

Braintree District Council

Development Management Plan DPD

&

Site Allocations DPD

**Sustainability Appraisal
and**

Strategic Environmental Assessment

Scoping Report

February 2012



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Glossary of Acronyms

ANGSt	Accessible Natural Greenspace Standard
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BDC	Braintree District Council
DCLG	Department for Communities and Local Government
DM	Development Management
DPD	Development Plan Document
EA	Environment Agency
EC	European Community
ECC	Essex County Council
EEC	European Economic Community
IMD	Index of Multiple Deprivations
KSI	Killed or Seriously Injured
LDD	Local Development Document
LDF	Local Development Framework
LoWS	Local Wildlife Sites
LSOA	Local Super Output Area
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
ODPM	Office of the Deputy Prime Minister
PAS	Planning Advisory Service
PDL	Previously Developed Land
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PSA	Public Service Agreement
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
TPO	Tree Preservation Order

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1 INTRODUCTION

1.1 Background

Braintree District Council commissioned the Strategic Environmental Assessment Team of Essex County Council to undertake an independent Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) on the Site Allocations Development Plan Document (DPD) and Development Management Plan DPD forming part of their Local Development Framework (LDF).

This Scoping Report establishes a framework for carrying out the appraisal of these two DPDs mentioned above. The appraisal framework is based on the District's sustainability issues and problems identified during the review of relevant plans and programmes; analysis of environmental, economic, and social baseline information; and findings from stakeholder participation. The framework consists of sustainability objectives, key questions and potential monitoring indicators which will examine the sustainability of these individual LDF documents as they are prepared.

1.2 Local Development Framework

In 2004 the then Government made fundamental changes to the planning system through the introduction of the Planning and Compulsory Purchase Act 2004. In the new system local planning authorities are required to adopt an LDF to replace the existing Local Plan and County Structure Plan.

The LDF is a suite of Local Development Documents (LDDs) which collectively sets out the spatial planning strategy for the local authority area.

At the time of writing the Braintree District LDF is scheduled to consist of the following documents:

- Statement of Community Involvement
- Local Development Scheme
- Annual Monitoring Report
- Core Strategy (DPD)
- Development Management Plan (DPD)
- Site Allocations (DPD)
- Neighbourhood Plans (DPDs)
- Proposal Map (DPD)
- Supplementary Planning Documents (SPDs)
- Sustainability Appraisals/ Strategic Environmental Assessments of every DPD
- Equalities Impact Assessments

Details on those specific LDF documents to which this Scoping Report relate are detailed below.

1.2.1 Development Management Plan DPD

Development Management policies will set out the criteria to be used in deciding if planning permission should be granted and ultimately assist in achieving the vision for the District. The policies will be in conformity with the Core Strategy, which was adopted in September 2011. The Council are currently preparing this DPD.

1.2.2 Site Allocations DPD

This DPD identifies sites for development in addition to the strategic sites that were identified within the adopted Core Strategy. It also sets out the specific policies relating to a number of sites where development is proposed. The Council are currently preparing this DPD.

1.3 Planning Reform

Since 2010 there has been a strong commitment to significant planning reform by the new Government. These changes will be brought into fruition through the adoption of National Planning Policy Framework (NPPF) and the legislation of the Decentralisation and Localism Act.

The NPPF will replace all current national planning policy, circulars and guidance documents with one concise document. It is intended that the framework will streamline the planning system making it user-friendly, more accessible, and aligned to promote sustainable growth.

The Decentralisation and Localism Act seeks to shift power from the centralised state to local communities. This will impact on planning through a presumption in favour of sustainable development; the introduction of statutory Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders; a duty to co-operate; and the revocation of Regional Spatial Strategies (RSS) which includes this region's East of England Plan. RSS's form the regional planning tier within England which set out a plan for each region as well as housing targets for each local authority within them. Once the regional planning tier has been removed local planning authorities will have the role of deciding their own targets for housing growth based on local needs.

Although there has been no indication of significant changes being made to the structure of the LDF local planning authorities will be required to produce their local plans in accordance with the new framework and they will have greater powers to shape their local area. In developing their plans Braintree District Council will have full regard to these future changes and will incorporate them as and when legislation requires.

The planning reform should not have an impact on SEA as it is required through European legislation which the reforms will not amend.

1.4 Sustainability Appraisal / Strategic Environmental Assessment

The requirement for SA and SEA emanate 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.'

SEA originates from the European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment" (the 'SEA Directive') which came into force in 2001. It seeks to increase the level of protection for the

environment; integrate environmental considerations into the preparation and adoption of plans and programmes; and promote sustainable development.

The Directive was transposed into English legislation in 2004 by the Environmental Assessment of Plans and Programmes Regulations (the 'SEA Regulation') which requires an SEA to be carried out for plans or programmes

'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'

This includes all DPDs. 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.

SA examines 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. It is mandatory for all DPDs to undergo a Sustainability Appraisal in accordance with the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008, and in accordance with Planning Policy Statement 12: Local Spatial Planning (DCLG, 2008).

Whilst the requirements to produce an SA and SEA 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. This integrated appraisal process will hereafter be referred to as SA.

1.5 The aim and structure of this report

The first step in the SA is to produce a scoping report which presents the proposed structure and knowledge base for the appraisal. This report outlines the proposed scope of the SA process.

This chapter provides an introduction to this draft Scoping Report and the Sustainability Appraisal process. The remainder of this report is structured as follows:

- Chapter 2 Description of the SA process and Methodology of the Scoping Phase;
- Chapter 3 Identification of other policies, plans, programmes and sustainability objectives which are relevant to the District;
- Chapter 4 Shows baseline information incorporating economic, social and environmental characteristics;
- Chapter 5 Identifies the sustainability issues and problems;
- Chapter 6 Shows the SA Objectives and SA Framework chosen to assess the sustainability of LDF documents;
- Chapter 7 Sets out the next steps of the SA.

There are three annexes to this Scoping Report which contain the supporting evidence. Annex A contains a review of relevant plans and programmes, Annex B contains the baseline information and Annex C reports the findings of the stakeholder workshop.

1.6 Consultation

This Scoping Report will be published for consultation, in accordance with the SEA Directive. The consultation will seek the views of the three statutory consultation bodies (the Environment Agency, Natural England and English Heritage) on the scope and level of detail within this report from which the SA is based. Furthermore, to ensure public participation in the future development of Braintree District the Scoping Report and accompanying annexes will also be made available on Braintree District Council's website for wider consultation.

A review of the comments and views received from this consultation will appear in the forthcoming Environment Report, alongside where such responses have been integrated into the process.

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2 SUSTAINABILITY APPRAISAL PROCESS AND METHODOLOGY

This Scoping Report incorporates the requirements of the SEA into the SA process and has been developed in accordance with the following guidance:

- *The Plan Making Manual (PAS online guidance available at: www.pas.co.uk)*
- *Towards a more efficient and effective use of Strategic Environmental Assessment and Sustainability Appraisal in spatial planning (DCLG, 2010);*
- *Local Development Frameworks – Guidance on Sustainability Appraisal, (PAS, 2007); and*
- *A Practical Guide to the Strategic Environmental Assessment Directive, (ODPM, 2005);*

The Sustainability Appraisal is an integral part of plan preparation and has five sequential stages. These main stages and the tasks for each stage are listed in the table below.

Table 1: Stages in the Sustainability Appraisal Process and their purpose

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
A1: Identifying other relevant policies, plans and programmes, and sustainability objectives
A2: Collecting baseline information
A3: Identifying sustainability issues and problems
A4: Developing the SA framework
A5: Consulting on the scope of the SA
Stage B: Developing and refining options and assessing effects
B1: Testing the plan objectives against the SA framework
B2: Developing the plan options
B3: Predicting the effects of the plan
B4: Evaluating the effects of the plan
B5: Considering ways of mitigating adverse effects and maximising beneficial effects
B6: Proposing measures to monitor the significant effects of implementing the plan
Stage C: Preparing the SA Report
C1: Preparing the SA Report
Stage D: Consulting on the plan and the SA Report

D1: Consulting on the plan and SA Report
D2(i): Appraising any significant changes
D2(ii): Appraising any significant changes following representation
D3: Making decisions and providing information
Stage E: Monitoring the significant effects of implementing the plan
E1: Finalising aims and methods for monitoring
E2: Responding to adverse effects

This report presents the findings of Task A1 to A4 of the SA process in a logical progression to reflect the way in which the work was undertaken.

2.1 Task A1: Identifying other relevant policies, plans and programmes, and sustainability objectives

The relationship between various policies, plans, programmes and sustainability objectives may influence the Site Allocations DPD and the Development Management Plan DPD. The relationships are analysed to:

- identify any external social, environmental or economic objectives that should be reflected in the SA process;
- identify external factors that may have influenced the preparation of the two LDF documents; and
- determine whether the policies in other plans and programmes might lead to cumulative or synergistic effects when combined with policies or strategies in the two LDF documents.

Engaging in this process enables the Site Allocations DPD and the Development Management Plan DPD within the LDF to take advantage of any potential synergies and to attend to any inconsistencies and constraints. The plans and programmes have been categorised by a hierarchy of influence from national to sub-national to local. International Agreements and European Directives are integrated into complementary UK legislation and policy to ensure their objectives can be achieved therefore we have only reviewed up to the national level. It should also be noted that no list of plans and programmes can be definitive.

A list of all the key plans and programmes identified as being relevant to the Site Allocations DPD and the Development Management Plan DPD is provided in Chapter 3 while Annex A provides information on each of the relevant plans and programmes including the aims and/or objectives and its relevance to the two LDF documents.

2.2 Task A2: Collecting baseline information

The baseline data for the SA includes existing environmental and sustainability information from a range of sources which are both quantitative and qualitative. The information provides the basis for assessing the potential impact of policies,

strategies and site options within the two LDF documents and will aid development of appropriate mitigation measures, together with future monitoring data. The baseline information profile should include baseline data pertaining to the following;

- the latest available data for the district;
- comparators: national, regional and county level data against which the status of district may be evaluated;
- identified targets;
- established trends; and
- to highlight environmental/sustainability issues

Summaries of the baseline are provided in Chapter 4 and the full sustainability baseline collected and analysed is included in Annex B.

2.3 Task A3: Identifying sustainability issues and problems

The identification of sustainability issues, particularly those which are significant, provides the opportunity to define key issues affecting the District and to improve objectives and options set out within the Site Allocations DPD and the Development Management Plan DPD.

The key sustainability issues within the District were identified in the SA process through analysis of baseline information and reviewing the relevant plans and programmes. In addition, a stakeholder workshop was held to ascertain the views of key stakeholders on what sustainability issues they felt were affecting the District and a wider consultation was made for comments on the draft Scoping Report, some of which related specifically to the sustainability issues.

2.4 Task A4: Developing the Sustainability Appraisal Framework

The SA Framework is a key component of the SA process as it provides a way to predict, describe and analyse the sustainability effects that are likely to arise from the implementation of the two LDF documents. Policies, strategies and site options are appraised individually against each sustainability objective thereby allowing economic, social and environmental effects, in particular those which are significant, to be identified. The SA Framework incorporates sustainability objectives; the key questions for each objective and indicators which measure performance against the defined key questions.

3 OTHER RELEVANT POLICIES, PLANS, PROGRAMMES AND SUSTAINABILITY OBJECTIVES

SEA Directive requires information on:

'The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.' Annex I (e)

The LDF is a compilation of documents outlining how planning is to be managed within the District. It includes the Core Strategy; Development Management Policies DPD; Site Specific Allocations DPD; a Proposals Map DPD; a Statement of Community Involvement; a Local Development Scheme; an Annual Monitoring Report; Supplementary Planning Documents; and a wide ranging research and evidence base. The Core Strategy is the principal document to which all other documents within the LDF must be in conformity with. Braintree District's Core Strategy was adopted in September 2011.

All LDF documents must also comply with existing policies, plans and programmes at national and regional levels and strengthen and support other local plans and strategies. It is therefore important to identify and review those policies, plans and programmes and sustainability objectives at an early stage which are likely to influence the Site Allocations DPD and the Development Management Plan DPD. Local supporting documents which form the evidence base of the LDF have also been included within this list as they will significantly shape policies and decisions on future development in the District

It is recognised that no list of plans or programmes can be definitive and as a result this report describes only the key documents which influence the two LDF documents. Table 2 outlines the key documents, whilst a comprehensive description of these documents together with their relevance to the two LDF documents is provided within Annex A.

Table 2: Key Documents

National Plans and Programmes
PPS1: Delivering Sustainable Development (January 2005)
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December 2007)
PPS3: Housing (June 2010)
PPS4: Planning for Sustainable Economic Growth (December 2009)
PPS5: Planning for the Historic Environment (March 2010)
PPS7: Sustainable Development in Rural Areas (August 2004)
PPS9: Biodiversity and Geological Conservation (August 2005)
PPS12: Local Spatial Planning (June 2008)

PPG13: Transport (January 2001)
PPG17: Planning for Open space, Sport and Recreation (July 2002)
PPS22: Renewable Energy (August 2004)
PPS23: Planning and Pollution Control (November 2004) including Annex 1 and Annex 2
PPS25: Development and Flood Risk (December 2006) and PPS25: Good Practice Guide (updated December 2009)
Building a Greener Future: Policy Statement (July 2007)
Draft National Planning Policy Framework (To replace all PPGs and PPSs) (July 2011)
The Plan for Growth, HM Treasury/BIS (March 2011)
Written Ministerial Statement on 'Planning for Growth', Rt Hon Greg Clark (23rd March 2011)
Local growth: realising every place's potential, HM Govt (28th October 2010)
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)
Natural Environment and Rural Communities Act 2006
Countryside and Rights of Way Act 2000
Code for Sustainable Homes (December 2006)
Sub-national Plans and Programmes
East of England Plan: The Revision to the Regional Spatial Strategy for the East of England (May 2008)
Essex and Southend Replacement Structure Plan (Adopted 2001) Saved Policy Direction
Local Transport Plan 2011
2011 Essex Biodiversity Action Plan
Essex School Organisation Plan 2010-2015
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 Plans and Programmes
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 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 the District of Braintree (November 2009)
Accommodation for Gypsy and Traveller and Travelling Showpeople in the 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 Fringe 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)

4 SUSTAINABILITY BASELINE INFORMATION

SEA Directive requires information on:

'The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme' Annex I(b)

'The environmental characteristics of areas likely to be significantly affected' Annex I(c)

'Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds and the Habitats Directive.' Annex I(d)

The baseline information identifies current sustainability issues and problems in the District which should be addressed by the LDF and provides a basis for predicting and monitoring the effects of implementing each LDF document. The baseline may need to be updated during the SA process as new information emerges and/or as additional issues come to light.

To ensure the data collected was relevant and captured the full range of sustainability issues in the District, it has been categorised under 12 thematic topics which cover all the topics referred to in Annex 1(f) of the SEA Directive.

Summaries of the baseline information which helped develop the SA framework are detailed below under each topic while the detailed baseline information profile forms Annex B.

4.1 Economy and Employment

At 60.11% 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 percentages of the District's population that are economically active and in employment are higher at 83.5% and 77.6% than regional and British averages. These figures are mainly due to the high numbers of females economically active and in employment in the District.

The percentage of job seekers allowance claimants are less than the regional and UK averages.

Residence based earnings in the District are higher than the regional and British averages overall. By gender the average for males is significantly higher than the averages regionally and for Britain, however also considerably lower for females. Workplace based wages are considerably lower than those of the county, regional and GB. There is also a significantly lower wage for those earning in the District, than those residents of the District who travel outside Braintree for work.

There are fewer available jobs per single person in the district at 0.65 than the regional average of 0.76 and GB at 0.78.

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.

The proportion of Braintree small business that show growth in the second year has been consistently higher than the Essex average from 2002-2008. The proportion showing growth in the District increased in 2008 from 2002 although in the most recent period (2007/08) there was a slight reduction.

Factories and warehouses accounted for the majority of industrial and commercial floorspace in April 2008. 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.

4.2 Housing

In 2010/2011 there were 448 net additional dwellings (taking into account losses/demolitions) within the district. As at April 2011 the Managed Delivery Target for the district is 251 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 therefore considerably above the target. A total of 1,623 dwellings have been identified on deliverable sites over the next five years starting from 2012/13. This value increases to 1,844 when the current year is also included. This equates to an average annual completion rate of 307 which is above the current published target of 251.

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.

As of 2011, there was a total dwelling stock within Braintree District of 61,290, of which 83% was privately rented or owner occupied (compared with 85% in the county and 82% nationally) and 0.1% are owned by the Local Authority (7.3% in Essex and 7.6% nationally). However the District had proportionately more social housing

through housing associations than county and national levels at 16.8% in comparison to 7.3% and 10.2% respectively.

The average dwelling price in the District is £225,478 which is below the averages for Essex (£247,062) and England (£240,033). The average dwelling price within Braintree District has continuously been lower than the county and since 2004 the national averages as well.

The number of homeless people accepted in priority need in Braintree District in 201/11 was 104. This is the second lowest figure across the study period with the lowest being the previous year (2009/10) at 103 homeless acceptances. Prior to this, numbers were either near to 200 or significantly more.

As of July 2011 there were 26 Gypsy, Traveller and Travelling Showpersons pitches on 2 authorised sites in the District. The total number of caravans in the district was 104, of which 72 were located on authorised sites and 32 on unauthorised sites.

4.3 Population and Society

As of 2010 the estimated population for the district of Braintree was 144,032 which accounts for approximately 10% of the county's estimated population.

Braintree District has experienced a higher population growth at 8.70% than the county, the region and England as a whole with 7.65%, 7.99% and 5.63% respectively.

In 2010, 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.

There has been a significant percentage increase in sexual offences between 2009/10 and 2010/11 in the District at +28%, twice the percentage increase of the Essex average. There has also been a +13% increase in theft from a motor vehicle offences in comparison to the Essex average of +2%. Despite this, good performance can be seen in theft of a vehicle offences at -27% compared to the county average of -7%, and also in interfering with a motor vehicle offences at -30% compared to the county average of -10%.

4.4 Education and Skills

In 2009, 62.4% of pupils in Braintree District achieved 5 or more A* to C GCSE grades or equivalent. This is a 17.6% points difference to the 1997 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 68.2%, 69% and 70% respectively. In contrast the percentage of pupils in the district achieving 5 or more A*-G grades in 2009 was higher at 94.2% than the county, regional and national levels.

The proportion of working age people in Braintree District qualified to at least a level 2 has increased between 2000/01 and 2007/08 to a total of 64.8%. However this figure is below the county, regional and national levels of 65.7%, 67% and 68.6% respectively.

The proportion of working age people in Braintree District qualified to at least a level 4 follows the same trend as those qualified to at least a level 2. Between 2000/01 and 2007/08 the proportion of people qualified to at least a level 4 increased in Braintree from 19.2% to 22.9%. However it is still below the equivalent levels for the other areas. In 2000/01 the proportion of working age people qualified to at least a level 4 in Braintree was higher than in Essex, but a slower percentage increase has led to Braintree falling below the Essex average in 2007/2008.

4.5 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 82.9 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.

Obesity in Year 6 children increased from 7.0% to 13.7% between 2008/09 and 2009/10, 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.

The smaller population of Braintree District compared to the other geographical areas has resulted in greater variance of the rate for the district. However there is an overall rising trend in the rate of teenage pregnancies in the district from 2002. A similar pattern is also reflected at the county level which has seen a rise in the rate per 1000 of teenage conception since 2005, resulting in the 2007 rate of 31.6.

In 2007 Braintree District had a lower rate of teenage conception of 29.8 than the county (31.6) and the region (33.1); all of which were below the teenage conception rate for England of 41.7.

As of May 2011, 2.2% 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 2.3% and 3.0% respectively. Of those receiving benefits in Braintree the majority were seeking incapacity benefits accounting for 82.2% of total claimants however the district did receive a higher proportion of residents claiming severe disablement at 17.8% compared to 13.2% of total claimants in the region and 11.6% in England.

As of 2008, Braintree was on target to reduce all KSI casualties by 40% of the baseline figure by 2010.

Analysis of Accessible Natural Greenspace Provision for Essex (2009) showed that 35% of households within Braintree District do not have any access to natural greenspace, the 3rd worst percentage in Greater Essex. According to the report, *“the areas that fare the worst according to the ANGSt criteria are the more rural parts of the county; although there may be greenspace surrounding rural inhabitants, there is often limited official public access beyond the footpath network”*. The District covers around 61,000ha of land but only 633ha of it is considered to be accessible natural greenspace.

4.6 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 41.74% 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 four fifths 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 42% of residents live within 15 minutes access time.

Tackling congestion is a strategic transport priority in Essex and is referred to in one of the broad outcomes that the Essex Transport Strategy seeks to achieve. Congestion is when the hourly traffic demand exceeds the maximum sustainable hourly throughput of the road. There are three key routes within the boundary of Braintree District that recorded high levels of congestion. These are the A12 through Hatfield Peverel to Marks Tey, the A120 from Marks Tey to Braintree and the A131 just outside of Braintree.

The mainline railway network that operates through Braintree District, into London, is Greater Anglia with stations located at Braintree, Braintree Freeport, Cressing, White Notley, Witham and Hatfield Peverel. The railway service currently running through Braintree District does not have serious capacity issues. However capacity is an issue for those travelling between Brentwood and London which would affect commuters in Braintree District who travel into London. By 2031 it is anticipated that capacity will be a problem on most of the railway network including the stretch through Braintree District.

4.7 Cultural Heritage

There are 3,192 listed buildings within Braintree District, the majority of which (2,940) are Grade II followed by 185 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 Coggleshall 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 3,388 archaeological records relating to Braintree District out of a total of 23,395 for the county. There are 40 Scheduled Monuments within the district. There are 240 designated Conservation Areas within the county of Essex, 39 of which are within Braintree District.

4.8 Biodiversity and Nature Conservation

There are no international biodiversity designations (Ramsar, SPAs, SACs or cSACs) in Braintree District. However a Habitat Regulations Assessment (HRA) has been undertaken for the Braintree Core Strategy on European Sites outside the Braintree District.

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); Cookoo Wood, Great Notley; Whetmead, Witham. There is a further LNR located on the border between Essex and Suffolk northern border at Rodbridge Picnic Site, Borlet, 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.

4.9 Landscapes

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.

4.10 Water Environment

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.

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 2010 and October 2011 five applications which received an objection from the Environment Agency, two were granted; however one of these had previously seen the EA objection withdrawn. One application was refused on the grounds of flood risk on site, one application was withdrawn, and one application for employment development in Halstead is currently pending.

4.11 Climate

Key findings for the East of England for the 2080s based on medium (current) emissions scenarios are for an increase in winter mean temperature of approximately 3°C and an increase in summer mean temperature of approximately 3.6°C. The central estimate of change in winter mean precipitation is 20%; whilst the central estimate of change in summer mean precipitation is -20%.

In 2008 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 1,346.1 of the District's total 3,229.5GWh 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 2.9GWh and the 3rd 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 27% while road transport produces the most at 38%. When compared to the county average proportionately more emissions of CO₂ were produced by road transport in the District.

At 6.8 tonnes in 2008, residents of Braintree District emitted a slightly higher amount of CO₂ per capita than the Essex average, which itself reported a return of 6.4 tonnes, however the District has shown a 5% decrease in emissions since 2005, higher than the Essex average decrease of 5%. Road transport in Braintree District produces the 3rd highest amount of CO₂ per capita across the county's Districts/Boroughs at 2.6 tonnes, compared to the countywide average of 2 tonnes.

Braintree consumed 0.14% of its total energy from renewable sources in 2008, the 5th highest amount amongst Essex Districts/Boroughs and higher than the District/Borough average of 0.11%.

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 March 2011 Braintree District had issued 324 certificates related to the Code for Sustainable Homes, the second highest amongst local authorities in Essex and above the local authority average of 156. Of these, 158 certificates were issued at the design stage and 166 post construction.

4.12 Air

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.

4.13 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 District. New data that becomes available will be incorporated in the SA.

DRAFT

5 SUSTAINABILITY ISSUES AND PROBLEMS

SEA Directive requires information on:

'any existing problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance such as areas designated pursuant to Directives 79/409/EEC and 92/43/EC.' Annex 1(d)

'the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.' Annex 1(f)

Sustainability issues were predominantly identified using three different methods:

- the review of the relevant plans and programmes (Task A1);
- analysis of baseline information (Task A2); and
- a stakeholder workshop.

The first two methods form part of the SA process. The third method, the stakeholder workshop, was beyond the requirements of the SA process but it was considered important to ascertain the views of stakeholders and involve them early in the SA process so that they were able to contribute to the development of the SA Objectives and Framework. This is in line with the Braintree District Council's updated Statement of Community Involvement (April 2010).

The workshop was held on 20th January 2012 with representatives from 18 organisations with a wide variety of interests from Braintree District and neighbouring areas. Stakeholders were divided into two separate breakout groups and asked to identify what they believed the sustainability issues were for the District and which ones they felt were the most important to them or to the organisation that they represent. The SA Stakeholder Workshop Consultation Report (February 2012) forms Annex C of this Scoping Report. Key issues and problems raised during the workshop have been marked with a * in Table 3 below for clarity. Others were identified through the analysis of baseline and the review of relevant plans and programmes.

Table 3: Key Sustainability Issues and Problems

Key Issues	Description	Supporting Evidence
Safe environments	Percentage increases in the offences of violence against the person, burglary of dwellings, theft from a motor vehicle, and an increase of 28% in sexual offences between 2009/10 and 2010/11.	Baseline evidence
Quality of life and social inclusion	* Lack of community facilities for young people * Lack of cultural facilities	Stakeholder workshop
Housing	As of 2010, there was a total dwelling stock within Braintree District of 61,290, of which 83% was privately rented or owner occupied (compared with 82% nationally) and 0.1% are owned by the Local	Baseline evidence Stakeholder workshop

	<p>Authority (7.6% nationally).</p> <ul style="list-style-type: none"> * Housing should respond more to demographics in population growth * Lack of care homes and capacity in existing care homes * Lack of social housing * Rural affordable housing is currently not suitable for rural areas and those who require them 	
Health	<p>Obesity in Year 6 children increased from 7.0% to 13.7% between 2008/09 and 2009/10. The level of adult obesity at 25.9% is higher than the national average of 24.2% for the period 2006-2008.</p> <p>Analysis of Accessible Natural Greenspace Provision for Essex (2009) showed that 35% of households within Braintree do not have any access to natural greenspace, the 3rd worst percentage in Greater Essex.</p> <ul style="list-style-type: none"> * Greenspace in urban areas to be safeguarded against development for other means * Lack of walking and cycling infrastructure 	<p>Baseline evidence</p> <p>Stakeholder workshop</p>
Service centres	<p>Factories and warehouses accounted for the majority of industrial and commercial floorspace in April 2008. 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.</p> <ul style="list-style-type: none"> * Lack of retail and non-commercial office floorspace in relation to the total proportion of commercial and industrial floorspace 	<p>Baseline evidence</p> <p>Stakeholder workshop</p>
Economy	<p>Workplace based wages are considerably lower than those of the county, region and GB there is also a significantly lower wage for those earning in the District, than those residents of the District who travel outside Braintree for work. This suggests a high level of residents commuting out of the District for employment.</p> <p>Braintree District has a lower job density than both the region and Britain with a ratio of 0.65 jobs for every person of working age.</p> <p>The largest employed sector within the District is the 'service' sector accounting for 76.7% of all employee jobs; however this is below those average percentages for the regional and country. The District displays a significantly higher percentage of employment in 'manufacturing' and 'construction' in comparison to the region and the country and significantly lower employees in the 'finance, IT and other business activities' sector.</p>	<p>Baseline evidence</p> <p>Stakeholder workshop</p>

	<p>Factories and warehouses accounted for the majority of industrial and commercial floorspace in 2008. Factory floorspace at 43.39% accounted for a higher proportion in the Braintree District than the average for the region (32.87%) or for England (34.23%), whereas retail and offices accounted for a lower proportion in Braintree District at 14.24% than the regional average (18.08%) and the country average (17.84%).</p> <ul style="list-style-type: none"> * To much employment land being developed for other uses, particularly housing * Lack of focus on tourism * Need for rural diversification and increased rural employment opportunities * Need to promote and aid the expansion of small businesses * Broadband inequalities across the district meaning home working and rural employment is stifled 	
Biodiversity	<p>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.</p> <p>There are also approximately 251 Local Wildlife Sites (LoWS) scattered throughout Braintree District, with many concentrated in the centre of the district.</p> <ul style="list-style-type: none"> * A need to increase the green infrastructure of the district * The fragmentation of habitats 	Baseline evidence Stakeholder workshop
Sustainable transport	<p>From the 2001 Census, there is higher car ownership in Braintree District compared to county and national levels, accounting for 82% of households. Of these, 42% own one car or van and 31% own 2 or more. Around 42% of District residents drive a car or van to work compared to only 1.44% of resident cycling and around 6.5% walking to work.</p> <ul style="list-style-type: none"> * Lack of parking at public transport interchanges, particularly Witham train station 	Stakeholder workshop

	<ul style="list-style-type: none"> * Lack of walking and cycling infrastructure * Lack of public transport infrastructure 	
Accessibility	<p>From 2001 Census information there was a large commuting outflow (43%) of Braintree District residents, mainly to Chelmsford (10%) and to Greater London (10%). The next most popular destinations were the adjoining authorities of Uttlesford (5%) and Colchester (4%). In-commuters filled 26% of jobs in the District. The largest flows of people travelling to the District for work come from the neighbouring districts of Colchester (6.7%), Chelmsford (4%), Maldon (3%) and Babergh (2%).</p> <p>Accessibility to certain services in Braintree District is an issue, with only 56% of residents being within 15 minutes of a GP by either walking or using public transport. Similarly 57% and 62% of residents are within 15 minutes of an employment site and retail centre, respectively. However, 94% of the population of Braintree District live within 30 minutes of a primary school, and 80% with the same access to a secondary school.</p>	Baseline evidence
Transport infrastructure	<ul style="list-style-type: none"> * Lack of public transport infrastructure * Lack of major roads, and lack of quality in smaller roads 	Stakeholder workshop
Education and skills	<p>Of particular concern in the District are some LSOAs performance in regards to education, skills and training deprivation in the IMD. In top 10%: Part of the White Horse Avenue estate area in Halstead is in the top 3% deprived areas nationally, as is the Templars estate area in Witham. The Bailey Bridge Road/Glebe estate area in Braintree is additionally in the top 5% most deprived nationally as well as the Calamint Road estate area in Witham.</p> <ul style="list-style-type: none"> * Lack of highly skilled jobs in the district * Attainment is an issue across all levels 	Baseline evidence Stakeholder workshop
Cultural heritage and the historic environment	<p>There are 3,192 designated listed buildings within the District and the majority of them are grade II listed.</p> <p>According to the Heritage at Risk in Essex Register 2011, there are 22 listed buildings within the District that were defined as at risk through neglect and decay, or vulnerable of becoming so.</p> <p>There are 40 Scheduled Monuments located throughout the District ranging from prehistoric burial mounds to unusual examples of World War II defensive structures and have been designated due to their national importance.</p>	Baseline evidence

Climate change	<p>In 2008 Braintree District consumed more energy than the county average, largely associated with road transport.</p> <p>4.6GWh of energy consumed is generated from renewable sources, however this is a higher amount than the local authority average for Essex at 2.9GWh and the 3rd highest amount amongst all local authorities in the county.</p> <p>At 6.8 tonnes in 2008, residents of Braintree District emitted a slightly higher amount of CO₂ per capita than the Essex average, which itself reported a return of 6.4 tonnes</p> <p>Road transport in Braintree District produces the 3rd highest amount of CO₂ per capita across the county's local authorities at 2.6 tonnes, compared to the countywide average of 2 tonnes.</p> <p>Up to March 2011 Braintree District had issued 324 certificates related to the Code for Sustainable Homes, the second highest amongst local authorities in Essex and above the local authority average of 156. Of these, 158 certificates were issued at the design stage and 166 post construction.</p>	Baseline evidence
Water	<p>The main water courses running through Braintree District are the rivers Blackwater, Colne, Brain, Pant, Stour and Ter. Braintree District 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.</p> <p>The majority of water bodies within Braintree District are given a 'moderate' current overall potential. However the River Blackwater and the River Chelmer are both given a 'poor' current status.</p>	Baseline evidence
Water scarcity and sewerage	* Water scarcity is a major issue in regards to significant development in particular.	Stakeholder workshop
Flooding	Development on Flood Risk Zones.	Baseline evidence
Air quality	<p>The main air quality issues in the district were found to be NO₂ and PM10 emissions from vehicles travelling on the A12 and A120.</p> <p>Five potentially significant junctions with a daily flow of greater than 10,000 vehicles were identified in 2004. These were Newland Street, Witham; Cressing Road, Witham; Head Street, Halstead; Railway Street, Braintree and Rayne Road, Braintree.</p>	Baseline evidence
Landscape	Much of the District's landscape is sensitive to change and new development.	Baseline evidence

	<p>In general the District's landscape has open skylines with panoramic views, a strong historic integrity with dispersed historic settlement patterns, rural lanes and byways, several important wildlife and biodiversity habitats, and a number of woodlands, tree belts and hedgerows.</p> <p>In general the fieldscape of Braintree District is ancient, largely comprising irregular fields, many of which are medieval in origin, with extensive areas of meadow pasture along the valley floors. There are numerous areas of ancient woodland and a number of large landscaped parks, some of which are medieval in origin. These include Gosfield Hall, Gosfield Place and Marks Hall Park.</p> <p>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 Brain, Ter, Blackwater and Colne as they flow through the district.</p> <p>* There is too much coalescence between neighbouring settlements and beyond village envelopes</p>	
Townscape	<p>There are 39 conservation areas within Braintree District which are defined as historical settlements and buildings having 'special architectural or historical interest, the character of which is desirable to preserve or enhance'.</p>	Baseline evidence

6 THE SUSTAINABILITY APPRAISAL FRAMEWORK

The SA Framework consists of a set of SA Objectives and key questions which form the basis of the appraisals to be undertaken on the two LDF documents. The SA Framework also provides indicators that can be used during Stage E to monitor the plans implementation.

6.1 Sustainability Appraisal Objectives

A total of 15 SA Objectives have been derived for the appraisal of the Development Management Plan DPD and the Site Allocations DPD. They are based on the key sustainability issues identified in the evidence base and raised during the workshop.

The SA Objectives have been tabulated below with an indication of how they are viewed to most significantly contribution to social, economic and environmental factors. It is acknowledged that the objectives are likely to impact on all three elements of sustainability, but Table 4 highlights the area in which they are likely to have the most significant impact.

Table 4: The Sustainability Appraisal Objectives

	Economic	Social	Environment
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	✓		✓

	Economic	Social	Environment
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	✓	✓	✓

Local Development Frameworks – Guidance on Sustainability Appraisal (2007) by the Planning Advisory Service states that it would be useful to test the compatibility of SA Objectives against one another in order to highlight any areas where potential conflict or tensions may arise. To test the internal compatibility of the sustainability objectives a compatibility assessment of the sustainability objectives was undertaken.

It is to be expected that not all objectives are relevant to other objectives and those that are relevant may not necessarily be compatible. Objectives which are based around environmental issues sometimes conflict with economic and social objectives, and vice versa. Instances of conflict and uncertainty between objectives are explained further below.

In the compatibility matrix (Figure 1) the 15 SA objectives are numbered in sequence along each axis. The following key has been used to illustrate their compatibility:

+	Where the objectives are compatible
/	Where it is uncertain the objectives are related
0	Where the objectives are not related
-	Where the objectives are incompatible

Figure 1: Compatibility Matrix of the Sustainability Objectives

1															
2	+														
3	0	0													
4	+	+	+												
5	0	+	0	+											
6	0	/	/	+	0										
7	+	+	+	+	+	+									
8	+	+	/	+	+	/	+								
9	0	/	0	0	+	0	+	+							
10	0	0	0	+	+	0	0	0	0						
11	0	0	+	0	0	+	+	/	0	/					
12	0	/	+	0	0	+	0	0	0	0	0	+			
13	0	/	+	0	0	+	0	0	0	0	0	+	+		
14	0	0	+	+	0	+	+	/	0	0	+	0	0		
15	+	+	0	+	+	+	+	+	0	+	0	0	0	0	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

Uncertain compatibility:

Objective 2 with Objectives 6, 9, 12 and 13: Housing pressures may not always be conducive to enhancing the biological diversity of the District in specific areas and may also put pressure on the capacity of schools, water supply and sewerage capacity. Housing development may also increase the likelihood of surface water flooding unless suitably mitigated.

Objective 3 with Objectives 6 and 8: Improving the District’s health may not be compatible with biodiversity in so far as habitats may be disrupted where they are also open space or natural greenspace designations. Also, walking and cycling as legitimate forms of transportation that can also improve health may not be taken up where accessibility by private car is improved in the District.

Objective 6 with Objective 8: Biodiversity may also be harmed by required transport infrastructure to support new development in specific circumstances.

Objective 8 with Objectives 11 and 14: Accessibility improvements may see increased reliance on private cars, which is not conducive to reducing emissions associated with climate change and poor air quality.

Objective 10 with Objective11: Cultural heritage and the historic environment may not be compatible with the design of some energy saving methods and renewable energy generation, which may be required in new development to reduce the contributions to climate change.

6.2 Sustainability Appraisal Framework

The SA Framework (Table 5) was produced from analysis of all the information obtained during the scoping phase, including the findings of the stakeholder workshop. The framework shows the relationship between,

- each of the SA objectives;
- where each objective has been sourced from;
- the key questions that should be asked during appraisal of the two LDF documents; and,
- the indicators which can be used for monitoring?

An extensive list of key questions has been produced for each SA Objective however they are not all applicable in the appraisal of each LDF document. Some key questions have been devised specifically for the appraisal of strategies while other criteria are suited to the appraisal of sites.

At this stage, it is has not been possible to gauge whether the information coming forward for each site will be of a consistent level of detail to appraise sites equally. As such a more detailed site pro-forma will be used to appraise sites in a consistent manner. This will enable the SA/SEA to better inform the plan-making process, and offer a more detailed comparison of sites encompassing a wider range or scale of impacts for each criterion. Also, please note that some of the criteria and indicators for the appraisal of sites may be subject to change in order to reflect the most up-to-date information.

Table 5: Sustainability Appraisal Framework and Key Indicators

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
<p>1) Create safe environments which improve quality of life and community cohesion</p>	<ul style="list-style-type: none"> - Percentage increases in the offences of violence against the person, burglary of dwellings, theft from a motor vehicle, and sexual offences between 2009/10 and 2010/11. - Lack of community facilities for young people - Lack of cultural facilities 	<ul style="list-style-type: none"> - Does it seek to improve / supply community facilities for young people? - Does it seek to increase cultural activities or suitable development to stimulate them? - Does it seek to reduce inequalities between areas and support cultural identity? - Will there be measures to increase the safety and security of new development and public realm? 	<ul style="list-style-type: none"> - Community facilities for young people - Cultural activities or suitable development to stimulate them - Crime levels 	<ul style="list-style-type: none"> - Recorded key offences - KSI casualties for adults and children - Public perceptions on leisure / community facilities - Street level crime statistics
<p>2) To provide everyone with the opportunity to live in a decent home</p>	<ul style="list-style-type: none"> - Lack of social housing - 0.1% of housing stock owned by the Local Authority (7.6% nationally). - Housing should respond more to demographics in population growth - Lack of care homes and 	<ul style="list-style-type: none"> - Will it increase the range and affordability of housing for all social groups? - Does it respond to the needs of an ageing population? - Does the site respond to a housing type shortage as identified in the SHMA and responding to demographics in population growth? - Does it seek to provide 	<p>(Only applicable for employment sites)</p> <ul style="list-style-type: none"> - Delivery of affordable housing - Delivery of rural affordable housing - Additional capacity in or of care homes 	<ul style="list-style-type: none"> - House Prices - Indices of Multiple Deprivation Score – particularly Housing and Services Domain and the Living Environment Deprivation Domain - Number of affordable dwelling completions - Annual dwelling completions - Population projections and forecasts

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
	<p>capacity in existing care homes</p> <ul style="list-style-type: none"> - Rural affordable housing is currently not suitable for rural areas and those who require them 	<p>appropriate rural affordable housing?</p> <ul style="list-style-type: none"> - Does it seek to provide additional capacity in or of care homes? - Will it promote an increase in social housing? 		
<p>3) To improve the health of the District's residents and mitigate/reduce potential health inequalities</p>	<ul style="list-style-type: none"> - Increases in obesity in Year 6 children and adult obesity higher than the national average - Uptake of sports and leisure facilities. - 35% of households within Braintree District do not have any access to natural greenspace - Greenspace in urban areas to be safeguarded against development for other means - Lack of walking and cycling 	<ul style="list-style-type: none"> - Will it improve access to high quality health facilities? - Will it increase access to sport and recreation facilities, open space and/or SANG? - Will it encourage access by walking or cycling, and will it increase the overall rates of walking and cycling? 	<ul style="list-style-type: none"> - Accessible healthcare facilities - Distances to: <ul style="list-style-type: none"> • accessible natural greenspace of at least 2ha in size? • 20ha accessible natural greenspace? • 100ha accessible natural greenspace? • 500km accessible natural greenspace? - Loss of recreation or open space - Provision of greenspace - Health Deprivation and Disability IMD sub-domain - Capacity of local / nearby health care facilities including GPs and dentists - Walking and cycling infrastructure 	<ul style="list-style-type: none"> - Life Expectancy - Indices of Multiple Deprivation – Health and Disability sub-domain scores - Residents opinion on availability of open space/leisure facilities - Natural England Accessible Natural Greenspace Standards (ANGSt) - Location and extent of recreational facilities to development site - Location and extent of accessible greenspace to development site - Proximity of site to healthcare facilities - Percentage of population obese - Number of GPs and

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
	infrastructure			dentists accepting new patients
4) To promote the vitality and viability of all service centres throughout the District	<ul style="list-style-type: none"> - Lack of retail and non-commercial office floorspace in relation to the total proportion of commercial and industrial floorspace – significantly lower than county and national averages 	<ul style="list-style-type: none"> - Does it prevent further loss of retail and other services in rural areas? - Does it promote and enhance the viability of existing centres by focusing development in such centres? - Will retailing in town centres be enhanced in areas of identified need? - Does it seek to increase the proportion of retail and non-commercial office floorspace (as a proportion of total commercial and industrial floorspace) in the district? 	<ul style="list-style-type: none"> - Retail and non-commercial office floorspace. - Provision of shopping, leisure and local services 	<ul style="list-style-type: none"> - Amount of retail, leisure and office floorspace in town centres. - Implemented and outstanding planning permissions for retail, office and commercial use - Number and type of services from Rural Services Study - Number of post offices closed down - Number of village shops closed down - Pedestrian footfall count
5) To achieve sustainable levels of prosperity and economic growth	<ul style="list-style-type: none"> - Braintree District has a lower job density than both the region and Britain - The District displays a significantly higher percentage of employment in 'manufacturing' and 'construction' 	<ul style="list-style-type: none"> - Will new housing be supported by adequate local employment opportunities? - Does it support small businesses to grow and encourage business innovation? - Will it make land and property available for business development? - Will it enhance the Districts potential for tourism? 	<p>(Only applicable for employment sites)</p> <ul style="list-style-type: none"> - Loss of high quality agricultural land - Opportunities for job creation - Amount of employment land - Maximise tourism - Mixed-use development, or with the potential 	<ul style="list-style-type: none"> - Employment land availability - Typical amount of job creation (jobs per ha) within different use classes. - Percentage change and comparison in the total number of VAT registered businesses in the area - Businesses by industry type

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
	<p>in comparison to the region and the country and significantly lower employees in the ‘finance, IT and other business activities’ sector.</p> <ul style="list-style-type: none"> - Factories and warehouses account for the majority of industrial and commercial floorspace in 2008. - Too much employment land being developed for other uses, particularly housing - Lack of focus on tourism - Need for rural diversification and increased rural employment opportunities - Need to promote and aid the expansion of small businesses 	<ul style="list-style-type: none"> - Will it encourage the rural economy and diversification of it? - Will it lead to development having an adverse impact on employment for existing facilities? - Does it seek to increase broadband coverage / bandwidth, especially in rural area? 	<ul style="list-style-type: none"> - Highly skilled jobs - Rural employment opportunities / rural diversification in employment - Expansion of small businesses - Broadband facilities / bandwidth 	<ul style="list-style-type: none"> - Amount of vacant industrial floorspace - Amount of high quality agricultural land - Travel to work flows - Employment status by residents and job type - Job densities - Economic activity of residents - Average gross weekly pay - Proportion of business in rural locations - Implemented and outstanding planning permissions for retail, office and commercial use

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
	<ul style="list-style-type: none"> - Broadband inequalities across the district meaning home working and rural employment is stifled 			
<p>6) To conserve and enhance the biological and geological diversity of the environment</p>	<ul style="list-style-type: none"> - There are 4 Sites of Special Scientific Interest (SSSIs). 5% of the Bovingdon Hall Woods SSSI is 'unfavourable no change'. Parts of both Belcher's & Broadfield Woods and Glemsford Pits SSSIs are in a state of 'unfavourable recovering'. - There are approximately 251 Local Wildlife Sites (LoWS) - A need to increase the green infrastructure of the district - The 	<ul style="list-style-type: none"> - Will it conserve and enhance natural/semi natural habitats? - Will it conserve and enhance species diversity, and in particular avoid harm to indigenous BAP priority species? - Will it maintain and enhance sites designated for their nature conservation interest? - Will it maintain and enhance the connectivity of habitats and their ability to deliver ecosystem services? 	<ul style="list-style-type: none"> - Impact on: <ul style="list-style-type: none"> • SSSI • NNR • LoWS • Ancient Woodland • Protected lanes - TPOs - Green infrastructure - Fragmentation of habitats 	<ul style="list-style-type: none"> - Spatial extent of designated sites within the District - Achievement of Biodiversity Action Plan targets - Ecological potential assessments - Distance from site to nearest: <ul style="list-style-type: none"> • SSSIs • NNR • LoWS • Ancient Woodland • Protected lanes • Other sensitive designated or non-designated receptors • Other special landscape features - Condition of the nearest sensitive receptors (where viable) - Site visit surveys on typical abundance and frequency of habitats

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
	fragmentation of habitats			(DAFOR scale)
7) To promote more sustainable transport choices and uptake	<ul style="list-style-type: none"> - Higher car ownership in Braintree District compared to county and national levels. - Lack of parking at public transport interchanges, particularly Witham train station - Lack of walking and cycling infrastructure - Lack of public transport infrastructure 	<ul style="list-style-type: none"> - Will it increase and/or improve the availability and usability of sustainable transport modes? - Will it seek to encourage people to use alternative modes of transportation other than private vehicle? - Will it lead to the integration of transport modes? - Will it improve rural public transport? - Does it seek to increase the uptake of public transport through parking standards at destinations? - Does it seek to increase the uptake or viability of walking and cycling as methods of transportation, through new infrastructure or integration? 	<ul style="list-style-type: none"> - Distance of existing public transport node (bus stop / railway line) - Walking / cycling distance of a: <ul style="list-style-type: none"> • School? • Convenience shopping? • Primary health care facilities? - Provide or require new infrastructure or integration thereof that will benefit the wider community 	<ul style="list-style-type: none"> - Access to services and business' by public transport - Indices of Multiple Deprivation - Travel to work methods and flows - Car ownership - Network performance on roads - Public transport punctuality and efficiency
8) Promote accessibility and ensure the necessary transport infrastructure to support new development	<ul style="list-style-type: none"> - Large commuting outflow of Braintree District residents. - In-commuters filling jobs in the District. - Accessibility of 	<ul style="list-style-type: none"> - Will it contribute positively to reduce social exclusion by ensuring access to jobs, shopping, services and leisure facilities for all? - Does it seek to concentrate development and facilities in town centres or where access via sustainable 	<ul style="list-style-type: none"> - Barriers to Services IMD sub-domain - Mixed-use development - Settlement hierarchy - Highways access - Parking standards - Congestion at key destinations 	<ul style="list-style-type: none"> - Residents opinion on availability of open space/leisure facilities - Access to services by public transport - Indices of Multiple Deprivation – sub-domain scores

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
	<p>GPs by either walking or using public transport.</p> <ul style="list-style-type: none"> - Accessibility to employment sites and retail centres - Lack of public transport infrastructure - Lack of major roads, and lack of quality in smaller roads 	<p>travel is greatest?</p> <ul style="list-style-type: none"> - Will it assist in reducing the number of road casualties and ensure ease of pedestrian movement especially for the disabled? - Will it improve parking conditions at destinations, particularly for commuters? - Does it seek to minimise congestion at key destinations / areas that witness a large amount of vehicle movements at peak times? - Would the scale of development require significant supporting transport infrastructure in an area of identified need? - Will planning controls seek to retain garages to reduce conversion to living space to reduce on-street parking? 	<ul style="list-style-type: none"> - Supporting transport infrastructure in an area of identified need 	<ul style="list-style-type: none"> - Recorded traffic flows - KSI casualties for adults and children - Car ownership - Location of site with regards to areas of high deprivation - Transport Assessments
<p>9) To improve the education and skills of the population</p>	<ul style="list-style-type: none"> - 4 LSOAs are in the top 5% most deprived nationally in regards to education, skills and training deprivation: 1 in 	<ul style="list-style-type: none"> - Does it seek to improve existing educational facilities and/or create more educational facilities? - Does it seek to improve existing training and learning facilities and/or create more facilities? 	<ul style="list-style-type: none"> - Distance of a primary school - Distance of a secondary school - Capacity in nearby primary schools to support the size of development 	<ul style="list-style-type: none"> - Additional capacity of local schools - GCSE or equivalent performance - Level 2 qualifications by working age residents - Level 4 qualifications and above by working

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
	<p>Halstead, 1 in Braintree and 2 in Witham.</p> <ul style="list-style-type: none"> - Lack of highly skilled jobs in the District - Attainment is an issue across all levels 	<ul style="list-style-type: none"> - Will the employment opportunities available be mixed to suit a varied employment skills base? - Will new housing be supported by school expansion or other educational facilities where necessary? 	<ul style="list-style-type: none"> - Capacity in nearby secondary schools to support the size of development 	<p>age residents</p> <ul style="list-style-type: none"> - Employment status of residents - Average gross weekly earnings - Standard Occupational Classification
<p>10) To maintain and enhance cultural heritage and assets within the District</p>	<ul style="list-style-type: none"> - 3,192 designated listed buildings within the District - 40 Scheduled Monuments located throughout the District 	<ul style="list-style-type: none"> - Will it protect and enhance sites, features and areas of historical, archaeological and cultural value in both urban and rural areas? - Does it seek to enhance the range and quality of the public realm and open spaces? - Will it reduce the amount of derelict, degraded and underused land? - Does it encourage the use of high quality design principles to respect local character? - Will any adverse impacts be reduced through adequate mitigation? 	<ul style="list-style-type: none"> - Impact on: <ul style="list-style-type: none"> • Scheduled Monument • Listed Building • Conservation Area • Historic Park or Garden • Other historic or cultural feature (inc. archaeological value) 	<ul style="list-style-type: none"> - Proximity to nearest (including its setting): <ul style="list-style-type: none"> • Scheduled Monument? • Listed Building? • Conservation Area? • Registered Historic Park or Garden? • Site identified in the Historic Environment Record? • Building of local interest? • Other historic feature? - Number and spatial extent of listed buildings - Number and spatial extent of scheduled monuments - Buildings At Risk Register - Heritage at risk surveys - Percentage of

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
				<p>conservation area demolished or otherwise lost.</p> <ul style="list-style-type: none"> - Amount of derelict properties and/or vacant land - Numbers of buildings being removed from the buildings at risk register - Amount of damage to listed buildings or scheduled monuments
11) To reduce contributions to climatic change	<ul style="list-style-type: none"> - In 2008 Braintree District consumed more energy than the county average, largely associated with road transport. - Road transport in Braintree District produces the 3rd highest amount of CO₂ per capita across the county's local authorities 	<ul style="list-style-type: none"> - Will it reduce emissions of greenhouse gases by reducing energy consumption? - Will it lead to an increased proportion of energy needs being met from renewable sources? - Does it ensure more sustainable modes of travel are provided? - Will it encourage greater energy efficiency? - Will it improve the efficient use of natural resources? - Will it seek to adhere to the Code for Sustainable Homes? 	<ul style="list-style-type: none"> - Sustainable energy generation methods - Code for Sustainable Homes 	<ul style="list-style-type: none"> - Carbon Dioxide emissions - Energy consumption GWh/households - Percentage of energy supplied from renewable sources. - Code for Sustainable Homes certificates
12) To improve water quality and	<ul style="list-style-type: none"> - The majority of water bodies 	<ul style="list-style-type: none"> - Will it lead to no deterioration on the quality 	<ul style="list-style-type: none"> - Groundwater protection zone. 	<ul style="list-style-type: none"> - Percentage of water bodies at good

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
address water scarcity and sewerage	<p>within Braintree District are given a 'moderate' current overall potential. However the River Blackwater and the River Chelmer are both given a 'poor' current status.</p> <ul style="list-style-type: none"> - Water scarcity is a major issue in regards to significant development in particular - Sewage capacity 	<p>of water bodies?</p> <ul style="list-style-type: none"> - Will water resources and sewerage capacity be able to accommodate growth? - Does it ensure the reinforcement of wastewater treatment works or the provision of alternatives (where required) to support growth? 	<ul style="list-style-type: none"> - Water supply. - Wastewater treatment arrangements. - Water cycle study – capacities in sewage network. 	<p>ecological status or potential</p> <ul style="list-style-type: none"> - Percentage of water bodies assessed at good or high biological status - Percentage of water bodies assessed at good chemical status - Water cycle study capacity in sewerage and resources
13) To reduce the risk of flooding	<ul style="list-style-type: none"> - Potential for development in Flood Risk Zones - Surface water runoff in urban areas 	<ul style="list-style-type: none"> - Does it promote the inclusion of Sustainable Drainage Systems in new developments? - Does it seek to avoid development in areas at risk of flooding (fluvial, surface water, groundwater)? - Does it seek to avoid increasing flood risk (fluvial, surface water, groundwater) in areas away from initial development? 	<ul style="list-style-type: none"> - Is the site within: <ul style="list-style-type: none"> • Flood Zone 2 • Flood Zone 3 (a/b) - Flooding from other sources - SFRA recommendations and Flood Risk Management Plans 	<ul style="list-style-type: none"> - Spatial extent of flood zones 2 and 3 - Residential properties flooded from main rivers - Planning permission in identified flood zones granted permission contrary to advice from the Environment Agency - Incidences of flooding and location - Distance of site to floodplains - SFRA results

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
		<ul style="list-style-type: none"> - Will developer contributions be utilised for the provision and maintenance of flood defences? 		<ul style="list-style-type: none"> - Incidences of flood warnings in site area - Distance to 'Areas susceptible to surface water flooding' – EA Maps
14) To improve air quality	<ul style="list-style-type: none"> - The main air quality issues in the district are found to be NO₂ and PM10 emissions from vehicles travelling on the A12 and A120. - Meeting National Air Quality Standards. - Five potentially significant junctions with a daily flow of greater than 10,000 vehicles (2004) at Newland Street, Witham; Cressing Road, Witham; Head Street, Halstead; Railway Street, Braintree and Rayne Road, Braintree. 	<ul style="list-style-type: none"> - Will it improve, or not detrimentally affect air quality along the A12 or A120? - Does it ensure that National Air Quality Standards are met at relevant points? - Does it seek to improve or avoid increasing traffic flows generally and in particular through potentially significant junctions? 	<ul style="list-style-type: none"> - Distance to: <ul style="list-style-type: none"> • A12, • A120. - Distance to a Potentially Significant Junction for Air Quality? 	<ul style="list-style-type: none"> - Number and spatial extent of potentially significant junctions for air quality in the District - NO₂ emissions - PM10 emissions - Recorded traffic flows on A12 and A120

SA Objective	Sustainability Issue(s)	Key Questions – Policy	Key Criteria – Sites	Potential Indicators
15) To maintain and enhance the quality of landscapes and townscapes	<ul style="list-style-type: none"> - Much of the District's landscape is sensitive to change and new development. - Open skylines with panoramic views - Strong historic integrity with dispersed historic settlement patterns and Conservation Areas - Coalescence between neighbouring settlements and beyond village envelopes - Continuation of development on Previously Developed Land (PDL) 	<ul style="list-style-type: none"> - Will homes be designed to enhance the existing street scene creating a better cultural heritage & public realm? - Will areas of special landscape character be protected? - Will it see a loss of Greenfield land / does it promote development on PDL? - Will development see a disruption in current field boundaries? - Will it lead to rural expansion or development outside development boundaries/limits that increases coalescence with neighbouring settlements? - Is the scale / density of development in fitting with the local townscape / landscape? 	<ul style="list-style-type: none"> - High sensitivity to change in the Landscape Character Assessment - Open skylines or panoramic views - Greenfield site or PDL - Disruption in current field boundaries? - Rural expansion or development outside development boundaries/ coalescence with neighbouring settlements - Scale / density of development 	<ul style="list-style-type: none"> - Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'. - Number and extent of field boundaries affected. - Development on PDL - Number of permitted developments within Conservation Areas.

6.3 Appraisal of LDF Documents

The SA of the two LDF documents will appraise the strategy, individual policies, options, and where necessary, sites for development against the SA Objectives outlined in the SA Framework. The aim is to assess the sustainability effects of the plan following implementation. The appraisal will look at the secondary, cumulative, synergistic, short, medium and long-term permanent and temporary effects in accordance with Annex 1 of the SEA Directive, as well as assess alternatives and provide mitigation measures where appropriate. The findings will be accompanied by an appraisal matrix which will document the effects over time. The findings will be presented in a format like that of Table 6 and colour coding will be used for greater clarity.

Table 6: Impact on Sustainability Appraisal Objectives

	Sustainability Appraisal Objectives											
	1	2	3	4	5	6	7	8	9	10	11	12
Short Term												
Medium Term												
Long Term												

++	Major positive
+	Positive
/	Uncertain
-	Negative
--	Major negative
0	No impact

7 NEXT STEPS

The framework and evidence base presented within this Scoping Report will form the basis of the appraisals to be undertaken on the Development Management Plan DPD and Site Allocations DPD which we have been commissioned to carry out. A consultation with the statutory consultees would also be necessary.

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