accessible natural greenspace - Educational capacity - Greenfield development - Landscape sensitivity - Impact on historic environment 	<ul style="list-style-type: none"> - No trends identified
Gestingthorpe	<ul style="list-style-type: none"> - Public transport 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Distance to schools - Greenfield development - Loss of agricultural land 	<ul style="list-style-type: none"> - No trends identified
High Garrett	<ul style="list-style-type: none"> - Public transport - Distance to secondary school 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Distance to primary school and capacity - Greenfield development - Landscape sensitivity - Loss of 	<ul style="list-style-type: none"> - Secondary school capacity

		agricultural land	
Gt Bardfield	<ul style="list-style-type: none"> - Public transport - Distance to primary school 	<ul style="list-style-type: none"> - Impact on historic environment - Distance to accessible natural greenspace - Greenfield development - Landscape sensitivity - Impact on LoWS and Visually Important Space 	<ul style="list-style-type: none"> - Educational capacity
Gt Maplestead	<ul style="list-style-type: none"> - Public transport - Distance to schools 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Greenfield development - Loss of agricultural land - Landscape sensitivity 	<ul style="list-style-type: none"> - No trends identified
Gt Yeldham	<ul style="list-style-type: none"> - Public transport - Distance to schools - Distance to Post Office and GP 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Impact on Groundwater Protection Zone - Landscape sensitivity - Greenfield development 	<ul style="list-style-type: none"> - No trends identified
Greenstead Green	<ul style="list-style-type: none"> - Affordable housing delivery - Public transport - Distance to secondary school - Accessibility 	<ul style="list-style-type: none"> - Greenfield development - Landscape sensitivity - Distance to accessible natural greenspace - Distance to primary school 	<ul style="list-style-type: none"> - Air quality
Hatfield Peverel & Nounsley	<ul style="list-style-type: none"> - Distance to schools - Accessibility - Distance to GP and Post Office - Public transport - School capacity - Affordable housing delivery 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Air quality - Greenfield development 	<ul style="list-style-type: none"> - Impact on public footpaths
Helions Bumpstead	<ul style="list-style-type: none"> - Public transport - Distance to Post Office 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace 	<ul style="list-style-type: none"> - No trends identified -

		<ul style="list-style-type: none"> - Greenfield development - Landscape sensitivity - Distance to schools - Loss of agricultural land 	
Kelvedon	<ul style="list-style-type: none"> - Accessibility - Distance to schools - Public transport - Distance to employment - 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Greenfield development - Educational capacity - Impact on historic environment 	<ul style="list-style-type: none"> - Surface water runoff
Rivenhall (and End)	<ul style="list-style-type: none"> - Distances to employment - Public transport - Distance to schools - Accessibility 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Greenfield development - Landscape sensitivity - Loss of agricultural land 	<ul style="list-style-type: none"> - Air quality - Surface water runoff
Lamarsh	<ul style="list-style-type: none"> - Public transport 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Greenfield development - Distance to schools - Landscape sensitivity 	<ul style="list-style-type: none"> - No trends identified
Lt Maplestead	<ul style="list-style-type: none"> - Distance to secondary school - Public transport 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Greenfield development - Distance to primary school - Landscape sensitivity 	<ul style="list-style-type: none"> - No trends identified
Panfield	<ul style="list-style-type: none"> - Distance to secondary school - Public transport 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Greenfield development - Loss of agricultural land - Distance to, and capacity of 	<ul style="list-style-type: none"> - No trends identified

		<ul style="list-style-type: none"> nearest primary school - Landscape sensitivity 	
Pebmarsh	<ul style="list-style-type: none"> - Public transport - Distance to schools 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Loss of agricultural land - Impact on historic environment - Landscape sensitivity 	<ul style="list-style-type: none"> - No trends identified
Rayne	<ul style="list-style-type: none"> - Distance to schools accessibility - Affordable housing delivery - Distance to Post Office - Public transport 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Loss of agricultural land - Landscape sensitivity - Greenfield development - School capacities 	<ul style="list-style-type: none"> - Air quality - Footpaths
Ridgewell	<ul style="list-style-type: none"> - Public transport - Distance to primary school 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Loss of agricultural land - Landscape sensitivity - Greenfield development - Distance to secondary school 	<ul style="list-style-type: none"> - No trends identified
Shalford	<ul style="list-style-type: none"> - Public transport - Distance to primary school 	<ul style="list-style-type: none"> - Distance to secondary school - Greenfield development - Landscape sensitivity - Distance to accessible natural greenspace - Distance to ancient woodland 	<ul style="list-style-type: none"> - No trends identified
Sible Hedingham	<ul style="list-style-type: none"> - Distance to employment - Distance to Post Office and GP - Distance to schools - Public transport - Accessibility 	<ul style="list-style-type: none"> - Landscape sensitivity - Greenfield development - Impact on groundwater protection zone - Distance to 	<ul style="list-style-type: none"> - No trends identified

	<ul style="list-style-type: none"> - Delivery of affordable housing - School capacity 	<ul style="list-style-type: none"> accessible natural greenspace - Impact on historic environment 	
Silver End	<ul style="list-style-type: none"> - Affordable housing delivery - Distance to Post Office and GP - Public transport - Distance to schools - Accessibility 	<ul style="list-style-type: none"> - Landscape sensitivity - Impact on groundwater protection zone - Distance to accessible natural greenspace - Loss of agricultural land - Impact on historic environment - School capacities 	<ul style="list-style-type: none"> - Surface water runoff
Stambourne, Chapel End and Dyers End	<ul style="list-style-type: none"> - Public transport - Distance to Post Office 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Loss of agricultural land - Greenfield land - Distances to schools 	<ul style="list-style-type: none"> - No trends identified
Steeple Bumpstead	<ul style="list-style-type: none"> - Distance to Post Office and GP - Public transport - Distance to employment - Distance to primary school 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Loss of agricultural land - Greenfield land - Distances to secondary school - Landscape sensitivity 	<ul style="list-style-type: none"> - No trends identified
Stisted	<ul style="list-style-type: none"> - Distance to Post Office - Distance to schools 	<ul style="list-style-type: none"> - Distance to GP - Distance to accessible natural greenspace - Loss of agricultural land - Greenfield land - Public transport 	<ul style="list-style-type: none"> - No trends identified
Sturmer (East and West)	<ul style="list-style-type: none"> - Distance to Post Office - Public transport - Distance to employment 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Loss of agricultural land - Distance to schools - Impact on Groundwater Protection Zone 	<ul style="list-style-type: none"> - No trends identified

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Terling	<ul style="list-style-type: none"> - Distance to Post Office - Distance to primary school - School capacities - Development on PDL 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Loss of agricultural land - 	<ul style="list-style-type: none"> - No trends identified
Wethersfield	<ul style="list-style-type: none"> - Distance to Post Office - Public transport - Distance to primary school 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Loss of agricultural land - Greenfield land - Landscape sensitivity - Distance to secondary school - Impact on historic environment 	<ul style="list-style-type: none"> - No trends identified
White Notley	<ul style="list-style-type: none"> - Public transport - Distance to schools - Development on PDL 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Landscape sensitivity - Impact on historic environment 	<ul style="list-style-type: none"> - No trends identified
Wickham St Paul	<ul style="list-style-type: none"> - Distance to Post Office - Public transport 	<ul style="list-style-type: none"> - Distance to accessible natural greenspace - Landscape sensitivity - Loss of agricultural land - Greenfield development - Accessibility - Distance to schools 	<ul style="list-style-type: none"> - No trends identified

4 Monitoring and Next Steps

4.1 Monitoring

The significant sustainability effects of implementing a Local Plan must be monitored in order to identify unforeseen adverse effects and to be able to undertake appropriate remedial action. Annex C of this Environmental Report contains suggested indicators in order to monitor each of the Sustainability Objectives, however these may not all be collected due to limited resources and difficulty in data availability or collection.

Appendix 14 of the 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' guidance (ODPM) provides further details on the implementation and monitoring of LDFs. It states that it is not necessary to monitor everything, but that monitoring should focus on significant sustainability effects, e.g. those that indicate a likely breach of international, national or local legislation, that may give rise to irreversible damage or where there is uncertainty and monitoring would enable preventative or mitigation measures to be taken.

4.2 Next Steps

4.2.1 Consultation

To enable the community and other stakeholders to continue to contribute to the Plan, there is now a period of formal consultation on the draft Site Allocations and Development Management Policies Plan. This Environmental Report will be published for consultation alongside the Plan, so that it might facilitate more informed responses. It is also important that there is an opportunity for questions to be raised regarding any of the judgements made within this SA/SEA, and further evidence put forward that may help to consider sustainability effects.

Following consultation, views and comments will be reported to the Braintree District Council Local Development Framework Sub Committee following the end of the public consultation period. The LDF Sub Committee will then approve a Submission Draft – a revised version of the consultation document, which will be submitted to the full Council for approval and will then be submitted to the Planning Inspectorate for examination. The public will be consulted on the Submission Draft document and any objections to this document at this stage will be sent to the Planning Inspector who will consider whether the Submission Draft Plan meets the following tests of soundness:-

- To be positively prepared
- Justified
- Effective
- Consistent with national policy

4.2.2 SA/SEA Adoption Statement

Once a plan or programme has been adopted, the SEA Directive requires those responsible for preparing it, in this case Braintree District Council, to provide the public and the Consultation Bodies with information on how environmental considerations and consultation responses are reflected in the plan or programme and how its implementation will be monitored in the future.

The Directive states that:

Plan or programme proponents should ensure that, when a plan or programme is adopted, the Environmental Consultation Bodies and the public are informed and the following items are made available to those so informed:

(a) the plan or programme as adopted;

(b) a statement summarising how environmental considerations have been integrated into the plan or programme...[including] the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with, and

(c) the measures decided concerning monitoring [of the plan]

Annex 9(1)

In light of this requirement, Braintree District Council should prepare an SA/SEA Adoption Statement setting out the above information (reporting on how sustainability considerations have been taken into account rather than environmental considerations only).

DRAFT

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