



Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



NORWICH
City Council



Contents

0. Introduction	5
0.1 Background to sustainability appraisal (SA)	6
0.2 The purpose of the scoping report	7
0.3 Method	8
1. Context review – identify other relevant plans, policies and programmes and sustainability appraisal objectives (task A1)	12
2. Collecting baseline information – a profile of Norwich area (task A2)	21
2.1 Geographical overview	22
2.2 Demographics	25
2.3 Environment	29
2.4 Society and housing	38
2.5 Economy	43
2.6 Transport and access	49
3. Identify sustainability issues and problems (task A3)	53
4. Developing the sustainability appraisal framework (task A4)	74
5. Consultation on the scope of the sustainability appraisal (task A5)	89
6. Remaining stages of the sustainability appraisal	91
Appendix 1: review of relevant plans, programmes and policies	93
Appendix 2: baseline information for Norwich	190
Appendix 3: the sustainability appraisal framework	206

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010





0. Introduction

The Local development framework (LDF) is a series of planning documents that are being developed to guide sustainable development in Norwich. The documents range from those of a strategic nature such as the *Joint core strategy* for Broadland, Norwich and South Norfolk (JCS), to those focusing at the local level such as the *Northern city centre area action plan* (NCCAAP).

The *Development management policies development plan document* (DPD) will be a key document of the LDF. This document, alongside the proposals map will set out more detailed guidance on a range of policy issues for the management of development in Norwich.

The new development management policies will replace the saved policies of the City of Norwich replacement local plan which was adopted in November 2004.

As part of the production of the *Development management policies DPD*, a sustainability appraisal will be undertaken to ensure sustainability considerations are integrated into plan-making, and to ensure that environmental, economic and social impacts are taken into account. This scoping report is the first stage of the sustainability appraisal. The scoping report is available for comment from 19 April to 24 May 2010. Specific questions are asked in section 5 of this report.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



0.1 Background to sustainability appraisal (SA)

SA is a requirement of the Planning and Compulsory Purchase Act of 2004. The principle originated from the requirement for DPDs to undergo an environmental assessment under the terms of the Strategic Environment Assessment Directive (the SEA Directive 2001/42/EC), which was transposed into UK legislation by the Environmental Assessment of Plans and Programmes Regulations 2004. SA covers the requirements of the SEA to produce an environmental report, but it also expands on this by requiring social and economic matters to be addressed as part of an overall assessment of sustainability.

SA is an essential process to identify and report the likely significant environmental, social and economic impacts of a plan. It is a continuous process that informs all stages of the plan preparation process. It aims to identify potential adverse impacts and where possible, to avoid or mitigate them. An SA, therefore, is carried out alongside the preparation of the DPDs to ensure environmental, social and economic impacts are considered appropriately. The primary purpose of SA is to promote sustainable development through the better integration of sustainability considerations into the preparation and adoption of plans.



0.2 The purpose of the scoping report

SA is a systematic process undertaken throughout the preparation of a plan or strategy. Its role is to assess the extent to which emerging plans and proposals will help to achieve relevant environmental, social and economic objectives, identifying adverse effects and offering suggestions for minimising the possible impacts. As such, it is an integral part of producing a LDF that incorporates the principles of sustainability.

The scoping report is the first element of the sustainability appraisal. As the name implies, it sets out the scope of the appraisal, identifying the information, issues and means of assessment, the process of which is discussed further in the following sections. The purpose of the scoping report is to:

- identify environmental, social and economic objectives contained in other plans and programmes that are relevant to the *Development management policies DPD*
- identify the issues that the *Development management policies DPD* should seek to address by assessing the broad environmental, social and economic characteristics of Norwich and how these may change during the plan period
- set out an appropriate framework for the remainder of the SA, including objectives against which draft policies and options for strategy may be assessed, and their progress monitored into the future, and
- supplement the growing evidence base behind the LDFs.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



0.3 Method

There is a five-stage process to sustainability appraisal:

1. Stage A – Setting the context and objectives, establishing the baseline and deciding on the scope.
2. Stage B – Developing and refining options.
3. Stage C – Appraising the effects of the plan.
4. Stage D – Consulting on the plan and the SA report.
5. Stage E – Monitoring implementation of the plan.

Each stage is split into a number of smaller steps, as detailed in figure 0.1, reproduced from the original government guidance. This scoping report covers stage A, and follows the same structure for ease of interpretation, although often stages overlap.



Figure 0.1: Summary of the course of the SA process

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

A1: Identifying relevant policies, plans, programmes and 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 DPD objectives against the SA framework.

B2: Developing the DPD options.

B3: Predicting the effects of the DPD.

B4: Evaluating the effects of the DPD.

B5: Considering ways of mitigating adverse effects and maximise the benefits.

B6: Proposing measures to monitor significant effects of implementing the DPDs.

Stage C: Preparing the SA report

C1: Preparing the SA report.

Stage D: Consulting on the preferred options of the DPD and SA report

D1: Public participation on preferred options of the DPD and the SA report.

D2 (i): Appraising significant changes.

D2 (ii): Appraising significant changes resulting from representations.

D3: Making decisions and providing information.

Stage E: Monitoring the significant effects of implementing the DPD

E1: Finalising aims and methods for monitoring.

E2: Responding to adverse effects.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



The first stage in the production of the scoping report is two-fold; an assessment of the wider context of programmes under which the SA functions (task A1) and an appreciation of the character of the area and its changing environmental, social and economic conditions (task A2).

The results of these surveys then help identify key issues and problems that are likely to face the area and should be addressed throughout the duration of the plan (task A3). SA objectives then assess each strategy's ability to tackle those issues, by considering their effects against a number of key questions and indicators (task A4); this assessment framework is applied to each policy option. Crucially, this SA scoping report is subjected to consultation with key stakeholders (task A5) to ensure that it remains accurate and relevant in providing an impartial and objective assessment of a plan's viability and likely success prior to its implementation.

Following the production of the scoping report, the SA process, and the framework in particular, goes on to help the emerging *Development management policies DPD* consider its sustainability impacts. It identifies the benefits, drawbacks and areas for improvement on all the emerging options and suggests ways for policy to improve its likely performance. The public will be able to see the findings of the SA as the *Development management policies DPD* undergoes continual development, and will be consulted on the draft SA report that will be published to accompany the Regulation 25 consultation. Figure 0.2 illustrates the relationship between DPDs and their interaction with the SA process.

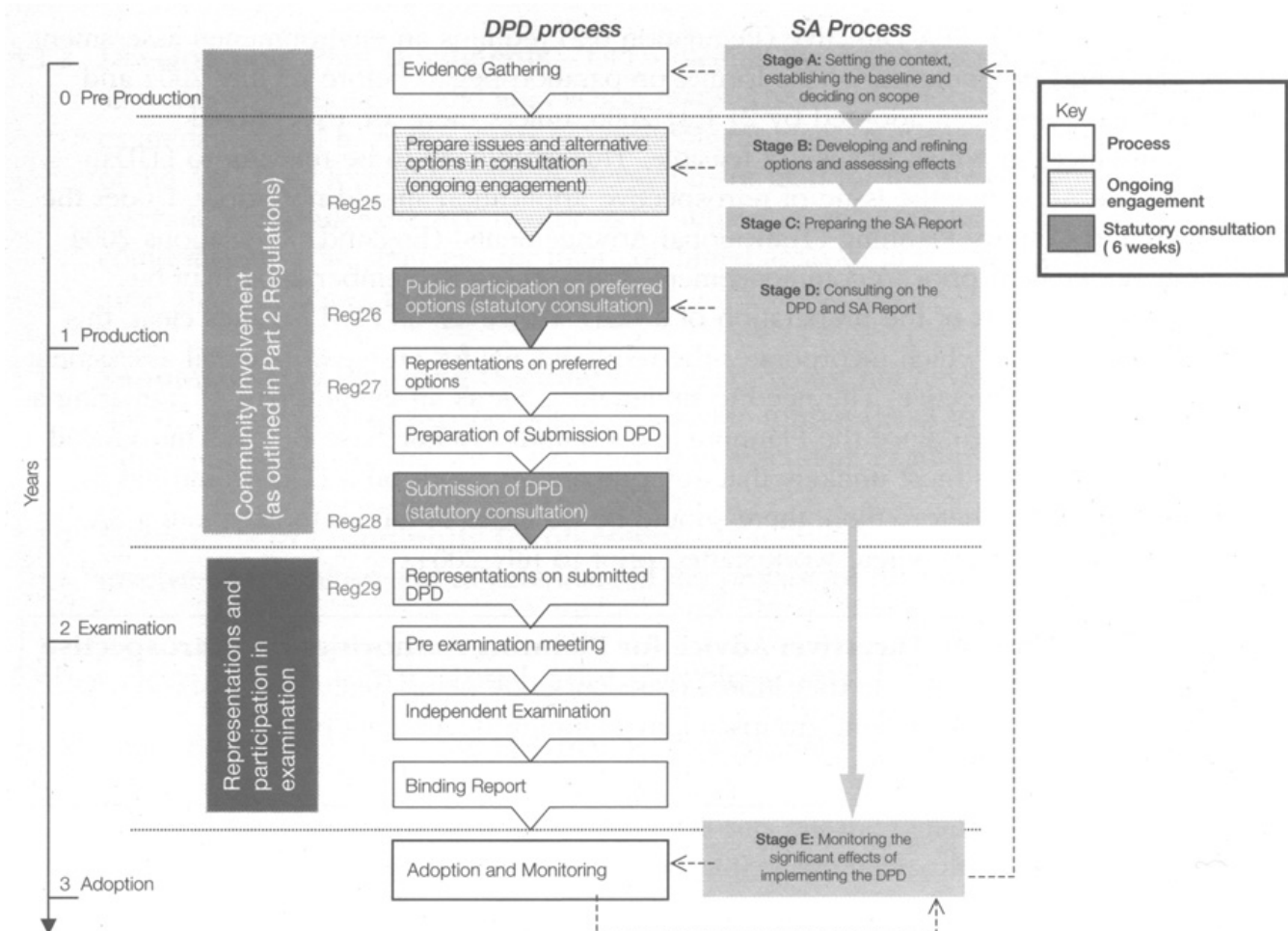
Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



Figure 0.2: DPD preparation and inter-relationship with the SA process (taken from ODPM guidance, 2005).





1. Context review – identify other relevant plans, policies and programmes and sustainability appraisal objectives (task A1)

The first stage of the SA scoping report is to assess other relevant policies, plans and programmes that form the context in which the *Development management policies DPD* is prepared. This is an exercise that can assist in identifying issues, opportunities and implications for both the LDF and the SA process.

The review considers guidance at the international, national, regional and local level, and the SEA Directive specifically requires environmental protection objectives to be taken into account. There is a significant degree of overlap between these documents and often they are hierarchical in nature, with some documents reflecting and applying the objectives of more strategic plans. Policy documents at the regional level, for example will have taken into account sustainability considerations from national and international level documents. Therefore, this review focuses on the main documents relevant to the *Development Management Policies DPD*. Policies in the plan will have to pay regard to the concerns and possible conflicts of neighbouring authority development plans.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



A list of the reviewed documents is included in figure 1.1 below. Based on the review of the literature, appendix 1 details the key objectives, targets and indicators of each document, and considers possible implications for the LDF and some emerging issues for the sustainability appraisal.

<i>Figure 1.1 List of reviewed documents</i>	
International	
1.	Johannesburg Declaration on Sustainable Development http://www.un.org/esa/sustdev/documents/WSSD_POI_PD/English/POI_PD.htm
2.	The UNECE Convention on Access to Information, Public Participation in Decision Making and Access to Justice for Environmental Matters (The Aarhus Convention) (2001) http://www.unece.org/env/pp/
3.	EC Directive on the assessment of the effects of certain plans and programmes on the environment 2001/42/EC http://europa.eu/legislation_summaries/environment/general_provisions/l28036_en.htm
National	
4.	Urban White Paper – Our Towns and Cities: The Future (2000) http://www.communities.gov.uk/archived/general-content/citiesandregions/publicationscities/urbanwhitepaper/ourtowns/
5.	Aviation White Paper: The Future of Air transport, 2003 http://www.dft.gov.uk/about/strategy/whitepapers/air/
6.	ODPM Safer Places: The Planning System and Crime Prevention (2004) http://www.cabe.org.uk/publications/safer-places

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



7.	PPS 1 & Planning and Climate Change -Supplement to PPS 1 http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements/planningpolicystatements/pps1/
8.	PPS 3: Housing http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements/planningpolicystatements/pps3/
9.	PPS 4: Planning for sustainable Economic growth http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements/planningpolicystatements/pps4/
10.	PPS 5: Planning for the Historic Environment http://www.communities.gov.uk/publications/planningandbuilding/pps5
11.	PPS 9: Biodiversity and Geological Conservation http://www.communities.gov.uk/publications/planningandbuilding/pps9
12.	PPS 12: Local Spatial Planning http://www.communities.gov.uk/publications/planningandbuilding/pps12lsp
13.	PPS 22: Renewable Energy http://www.communities.gov.uk/publications/planningandbuilding/pps22
14.	PPS 23: Planning and Pollution Control http://www.communities.gov.uk/publications/planningandbuilding/planningpolicystatement23
15.	PPS 25: Development and Flood Risk & PPS 25 Practice Guide http://www.communities.gov.uk/planningandbuilding/planning/planning

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



<p>gpolicyguidance/planningpolicystatements/planningpolicystatements/ pps25/</p>
<p>16. PPG 13 – Transport http://www.communities.gov.uk/publications/planningandbuilding/ppg13</p>
<p>17. PPG 17 Planning for Open Space, Sport and Recreation http://www.communities.gov.uk/publications/planningandbuilding/planningpolicyguidance17</p>
<p>18. Good Practice Guide on Planning for Tourism (May 2006) http://www.communities.gov.uk/publications/planningandbuilding/goodpracticeguide</p>
<p>19. PPG 24 Planning and Noise http://www.communities.gov.uk/publications/planningandbuilding/ppg24</p>
<p>20. Waste Strategy for England 2007 Defra http://www.defra.gov.uk/environment/waste/strategy/</p>
<p>21. Securing the Future - UK Government sustainable development strategy– March 2005 http://www.defra.gov.uk/sustainable/government/publications/uk-strategy/</p>
<p>22. UK Biodiversity Habitat Action Plan for Urban Areas http://www.ukbap.org.uk/UKPlans.aspx?ID=754</p>
<p>23. Working with the Grain of Nature: A Biodiversity Strategy for England, 2002 (DEFRA) http://www.defra.gov.uk/environment/biodiversity/uk/e-biostrat.htm</p>
<p>24. The Historic Environment: A Force for the Future (Department for Culture, Media and Sport) http://www.culture.gov.uk/reference_library/publications/4667.aspx</p>
<p>25. Air Quality Strategy for England, Scotland, Wales and Northern Ireland, DEFRA 2000 and February 2003 addendum http://www.defra.gov.uk/environment/quality/air/airquality/strategy/</p>

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



26. Planning (Control of Major Accident Hazards) Regulations (implements obligations under Seveso II Directive Council Directive 96/82/EC) http://www.opsi.gov.uk/si/si2005/20051088.htm
27. Saving Lives: Our Healthier Nation White Paper 2004 http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_4118614
Regional
28. Sustainable Futures – the Integrated Sustainability Framework for the East of England (EERA 2009) http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/
29. East of England Plan (May 2008) http://www.gos.gov.uk/goee/docs/Planning/Regional_Planning/Regional_Spatial_Strategy/EE_Plan1.pdf
30. Draft East of England Plan > 2031 Draft revision to the Regional Spatial Strategy for the East of England (March 2010) http://www.eera.gov.uk/GetAsset.aspx?id=fAAzADcAOAAwAHwAfABGAGEAbABzAGUAfAB8ADAAfAA1
31. Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England: A revision to the RSS for the East of England http://www.gos.gov.uk/goee/docs/Planning/Regional_Planning/808762/gandtpolicies.pdf
32. Norfolk, Suffolk and Cambridgeshire Strategic Health Authority Health Strategy (Healthy Futures) 2005-2010 http://www.erpho.org.uk/Download/Public/18962/1/EERA%2040%20RHS.pdf
33. Sustainable Tourism Strategy for the East of England 2004

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



34. East of England Regional Social Strategy http://www.eera.gov.uk/What-we-do/developing-regional-strategies/regional-social-strategy/
35. The Broads Plan (2004) http://www.broads-authority.gov.uk/authority/publications/general-publications.html
36. The Broads Core Strategy http://www.broads-authority.gov.uk/planning/planning-policy/local-development-framework/core-strategy-dpd.html
37. Living with Climate Change in the East of England: Summary Report http://www.sustainabilityeast.org.uk/pdf/Living%20with%20Climate%20Change%20Summary.pdf
38. Towards Sustainable Construction – A Strategy for the East of England http://www.sustainabilityeast.org.uk/pdf/Towards%20Sustainable%20Construction.pdf
39. Regional Housing Strategy for the East of England 2005-10 http://www.eera.gov.uk/What-we-do/developing-regional-strategies/regional-housing-strategy/
40. Inventing our future: The regional economic strategy for the East of England 2008-2031 http://www.eeda.org.uk/res.asp
41. Sustainable Communities in the East of England http://www.communities.gov.uk/documents/communities/pdf/143600.pdf
42. Towns and Cities Strategy – Urban Renaissance in the East of England http://www.inspire-east.org.uk/townsandcitiesstrategy_1.aspx

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



<p>43. Our Environment, Our Future: Regional Environmental Strategy for the East of England (EERA 2003) http://www.eera.gov.uk/Documents/About%20EERA/Policy/Environment/RENS.pdf</p>
County plans and programmes
<p>44. Norfolk Community Strategy (Norfolk Ambition) http://www.norfolkambition.gov.uk/consumption/groups/public/documents/article/ncc063698.pdf</p>
<p>45. Second Local Transport Plan for Norfolk 2006 - 2011 http://www.norfolk.gov.uk/consumption/groups/public/documents/article/ncc044043.pdf</p>
<p>46. Biodiversity – Supplementary Planning Guidance for Norfolk http://www.norwich.gov.uk/intranet_docs/A-Z/Planning%20Policy/Biodiversity_SPG_adopted_Sept04.pdf</p>
<p>47. Norfolk Supporting People Strategy 2008-2013 (Norfolk County Council) http://www.norfolk.gov.uk/consumption/idcplg?IdcService=SS_GET_PAGE&ssDocName=NCC039220&ssSourceNodeId=&ssTargetNodeId=191</p>
<p>48. Joint Municipal Waste Strategy for Norfolk 2006 – 2020 http://www.norfolk.gov.uk/consumption/groups/public/documents/article/ncc049079.pdf</p>
<p>49. Learning Disability Employment Plan for Norfolk (2006)</p>
<p>50. Norfolk Live – Norfolk Cultural Strategy 2005-2010 http://www.norfolklive.co.uk/norfolkcfb/documents/NorfolkLive.pdf</p>
<p>51. Tomorrow's Norfolk, Today's Challenge – A Climate Change Strategy for Norfolk (2008) http://www.norfolk.gov.uk/consumption/groups/public/documents/article/ncc063579.pdf</p>

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



52. Norfolk Action - Norfolk's Local Area Agreement 2008-11 (2008) http://www.norfolkambition.gov.uk/consumption/groups/public/documents/article/ncc071860.pdf
Local plans and programmes
53. Norwich Sustainable Communities Strategy 2008-2020 http://www.norwich.gov.uk/intranet_docs/A-Z/Partnerships/Sustainable_Community_Strategy.pdf
54. JCS for Broadland, Norwich and South Norfolk (Submission version) (March 2010) http://www.gndp.org.uk/documents/content/FINAL%20JCS%20Proposed%20Submission%20PDF.pdf
55. GNDP, Green Infrastructure Strategy (2007) http://www.gndp.org.uk/documents_view.php?document_id=469&pageid=76
56. GNDP, Greater Norwich Green Infrastructure Delivery Plan (2009) http://www.gndp.org.uk/documents/content/GNDP%20Green%20Infrastructure%20Delivery%20Plan%20final.pdf
57. Greater Norwich Economic Strategy 2009-2014 http://www.gndp.org.uk/documents/content/GNDP_Economic_Strategy.pdf
58. Partnership of Norfolk District Councils – Strategic Flood Risk Assessment (2008) http://www.gndp.org.uk/sfra
59. Norwich City Council Strategic Flood Risk Assessment level 2 (2010) http://www.norwich.gov.uk/webapps/atoz/service_page.asp?id=1710
60. Norwich City Destination Strategy (2004) http://www.norwich.gov.uk/internet_docs/docs/Council%20Key%20Publications/Tourism%20Strategy.pdf

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



61. Greater Norwich Housing Strategy 2008-2011 http://www.south-norfolk.gov.uk/democracy/866.asp
62. Norwich Area Transportation Strategy http://www.norfolk.gov.uk/consumption/idcplg?IdcService=SS_GET_PAGE&nodeId=3682
63. Norwich's Environmental Strategy 2008-2010 http://www.norwich.gov.uk/intranet_docs/A-Z/Strategies/Environmental_strategy.pdf
64. Biodiversity Action Plan for the City of Norwich http://www.norwich.gov.uk/intranet_docs/A-Z/Green%20Spaces/Biodiveristy%20Action%20Plan%20for%20the%20City%20of%20Norwich%204.pdf
65. Greater Norwich Homelessness Strategy (2007-2010) http://www.norwich.gov.uk/intranet_docs/A-Z/Housing/Strategies/Homelessness_Strategy.pdf
66. Northern City Centre Area Action Plan (Adopted March 2010) http://www.norwich.gov.uk/webapps/atoz/service_page.asp?id=1700
67. Norwich Community Safety Strategy and Audit Report (2005-2008) http://www.norwich.gov.uk/intranet_docs/A-Z/Community/Community_Safety_Strategy.pdf
68. Norwich River Valleys Strategy 2001



2. Collecting baseline information: profile of Norwich area (task A2)

The *Joint core strategy* (JCS) SA scoping report sets out comprehensive baseline information for the three districts of Broadland, Norwich and South Norfolk as a whole, with some district level data also being produced. Baseline information for the *Development management policies DPD* will be based upon and expand on the findings of the JCS scoping report.

There is a wide range of information and data relating to the Norwich city, which provides a summary of key information and a baseline for consideration, as well as setting out a spatial portrait of the city. This information is summarised in appendix 2. This helps to ensure that local detail and distinctiveness is appreciated, and issues tackled, within emerging plans. Most of the sources of information are available publicly, such as through the Audit Commission, or from assessments such as the Census or Indices of Multiple Deprivation.

The information is grouped under different topics ie environmental, social and economic. For each subject (within each topic) the current situation for the city is given, together with comparisons (such as trends or for other areas) where available. This baseline information, together with other contextual information, is used to provide the following brief description of Norwich.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



2.1 Geographical overview

Norwich has important national and regional transport links via the A11 and A47 trunk roads, and mainline train routes to Cambridge, the Midlands and London, with links to the coast and rural fringes via local lines to Cromer and Sheringham to the north, and Great Yarmouth and Lowestoft to the east. Norwich and its links to neighbouring areas can be seen in figure 2.1. The opening of Stratford International station will provide a fast rail link from Norwich to the continent via Eurostar. The expanded use of Norwich Airport has increased the international dimension of the area's economic and tourism opportunities. Norwich has a diverse, largely service-focused, economic base. It benefits from hosting the internationally renowned University of East Anglia and its close links to the Norwich Research Park, which together offer a scientific research and development cluster to complement Cambridge and the M11 corridor.

Norwich local development framework

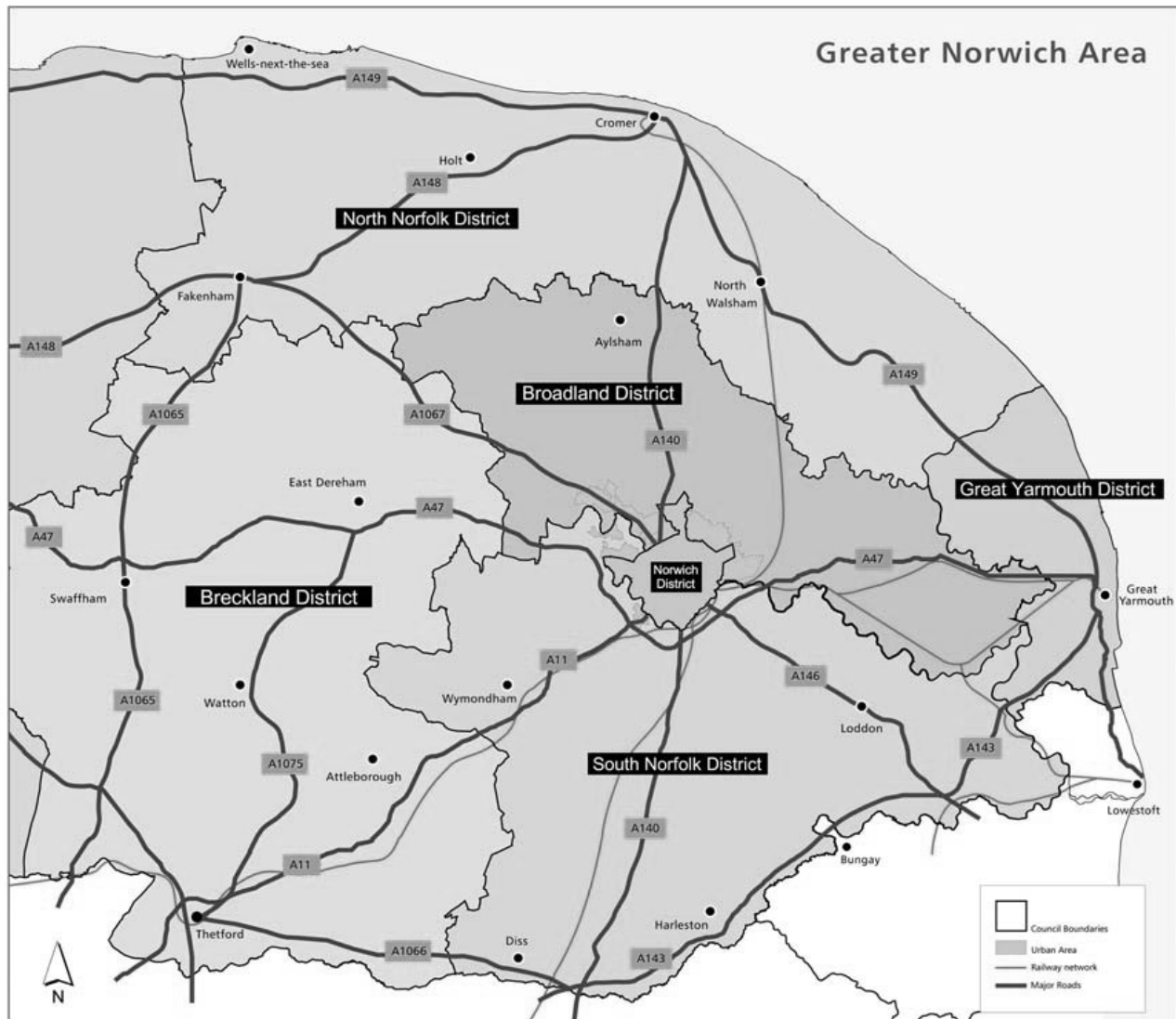
Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



Figure 2.1:

Norwich area and its connections to neighbouring areas



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Norwich city is one of three authorities which form the greater Norwich area, the others being Broadland and South Norfolk districts. The greater Norwich area covers some 1,495 sq km (149,572 hectares) in total, some of which is also covered by the Broads Authority for planning purposes. Norwich itself covers 41 sq km of the central urban area. The city of Norwich has grown from its historic core to develop a distinctive suburban fringe, including the recent

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



expansion of nearby villages. In fact, approximately half of the population of Broadland is concentrated into the part of the district that forms part of the north and east of the Norwich urban area. To the south, expansion of the city has been constrained by the Yare river valley and the A47 Norwich Southern Bypass.

Norwich heavily influences the surrounding rural areas due to their proximity to the city, particularly in terms of employment and secondary education. Further afield the influence reduces, and other centres may also begin to have an effect; for example, Great Yarmouth and Lowestoft in the east; Dereham, Thetford and Cambridge in the west; and Ipswich, London and the South-East to the south.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



2.2 Demographics

Norwich is a distinctive urban area in Norfolk, which comprises 13 wards. The 2001 census data shows that 121,550 people live in Norwich, of which 16.3 per cent are under 15 years old; 66.9 are of working age and 16.8 are of pensionable age. The projection undertaken by Norfolk County Council revealed that the population in Norwich will be 137,860 by 2011 and in longer term, the population will remain at similar level by 2021. Unlike the neighbouring rural districts, the age structure in the city will remain relatively stable as identified by the projection, although the general trend for greater Norwich area reveals population increase and especially the proportion of those above 65 will increase from 18.5 per cent (mid-2006) to 22.8 per cent (2021).

In the 2001 census, black and minority ethnic populations comprised 6.5 per cent of the total population in Norwich (compared with 8.6 per cent for the Eastern region and 13 per cent for England) but there is likely to have been an increase in multi-ethnicity in recent years, not as yet identified in readily available data sources. Norwich's largest ethnic minority groups in 2001 were recorded as white other (2.7 per cent), white Irish (0.69 per cent), Indian (0.43 per cent), Chinese (0.39 per cent) and other ethnic group (0.48 per cent). Generally there is more diversity found in Norwich, where roughly 7 per cent of the population were not classed as 'white British' in 2001, although this was thought to have risen to 7.9 per cent in the ONS mid-2003 population estimates.

Figure 2.2: Demographic characteristics of Norwich in 2001. (Source: ONS and Norfolk County Council)

		Norwich	Greater Norwich	
Baseline figures	Population 2001 total	121,550	350,773	
	Households 2001 total	54,584	151,200	
	Population by age 2001 (%):	a. 0-14 yrs old	a. 16.3	a. 16.9
		b. 15-24	b. 16.6	b. 11.9
		c. 25-44	c. 29.5	c. 27.5
d. 45-64		d. 20.8	d. 25.3	
	e. 65 and over	e. 16.8	e. 18.4	
Growth trends and projections	Previous	Population 1991 census total	329,799	
		Households 1991 total	135,548	
		2006 Mid-Year population estimates	129,520	
	Present	2006 Mid-Year forecasted ages (%):	a. 0-15 yrs old	a. 17.2
			b. 16-44	b. 38.4
c. 45-64			c. 25.9	
d. 65 and over			d. 18.5	
	Projected total populations for 2011	137,860	381,490	
Future: immediate	2011 forecast ages (%):	a. 0-15 yrs old	a. 16.8	
		b. 16- 44	b. 37.0	
		c. 45- 64	c. 26.5	
		d. 65 and over	d. 19.7	

Future: longer-term	Projected total populations for 2021		137,700	405,800
		<ul style="list-style-type: none"> a. 0-15 yrs old b. 16-44 c. 45- 64 d. 65 and over 	<ul style="list-style-type: none"> a. 14.1 b. 48.4 c. 21.3 d. 16.2 	<ul style="list-style-type: none"> a. 14.6 b. 36.4 c. 26.2 d. 22.8
Summary of growth rates	2021 forecast ages (%):			
	Population trends:		<ul style="list-style-type: none"> a. 1991-2001 b. 2001-2011 (estimate) c. 2011-2021 (estimate) 	<ul style="list-style-type: none"> a. + 6.4 % b. + 8.8 % c. + 6.4 %

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



Traditionally, Gypsy and Traveller communities have always been drawn to the more agricultural and rural parts of the area. Across the county of Norfolk, Gypsies and Travellers form the second largest minority ethnic population after the Portuguese. Despite being an urban area, Norwich contains significant groups, ie 27 pitches according to the Gypsy caravan count in July 2006.

Infrastructure Need and Funding Study 2007

Understanding the size and characteristics of the future population is fundamental to understanding the likely future demand for:

- social infrastructure, including education, health and community facilities
- transport Infrastructure
- economic infrastructure and
- utilities Infrastructure.

All infrastructure will require some form of improvement or upgrading during the growth period and utilities providers should consider growth post 2021. Location of development closer to utilities infrastructure will require less investment (financial and time resources). It will also be important to consider medium and long term constraints at employment sites. It is noted that several key designated employment sites need assistance in providing infrastructure.



2.3 Environment

Landscape

Norwich is characterised largely by its historic townscape and its green setting with many trees. 25 per cent of the city's area consists of open spaces, which form green wedges into the city. These include river valleys and other open spaces such as Mousehold Heath, parks and golf courses. A number form continuous green links out to open countryside and include foot and cycle access. The Yare Valley forms a linear green space to the south of the city, providing an attractive gateway. The Wensum Valley provides a green link through the city and, in places; steep wooded ridges provide viewpoints to and from the city centre.

Norwich has been able to meet many of its recent housing development needs by utilising brownfield or previously developed sites. In 2008-09, 95.3 per cent of housing completions were on previously developed land, with the figure rising to 99.5 per cent of all current outstanding permissions and allocations. The high level of allocations being made on brownfield sites is likely to continue within the city.

The 'fringe' area around Norwich benefits from a number of schemes that seek to improve its habitats, landscapes and recreational attractions. A green infrastructure strategy has been produced to guide the landscape, recreation and natural habitat policy as the population of the area expands, with the aim of creating linked networks throughout greater Norwich area. The historic environment and many heritage features of Norwich urban areas also make a valuable contribution to high quality green infrastructure. The strategy

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



identifies a number of sustainability issues specific to the greater Norwich area that green infrastructure can address including:

- environmental character and local distinctiveness
- biodiversity and the natural environment, and
- green spaces and access networks.

The green infrastructure strategy has also highlighted the following issues for Norwich area:

- To the west of Norwich, there are extensive areas designated as county wildlife sites associated with the floodplains of the Rivers Wensum and (to a lesser extent) River Tud (in the vicinity of Costessey), and associated with the floodplain of the River Yare (in the vicinity of Cringleford). It is also important to note that the River Wensum is designated as a special area of conservation.
- In terms of the future baseline under a business as usual scenario, it is important to consider that climate change will lead to increased stress on species populations, and that effects could potentially be intensified by changes to non-planning related land management activities. This makes it all the more important that a green infrastructure network is put in place that supports ecosystem function and promotes resilience to environmental change. The other issue that is likely to worsen in the future under a climate change scenario is flooding. This has implications for green infrastructure, as it is important that areas are not developed that may have an 'opportunity value' when left as open space because they may be able to play a role in terms of flood prevention in the future.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



The green infrastructure strategy is designed to meet the requirements of the East of England Plan to develop green infrastructure networks. Policy ENV1 requires such networks to be multifunctional, be capable of meeting a range of social, environmental and economic needs, and operate at all spatial scales from urban areas to the wider countryside and include connections between urban and rural settlements and between settlements and the countryside.

The proposed criteria for selection of multi-functional green infrastructure projects are:

- contribution to delivery of the green infrastructure network
- contribution to delivery of the sustainable movement network
- contribution to delivery of ecological network
- contribution to delivery of the green infrastructure core principles.

Nature and historical environment

Key wildlife conservation designations in the city consist mainly of marshland and meadows in the river valleys and wooded former chalk pits. Norwich has 3.65 hectares of SSSI, with some 27 per cent of these were in 'favourable' or 'unfavourable recovering' condition in May 2007. Domestic gardens play a key role in providing linked habitats and contributing to townscape in many parts of the urban area. The forthcoming *Green space strategy* will identify the most valuable areas of gardens. The pressure from development on the city's natural features is reflected in there being some 411 tree preservation orders issued and more local nature reserves than elsewhere in greater Norwich.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



Norwich's distinctive townscape contains conservation areas covering 17 percent of the total area of the city, including the whole of the city centre. Scheduled ancient monuments include the medieval cathedral, castle and city walls. 32 pre-reformation churches are located within the walled city and there is a wealth of listed (1,580) and locally listed buildings (2,600). Historic parks help to define the character of many suburban areas. Preserving and enhancing the distinctive landscapes and townscapes will be a key concern when considering development within the greater Norwich urban area.

Figure 2.3: Conservation and natural environment features in Norwich

Built heritage features	Conservation areas	17
	Listed buildings	1580
	Scheduled ancient monuments	24
Landscape features	Historic parks and gardens	9
	Ancient woodlands	1
	Tree preservation orders	411
Wildlife conservation	International sites (SPA, SAC, Ramsar)	1 (jointly with Broadland)
	SSSI (sites of special scientific interest)	5
	NNR (national nature reserves)	-
	LNR (local nature reserves)	8
	CWS (county wildlife sites)	33

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



Water resources

East Anglia is recognised as one of the driest areas of the country, with pressure on water resource supplies being exacerbated by lower rainfall, widespread agricultural water use and new residential and employment growth. Water is a shared resource and is important for tourism in the area, so the pressures from development on water resources, quality, biodiversity and flood risk are also likely to be significant across boundaries, such as within the Broads Authority area. Development should be designed to be water efficient and to protect water quality.

The *Water cycle study* highlights the potential for some water resource and water quality issues to worsen in the future as climate change leads to more frequent drought conditions.

Nevertheless, water resources are not considered it be the major constraint on development within this area. Anglian Water Services and the Environment Agency have stated that there are sufficient water resources to meet the growth demands until 2031. To reduce pressure on those resources though, it is important that new development is water efficient.

In terms of wastewater, sewage treatment works (STW) within the study area range from having no spare capacity to considerable capacity, with Whitlingham STW having the most opportunity to receive additional flows. Development to the north east of Norwich would most likely discharge to Whitlingham. New strategic sewers will be needed to serve development.

The capacity of the receiving watercourse will be crucial to determining where new discharge consents can be considered, or where existing ones will need to be upgraded. It is assumed that the

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



water quality of any increase in discharge can be discounted through design engineering.

In terms of water quality, phosphate and nitrate loading into the river systems provides the biggest impact to environmental designated sites within the study area. The cumulative impacts of individual development should also be considered. The study notes that flood risk is most relevant on some brownfield sites in Norwich and in the area in the vicinity of the Wensum and Tud to the West of Norwich, where development is proposed in Eaton/Costessey.

Strategic Flood Risk Assessment (SFRA)

The Partnership of Norfolk District Councils' SFRA was published in January 2008. It examines strategic flood risk across the three authorities covered by the JCS in addition to North Norfolk DC and the Broads Authority. The document states that fluvial flooding affects the upstream areas of some catchments. In Norwich the main threat is from extreme rainfall events in the Wensum or Yare catchments. However, unless there are extreme meteorological conditions, risk is likely to be relatively low because floods will be slow to rise. The SFRA notes that groundwater and surface water flooding can be significant issues (particularly surface water flooding in urban areas). As a consequence, these issues are now being considered through a DEFRA funded Surface Water Management Plan (SWMP) for the Norwich urban area. This will identify areas at the greatest risk of surface water flooding and propose solutions. It will also inform LDF policies to address such flood risk.

The SFRA highlights the importance of water from further development to the north east of Norwich draining northwards to the Bure catchment, rather than southwards towards the River Wensum and Norwich. It is thought that this should be achievable, but that

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



further investigation is needed. It will also be important to consider the impact on settlements downstream on the River Bure, some of which are already at risk from flooding.

In the context of evolving proposals for the greater Norwich policy area and development proposals for north east Norwich, the SuDS mapping indicates that the potential for SuDS is generally much better in areas to the north and east of Norwich than it is to the south of Norwich.

A level 2 Strategic flood risk assessment was completed in February 2010 solely for Norwich. This study developed the findings of the previous study further, focusing on the required outputs from planning policy statement 25 – Development and flood risk.

Key recommendations and conclusions from this study include:

- flood risk in Norwich is mainly fluvial, though there are tidal influences
- there are very few areas of Norwich within Flood Zone 3 (1 in 100 year risk of flood and above)
- an extreme 1000 year event would result in significant flooding adjacent to the Wensum (zone 2)
- flood risk defences give a degree of protection from flood in the area of the Cathedral Close and must be maintained, with developer contributions as appropriate
- regional housing targets can not be met through development in zone 1 only
- all development proposed in zones 2 and 3, is required to comply with limitations on uses in government policy in PPS25 and must be accompanied by a flood risk assessment and mitigate against flood. This includes SuDS and might also

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



include raised floor levels and other attenuation schemes as appropriate. The study also gives detail on flood hazard to assess development potential.

Waste, energy and resources

Norwich has seen its recycling rate double over the past two years and in 2009 people living in the city reduced their waste collectively by almost 10 per cent. This puts Norwich in the top ten areas from across the whole country for sending less waste to landfill. Norwich residents have a smaller ecological footprint than the rest of greater Norwich, and a lower level of CO₂ emissions.

Sustainable energy study

The sustainable energy study assesses the capacity for supplying new development with low carbon energy. The total technical potential for renewable energy within the GNDP area has been established to be 7.7 Million MWh or 129 percent of the areas current energy consumption. Local biomass and wind resources have been identified as the lowest cost solutions to achieving zero carbon developments. The study proposes setting differing carbon standards for different parts of development sites, with stricter onsite targets for higher density areas. The fact that 70 percent of new development within the GNDP area will consist of large scale developments should mean that low to zero carbon standards are more achievable, as the developments should be suitable for communal energy systems.

According to the study, anticipated additional cost for developers is another issue that will have to be considered when prescribing zero carbon standards. The additional costs will largely depend on whether the current government definition of low/zero carbon is followed, or whether the proposed new definitions which allows off-site measures to be eligible is adopted by the council. 'Off-site'

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



renewables should be additional to any commercial renewable energy developments that would occur anyway within the districts.

The sustainable energy study presents key recommendations for progressing low carbon development, including energy and heat mapping, to indicate the low carbon energy systems that developments of particular scales, density and mix, are expected to incorporate. The development of a local Carbon Investment Fund is recommended, to provide the upfront capital needed for financing large scale low carbon infrastructure such as CHP and district heating networks that can supply phased developments. An ESCO or special purpose vehicle led by a public sector organisation may help in taking forward low carbon projects that are not being implemented by the market place due to financial or technological risks.

Appropriate assessment

As part of the process of producing the *Development management policies DPD*, an appropriate assessment will be carried out to identify whether the policies would have the potential to significantly affect any European designated sites within the zone of influence. This will consider the potential direct, indirect and cumulative effects (eg on water quality and visitor numbers) of development proposed in the document on Natura 2000 environmental sites.



2.4 Society and housing

Society

The Index of Multiple Deprivation is used to provide a wide variety of information, which is set out in 'domains' and updated regularly, the latest update is in 2007. Each domain measures various indicators, and shows both an overall ranking score for each local authority and a score for each theme individually. There are 354 local authorities in England that the rankings are scored against, with a lower score indicating greater deprivation (ie 1 = most deprived, 354 = least deprived). Norwich is ranked at 62 which is performing significantly worse than neighbouring authorities.

There are distinct differences in deprivation levels between different areas of the city, although overall Norwich is the second most deprived local authority within the East of England, and has higher crime rates than elsewhere in greater Norwich. It is immediately apparent that deprivation in Norwich is significantly worse than in Broadland or South Norfolk districts. Within Norwich it is most notable that the south/south west sector is the least deprived (with some areas roughly on a par with Broadland and South Norfolk). There is no sector within Norwich that stands out as the most deprived, although it is noted that the western sector is relatively deprived. Health standards are not markedly different to the rest of greater Norwich. 8.69 per cent of Norwich population are in the 10 per cent most deprived areas and 34.23 per cent of Norwich population are in the 20 per cent most deprived areas nationally.

Even though a high proportion of residents in Norwich have a high level of qualifications (many with current or prior connections to the university), a high proportion of residents of working age have no qualifications. There are however, significant differences in

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



qualifications gained by school leavers. Norwich has a lower level of educational attainment at GCSE standard (49 per cent of school leavers had 5 or more GCSE's at A*-C standard in 2006). The proportion of those in employment with qualifications at 'A'-level standard or equivalent (15 percent) is also lower than the national average (19 percent).

Housing

Norwich is characterised significantly by areas of terraced housing adjacent to the city centre, which, being older properties, comprise the largest proportion of homes that fail to meet the 'decent home' standards. There are higher-than-average numbers of 'vulnerable' residents in Norwich residing in non-decent homes. The city also contains a significant number of flats and apartments, which together comprise some 30 per cent of the housing stock. Norwich also contains higher proportions of households living in accommodation that is unsuitable for their needs.

Figure 2.4 Housing stock by type (Source: Greater Norwich household and physical survey 2005/06¹)

	Detached	Semi-detached	Terraced	Flats	Total dwellings
Amounts	6100	12,500	21,600	18,900	59,100
percentage	10%	21%	37%	32%	100%

House prices in Norwich have increased at a slower rate than other areas in greater Norwich, but this was still a rise of some 141 percent between 1999 and 2005. Although average house prices in Norwich are lower than elsewhere in greater Norwich (£170,678), the relative

¹ Greater Norwich Sub-Region, Evidence base for a Housing Market Assessment: A study of housing need and stock condition (2006)

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



scarcity of detached units in particular make these more expensive even than those in South Norfolk and Broadland where average prices are generally significantly higher. It could be said that there are more opportunities to access the housing market in Norwich as there are more starter units available, with flats in particular being some £15,000 cheaper than elsewhere. Norwich continues to provide the most affordable homes in greater Norwich, and actually contains the largest proportion in the East of England; some 36 percent of the housing stock is social housing.

*Figure 2.5 Housing stock by tenure**

	Owner occupied	Private rented	Registered social landlord/ housing association	Local authority	Total dwellings
Amounts	26,800	10,000	3,900	16,300	57,000
Percentage	47%	17%	7%	29%	100%
<i>*not including empty dwellings</i>					

Housing market assessment

The *Housing market assessment* sets out a detailed picture of housing supply and demand. The study looked to assess if there was an appropriate housing mix of market housing, private rented and affordable housing. Affordability in the market is a problem. This is reflected in the large number of people who apply to the council housing registers in the sub-region. There is evidence of a particular lack of affordability in the first time buyers market. To find a property within their budget first time buyers may need to choose cheaper locations or smaller homes. Single people and couples are the

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



largest groups on the sub-region's housing register, as in addition to being priced out the market they often struggle to afford rents.

The study identifies the main sources of affordable housing supply:

- Housing delivered through the National Affordable Housing Programme (NAHP) and from other grant funding.
- Housing delivered as a condition of planning permission for developments of new housing.

Affordable housing economic viability study

A study was completed in June 2009 to undertake viability testing of the council's then emerging supplementary planning document (adopted in late 2009) ensuring that the council achieved an increased level of affordable housing throughout the city.

The study tested the likely effects on economic viability of increasing the affordable housing target for planning from 30 per cent to 40 per cent. It also looked at whether a higher target would generate enough value in development proposals for sites to continue to come forward for residential development.

The study concluded that a higher affordable housing requirement would have a strong impact on land value. In a strong market this should not be so different as to undermine the viability and deliverability of sites. However, in a weak market the requirement would affect economic viability and without social housing grant from the Homes and Communities Agency a number of the development projects tested in a strong market and most of the sample schemes in a weak market would not have been viable at 40 per cent.

Consultants also stressed the importance of making sure there is sufficient flexibility written into the affordable housing target to enable

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



developers to make viability arguments and allow the council to take a more flexible approach to support development for less viable sites.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



2.5 Economy

The Norwich area provides the largest concentration of jobs in the eastern region. The economy of Norwich is characterised by a high proportion of jobs in large businesses. One third of all jobs in Norwich are in only 66 large organisations (200+ employees). There are a significant number of high-level, professional jobs, and there is potential to increase this number.

The Annual Business Inquiry of 2007 showed that workers in Norwich are employed across a varied mix of sectors, though dependent on the service industry. The financial sector is particularly important (31 percent of employment), whilst public administration, education and health are the second largest sector for employment (25 per cent). Collectively, financial services and the hotelier industry accounts for nearly half the workforce. The spread of employment in Norwich is seen in the table below, and compared against the average sector-based spread for East of England and Great Britain.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



Figure 2.6: Employment sector distribution in Norwich, 2007 (Source: ONS annual business inquiry employee analysis)

	Norwich (employee jobs)	Norwich (%)	East of England (%)	Great Britain (%)
Manufacturing	7,400	7.8	10.7	10.6
Construction	3,100	3.3	5.5	4.9
Distribution, hotels & restaurants	21,300	22.3	24.7	23.3
Transport & communications	4,800	5.0	6.1	5.9
Finance, IT, other business activities	29,600	31.0	20.7	21.6
Public admin, education & health	24,800	26.0	25.5	26.9
Other services	4,200	4.4	4.8	5.2

The evening and night-time economy is becoming increasingly important for the economy of Norwich, which has developed into something of a sub-regional hub for the cultural and evening economy; around 29,000 people visit the pubs and clubs of the city centre on a Saturday night, for example. The tourism and leisure industry accounted for approximately 7.3 percent of total jobs in the city (Annual Business Inquiry, 2007). Norwich is also regularly ranked as one of the top ten most popular shopping destinations in the UK, with two major city centre malls and extensive pedestrianised shopping areas. Norwich city attracts five million day visitors per year for shopping, tourism and leisure interests.

Norwich is a regional cultural centre. For a city of its size, it is extremely well provided with a wide variety of cultural venues,

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



including a range of theatres and museums, and the Norfolk and Norwich Millennium Library, one of the busiest libraries in the country. These facilities are mainly located within the city centre. A range of high quality and expanding higher education facilities are located in the greater Norwich area at the University of East Anglia (UEA), City College Norwich, Easton College and Norwich University College of the Arts.

Another notable aspect of Norwich's economy is the high retention of graduates, although they fill a large proportion of intermediate jobs for which they are over-qualified. As a consequence, this creates problems for less well-qualified people and those who grew-up in greater Norwich to access the jobs market, and it means that there are fewer opportunities to move from lower paid employment into intermediate employment.

Greater Norwich retail and town centres study

This study looks at the role of the city centre as a major regional centre as well as the roles of the smaller market towns and district centres in the greater Norwich area. The study looks at the impact of predicted population increases in the region, as well as projected increases in household expenditure and changes in retail and leisure provision.

In terms of implications for the growth in and around Norwich:

- Norwich city centre should be promoted as a retail, cultural, leisure and education centre.
- Development and investment should be directed first to existing town centres, in order to enhance their vitality and viability.
- Development should be consistent with the scale, size and function of the town centre.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



- It is suggested that mixed-use retail and leisure developments at town centre or edge-of-centre locations can be effective in supporting regeneration.

The study describes Norwich city centre as having a strong regional role and a relatively strong and attractive retail offer. There is a need to maintain this competitive position by continued investment in the retail centre, including the historic environment and tourist attraction of the centre.

Employment growth and sites and premises study

The regional plan requires 35,000 additional jobs in the greater Norwich area to 2026. This means that careful consideration and planning for future employment is needed. The study looks at the potential for, and impact of employment growth within the greater Norwich economy up to 2026. It also includes a review for employment sites and premises which assesses existing and potential land supply.

In terms of implications for the growth in and around Norwich:

- There is a need to focus on Norwich's strengths in relation to an attractive environment, knowledge based industries and strong economic growth prospects.
- A key focus should be to sustain growth in existing and new indigenous businesses, building on the knowledge economy and assisting business start-up growth.
- There is a need to promote growth of sectors with a greater proportion of higher and intermediate level jobs, which will increase the range of opportunities for under-utilised graduates as well as have knock-on benefits for those with lower levels of skills.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



- There is potential for the spatial distribution of new employment opportunities to take into account accessibility to deprived sections of the population.
- There are some (constrained) brownfield opportunities in the northern city centre.
- Construction of the Northern Distributor Road will open up new employment areas north of the city.
- There is potential to promote Norwich as an Eco City as well as to promote arts and cultural institutions.
- The improvements of the A11 should be a priority for supporting economic growth in Norwich.
- Norwich airport already provides a highly significant asset and there is potential to expand its operations
- Specific opportunities for new areas of growth could be through development of environmental engineering competencies, or possibly in creating a local retail academy
- There are shortfalls in the range and variety of industrial land, particularly for smaller firms and in rural areas.
- Sectoral initiatives are suggested to promote: science-based industries, creative industries, tourism (including linking city and market town/rural area tourism promotion), construction (including promoting the development of a skilled labour force), advanced engineering (within a technology park), financial services, retail and food.

In terms of existing land and premises provision:

- There is a need to afford strong protection to ring road sites and newer larger allocations.
- The city centre still contains significant long term capacity.
- Norwich Research Park has great potential and is suggested as a priority.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



- There is a case for developing a new north city employment hub – realising the economic potential of the airport and the proposed Northern Distributor Road.



2.6 Transport and access

Greater Norwich contains the Norwich International Airport, the main part being within the city of Norwich, with some operational land being in Broadland. The airport carries over 400,000 passengers a year, and is a major link for tourism and business both nationally and internationally. Despite a recent short term decline in passenger numbers, it is expected that airport usage will grow in the future. The recently refurbished train and bus stations provide essential connections to rest of the country.

Access to jobs and services is an important issue. Public transport is generally available across the city. However, the main form of transport remains the private motor vehicle (51.5 percent), although a large percentage of working population commute to work by foot or cycle. Figure 2.7 below shows the different methods by which residents travel to work. Despite the fact that over half of the residents commute by private motor vehicles, this is still significantly lower than the average for the region and England. This can be attributed to the urban nature of the authority. Public transport use is relatively low compared to regional and national levels.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



Figure 2.7: Travel to work data (resident working population) from 2001 census.

(Source: National Statistics – Neighbourhood Statistics)

Modes of travel to work	Private motor vehicle	Public transport %	On foot or cycle %	Works at or mainly from home %
Norwich	51.5	9.9	31.5	6.7
East of England	65.8	11.3	12.9	9.4
England	62.1	15.4	12.8	9.2

There are 38,806 people who both live and work in Norwich.

Amongst the Norwich working population, 72.4 percent work in the area. Of the Norwich workplace population, only 41.9 percent live in the area. This coincides with the travel to work pattern in the neighbouring districts, with such a large proportion of the population in Broadland and South Norfolk commuting to Norwich for work. The table below illustrates the distances travelled to work, with comparison to East of England and England figures. Figure 2.8 shows that a significant proportion of people had short journeys to work, which explains why the substantial numbers that walk or cycle.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



Figure 2.8: Travel to work data (resident working population) from 2001 census.

(Source: National Statistics – Neighbourhood Statistics)

Distances travelled to work	Less than 2km (%)	2-20km (%)	More than 20km (%)	Work at or mainly from home (%)
Norwich	34.2	46	8.8	6.7
East of England	20.6	54.4	19.7	9.4
England	20.0	53.5	12.6	9.2

One of the main disadvantages of motor vehicle use is the pollution that is generated. Air pollution does have an impact on the health of those people working and living in the areas of concentrated pollutants, so minimising pollutants' impacts is essential. Norwich contains three Air Quality Management Areas. NO₂ levels in these areas are higher than the maximum allowed by DEFRA, and therefore the local authority has to reduce these. The three air quality management areas are:

- St Augustines Street
- Grapes Hill
- Castle Meadow.

Traffic counts show that the number of motor vehicles crossing Norwich Inner Ring Road around the city centre declined by nearly 29,000 vehicles per day for the period 1998 to 2009. The total growth rate for the period between 2003 and 2009 is -12.7 per cent with the growth per annum being -2.2 per cent. In the same period there has been an increase in the number of pedestrians and cyclists with around 2100 more cycles crossing the Inner Ring Road now than in 2001 (Norfolk Transport Monitoring, 2009). The data also suggests

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



that the total number of bus passengers crossing the Inner Ring Road has increased by around 10,400 per day in the ten years between 1997 and 2007. A possible reason is the increasing quality of bus provision in the Norwich area and also the expansion of Park & Ride service providing access to the city centre. There are currently six Park & Ride sites with over 5,000 parking spaces round the periphery of the city. This has led to an increase in bus patronage to the city centre and a significant reduction in vehicle miles – in excess of two million by 2006 – and consequent carbon dioxide emissions.

Transport improvements for the area are included in Norfolk County Council's (the Transport Authority) *Local transport plan*, together with the *Norwich area transport strategy*. Current key proposals include high quality public transport improvements, pedestrian priority measures in the centre, and a range of traffic restraint measures. Another significant project is the provision of a Northern Distributor Road to the north of Norwich, which will address orbital traffic movements and tackle congestion problems in the northern urban fringe, whilst providing opportunities for improvements for other travel modes.



3. Identify sustainability issues and problems (task A3)

Reviewing the relevant plans and strategy documents (task A1), and considering the baseline character of the area (task A2) highlights a number of key sustainability issues facing Norwich. These are relevant to producing the *Development management policies DPD* and must be considered when undertaking this SA scoping process. The issues identified (task A3) are summarised in the tables in figure 3.1, below, grouped under environmental, social and economic themes.

As issues emerge they help to identify SA objectives. These objectives form the basis of the appraisal framework (task A4), and will help to assess how sustainable the development management policy options are as they are developed. Links between the issues and the objectives are shown to highlight how the framework will ensure the issues are considered throughout the appraisal process.

The sustainability issues also fall under the remit of certain topics identified by the SEA Directive that need to be covered within development strategies. These are also identified within figure 3.1. In addition, an important link exists between the issues and the objectives of the *East of England regional sustainable development framework*, itself part of the emerging *Integrated regional strategy*. The relationship between issues in Norwich and their links to both the

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



SEA topics and the objectives of the regional framework are also identified within figure 3.1.

The issues identified in task A3 are those faced across Norwich, which need to be tackled by the LDF, including the *Development management policies DPD*. A brief overview of the main issues reveals that:

- as the population grows, the need to supply facilities and services, and in particular the access to them will become increasingly pressing
- the retention and attraction of young people through jobs provision and access to the housing market will be a key priority
- the character/quality of natural and built environments must be preserved and enhanced whilst being faced by widespread development pressure
- the Norwich area is part of the principle access to the Broads national park, and has a critical role in promoting tourism, preserving character and protecting the environment through its spatial policies
- reducing contributions to, and mitigating against the impacts of, climate change will be crucial to the long-term viability of Norwich as a place to live and work, to visit and to invest in
- reliance on the car should be reduced through improved access to public transport and improved cycling and walking links to local facilities/services
- creating balanced and integrated communities will be an essential aspect of providing new development, through design benefits, for example

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



- promoting healthy lifestyles will be important throughout policy
- lifelong learning opportunities should be increased for all members of society, particularly in providing vocational training for school leavers
- difficulties in accessing the housing market must be minimised
- housing of all types and tenures is essential for mixed communities
- employment businesses need support to diversify. This will be particularly important to strengthening the tourism industry, although promoting the tourism product of the area will need to be done in a sustainable way.

Figure 3.1: The key sustainability issues identified as needing to be addressed

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
Environment			
Biodiversity, fauna and flora Water and soil /land Cultural heritage and landscape	<p>Natural environment</p> <ul style="list-style-type: none"> • There are a wealth of natural assets and ecology (including high levels of water quality), which needs protecting, maintaining and enhancing, and re-creating where lost. • Making the city greener and with increased links to the fringe areas. This will require some retrofitting of existing areas if a genuine sustainable city is to be developed. • Green spaces and green corridors will need to be integrated into development to provide and link habitats, and include the use of walking and cycling networks where appropriate. • There is a generally poor status of SSSIs in Norwich. The quality of habitats needs to be improved and some areas need extending. • Some long allocated greenfield land will be needed for new development. • Landscape character and heritage should be retained, reflected and enhanced through the designs of new developments. 	<p>Promote sustainable growth within environmental limits (1)</p> <p>Conserve, restore and enhance the region's natural and built environment. (7)</p> <p>Move goods and people sustainably (8)</p>	<ul style="list-style-type: none"> • ENV 2 • ENV 4 • ENV 5 • SOC 7 • EC 4

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	<ul style="list-style-type: none"> • Development in Norwich is also likely to have an effect on areas outside its administrative boundary, such as Broadland, South Norfolk and the Broads Authority area. • Water quality and efficiency is important for freshwater ecosystems and as a secondary effect the angling and tourism industry. Biological and chemical water quality will need to be enhanced through land use practices, such as installing SUDs and treatment works. 		
<p>Cultural heritage and landscape</p> <p>The urban environment</p>	<p>Built environment</p> <ul style="list-style-type: none"> • The Norwich area has a wealth of scheduled ancient monuments, listed buildings and other architecturally distinctive structures all of which need protection. • The special historic character of Norwich should be preserved and enhanced including churches, listed buildings and industrial monuments to help retain the city’s unique character and heritage. • Preserve the distinctive character of the historic built environment and landscape, protecting and enhancing these and using them to promote the greater Norwich and Broads areas. 	<p>Promote sustainable growth within environmental limits (1)</p> <p>Conserve, restore and enhance the region's natural and built environment. (7)</p>	<ul style="list-style-type: none"> • ENV 5 • SOC 7 • EC 4

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	<ul style="list-style-type: none"> • New developments will need to be integrated into the existing form and character of local areas in order to minimise the negative impacts that could be brought to the heritage of the area. • Brownfield land is in increasingly short supply, so there is pressure to make best use of sites that do exist. • New construction can have negative impacts on existing development and townscapes from noise, air quality and dust. • Indirect impacts on the built environment could arise from the additional pressures of development and climate change. • Measures should be taken to enhance the historic core of Norwich and other distinctive heritage features, by making them able to withstand development pressures arising in the immediate future, such as traffic growth. 		
Biodiversity, fauna and flora Water and soil/land	<p>Climate change</p> <ul style="list-style-type: none"> • Climate change threatens the long-term future of some habitats and species; their capacity to withstand these changes must be improved. • Some areas in the city are at risk of flooding, including previously 	<p>Promote sustainable growth within environmental limits (1)</p> <p>Reduce greenhouse gas</p>	<ul style="list-style-type: none"> • ENV 3 • ENV 4 • ENV 6 • ENV 7

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
<p>Natural resources and climate</p> <p>The global environment and local resources</p> <p>The urban environment</p>	<p>developed areas. The area at risk of flooding will increase slightly with climate change.</p> <ul style="list-style-type: none"> • Flood risk in areas like the Broads can also be exacerbated by developments upstream causing a change to natural watercourses and the water cycle. • There is a need to reduce greenhouse gas emissions and ensure that contributions to climate change are reduced throughout. • All new and existing developments will need to adapt to the likely consequences of climate change through their design and locations. • Adapting to the effects of climate change will need to include the ability to design developments that are water efficient and recycle water resources as Norfolk is one of the drier parts of the country and suffers from water stress. • Some aspects of retrofitting existing development, such as improving energy efficiency in private sector housing, tackling traffic congestion and promoting reduction, reuse and recycling of waste. • Some aspects of change could bring benefits eg more wetlands. • Renewable energy solutions for the area will be essential and should be sought in order to minimise the use of carbon-burning 	<p>emissions (3)</p> <p>Adapt to the impacts of climate change (4)</p> <p>Conserve, restore and enhance the region's natural and built environment. (7)</p>	<ul style="list-style-type: none"> • SOC 7 • EC 4

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	<p>technology for energy generation. This would also have the benefit of opening a number of opportunities for economic development.</p> <ul style="list-style-type: none"> Norwich's carbon footprint is currently unsustainable, and promoting adaptive lifestyles will be necessary to reduce it. New developments in all sectors, land uses and activities will need to minimise their carbon emissions. Any growth in popularity of Norwich Airport use will also need to be redressed though carbon-saving elsewhere. 		
<p>Natural resources and climate</p> <p>Water and soil /land</p> <p>Air</p> <p>The global</p>	<p>Natural resources</p> <ul style="list-style-type: none"> There is increasing pressure on the natural resources needed to facilitate new development, which will impact on water quality and supply, air quality, energy and minerals use. Water quality must be enhanced given the rise in phosphate levels that are occurring in water courses. Water supplies must be sufficiently able to service new developments and new designs of development must conserve water use as much as possible and seek to reduce the water use throughout the area. 	<p>Promote sustainable growth within environmental limits (1)</p> <p>Increase resource efficiency and reduce resource use and waste (6)</p> <p>Conserve, restore and</p>	<ul style="list-style-type: none"> ENV 3 ENV 6 ENV 8 ENV 9 EC 4

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
environment and local resources	<ul style="list-style-type: none"> Minerals efficiency will need to be improved to minimise the environmental impact of extraction and processing, including increasing the use of aggregate captured from recycled construction material. Ensuring that existing and new development is resource efficient. There is a need to reduce the amount of waste sent to landfill sites, and find alternative methods of disposal. Energy captured from waste should be increased. Waste management will experience increased pressure on services to accommodate growth, supply new treatment facilities and minimise waste production overall. Efforts should be made to treat and use contaminated land as a priority for restoration, provided its use won't present health risks. 	enhance the region's natural and built environment. (7)	
Air Natural resources and climate	<p>Transport</p> <ul style="list-style-type: none"> High motor vehicle use stemming from a general dependency on the private car. Use of transport, in urban areas in particular, and its growth in volume has impacts on human health through contributing to poorer 	<p>Reduce greenhouse gas emissions (3)</p> <p>Move goods and people sustainably (8)</p>	<ul style="list-style-type: none"> ENV 1 ENV 3 ENV 5 ENV 6

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
<p>Population and human health</p> <p>The urban environment</p>	<p>air quality in urban areas.</p> <ul style="list-style-type: none"> • There is an urgent need to encourage a modal shift in transport use away from private cars and into public transport, and to replace CO₂ emitting modes with less polluting forms of transport. • General environmental amenity will be put under pressure from new development, particularly due to noise, air and water pollution. • Transport movements associated with minerals, waste and other service provision will need to be minimised. 		<ul style="list-style-type: none"> • SOC 2 • SOC 8 • EC 3
Social			
<p>Population and human health</p> <p>The global environment and local resources</p> <p>Natural</p>	<p>Population</p> <ul style="list-style-type: none"> • Rising population through inward migration requires more homes, services and facilities. • Creation of unbalanced communities through: <ul style="list-style-type: none"> • increasingly ageing population in surrounding rural areas • increasingly younger population in the city, and • migration of families from the city towards the suburban areas. • Household sizes are becoming smaller as more people remain single for longer or become single, and as a result require more homes to 	<p>Promote sustainable growth within environmental limits (1).</p> <p>Reduce poverty and inequality and promote social inclusion (2).</p>	<ul style="list-style-type: none"> • ENV 6 • ENV 9 • SOC 1 • SOC 5 • SOC 7 • SOC 8 • EC 4

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
resources and climate	<p>cater for this trend.</p> <ul style="list-style-type: none"> • Migration of populations from other areas in the region, and nationally and internationally, is increasing the demand for housing, community facilities and services. • The proportion of the population for whom English is their second language is increasing. This is likely to have implications for the future provision of services and facilities such as education and community learning. • Reducing the environmental impact of individuals will be important in maintaining sustainable communities. 	<p>Promote employment, learning, skills and innovation (5).</p> <p>Meet the needs of the changing regional demographic (9).</p> <p>Provide decent, affordable and safe homes for all (10).</p>	
Population and human health	<p>Deprivation</p> <ul style="list-style-type: none"> • Deprivation affects the well-being of communities and is generally heightened in urban areas. • Reducing deprivation includes: <ul style="list-style-type: none"> • education and attainment • addressing income deprivation • health and environmental quality • crime 	<p>Promote sustainable growth within environmental limits (1).</p> <p>Reduce poverty and inequality and promote social inclusion (2).</p>	<ul style="list-style-type: none"> • SOC 1 • SOC 2 • SOC 3 • SOC 4 • SOC 5 • SOC 6 • SOC 7

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	<ul style="list-style-type: none"> • social exclusion. • Reducing levels of unemployment will help reduce poverty and inequality and improve home affordability. • If the house price – income ratio widens, home owners will have less disposable income as mortgages/rents increase. 	Provide decent, affordable and safe homes for all (10).	<ul style="list-style-type: none"> • SOC 8 • EC 1 • EC 4
Population and human health The urban environment	<p>Access to services</p> <ul style="list-style-type: none"> • There is a pressing need to find the best location for new development to have access to services and facilities. • Services must be provided for an aging population, and all services must take into account the rising levels of disability in the population. This includes building homes to lifetime homes standards as well as providing specialised accommodation. • Difficulties in accessibility should not be allowed to restrict training opportunities, as this would have economic impacts for the future. • As a centre of the sub-region, the role of Norwich is important in order to cater for people’s needs. 	<p>Promote employment, learning, skills and innovation (5).</p> <p>Move goods and people sustainably (8).</p> <p>Meet the needs of the changing regional demographic (9).</p>	<ul style="list-style-type: none"> • ENV 5 • SOC 1 • SOC 2 • SOC 3 • SOC 5 • SOC 6 • SOC 8
Population and	Health	Reduce poverty and	<ul style="list-style-type: none"> • ENV 3

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
human health	<ul style="list-style-type: none"> • The need to promote healthy lifestyles, particularly through the design of, and access to, new developments. • More health infrastructure, and better access to health facilities, is needed for all communities. • Addressing the links between lower levels of health and higher deprivation will help to reduce social inequalities. • Air Quality Management Areas should be mitigated and the impacts of congestion and localised emissions concentrations should be reduced through traffic management schemes. Projects such as the CIVITAS Initiative can help cities to achieve a more sustainable, clean and energy efficient urban transport system through integrated technology and policy based measures. • Traffic can have negative health impacts across the area and these should be mitigated against, such as if the airport expands. • Providing permanent sites for Gypsy and traveller groups will lead to better access to health care facilities as well as education. • Localised health facilities, could be more viable and provide an essential service to new growth to relieve pressure on the major hospitals. 	<p>inequality and promote social inclusion (2).</p> <p>Meet the needs of the changing regional demographic (9).</p>	<ul style="list-style-type: none"> • ENV 5 • SOC 2 • SOC 7 • SOC 8

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
<p>Population and human health</p> <p>The urban environment</p>	<p>Crime</p> <ul style="list-style-type: none"> • Some higher crime level areas exist, particularly in the more deprived wards. • Improving community identity and welfare will be needed to help to reduce anti-social behaviour and increase the feel of local ownership of an area. • Reducing antisocial behaviour will be closely associated with managing the evening economy. • Building up community cohesion will increase the viability of local community-based events and facilities, and improve local democracy and public participation in local elections . 	<p>Reduce poverty and inequality and promote social inclusion (2).</p>	<ul style="list-style-type: none"> • SOC 1 • SOC 5 • SOC 7 • EC 4
<p>Population and human health</p> <p>The urban environment</p>	<p>Leisure, culture and recreation</p> <ul style="list-style-type: none"> • Need to provide access to a good range of cultural and leisure facilities, including improved access to local green spaces. • Facilities for local play and interaction are needed to help build strong communities. • Access to cultural activity is very important for recreation and 	<p>Reduce poverty and inequality and promote social inclusion (2).</p> <p>Conserve, restore and enhance the region's</p>	<ul style="list-style-type: none"> • ENV 5 • SOC 2 • SOC 5 • SOC 7 • SOC 8

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	<p>personal development and community integration. Adequate cultural provision, such as libraries, will be integral to sustainable communities and need to be planned for from the outset.</p> <ul style="list-style-type: none"> • Lifelong learning can also utilise cultural facilities and provision of community centres where community capacity and neighbourhood identity can be promoted. • An emphasis on good design of new facilities will ensure that communities can benefit from improved standards and it will bring some more 'identity' and community involvement in the area. • Tourism can play an important part in building-up cultural awareness and also for providing jobs and business growth. Support should be given to local tourism-related development linking cultural, social and economic aspects. 	<p>natural and built environment (7).</p> <p>Meet the needs of the changing regional demographic (9).</p>	<ul style="list-style-type: none"> • EC 1 • EC 2 • EC 4
<p>Population and human health</p> <p>The urban environment</p>	<p>Education</p> <ul style="list-style-type: none"> • Generally lower levels of attainment are experienced in certain wards with the urban area and amongst older people. • Opportunities for lifelong skills and training need to be encouraged in order to 'up-skill' the overall workforce. 	<p>Reduce poverty and inequality and promote social inclusion (2).</p> <p>Promote employment,</p>	<ul style="list-style-type: none"> • SOC 1 • SOC 3 • SOC 5 • SOC 6

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	<ul style="list-style-type: none"> • Links between lower educational attainment, workplace qualifications and deprivation need to be addressed. • As inward migration rises there may be a need to improve educational opportunities within communities. 	<p>learning, skills and innovation (5).</p> <p>Meet the needs of the changing regional demographic (9).</p>	<ul style="list-style-type: none"> • SOC 8 • EC 2 • EC 4
Population and human health	<p>Housing</p> <ul style="list-style-type: none"> • There is a variety of housing tenure across the area; however, owner-occupation is low in the city. • There is a need to provide a sufficient and appropriate mix of housing types and tenures to meet the needs of all, for example concerning provision of the right balance between flats and family units. • The most sustainable locations for a substantial number of new housing developments will need to be found, exact numbers of which must be planned for in accordance with the <i>Regional spatial strategy</i> and <i>Joint core strategy</i>. • The need to improve the quality of new and existing housing stock. 	<p>Promote sustainable growth within environmental limits (1).</p> <p>Reduce poverty and inequality and promote social inclusion (2).</p> <p>Move goods and people sustainably (8).</p>	<ul style="list-style-type: none"> • ENV 1 • ENV 5 • ENV 6 • ENV 7 • ENV 8 • ENV 9 • SOC 1 • SOC 2 • SOC 4 • SOC 5 • SOC 7

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	<ul style="list-style-type: none"> • There is a gap between house prices and income levels. • The affordability of new housing stock needs to be at a level that will ensure that local communities and key workers can access their local housing markets. • The potential for providing new affordable homes must be maximised in each development proposal. • Gypsies and Travellers should also benefit from a measured provision of sites and be treated equally. • More effective use of the exiting housing stock, such as returning vacant homes to beneficial use, could increase access to housing. 	<p>Meet the needs of the changing regional demographic (9).</p> <p>Provide decent, affordable and safe homes for all (10).</p>	<ul style="list-style-type: none"> • SOC 8 • EC 4
Population and human health	<p>Transport and accessibility</p> <ul style="list-style-type: none"> • Improving access to jobs, services and facilities by public transport and reducing the need to travel by private car. • Providing appropriate transport infrastructure. • Improving the accessibility to services and facilities for those who wish to walk and cycle. • There is a need to improve the opportunities to walk and cycle and use open space provisions as a means of recreation and for leading 	<p>Conserve, restore and enhance the region's natural and built environment (7).</p> <p>Move goods and people sustainably (8).</p>	<ul style="list-style-type: none"> • ENV 1 • ENV 3 • ENV 6 • SOC 1 • SOC 2 • SOC 3 • SOC 6

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	a more sustainable lifestyle.		<ul style="list-style-type: none"> • SOC 7 • SOC 8 • EC 3 • EC 4
Economic			
Population and human health The global environment and local resources	Growth <ul style="list-style-type: none"> • There is a generally diverse, successful and growing economy, with a strong research and development industry. • There is a focus of employment provision in the city. • Currently, there is an emphasis towards large employers being located in the city, and small employers in neighbouring districts. This may suggest a need to improve diversity of employers across the economy. • Maintaining high levels of employment and improving the ability of local populations and those with fewer qualifications to access employment markets. • Locating employment growth in the most sustainable locations will be a key factor for a prosperous economy. 	Promote sustainable growth within environmental limits (1). Conserve, restore and enhance the region's natural and built environment (7). Move goods and people sustainably (8). Meet the needs of the	<ul style="list-style-type: none"> • SOC 1 • SOC 3 • SOC 6 • SOC 8 • EC 1 • EC 2 • EC 3 • EC 4

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	<ul style="list-style-type: none"> • The evening economy can bring 24-hour business diversity for business opportunities in some areas. • Increasing the provision of jobs in local areas will increase local economic growth and prosperity, so local jobs provision should be encouraged that can also offer vocational training opportunities. • New jobs must be provided for in the most sustainable locations. • Diversification and extension of the tourism base. • Promotion of tourism development whilst protecting the important landscapes, environment and cultural heritage. 	changing regional demographic (9).	
<p>Natural resources and climate</p> <p>The global environment and local resources</p>	<p>Resources</p> <ul style="list-style-type: none"> • Domestic and business waste management, including waste minimization, increased recycling and resource efficiency improvements, such as energy generation and recovery. • Maximising opportunities for economic growth and employment through new waste management facilities. • Promotion of sustainable energy technologies. • Enabling sustainable production and consumption. • An environmentally-sustainable economy can be developed through 	<p>Promote sustainable growth within environmental limits (1)</p> <p>Increase resource efficiency and reduce resource use and waste (6).</p>	<ul style="list-style-type: none"> • ENV 6 • ENV 8 • ENV 9 • SOC 7 • SOC 8 • EC 2 • EC 3 • EC 4

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
	<p>a general reduction in food and business mile generation, improved energy savings, development of the renewable energy sector, and through enterprises such as eco-tourism.</p>	<p>Conserve, restore and enhance the region's natural and built environment (7).</p>	
<p>Population and human health</p>	<p>Skills</p> <ul style="list-style-type: none"> • Promoting the knowledge economy will be a key influence in the growth and will require support through business infrastructure and training opportunities. • There is an unbalanced workforce, as graduates take up intermediate jobs and so present difficulties for those with lower qualifications to access jobs. • Improving the levels of educational attainment amongst school leavers will be a vital part of improving the skills and training of the workforce. • The knowledge economy needs to be able to develop an environmentally friendly sector that helps provide localised training to provide skills for creating sustainable communities, such as sustainable construction skills. 	<p>Promote employment, learning, skills and innovation (5).</p>	<ul style="list-style-type: none"> • SOC 1 • SOC 3 • SOC 6 • SOC 8 • EC 1 • EC 2 • EC 4

SEA Directive topics	Key sustainability issues to be addressed	East of England sustainable development framework objectives	SA objectives
Population and human health	<p>Transport infrastructure</p> <ul style="list-style-type: none"> • Access to jobs needs to be improved. • Providing job opportunities closer to centres of population will be important in reducing the dependency on the private car, reducing the need to travel, and building community cohesion. • Links to regional, national and international transport networks should be maximised for their ability to bring growth and investment. 	<p>Move goods and people sustainably (8).</p> <p>Meet the needs of the changing regional demographic (9).</p>	<ul style="list-style-type: none"> • ENV 1 • ENV 3 • ENV 5 • ENV 6 • SOC 8 • EC 1 • EC 2 • EC 3



4. Developing the sustainability appraisal framework (task A4)

A framework of objectives, key questions for decision-making criteria, and indicators have been developed to cover the broad range of environmental, social and economic factors arising from the characterisation and issues assessment. Together, these form the basis of the SA matrix that will be used to assess the emerging options and policies as they are developed. The appraisal process examines the effects and implications of policy over short-, medium-, and long-term time-scales, and considers the cumulative impacts that might arise as one or more policies are put together. The appraisal will be able to offer a summary of the possible environmental, social and economic effects.

SA objectives are used to guide a strategy's creation, to assess the viability of a proposal in being as sustainable as possible. These objectives are based on those suggested in government guidance², and are tailored from findings of the policy review, baseline characterisation and identification of issues. As part of the framework, they will clarify where there are any conflicts between the aims for reaching sustainability and the policies in the plans. The SA

² 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks: Guidance for regional planning bodies and local planning authorities', (ODPM, 2005).

Norwich local development framework

Site allocations development plan document
Sustainability appraisal scoping report

November 2009



objectives that form the basis of the appraisal framework can be seen in figure 4.1, below.

Figure 4.1: Sustainability appraisal objectives

Environmental objectives:	ENV 1 To reduce the effect of traffic on the environment.	<p>Will it reduce traffic volumes, ease the flow of traffic and reduce congestion?</p> <p>Will it increase the proportion of journeys using modes other than the car?</p> <p>Will it reduce the effect of HGV traffic on people and the environment?</p> <p>Will it encourage more benign modes of travel?</p> <p>Will new development be located such to reduce the need for people to travel?</p>
	ENV 2 To improve the quality of the water environment.	<p>Will it improve the quality of the water environment (streams, rivers, lakes etc)?</p> <p>Will it help to support wetland habitats and species?</p>
	ENV 3 To improve environmental amenity,	<p>Will it improve air quality?</p>

	including air quality.	Will it reduce the emission of atmospheric pollutants?
	ENV 4 To maintain and enhance biodiversity and geodiversity.	<p>Will it conserve/enhance natural or semi-natural habitats, and promote habitat connections?</p> <p>Is it likely to have a significant effect on sites designated for international, national or local importance?</p> <p>Will it conserve/enhance species diversity, and in particular avoid harm to protected species?</p>
	ENV 5 To maintain and enhance the quality of landscapes, townscapes and the historic environment.	<p>Will it protect and enhance the quality of landscapes, townscapes and countryside character, including the character of the Broads and its setting where relevant?</p> <p>Will it maintain and enhance the distinctiveness of the landscapes/townscapes and heritage?</p> <p>Will it reduce the amount of derelict, underused</p>

		<p>land?</p> <p>Will it protect and enhance features of historical, archaeological and cultural value?</p>
	<p>ENV 6 To adapt to and mitigate against the impacts of climate change.</p>	<p>Will it reduce emissions of greenhouse gases by reducing energy consumption?</p> <p>Will it lead to an increased proportion of energy needs being met from renewable sources?</p> <p>Will it increase the capacity of the area to withstand the effects of climate change?</p> <p>Will it ensure that the risks to lives, land and property are minimised?</p>
	<p>ENV 7 To avoid, reduce and manage flood risk.</p>	<p>Will it minimise the risk of flooding to people and property?</p> <p>Can it incorporate new designs to adapt to possible flood risk?</p>

		Will it promote the use of sustainable drainage systems to reduce run off?
	ENV 8 To provide for sustainable use and sources of water supply.	Will it conserve groundwater resources? Will it minimise water consumption?
	ENV 9 To make the best use of resources, including land and energy and to minimise waste production.	Will it minimise consumption of materials and resources? Will it promote the use of land in sustainable locations that has been previously developed? Will it use land efficiently? Will it minimise the loss of 'greenfield' land? Will it avoid the loss of good quality agricultural land and preserve soil resources? Will it minimise energy consumption and promote energy efficiency?

		<p>Will it promote the use of renewable energy sources?</p> <p>Will it lead to less waste being produced?</p> <p>Will it lead to less waste being disposed, by promoting more recycling and composting?</p> <p>Will it increase waste recovery for other means eg energy generation?</p>
Social objectives:	SOC 1 To reduce poverty and social exclusion.	<p>Will it reduce poverty and social exclusion in those areas most affected?</p> <p>Will it help to reduce deprivation levels?</p> <p>Will it help meet the needs of residents most effectively?</p>
	SOC 2 To maintain and improve the health of the whole population and promote healthy lifestyles.	<p>Will it improve access to high quality health facilities?</p> <p>Will it encourage healthy lifestyles?</p>

		<p>Will it provide adequate health infrastructure for existing and new communities?</p> <p>Will the links between poorer health and deprivation be addressed?</p> <p>Will links to the countryside be maintained and enhanced?</p>
	<p>SOC 3 To improve education and skills.</p>	<p>Will it improve qualifications and skills for both young people and amongst the workforce?</p> <p>Will it help to retain key workers and provide more skilled workers from school leavers?</p> <p>Will adequate education infrastructure be provided for existing and new communities?</p> <p>Will it promote lifelong learning and skills training?</p> <p>Will links between lower levels of education and deprivation be addressed?</p>

	<p>SOC 4 To provide the opportunity to live in a decent, suitable and affordable home.</p>	<p>Will it increase the range of types, sizes and affordability of housing for all social groups?</p> <p>Will it reduce the housing need and ensure that housing provision addresses the need of all?</p> <p>Will it provide the most appropriate solutions to address the housing requirements needed for creating sustainable communities?</p> <p>Will it make best use of existing housing stock?</p>
	<p>SOC 5 To build community identity, improve social welfare, and reduce crime and anti-social activity.</p>	<p>Will it encourage engagement in community activities?</p> <p>Will it contribute to the achievement of a mixed and balanced community?</p> <p>Will it reduce actual levels of crime?</p> <p>Will it reduce the fear of crime?</p>
	<p>SOC 6 To offer more opportunities for rewarding</p>	<p>Will it reduce unemployment overall?</p>

	and satisfying employment for all.	Will it help to improve earnings?
	SOC 7 To improve the quality of where people live.	Will it improve the quality of dwellings? Will it improve the quality of open space? Will It improve satisfaction of people with their neighbourhoods?
	SOC 8 To improve accessibility to essential services, facilities and jobs.	Will it improve accessibility to key local services and facilities (including health, education, leisure, open space, the countryside and community facilities)? Will it improve accessibility for all whilst reducing dependency on the private car? Will it improve access to jobs and services for all?
Economic objectives:	EC 1 To encourage sustained economic growth.	Will it assist in strengthening the local economy? Will it improve business development and enhance competitiveness?

		<p>Will it reduce vulnerability to economic shocks?</p> <p>Will it promote growth in key sectors?</p> <p>Will it increase vitality and viability of town centres and improve economic diversity?</p>
	<p>EC 2 To encourage and accommodate both indigenous and inward investment.</p>	<p>Will it encourage indigenous business?</p> <p>Will it encourage inward investment?</p> <p>Will it make land and property available for business?</p> <p>Will it improve economic performance in Norwich?</p> <p>Will it support/encourage small city businesses?</p>
	<p>EC 3 To encourage efficient patterns of movement in support of economic growth.</p>	<p>Will it provide provision for local jobs?</p> <p>Will it improve accessibility to work, particularly by public transport, walking and cycling?</p>

		<p>Will it reduce journey times between key employment areas and key transport interchanges?</p> <p>Will it improve efficiency and sustainability of freight distribution?</p> <p>Will it support provision of key communications infrastructure?</p>
	<p>EC 4 To improve the social and environmental performance of the economy.</p>	<p>Will it reduce the impact on the environment from businesses?</p> <p>Will it reduce the impact on residents from business?</p> <p>Will it attract new investment and skilled workers to the area?</p> <p>Will it maintain existing business and employment provision?</p>

		Will it provide employment in the best locations to serve residents?
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Norwich local development framework

Site allocations development plan document
Sustainability appraisal scoping report

November 2009



During the appraisal process, the SA objectives are complemented by a series of decision-making criteria key questions. These suggest to the policy writer some important considerations that should be included within the assessment of emerging policy. These questions do not necessarily require individual answers and commentary but rather seek to prompt lines of enquiry.

Objectives are accompanied by a number of indicators that offer an insight into how trends have recently been experienced. They will measure how closely policies are able to achieve their wider aims, as well as suggesting targets for a policy to work towards. Indicators will offer comparisons between the local data and wider picture, a 'comparator value'.

Appendix 3 contains the SA framework as an assessment matrix. Each of the objectives is listed alongside the decision-making criteria and indicators. As an assessment is made, the likely effects are considered and noted in the framework, in accordance with the rating system of 'positive' or 'negative' or 'uncertain' effects. As well as providing a summary of the effects, the framework also provides recommendations for how each policy option can be improved or their negative effects lessened.

In addition, the compatibility of the SA objectives can be considered to identify possible tensions in the assessment, such as those seeking to preserve land and those advocating growth (as seen in Figure 4.2 below).



5. Consultation on the scope of the sustainability appraisal (task A5)

The SA scoping report is open to comment from 19 April to 24 May 2010. It is important to ensure that key stakeholders and organisations are able to play a part in the ongoing SA process and help the emerging development plans take into account the wide variety of factors identified through the scoping process. In accordance with the Strategic Environmental Assessment Directive, the scoping report is available for consultation for a minimum of five weeks, and is specifically opened to consultation by three statutory bodies, and others as deemed appropriate.

The three statutory bodies will be consulted on the scope of the sustainability appraisal:

- Natural England (formerly the Countryside Agency and English Nature).
- English Heritage.
- Environment Agency.

The scoping report is also available on the Internet for other public bodies and general public viewing and comment. The consultation process specifically asked the following questions:

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

April 2010



- 1. Are the relevant policies, plans and programmes reviewed in the literature review (appendix 1) appropriate, or are there others that should be assessed?**
- 2. Is the baseline data provided appropriate (appendix 2), or are there other areas that should be investigated?**
- 3. Are the sustainability issues (task A3) identified correct, or are there more concerns that should be addressed?**
- 4. Are the sustainability appraisal objectives within the SA framework (task A4) appropriate, or should they be amended?**
- 5. Do you have any other comments on the SA framework?**

The framework devised through the scoping report will play a significant role in developing policies within the emerging plan. Its application will be documented in a SA report, which will be published to accompany Regulation 25 and Regulation 27 stages of public consultation. This latter report will document how the SA process has been accounted for throughout the development of the different development management policy options.

The closing date for comments on the *Development management policies SA scoping report* is 24 May 2010 (5pm).



6. Remaining stages of the sustainability appraisal

The five main stages to the production of SA are outlined in the introduction. This scoping report and subsequent amendments to it will complete stage A. The remaining stages of the SA process and how it will run in parallel with the DPD process are shown in figure 6.1 below:

Figure 6.1 Remaining stages of the SA

	SA stages	SA tasks
PRODUCTION	SA stage B: developing and refining options and assessing effects	B1: Testing the <i>Development management policies DPD</i> objectives against the SA framework
		B2: Developing the policy options
		B3: Predicting the effects of the development management policies
		B4: Evaluating the effects of the development management policies
		B5: Considering ways of mitigating adverse effects and maximising beneficial ones
		B6: Proposing measures to monitor the significant effects of implementing the <i>Development management policies DPD</i>
	SA stage C: preparing the SA report	C1 Preparing the SA report
EXAMINATION	SA stage D: consulting on the draft plan and the SA report	D1: Public participation on the draft plan and SA report
		D2 (i) Appraising significant changes
		D2 (ii) Appraising significant changes resulting from representations
		D3: Making decisions and providing information
ADOPTION AND MONITORING	SA stage E: monitoring the significant effects of implementing	E1: Finalising aims and methods for monitoring the policies
		E2: Responding to adverse affects

The next stage will be to assess the likely effects of the proposed development management policies against the SA framework. Likely positive and negative effects will be considered and uncertainties about the nature and significance of effects will be noted.

Appendix 1

Review of relevant plans, programmes and policies

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
International				
1. Johannesburg Declaration on Sustainable Development	<ul style="list-style-type: none"> Promote sustainable development – economic development, social development and environmental protection – at local, national, regional and global levels. Promote sustainable consumption and production patterns. 	<p>Ensure environmental sustainability.</p> <p>Integrate the principles of sustainable development into country policies and programmes and reverse loss of environmental resources.</p>	<ul style="list-style-type: none"> Promotion of sustainable development patterns. Promotion of renewable energy and energy efficiency. Protection and enhancement of biodiversity. Protection of natural resources. Promotion of health and 	<ul style="list-style-type: none"> Sustainability of new development patterns. Contribution to renewable energy and efficiency. Contribution to biodiversity. Maintenance of natural resources. Minimisation of waste.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
			economic well-being.	<ul style="list-style-type: none"> • Impact on health. • Contribution to economic well-being.
2. The UNECE Convention on Access to Information, Public Participation in Decision Making and Access to Justice for Environmental Matters (The Aarhus Convention) (2001)	<p>Access to environmental information held by local authorities.</p> <p>Requirement for public participation in environmental decision-making.</p>		Should have consultation throughout.	Should make SA and environmental information available for consultation.
3. EC Directive on the assessment of the effects of certain plans and programmes on the environment 2001/42/EC	“To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation of plans and programmes with a view to promoting sustainable development.”		<p>The DPD should be accompanied by a SA to ensure:</p> <ul style="list-style-type: none"> • the policies in the plan will contribute to sustainable 	The SA framework should ensure the objectives of this overarching document are covered.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>'Environmental assessments' should be carried out for plans which are likely to have significant effects on the environment.</p>		<p>development</p> <ul style="list-style-type: none"> • that there is full stakeholder and public consultation in the process. 	
National				
<p>4. Urban White Paper – Our Towns and Cities: The Future (2000)</p>	<p>Urban areas which offer a high quality of life and opportunity for all, not just the few.</p> <p>Promotes:</p> <ul style="list-style-type: none"> • community involvement • good sustainable design and planning • prosperous and inclusive cities • good quality services • protection from crime. <p>Urban renaissance should benefit everyone, making towns and cities vibrant</p>	<p>No specific targets identified – many targets will be relevant.</p>	<p>The DPD should promote the urban renaissance locally and take account of the general aim of promoting sustainable development in urban areas.</p>	<p>SA framework should cover the issues contained in the vision.</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	and successful, and protecting the countryside from development pressure.			
5. Aviation White Paper: The Future of Air transport, 2003	<p>Balanced approach to airport development:</p> <ul style="list-style-type: none"> • Policy approach to balance the benefits of increased air travel (including growth of regional economy) against the environmental impacts, (including emissions to impact that airports can have on those living nearby). <p>Growth of Norwich airport:</p> <ul style="list-style-type: none"> • There is scope for the airport to grow to satisfy local demand. 	Demand for air travel is high and predicted to rise rapidly in the region due to the strength of its economy.	The DPD will have to take account of potential growth at Norwich Airport as main public transport links between airport and bus/train stations pass through area.	SA should cover issue of public transport links to airport.
6. ODPM Safer Places: The Planning System and Crime Prevention (2004)	Promote early consideration of crime prevention as part of the design process to deliver safer places.	Contribution to reduction of crime rates.	Ensure that the DPD policies take account of the need to design out crime.	SA should cover the issue of designing out crime.

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7. PPS 1 & Planning and Climate Change - Supplement to PPS 1	<p>Sustainable development is the core principle underlying planning.</p> <p>Four aims to be tackled in an integrated way:</p> <ul style="list-style-type: none"> • Social progress which recognises the needs of everyone. • Effective protection of the environment. • Prudent use of natural resources. • Maintenance of high and stable levels of economic growth and employment. <p>Planning should contribute to reducing emissions and stabilising climate change (mitigation) and take into account the unavoidable consequences (adaptation).</p>		<p>Apply the aims of sustainable development.</p> <p>Policies should ensure that new development takes account of the environment.</p> <p>Consider the means for reducing emissions and designing /locating development that deals with the risks from climate change.</p>	<ul style="list-style-type: none"> • Sustainability of policies and proposals. • Integration/ potential conflicts. • Contribution to reducing greenhouse gas emissions. • Risks of flooding.
8. PPS 3: Housing	Ensure that everyone has the opportunity of living in a decent home, which they can		Ensure housing developments are	<ul style="list-style-type: none"> • Contribution to meeting housing

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	<p>afford, in a community where they want to live.</p> <ul style="list-style-type: none"> • High quality housing that is well-designed and built to a high standard. • A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural. • A sufficient quantity of housing taking into account need and demand and seeking to improve choice. • Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure. • A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re- 		<p>sustainable with regards to location, layout and design and meets the needs of the community.</p>	<p>requirement (market and affordable).</p> <ul style="list-style-type: none"> • Sustainable choice of locations. • Efficiency/ management of use of land. • Quality of design. • Contribution to inclusive communities.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	use of previously-developed land, where appropriate.			
9. PPS 4: Planning for sustainable economic growth	<p>Overarching objective is for sustainable economic growth. Planning should contribute to prosperous economies by improving the economic performance of places; delivering sustainable patterns of development; and promoting the vitality and viability of town centres.</p> <ul style="list-style-type: none"> • Town centre first policy remains. Implemented through sequential approach for both plan making and development management policies. • Robust evidence base and continual monitoring required • Consideration of need is fundamental. Need covers both quantitative issues (population 	<p>Annual monitoring reports should assess the network and hierarchy of centres; the need for further development; and the vitality and viability of centres. Health check assessments are identified as an important 'tool' for both plan making and the consideration of planning applications.</p>	<p>Development management policies should facilitate and enable economic development where appropriate.</p>	<p>SA framework should cover issues of the sustainability implications of economic development and different mix of uses.</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>forecasts, expenditure forecast within different good types and improvements in retail density) and qualitative (consider if there is provision for genuine retail choice, need to increase competition or retail mix).</p> <ul style="list-style-type: none"> • Policies should promote diversity of business sectors, use previously developed land and safeguard land where appropriate • With regard to the city centre, a strategy should be set out for their management and growth with consideration being given to reclassifying centres, and encouraging non-retail development above ground floor level. • Should plan for consumer choice 			

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>and promote competitive town centres</p> <ul style="list-style-type: none"> Maximum parking standards should be set for non-residential development and ensure good quality secure parking in town centres to encourage investment and vitality/viability. 			
10. PPS 5: Planning for the Historic Environment	<p>The historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations.</p> <ul style="list-style-type: none"> Local planning authorities should seek to reuse and where appropriate modify heritage assets to reduce carbon emissions and secure sustainable development. Local planning authorities should ensure there is evidence about the 	<p>Should consider how best to monitor impact of policies and decisions on the historic environment including monitoring number and condition of SAMs and listed building and building on the Local List.</p>	<p>The development management policies must reflect these objectives. Conservation of the historic environment is a primary concern in Norwich, which includes the city centre conservation area and contains</p>	<p>Ensure that the SA framework covers the issues of development which enhances the historic environment and allows the protection and interpretation of archaeological</p>

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	<p>historic environment and heritage assets in their area.</p> <ul style="list-style-type: none"> • The LDF should set out a positive, proactive strategy for the conservation and enjoyment of the historic environment, taking into account variations in type and distribution. • The authority should consider the use of article 4 directions if permitted development rights would undermine aims for the historic environment. • Consideration should be given to how best to monitor the impact of policies and decisions on the historic environment. • Where applications affect heritage assets, information should be provided setting out a description 		<p>SAMs and numerous listed buildings. Policies need to ensure that development protects the historic environment and preserves archaeological heritage.</p>	<p>remains.</p>

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	<p>of the significance of the heritage assets affected.</p> <ul style="list-style-type: none"> • The LPA should also seek to identify and assess the particular significance of any element of the historic environment that may be affected by the proposal. • LPAs should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. • There should be a presumption in favour of the conservation of designated heritage assets and the LPA should treat favourably applications that preserve the elements of the setting that make a positive contribution to the 			

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	asset.			
11. PPS 9: Biodiversity and Geological Conservation	<p>Broad aim for Planning and biodiversity Development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible.</p> <p>Objectives</p> <ul style="list-style-type: none"> • Ensure that biodiversity is conserved and enhanced as an integral part of development. • Enhance biodiversity in green spaces and among developments in urban areas so that they are used by wildlife and valued by people, benefiting their health and quality of life. <p>Networks of Natural Habitats should be protected and established to reduce the fragmentation and isolation of natural habitats. They should form part of a wider</p>	Consider appropriate targets, including length of green link created.	<p>The DPD should promote new and protect existing biodiversity habitats.</p> <p>The policies should take account the need to enhance green links and</p>	<p>SA framework should cover issue of habitat protection and creation.</p> <p>SA framework should take account of the need for the</p>

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	<p>strategy for the protection and extension of open space. The importance of providing green access routes along rivers is identified.</p> <p>Where Previously Developed Sites have substantial biodiversity or geological interest of recognised local importance, this should be retained or incorporated into any development.</p> <p>Opportunities should be maximized for building-in biodiversity features as part of good design in and around developments.</p> <p>Planning obligations should be used where appropriate.</p>		<p>establish local networks.</p> <p>Riverside sites particularly may have existing biodiversity interest.</p> <p>Biodiversity interest should be built into new development, particularly where green links have been identified adjacent to sites in the plan.</p>	<p>creation of green links and protecting biodiversity assets.</p>

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12. PPS 12: Local Spatial Planning	<p>Other DPDs (other than core strategy)</p> <p>The following issues should be considered:</p> <ul style="list-style-type: none"> • The scope of and detail in the RSS or core strategy. • Market conditions, including the scale of the development challenge (both absolute and relative), whether it be growth or managed change, that LPAs face. • The approach to delivery, including the size and type of land available for new development and how to make the best use of existing buildings/housing stock. • The need for land assembly/CPOs. • The requirements of utilities/ infrastructure providers. • The need to address environmental pressures, constraints and opportunities (for example flood risk). 		To ensure all the requirements are met through both the contents and the procedures of producing the DPD.	SA framework should cover issues related to market conditions, environmental constraints/ opportunities and delivery.

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	<ul style="list-style-type: none"> • Timing, particularly in terms of when other regional and local strategies are being brought forward. • Resources and timetabling. <p>Adopted proposals map</p> <p>The adopted proposals map should:</p> <ul style="list-style-type: none"> • identify areas of protection, such as nationally protected landscape and internationally, nationally and locally-designated areas and sites • show areas at risk from flooding; and allocate sites for particular land use and development proposals included in any adopted DPD and set out the areas to which specific policies apply. 		<p>Proposals maps should be produced in accordance to the requirement set out.</p>	
13. PPS 22 Renewable Energy	<p>Objectives</p> <p>Renewable energy development can contribute to all sustainability objectives,</p>	<ul style="list-style-type: none"> • 10% of UK electricity from renewable energy sources by 		<p>Sustainability framework should cover the issue</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>particularly environmental protection against climate change and prudent use of natural resources.</p> <p>Key Principles (ii, vi + vii)</p> <ul style="list-style-type: none"> • LDDs should promote and encourage renewable energy development. • Small-scale projects can provide a limited but valuable contribution to overall outputs of renewable energy. • Local authorities should foster community involvement in renewable energy projects. <p>Para 8: % of energy from renewables in new developments.</p> <p>LPA's may include policies in local development documents that require a percentage of the energy to be used in new residential, commercial or industrial</p>	<p>2010, 20% by 2020</p> <ul style="list-style-type: none"> • Regional Target 10% onshore by 2010. 	<p>Consider how small scale, possibly community based renewable projects can be encouraged.</p> <p>Consider the possibility of requirement for percentage of energy in new developments to be generated from</p>	<p>renewable energy development in this area.</p>

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	<p>developments to come from on-site renewable energy developments.</p> <p>Paras 11 + 18 Renewable energy in historic areas.</p> <p>Renewable energy projects should not compromise objectives of designation of scheduled monuments, conservation areas, listed buildings and registered parks and gardens. Small scale renewable energy should be encouraged in LDDs.</p>		<p>renewables</p> <p>Consider suitable types of renewable development in conservation areas.</p>	
14. PPS 23 Planning and Pollution Control	<p>Para 18 Government objectives for contaminated land</p> <ul style="list-style-type: none"> • To identify and remove unacceptable risk. • To bring damaged land back into beneficial use. • To ensure costs are proportionate, 		The DPD should address pollution control and remediation which reflect PPS23 guidance.	Sustainability framework should cover these aspects of environmental protection.

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	<p>manageable and economically sustainable.</p> <p>LDDs should set out the criteria for potentially polluting developments and remediation of contaminated land.</p>			
15. PPS 25 Development and Flood Risk & PPS 25 Practice Guide	Avoid flood risk where possible, manage and reduce risk, avoid increasing flood risk.		Consider and limit risks of flooding, avoid locating development in areas at risk where possible, reduce flood-risks through design of development.	The SA framework should take into account of the risks of flooding.
16. PPG 13 – Transport	<p>Objectives</p> <p>Key objective to integrate planning and transport at the local level to:</p> <ol style="list-style-type: none"> 1. promote more sustainable transport 		A key objective of the DPD should be to promote sustainable modes of transport.	The relevant transport aspects of the SA will assess the

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	<p>choices for both people and for moving freight</p> <ol style="list-style-type: none"> 2. promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and 3. reduce the need to travel, especially by car. <p>Considerations in preparing development plans, para 6</p> <ul style="list-style-type: none"> • Priority should be given to people over traffic, giving more road space to pedestrians, cyclists and public transport in mixed use developments. • The needs of disabled people should be taken into account. • Design should promote road safety and reduce the fear of crime. 		<p>The improvement of walking and cycling links between the city centre and suburbs should be a key consideration.</p> <p>The policies should address the issue of promoting public transport use and cycling and walking.</p>	<p>environmental impacts of the policies in terms of transport issue. The sustainability objectives should seek to promote modal shift away from car use.</p> <p>The sustainability framework should develop appropriate transport indicators.</p>

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	<ul style="list-style-type: none"> Sites and routes which could be critical in developing infrastructure to widen transport choices should be protected. <p>Para 16 + 21 High density mixed use development in public transport corridors. Promote high density mixed use development in corridors of good public transport and in local centres, (including offices, retail, commercial leisure, hospitals and conference facilities).</p> <p>Para 23 Transport assessment. Where developments will have significant transport implications, transport assessments should be prepared and submitted alongside the relevant planning applications for development.</p>		<p>High density development should be promoted close to public transport corridors, if appropriate.</p> <p>Where appropriate the plan should require the use transport assessment to promote sustainable transport.</p>	<p>The framework should address the issue of promoting high density development in areas highly accessible by public transport.</p>

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	Annex D provides minimum parking standards.		Parking standards should be set out in the plan and consideration should be given as to whether car free housing may be appropriate close to good public transport links.	
17. PPG 17 Planning for Open Space, Sport and Recreation	<p>Objectives: Open spaces, sport and recreation facilities should:</p> <ul style="list-style-type: none"> • create attractive local networks of open spaces to benefit nature conservation, biodiversity and air quality • promote social inclusion and community cohesion • promote health and well being 	Amount of open space in the area in relation to locally set targets will be established through an audit and needs assessment.	The DPD needs to promote open space in relation to city wide targets, in order to promote urban renaissance. Issue of green links between open spaces is also	SA framework should cover issue of promoting urban renaissance through the provision of good quality open spaces, sports and

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	<ul style="list-style-type: none"> be accessible by walking, cycling and public transport. <p>Para 20 General principles. Establishes principles for good quality open spaces, including good design.</p> <p>Para 24 Unused land LAs should consider whether use can be made of land for open space which is otherwise unsuitable for development.</p> <p>Para 33. Planning Obligations Planning obligations should be used as a</p>		<p>important.</p> <p>The plan should set the principles for addressing the issue of the most suitable forms of open space to meet identified needs.</p> <p>Unused land can be considered for open space to serve new development.</p> <p>Section 106 contributions will be</p>	<p>recreation facilities in line with locally established standards.</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>means to remedy local deficiencies in the quantity or quality of open space, sports and recreational provision. Local authorities will be justified in seeking planning obligations where the quantity or quality of provision is inadequate or under threat, or where new development increases local needs.</p> <p>Annex; Definition 2(x) Open spaces include civic spaces.</p>		<p>sought to improve the quality, quantity or accessibility open space in the area.</p> <p>Section 106 funds can be used for civic squares.</p>	
18. Good Practice Guide on Planning for Tourism (May 2006)	<p>Para. 2.7 Maximising the economic, social and environmental benefits of tourism, and achieving these in the most sustainable manner.</p>		<p>Promote sustainable tourism.</p>	<ul style="list-style-type: none"> • contribution to tourism. • impact on economy, environment,

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				and social issues.
19. PPG 24 Planning and Noise	<p>Para. 2 General principles.</p> <p>The planning system should ensure that:</p> <ul style="list-style-type: none"> • noise-sensitive developments are separated from major sources of noise • new development involving noisy activities should be sited away from noise-sensitive land uses • where it is not possible to achieve a separation of land uses, LPAs should control or reduce noise levels, or mitigate the impact of noise, through the use of conditions or planning obligations. 	<p>Noise Exposure.</p> <p>Categories identify acceptable and unacceptable levels of noise in relation to different types of development.</p>	<p>The policies should take into consideration noise issues.</p>	<p>The SA framework should take account of the need to prevent conflict in relation to noise.</p>
20. Waste Strategy for England 2007 Defra	<p>Future of waste management – the government commitment.</p> <ul style="list-style-type: none"> • Tackle the amount of waste produced, 	<p>To recycle or compost at least 30% of household waste by</p>	<p>Assess how the DPD can encourage the minimisation of</p>	<p>SA framework should cover issue of the minimisation</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>by breaking the link between economic growth and waste production.</p> <ul style="list-style-type: none"> Put waste which is produced to good use through substantial increases in re-use, recycling, composting, and recovery of energy. 	<p>2010.</p> <p>To reduce the amount of waste landfilled.</p>	<p>waste production and the maximization of recycling and re-use of materials.</p>	<p>of waste production.</p>
<p>21. Securing the Future - UK Government sustainable development strategy– March 2005</p>	<p>1. Justification for promotion of sustainable development to reduce:</p> <ul style="list-style-type: none"> effects of climate change stress on environmental resources + loss of biodiversity inequality (both for moral reasons and as it is in the nations interests). <p>3. Goals for sustainable development in UK – integrated approach which allows:</p> <ul style="list-style-type: none"> a sustainable, innovative and productive economy that delivers high 	<p>National baseline indicators and targets established</p>	<p>Assess how the DPD can help to promote sustainable development as defined in the strategy and can help to achieve targets.</p> <p>The DPD should promote identified goals and consider the possibility of</p>	<p>SA framework should follow the targets from this key overarching document established nationally.</p>

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	<p>levels of employment</p> <ul style="list-style-type: none"> • a just society that promotes social inclusion, sustainable communities and personal wellbeing • protection and enhancement of the physical and natural environment • efficient use of resources and energy. <p>4. Guiding principles</p> <ul style="list-style-type: none"> • Living within environmental limits. • Ensuring a strong, healthy and just society. • Achieving a sustainable economy. • Using sound science responsibly. • Promoting good governance. <p>5. Shared priorities for UK action:</p> <p>Sustainable consumption and production:</p> <ul style="list-style-type: none"> • How goods and services are produced, impacts of products and materials 		<p>encouraging exemplar projects.</p> <p>Ensure the DPD is based on these principles.</p> <p>The established priorities should be promoted through the Development management</p>	

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	<p>across their whole lifecycle.</p> <ul style="list-style-type: none"> • Building on people’s awareness of social and environmental concerns. • Reducing the inefficient use of resources, to boost competitiveness and to break the link between economic growth and environmental degradation. <p>Climate change and energy:</p> <ul style="list-style-type: none"> • Secure a change in the way we generate and use energy, and in other activities that release these gases. • Prepare for the climate change that cannot now be avoided. • Set a good example and will encourage others to follow it. <p>Natural resource protection and environmental enhancement sustainable</p>		policies.	

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	communities at the local level to: <ul style="list-style-type: none"> • achieve good design • involve community in decisions • overcome inequality. 			
22. UK Biodiversity Habitat Action Plan for Urban Areas	Definition of urban wildlife habitats: Green spaces and the associated ecological niches found within built up areas. They consist of: <ul style="list-style-type: none"> • managed green spaces, including town parks, amenity grassland and private gardens • naturally seeded urban areas or industrial sites. Conservation direction. Maintain the existing diversity and extent of wildlife in all urban areas, expanding the range and distribution of rare and common species and enabling this	Amount and quality of open space in area. Length and quality of green links in area.	The DPD should preserve existing green spaces and attempt to identify policies for ensuring further green space provision. To protect existing green space and ensure development protects and enhances	SA framework should address issues of biodiversity protection and enhancement.

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	<p>resource to be utilised as an educational tool.</p> <p>Measures to be considered further include:</p> <ul style="list-style-type: none"> • Survey and evaluate the full range of urban habitats (including buildings) in terms of their importance in maintaining wildlife interest. • Protect sites important for wildlife from changes in land use. • Encourage the integration of green networks (incorporating a full range of wildlife habitats) in planning and developments within the urban environment. • Implement strategies to enable the use of vacant and derelict land, either temporarily or permanently as wildlife habitats. 		<p>biodiversity, most particularly through the provision of green links.</p>	

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	<ul style="list-style-type: none"> • Incorporate the conservation and enhancement of wildlife into the management of urban green space. • Encourage community action to survey, plan for and manage wildlife habitats. • Promote wild space in urban areas as an educational resource to inform communities about local wildlife in the context of the wider environment. 			
23. Working with the Grain of Nature: A Biodiversity Strategy for England, 2002 (DEFRA)	<p>In urban areas biodiversity needs to become a part of the development of policy on sustainable communities, urban green space and the built environment.</p> <p>Para 1.8 National aims.</p> <p>The general acceptance of biodiversity's essential role in enhancing the quality of</p>	English Nature Accessible Urban Green Space Standards.	<p>Policies should address issue of biodiversity protection and enhancement in a densely developed urban area.</p> <p>The DPD should raise awareness of importance of role of</p>	SA framework should address issues of biodiversity protection and enhancement.

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	<p>life.</p> <p>Para 6.1 National aim for woodland. To increase woodland's role in enhancing people's quality of life.</p> <p>Para 7.1 Vision for urban areas. Towns and cities which have a place for wildlife, and in which a flourishing biodiversity makes a real contribution to the quality of life of urban residents, workers and visitors. Development that makes minimal impact on wildlife habitats and contributes to the conservation of biodiversity.</p> <p>Para 7.1 Aims for urban areas.</p> <ul style="list-style-type: none"> • To ensure that cities, towns and other 		<p>biodiversity in the local area.</p> <p>Consider how new development can promote access to woodland.</p> <p>Consider how new development can protect and enhance biodiversity.</p>	

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	<p>settlements contribute fully to the goals of biodiversity conservation.</p> <ul style="list-style-type: none"> • To ensure that construction, planning, development and regeneration have minimal adverse impacts on biodiversity and enhance it where possible. • To ensure that biodiversity conservation is integral to sustainable urban communities, both in the built environment, and in parks and green spaces. • To increase access to biodiversity. 			
<p>24. The Historic Environment: A Force for the Future (Department for Culture, Media and Sport)</p>	<p>Para 9: Vision. The government looks to a future in which the historic environment:</p> <ul style="list-style-type: none"> • has a clear leadership and policy framework to match public interest • is accessible and can be identified with 	<p>Number of listed buildings. Condition of listed buildings. Number of buildings on</p>	<p>The DPD should take account of government's vision for the preservation and enhancement of the historic</p>	<p>The SA framework should take account of the preservation and enhancement of the historic</p>

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	<p>by everyone and used as a learning resource</p> <ul style="list-style-type: none"> • is protected and sustained for the benefit of our own and future generations • is harnessed as an economic asset. 	<p>the local list grants for listed building improvements.</p>	<p>environment and policies should consider its use as an economic asset and regeneration tool.</p>	<p>environment.</p>
<p>25. Air Quality Strategy for England, Scotland, Wales and Northern Ireland, DEFRA 2000 and February 2003 addendum</p>	<p>Objectives and standards.</p> <p>Sets objectives and standards for eight specific air pollutants to:</p> <ul style="list-style-type: none"> • protect health • provide monitoring structure. <p>Responsibility of local authorities (chapter 5).</p> <p>Local authorities should achieve the air quality objectives locally, using local air quality management strategies (LAQMs), smoke control, local traffic powers, public information and education.</p>	<p>The targets established in the LAQM plan should be applied.</p>	<p>Development should limit air pollutions.</p>	<p>The issue of air pollution should be covered by the SA framework.</p>

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	<p>Role of land use planning (chapter 5). Land use planning and strategies should also have a direct effect on improving air quality through:</p> <ul style="list-style-type: none"> • local transport plans • local traffic reduction targets • low emissions zones • green transport plans • parking controls and management. 			
<p>26. Planning (Control of Major Accident Hazards) Regulations (implements obligations under Seveso II Directive Council Directive 96/82/EC)</p>	<p>These regulations are aimed at the prevention of major accidents which involve dangerous substances, and the limitation of their consequences for man and the environment, with a view to ensuring high levels of protection throughout the community in a consistent and effective manner.</p>		<p>Policies should promote high levels of protection for man and the environment.</p>	<p>SA should cover the issues associated with controlling major accident hazards.</p>

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27. Saving Lives: Our Healthier Nation White Paper 2004	This white paper sets out the government's action plan for tackling poor health by improving the health of everyone, and of the worst off in particular. The paper provides ten tips for better health. Our healthier nation looks at a new approach to saving lives and at the aims and advances in public health.		Promoting healthier lifestyles should be an objective.	Promoting healthier lifestyles taking relevant targets into account.
Regional				
28. A Sustainable Development for the East of England (EERA, 2001)	<p>This strategy aims to improve the quality of life for the people of the East of England which is sustainable for the long term future.</p> <p>The government's four objectives for sustainable development are:</p> <ul style="list-style-type: none"> • social progress which recognises the needs of everyone • effective protection of the environment 	<ul style="list-style-type: none"> • Achieve economic growth in a balanced way. • Spread the benefits of growth more equally. • Protect and enhance the quality of the region's natural and built environment. 	The outlined regional issues and objectives should inform the development of the LDF SA framework.	The indicators proposed should be used as SA indicators to ensure consistency and resource efficiency.

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	<ul style="list-style-type: none"> • maintenance of high and stable levels of economic growth and employment, and • prudent use of natural resources. 	<ul style="list-style-type: none"> • Manage the use of resources sustainability and innovatively. • The framework identifies the 21 key sustainability issues for the region. • The framework does not contain quantified targets, but does include 84 indicators. 		
29. East of England Plan (May 2008)	<ul style="list-style-type: none"> • To reduce the region's impact on, and exposure to, the effects of climate change. • To increase housing opportunities for people in the region. • To realise the economic potential of the 		<ul style="list-style-type: none"> • Locate development so as to reduce the need for travel. • Implement a major shift in travel 	<ul style="list-style-type: none"> • Accessibility of development. • Contribution to more sustainable modes of travel. • Contribution to

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	<p>region and its people.</p> <ul style="list-style-type: none"> • To improve the quality of life for the region's people. • To improve and conserve the region's environment. 		<p>towards public transport, walking and cycling and away from car use.</p> <ul style="list-style-type: none"> • Maximise the energy efficiency of development and promote the use of renewable and low carbon energy sources. • Reduce the risk of damage from flooding. • Secure the delivery of additional housing • Give priority to the provision of 	<p>energy efficiency.</p> <ul style="list-style-type: none"> • Contribution to use of renewable /low carbon energy. • Risks of flooding. • Contribution to housing provision. • Contribution to affordable housing. • Contribution to economic provision. • Sustainability of development locations. • Contribution to

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			<p>affordable housing to meet identified needs.</p> <ul style="list-style-type: none"> • Facilitate the development needed to support business, improving skills and widening opportunities. • Provide job growth, broadly matching housing provision, and improve the alignment between the locations of workplaces and homes. 	<p>strategic infrastructure.</p> <ul style="list-style-type: none"> • Contribution to sustainable transport infrastructure. • Contribution to social infrastructure. • Protection of and contribution to green infrastructure. • Contribution to accessibility for all. • Contribution to cultural diversity. • Contribution to regeneration and

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			<ul style="list-style-type: none"> • Maintain and strengthen inter-regional connections. • Ensure adequate and sustainable transport infrastructure. • Ensure new development fulfils the principles of sustainable communities, providing a well designed living environment adequately supported by social and green infrastructure. 	<ul style="list-style-type: none"> renewal. • Contribution to community involvement. • Impact on environmental assets. • Impact on/ enhancement of countryside and the environment.

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			<ul style="list-style-type: none"> • Promote social cohesion by improving access to work, services and other facilities, especially for those who are disadvantaged. • Maintain cultural diversity and address the distinctive needs of different areas. • Promote regeneration and renewal of disadvantaged areas. • Increase community 	

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			<p>involvement in implementation.</p> <ul style="list-style-type: none"> • Ensure the protection and enhancement of environmental assets, including the built and historic environment, landscape and water. • Re-use previously developed land, and seek environmental as well as development gains from the use of undeveloped 	

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			<p>land.</p> <ul style="list-style-type: none"> • Protect and enhance biodiversity through the protection of habitats and species and through creating new habitats through development. • Provide a network of multi-function accessible green space • Reduce the demand for and use of water and other natural 	

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			resources, and reduce waste and increase the sustainable management of waste.	
30. Draft East of England Plan > 2031 Draft revision to the Regional Spatial Strategy for the East of England (March 2010)	<p>This revised plan takes the region forward to 2031, deepens key policy areas including climate change, energy and waste and refreshes other policy areas including transport and economic development. Amendments include:</p> <ul style="list-style-type: none"> The strategy seeks to bring about sustainable development by applying climate change adaptation and mitigation principles including the aim of achieving regional reduction in CO2 emissions to 60 per cent of 		<p>Development management policies should be consistent with and address issues raised within the Regional Spatial Strategy for the East of England. Although this plan is in draft it shows the intended direction of Go-East.</p>	<p>Ensure that the SA framework covers issues raised within the draft plan.</p>

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	<p>their 1990 level by 2031.</p> <ul style="list-style-type: none"> • The East of England is faced with rising sea levels, wetter winters, hotter drier summers, and more frequent extreme weather events. It is vital to plan and prepare for these changes whether in the design of buildings, the protection of vital infrastructure or maintaining the supply of drinking water. • A risk based approach should be applied to developing plans and policies. • Authorities must develop sequential avoidance and mitigation strategies to protect the integrity of European sites. Particular pressures are water quality/ resource issues and 			

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	<p>recreational pressure.</p> <ul style="list-style-type: none"> • The indicative net additional jobs that should be created in Norwich between 2011 and 2031 are 12,100. The RSS aims to support regeneration and its role in bio-technology. Cross boundary working is required to ensure that there is the most effective distribution of economic growth. • Employment opportunities at Norwich Airport should be safeguarded from other uses. • Norwich should be considered for additional provision to support financial and business services, agricultural and food production, environmental technologies and low carbon energy and the creative industries. 			

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	<ul style="list-style-type: none"> • Provision should be made for an additional 37,000 dwellings from 2011 to 2031 in the Norwich Policy Area. At least 35% of all dwellings should be affordable subject to viability. • LDDs should consider the role that green infrastructure can play in the conservation, restoration and enhancement of important landscapes. LDDs should also set out clear delivery and implementation mechanisms to ensure green infrastructure is delivered. • New development should be resilient to unavoidable climate change. • Policies should set demanding, evidence based targets for carbon 			

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	<p>dioxide emission reduction from new development. They should also contribute towards the national aspiration of sourcing 12% of our heat from renewable sources by 2020.</p> <ul style="list-style-type: none"> • By 2015 at least 16% of the electricity consumed in the region should be generated from renewable sources, rising to at least 20% by 2020. • LDDs should specify water efficiency standards. • LDDs should plan to site new development so as to maximise the potential of existing water/waste water treatment infrastructure and minimise the need for new infrastructure. 			
31. Accommodation for	Norwich City Council should make	15 additional	The DPD will need to	The SA will should

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Gypsies and Travellers and Travelling Showpeople in the East of England: A revision to the RSS for the East of England	<p>provision for a minimum of 15 additional pitches for Gypsy and Travellers by 2011 (to increase the total number to 33). Beyond 2011 provision should be made for an annual 3% compound increase in residential pitch provision and local authorities should work together to establish a network of transit pitches. Locations should be attractive to the local Gypsy and Traveller communities while avoiding areas at risk of flooding and adverse effects on areas of wildlife and landscape importance. Provision should also be made for Travelling showpeople.</p>	residential pitches by 2011.	consider the provision for Gypsies and Travellers.	cover issues relating to the provision of sites.
32. Norfolk, Suffolk and Cambridgeshire Strategic Health Authority Health Strategy (Healthy Futures) 2005-2010	<p>Purposes of strategy :</p> <ul style="list-style-type: none"> • To raise awareness of the issues about health and health inequalities. • To provide a basis for dialogue between health care policy makers and professionals and other public 	<ul style="list-style-type: none"> • To ensure that healthy lifestyles are designed into new and existing communities • To provide health 	The DPD should try to contribute to these outcomes.	SA should cover health issues

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	agencies	infrastructure <ul style="list-style-type: none"> Promote health care learning, knowledge and research development 		
33. Sustainable Tourism Strategy for the East of England 2004	2.1 Principles and objectives of this strategy: <ul style="list-style-type: none"> Promote economic benefits of tourism especially where it can assist regeneration. Sustainability, balancing the needs of the visitor, the industry, the community and the environment (VICE). Use of tourism to improve the quality of life of residents. 	9.1 Monitoring. A set of key performance indicators	Consider how objectives can be taken account of in future development.	SA framework should cover the issue of tourism Assess value of performance indicators to

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		will be established and an annual monitoring report produced.		sustainability appraisal.
34. East of England Regional Social Strategy	<p>Para 1.1 Introduction.</p> <p>“Society has a duty to ensure a decent standard of living for everyone and prevent damaging inequalities in health and life chances in general”. Local partnerships and community strategies have a key role to play in this.</p>		Policies should address issues of inequality in health and life chances to reflect community strategy.	SA framework should cover issues of health and life chances.
	<p>Para 1.4 Vision.</p> <p>To achieve social inclusion throughout the East of England.</p> <p>Para 1.6 Strategic objectives.</p> <ul style="list-style-type: none"> • Tackle poverty and reduce income inequalities. • Promote access to work, tackle low pay 		<p>Policies should promote social inclusion.</p> <p>Policies should seek to achieve the strategic objectives.</p>	<p>SA framework should cover issue of social inclusion</p> <p>SA framework should cover the strategic objectives.</p>

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	<p>and improve conditions.</p> <ul style="list-style-type: none"> • Improve life chances of children/young people from disadvantaged families. • Improve life chances of adults through learning / skills development. • Promote active ageing and reduce exclusion of the elderly. • Support development of sustainable communities. • Improve access to services – especially for the disadvantaged. • Develop social networks, promote community cohesion. <p>2.2 SO1 Tackle poverty. Map shows many city wards have some of the lowest average incomes in the East of England (refer also to IMD) (map).</p>	<p>Average household income.</p>	<p>The DPD should aim to promote economic activity to raise average incomes.</p>	<p>SA framework should cover issues of low income and this should be monitored.</p>

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	<p>Summary of interventions related to planning:</p> <ul style="list-style-type: none"> • Public transport – high quality, affordable and accessible. • Housing – affordable and suitable (diversified tenure, flexibility and choice). • Design – quality neighbourhoods and environment. • Regeneration – economic development in deprived areas. • Community involvement in decision making. <p>Key actions (to achieve strategic objectives):</p> <ul style="list-style-type: none"> • Support the development of community and social enterprises. • Support delivery of affordable housing 		<p>The DPD should aim to promote key actions.</p>	<p>SA framework should cover these social issues.</p>

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	<p>and decent homes.</p> <ul style="list-style-type: none"> Actively promote the development of strategic networks of green space – particularly in deprived areas. Promote policies to provide providing opportunities for the closer location of homes, jobs and services and better accessibility through public transport, cycling and walking. <p>2.3 Specific Issues identified in Norwich</p> <p>Problems:</p> <ul style="list-style-type: none"> Community cohesion. Inequalities among people of different backgrounds eg health (including life expectancy), housing. Rise in racist attacks. Poor achievement in certain communities in education and in employment. 		<p>The DPD should attempt to help address issue of community cohesion and process should involve all sections of the community in decision-making.</p>	<p>Examples of problems and solutions from Norwich are of value to the SA.</p>

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	<ul style="list-style-type: none"> • Lack of access to information. • Segregated communities. • Older people particularly vulnerable. <p>Successes:</p> <ul style="list-style-type: none"> • Training in IT skills for the elderly. • Advice outreach service in GP surgeries raised patients' health status and quality of life. 			
35. The Broads Plan (2004)	The Broads Plan vision promotes walking, cycling, boat use and visiting historic sites, in a way that is environmentally sensitive and socially acceptable.		The DPD should promote the vision as set out in <i>The Broads plan</i> .	Environmental and social impacts on water related issues.
36. The Broads Core Strategy	<p>Policy CS10 – gateways and entrances between the Broads and settlements will be created and those already existing will be enhanced.</p> <p>Encourage regeneration initiatives in</p>	<ul style="list-style-type: none"> • Estimated no. of visitor days. • Estimated visitor spend. • Number of passengers on 	Development to enhance the riverside regeneration.	SA framework should assess impacts on relevant riverside development.

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	adjoining communities including through LDFs and planning applications of adjoining districts.	Broads Authority sustainable boat trips.		
37. Living with Climate Change in the East of England: Summary Report	<p>Threats</p> <ul style="list-style-type: none"> • Increases in flood risk. • Increases in subsidence. • Increases in water shortage. <p>Opportunities</p> <p>By planning ahead we can avoid the worst impacts of climate change and take advantage of opportunities:</p> <ul style="list-style-type: none"> • Tourism. • Environmental technologies to deal with the impacts of climate change. • Live with the impacts of climate change in the long term, rather than fight against them in the short term. 		The DPD should take account of the threats and opportunities resulting from climate change.	The SA framework should cover the issues associated with climate change.

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	<p>The area Norwich lies in is:</p> <ul style="list-style-type: none"> • the least vulnerable area in terms of water supply deficiencies, subsidence and flood risk • the most likely area to benefit in the region as it offers opportunities in climate change terms, for housing and economic growth. <p>Planning for adaptation</p> <ul style="list-style-type: none"> • Keeping options open and flexible so that extra measures can be added in future. • Avoiding making decisions that make it more difficult to cope with climate change in future. • Trying to find no-regrets options that deliver benefits whatever the extent of climate change. 		<p>Policies should promote efficient use of water resources and address subsidence and flood risk.</p>	<p>SA framework should cover efficient use of water resources, subsidence and flood risk.</p>

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	<p>Specific policy approaches</p> <ul style="list-style-type: none"> • New development should be designed to cope with climate change eg increased flood risk. • Existing development should be retrofitted where possible. • Likelihood of increased air pollution problems and spread of pollution via flooding should be addressed. 		<p>The policies should take account of the specific local issues of flood risk (and associated pollution) and air pollution.</p>	
<p>38. Towards Sustainable Construction – A Strategy for the East of England</p>	<p>Quick Wins (relevant to planning)</p> <ul style="list-style-type: none"> • Reuse existing physical resources on-site to save on import and export costs. • Reduce waste in materials delivered to site. • Use sustainable urban drainage systems. • Plan and construct to protect and enhance site biodiversity. 		<p>The DPD should promote sustainable construction.</p>	<p>SA framework should cover the issue of sustainable construction.</p>

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	<p>High level aims and objectives</p> <ul style="list-style-type: none"> The aim of the strategy is to improve quality of life, environment and infrastructure for all the people of the region through the pursuit of more sustainable construction. 			
39. Regional Housing Strategy for the East of England 2005-10	<p>Vision and aims: to ensure everyone can live in a decent home which meets their needs, at a price they can afford and in locations that are sustainable.</p> <p>Contributing aims:</p> <ul style="list-style-type: none"> To use housing investment to support economic development. To provide a sustainable environment and attractive places to live. To promote social inclusion within sustainable communities. To ensure that housing serves to 	<p>Targets for housing and affordable housing should cover:</p> <ul style="list-style-type: none"> balancing housing supply with need and demand bringing the region's housing stock up to decent standards ensuring that communities are sustainable. 	<p>The DPD should contribute to achieving sub regional housing and affordable housing targets.</p>	<p>SA framework should cover issue of targets and monitoring.</p>

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	improve the region's health and well-being and reduce inequalities.			
53. Inventing our future: The Regional Economic Strategy for the East of England 2008-2031	<p>Long term trends and strategic challenges:</p> <p>Get economic growth back on track by raising rates of productivity growth, increasing entrepreneurship and better managing the impacts of economic success in terms of economic participation and environmental quality.</p> <p>What do we need to change?</p> <ol style="list-style-type: none"> 1. Improve business performance and entrepreneurship. 2. Develop culture of innovation and creativity, commercialising and strengthening R & D and positioning the East of England as a global innovation region. 		The DPD should support the vision, aims and goals of the strategy.	SA framework should cover the issues relating to the goals.

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	<p>3. Accelerate the use of digital technologies</p> <p>4. Lead UK in sustainable energy production, increasing share of environmental goods and services markets and make the East of England water-efficient.</p> <p>5. Improve the skills of the workforce</p> <p>6. Provide opportunities for all</p> <p>7. Have a transport system that fully supports sustainable growth</p> <p>8. Ensure physical development meets the needs of a changing economy, draw on the rich cultural heritage, have a balance between housing and jobs and adapt the places to meet the challenges and opportunities of climate change.</p> <p>Norwich's economic profile: Assets and Opportunities</p>	<p>Consider indicators to measure strengths and</p>	<p>Plan should build on strengths where</p>	<p>SA framework should cover</p>

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	<ul style="list-style-type: none"> • Diverse economic base. • Norwich Research Park as world leader in biotechnology research. • University of East Anglia as international leader in climate change, health and life sciences • Biotechnology, food processing, and automotive industries. • Norwich International airport. • Network of service-based activities (finance, insurance and business services). • Leisure, media, tourism and creative industries. • Regional centre for retail, historic and heritage attractions and education (including Norwich University College of the Arts). <p>Weakness</p> <ul style="list-style-type: none"> • Lack of positive external identity 	weaknesses	<p>practicable. The specific identification of pockets of deprivation as a weakness for the whole city is a key priority.</p> <p>The DPD should take account of the strategy to enable implementation of the strategy locally, particularly in relation to providing and protecting employment land in the city centre.</p>	<p>issues related to the strengths and weaknesses.</p> <p>SA framework should cover issues focussed on in the strategy and assess if there are any potential conflicts with other strategies and programmes.</p>

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	<p>reducing inward investment.</p> <ul style="list-style-type: none"> • High levels of deprivation. • Lack of intermediate level jobs • Inadequate employment land within city centre <p>Strategic ambitions</p> <ul style="list-style-type: none"> • Strengthen role as a leading medium-sized science city. • Improve skills and employment base • Enable clusters at Norwich Research Park • Develop as a nationally important centre in financial and business services and creative industries. • Maintain as a top ten retail centre with employment to match. • Develop Norwich as an international exemplar of a low carbon city. • Improve connectivity to other parts of the country. 			

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	<ul style="list-style-type: none"> • Redevelop brownfield sites. • Support workspace creation and reuse. • Tackle deprivation and harness the economic growth potential of its deprived neighbourhoods. • Facilitate the sustainable expansion of Norwich airport. 			
41. Sustainable Communities in the East of England	<p>Key issues</p> <ul style="list-style-type: none"> • Addressing problems of high house prices. • Improving transport infrastructure to meet the needs of economic growth. • Ensuring that the benefits of economic growth are spread across the region, particularly to those urban communities facing problems of deprivation and peripherality. • Addressing the development consequences of scarce water 	<ul style="list-style-type: none"> • House prices • Identifies Norwich as having problems with transport infrastructure and deprivation. 	The DPD should address the key issues. The importance of addressing deprivation in Norwich area is recognised at the regional level.	The SA framework should cover the key issues.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	resources throughout the region.			
42. Towns and Cities Strategy – Urban Renaissance in the East of England	<p>1.1 Value of Towns and Cities (Aim of Strategy and Action Plan).</p> <p>This is the East of England’s response to national policy in Urban White Paper and Sustainable Communities Plan. Its purpose to bring about urban renaissance in the East of England.</p> <p>Page 14 The strategy in outline examples provided of best practice in terms of different types of development across region.</p> <ul style="list-style-type: none"> • People shaping the future of their community. • Attractive, well-kept towns and cities. • Good design and planning which makes it practical to live in a more environmentally sustainable way. 		<p>The DPD should promote urban renaissance. Account should be taken of best practice in formulating policies</p> <p>The DPD should implement the strategy for an urban renaissance at the local level.</p>	SA framework should reflect need to promote urban renaissance

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<ul style="list-style-type: none"> • Towns and cities able to create and share prosperity. • Good quality services. <p>Page 20 Towns and Cities type in the East of England Identified typical problems, opportunities and potential solutions facing urban centres in East Anglia:</p> <p>—</p> <p>Problems</p> <ul style="list-style-type: none"> • Achieving good building design, affordable housing + mix of uses. • Large daytime population influx. • Congestion. • Threat of loss of distinctiveness of local shops and services. • Lack of regeneration funding. • Historic building deterioration. 		<p>The DPD should take account of identified problems and solutions in regional and sub regional centres.</p>	<p>SA framework should cover issues raised in the problems, opportunities and solutions.</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>Opportunities</p> <ul style="list-style-type: none"> • Established centres with good public transport. • Distinctive character and history. • Industrial restructuring. • Growth of service sector. <p>Potential solutions</p> <ul style="list-style-type: none"> • Plans: area action plans, development briefs and masterplans for key sites. • Design competitions. • Image promotion. • Promoting distinctive character. • Public spaces in centres. • Promoting events and markets. • Living over the shop. 			
43. Our Environment, Our Future: Regional Environmental Strategy for	Introduction – vision and agenda of strategy			

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
the East of England (EERA 2003)	<p>Vision: A wealthy and inclusive region which recognises the value of the environment to sustainable development.</p> <p>Agenda: to celebrate, protect and enhance the East of England's natural, historic and built environment.</p> <p>1.1 Importance of the environment</p> <p>Green space – health and recreation investment.</p> <p>Regeneration focus through repair and conservation of built environment.</p>	<p>State of the historic environment.</p> <p>Green space.</p>	<p>DPD should promote:</p> <ul style="list-style-type: none"> • redevelopment of historic environment as a means of promoting regeneration and the local identity of the area • improved green spaces. 	<p>SA framework should cover the historic environment and green spaces.</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>Priorities and strategic aims.</p> <p>Development should promote:</p> <ul style="list-style-type: none"> • good design (to strengthen townscape character) • protection of the historic environment • sustainable transport • enhanced environment • addressing of climate change issues (including energy efficiency) • enhanced biodiversity • sustainable lifestyles (including understanding of environmental issues). <p>6.1 Actions and Indicators.</p>	<p>A number of environmental actions and indicators are established.</p>	<p>Proposals should reflect these environmental priorities and aims</p>	<p>SA framework should cover these environmental priorities and aims</p> <p>SA framework should cover relevant environmental</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
				indicators and monitoring of the indicators should take place as appropriate.
County plans and programmes				
44. Norfolk Community Strategy (Norfolk Ambition)	<p>Vision for 2023: “To improve the quality of life for all of the people of Norfolk”. This means in 2023 Norfolk will be recognised as a county:</p> <ul style="list-style-type: none"> • where all individuals have the opportunity to achieve a good quality of life • where people enjoy healthy lifestyles and have equitable access to high standards of health and social care • where people in communities feel safe • with excellent educational attainment and opportunities for learning at all 		The DPD should implement the county wide vision at the local level in deprived areas.	The SA framework should take account of the issues raised in the vision.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>stages throughout life</p> <ul style="list-style-type: none"> • where individuals from all backgrounds can play an active part in community life • where the high quality environment is respected and enhanced for everyone's enjoyment and is matched by a strong reputation for renewable energies • which is renowned for its culture, creativity and spirituality • with a distinctive economy characterised by innovative and dynamic businesses • where the physical and virtual communications infrastructure meets the needs of a forward-looking county. <p>Themes and headline indicators (p33).</p>	<p>The strategy identifies a number of baseline</p>	<p>Consider how site proposals can</p>	<p>The SA framework should take</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>Themes</p> <ul style="list-style-type: none"> • Inclusive and diverse. • Healthy and well. • Safe. • Knowledgeable and skilled. • Active and engaged. • Environmentally responsible. • Creative. • Economically thriving. • Accessible and well housed. 	<p>indicators, based on the themes, which will be monitored to assess progress and will be addressed through annual action plans.</p>	<p>promote the identified themes and contribute to action plan implementation.</p>	<p>account of the indicators and those relevant to the plan should be monitored.</p>
<p>45. Second Local Transport Plan for Norfolk 2006-2011</p>	<p>Vision (Exec. summary)</p> <p>"Norfolk is a well-connected place in which to live and do business and to visit, and is known as a national leader in making the transport system safer and reducing the transport impacts on climate change".</p> <p>Area Vision Strategy for Norwich Sub-</p>			<p>Transport issues should be covered by the SA framework.</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>Region (Section 12)</p> <ul style="list-style-type: none"> • To provide the highest possible level of access to and within the strategy area to benefit people's individual needs and enhance the economic health of the strategy area. • To ensure that journeys minimise any adverse impact on people and the built and natural environment. <p>Area Strategy for Norwich Sub-Region Strategy supports:</p> <ul style="list-style-type: none"> • Norwich's role as a Regional Interchange Centre, especially for public transport links. • Agreed Norwich Area Transportation Strategy, including extending the pedestrian dominated area of the city centre. • Promoting travel choice and 	<p>5% reduction in traffic crossing inner ring road from 2003/4 baseline by 2010/11.</p>	<p>The DPD should support pedestrian, cycling and public transport priority measures.</p>	

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>accessibility into and within the area by all modes.</p> <p>Details relevant to Norwich</p> <ul style="list-style-type: none"> • Long term aim of removing through traffic from city centre. • Strategy primarily bus based, through potential for light rapid transit will be reviewed post 2011. • Parking: limit amount of car parking in city centre, any new provision should only replace existing. Long stay parking on P+R only. • Target congestion affecting public transport on radial routes by various means (see LTAP). 	<p>Reduction of nitrogen dioxide levels in AQMA areas to below AQMA required levels.</p>		
46. Biodiversity – Supplementary Planning Guidance for Norfolk	<ul style="list-style-type: none"> • Need for on-site habitat surveys prior to development identified, particularly for riverside development. Case study 4 		Relate to priorities established for urban areas in UK Habitat	SA framework should cover issues related to

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>gives advice for a typical riverside brownfield site.</p> <ul style="list-style-type: none"> • Identifies protected species which may be found in Norwich. • Gives advice on protection, enhancement and mitigation in relation to biodiversity, including promotion of green links. 		Action Plan.	biodiversity protection and enhancement.
47. Norfolk Supporting People Strategy 2008-2013 (Norfolk County Council)	<p>Vision for Norfolk</p> <p>“To fund, develop and improve good quality housing support services. These services should help people who are vulnerable to access suitable housing, retain their accommodation, live as independently as possible, and participate fully in the social and economic life of the community. These services should be available to all who require them, regardless of race, ethnicity, gender or</p>		Consider how the DPD can use policies to promote the provision of suitable housing with support services for vulnerable people and promote social inclusion.	SA framework should cover the issue of social inclusion.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	disability”			
48. Joint Municipal Waste Strategy for Norfolk 2006-2020	<p>The key objectives that form the basis of the strategy are:</p> <ul style="list-style-type: none"> • To reduce the growth in municipal waste by promoting waste reduction and reuse initiatives. • To promote waste awareness through public education and awareness campaigns. • To increase recycling and composting of waste to achieve statutory performance standards and national recycling and recovery standards • To progressively increase the recovery and diversion of biodegradable waste from landfill in accordance with the Landfill allowance Trading Scheme. • To deliver an efficient, effective and affordable waste management service 	Influenced by a number of key national policies and legislation. Targets used in the Waste Strategy can be used.	The DPD should contribute to limiting waste amounts.	The issue of waste should be used by the SA framework.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>that promotes the implementation of the most practical, social, environmental and economically acceptable solutions.</p> <ul style="list-style-type: none"> • To procure appropriate technologies to manage and treat residual municipal waste. • To ensure that the way residual waste is treated will support practices higher up the waste hierarchy. • To minimise as far as possible the residual waste requiring treatment and final disposal, and • The Norfolk Authorities will work together to achieve the objectives and actions within the waste management strategy. 			
49. Learning Disability Employment Plan for Norfolk (2006)	Develop the employment plan and enable more people with learning difficulties to participate in all forms of employment and	Develop policy for payment/employment rights for people doing	The DPD should support the aim of this Plan and	SA framework should cover issues related to

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	to make sure services help people to do the jobs and activities they want.	work in day services and focus on monitoring progress.	promote equality for those with disabilities.	learning disabilities.
50. Norfolk Live – Norfolk Cultural Strategy 2005-2010	<p>Vision</p> <ul style="list-style-type: none"> • To provide excellent inclusive cultural opportunities to everyone who lives in, works in or visits Norfolk. • To promote increased participation in cultural activities. • To ensure access to, and celebration of, our built and natural heritage. • To support a vibrant cultural industries sector. <p>Aims</p> <ul style="list-style-type: none"> • Promote enjoyment and engagement in cultural and recreational activities. • Strive for quality. • Support economic and social regeneration. 	Focus on community participation, young people, skills + learning development, Norfolk's image and profile.	The DPD should support vision and aims to promote culture, particularly in relation to the historic built environment.	SA framework should cover issues related to cultural development.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<ul style="list-style-type: none"> • Ensure sustainability. • Celebrate local identity and promote cultural diversity. • Ensure equal access to cultural activities for all. 			
51. Tomorrow's Norfolk, Today's Challenge – A Climate Change Strategy for Norfolk (2008)	<p>To cut carbon emissions by reducing energy consumption and promoting a shift to low-carbon technology (mitigation).</p> <p>To improve Norfolk's resilience to the changing climate, including reduction of the socio-economic and environmental risks associated with flooding and coastal erosion (adaptation).</p>	<p>Norfolk LAA target is an 11% reduction in CO2 emissions across Norfolk by 2011.</p> <p>LAA target is to reach Level 3 of the Government's performance framework by 2011.</p>	The DPD should consider means for reducing emissions and designing / locating development that deals with the risks from climate change.	The SA framework should take into account the priorities as set out in the strategy to mitigate climate change.
52. Norfolk Action - Norfolk's Local Area Agreement 2008-11 (2008)	This Local Area Agreement takes the Sustainable Community Strategy of Norfolk County Strategic Partnership	Using national and local indicators as monitoring tools.	Maintain and enhance the elements that	The SA framework should include the element including:

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	(Norfolk Ambition) and looks to deliver its long term vision.		contribute to the quality of life of residents.	<ul style="list-style-type: none"> • improve the quality of where people live • improvement of the health of the population • improve accessibility to services and facilities • encourage local community identity, good behaviour and co-operative attitudes • reduce contributions/ vulnerability to climate change

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
				<ul style="list-style-type: none"> • improve education and skills.
LOCAL PLANS AND PROGRAMMES				
53. Norwich Sustainable Communities Strategy 2007-2020	<p>To work together to enable Norwich to be recognised as a model city of:</p> <ul style="list-style-type: none"> • economic growth and enterprise • environmental excellence • culture and creativity • safe and strong communities • health and well-being • learning and personal development. <p>Key objectives are:</p> <ul style="list-style-type: none"> - to help enterprise flourish - to raise aspirations, skills and achievement - to develop the right infrastructure business 	The strategy identifies a number of baseline indicators based on the objectives which will be monitored to assess progress.	Consider how site proposals can promote the identified themes achieve objectives.	The SA should consider the indicators and objectives relevant to the plan and should be monitored.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	- to raise Norwich's profile			
54. JCS for Broadland, Norwich and South Norfolk, (Submission version) (March 2010)	<p>Sets out long term development strategy and policies for the greater Norwich Area up to 2026.</p> <p>Vision: To have strong, cohesive, creative and forward-looking communities which will be safer, healthier, more prosperous, sustainable and inclusive. High quality homes will meet people's needs and aspirations in attractive and sustainable places. People will have access to good quality jobs and essential services and community facilities, with less need to use the car.</p> <p>Norwich will be a greener city, deprivation will be reduced, its rich history will be promoted and it will continue to be the</p>	Identify sites for GNDP at least 36,740 new homes between 2008 and 2026 (8,592 in Norwich). Target for growth in employment to provide 27,000 new jobs for Greater Norwich between 2008 and 2026.	The JCS is the overarching strategy for the LDF. The DPD has to be in accordance with the JCS.	The SA framework should take into account all SA objectives from JCS.

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	<p>cultural capital of East Anglia. There will be sustainable transport options, the city centre will focus on its key economic sectors and there will be a network of accessible district and local centres. Growth will focus on brownfield land.</p> <p>Objectives:</p> <ul style="list-style-type: none"> 1- To minimise the contributors to climate change and address its impact 2- To allocate enough land for housing and affordable housing in the most sustainable settlements 3- To promote economic growth and diversity and provide a wide range of jobs 4- To promote regeneration and reduce deprivation 5- To allow people to develop to their 			

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>full potential by providing educational facilities to support the needs of a growing population</p> <p>6- To make sure people have ready access to services</p> <p>7- To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact</p> <p>8- To positively protect and enhance the individual character and culture of the area</p> <p>9- To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value</p> <p>10- To be a place where people feel safe in their communities</p>			

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>11- To encourage the development of healthy and active lifestyles</p> <p>12- To involve as many people as possible in new planning policy.</p>			
55. GNDP, Green Infrastructure Strategy (2007)	Looks to establish a strategy for green infrastructure that will complement and support good quality housing and substantial economic growth by providing high quality, accessible green infrastructure within a comprehensive landscape structure; promoting ecological networks and continuity and links between habitats; improving quality of life; helping to address climate change; improving access to habitats and green space; and encouraging community well being.		The DPD should seek to protect and enhance biodiversity through the protection of habitats and species and through creating new habitats through development. Multifunctional linked habitats should be created which promote sustainable transport.	The SA framework should include the element of protection and enhancement of green infrastructure.
56. GNDP, Greater Norwich	Focusing on growth areas and the		The DPD should	The SA framework

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
Green Infrastructure Delivery Plan (2009)	connections with Norwich city this plan identifies a robust methodology to prioritise Green Infrastructure projects. Green Infrastructure priority Areas (GIPA's) have been developed as a refinement of some of the GIS corridors in the 2007 study and have reflected the more detailed biodiversity information and the known locations for strategic growth. A detailed profile has been produced for each of five GIPA's. A number of early start demonstration projects have been identified and evaluated against the detailed methodology. Two of these projects at Lakenham Common and Mousehold Heath are recommended for approval by the Directors group. The Delivery Plan also reviews the existing arrangements for managing open space.		seek to protect and enhance biodiversity through the protection of habitats and species especially in the priority areas.	should include the element of protection and enhancement of green infrastructure.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	It examines the three main options for future management: local authority, private management companies and trusts.			
57. Greater Norwich Economic Strategy 2009-2014	<p>This strategy sets out our economic vision and priorities for the Greater Norwich area. It explains how the effects of the recession can be minimised and equips the area to flourish in the subsequent recovery. It offers detailed plans to drive future job growth and nurture new employment sectors. It also identifies the infrastructure improvements needed to support all of this.</p> <p>Vision: “Greater Norwich will be recognised as one of England’s major city regions with a rapidly growing diverse and sustainable economy providing all its residents with</p>		<p>The DPD should:</p> <ul style="list-style-type: none"> • improve access to jobs • provide facilities and services for all • protect and enhance the natural and built environment • encourage economic development • promote sustainable development. 	<p>The SA framework should take into account: economic provision and related themes, eg sustainable development locations, contribution to strategic infrastructure and regeneration and renewal etc.</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>opportunities and a great quality of life.”</p> <p>Objective 1: Enterprise - To strengthen the area’s economy, maximise diverse employment opportunities and ensure that businesses can flourish</p> <p>Objective 2: People and Skills - To improve the skills of the labour force to ensure that it matches the needs of existing and potential employers and local people benefit from job growth</p> <p>Objective 3: Infrastructure for Business - Ensure that the area has the necessary infrastructure and quality of environment to attract and retain investment and support business growth</p> <p>Objective 4: Profile and Investment - To</p>			

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	raise the profile of Greater Norwich as a high quality place to live work and visit.			
58. Partnership of Norfolk District Councils – Strategic Flood Risk Assessment (2008)	Ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.		Consider the implications of flood risk for development.	The SA should assess whether the DPD can avoid, reduce and manage flood risk.
59. Norwich City Council Strategic Flood Risk Assessment level 2 (2010)	A more detailed level 2 SFRA has been done for Norwich to enable a detailed assessment of flood risk and its implications for development. It concludes		Consider the implications of flood risk for development and implement PPS	The SA should assess whether the DPD can avoid, reduce and

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>that:</p> <ul style="list-style-type: none"> • Flood risk in Norwich is mainly fluvial, though there are tidal influences; • Some areas within Norwich are in flood zone 3 (1 in 100 year risk of flood and above); • An extreme 1000 year event results in significant flooding adjacent to the Wensum (zone 2); • Flood risk defences give a degree of protection from flood in the area of the Cathedral Close and must be maintained, with developer contributions as appropriate; • Regional housing targets can not be met through development in zone 1 only; • All development proposed in 		25.	manage flood risk.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>zones 2 and 3, must comply with limitations on uses in government policy in PPS25, must be accompanied by a flood risk assessment and must mitigate against flood. This includes SuDS and might also include raised floor levels and other attenuation schemes as appropriate. The study also gives detail on flood hazard to assess development potential.</p>			
60. Norwich City Destination Strategy	<p>Priorities for strategy:</p> <ul style="list-style-type: none"> • Enhance facilities for residents and develop pride in city. • Build on strengths – heritage, retail, culture, events, night time economy, sports and leisure, business tourism. • Attract new visitors from UK and 		The DPD should promote the strategies priorities.	SA framework should cover the issues raised by the priorities.

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	<p>Europe: promote high value tourism, business tourism and increase overnight stays.</p> <ul style="list-style-type: none"> • Promote Image and co-ordination between bodies in partnerships. • Need to promote Norwich as a “living city” rather than a “show city” + develop “sense of place”. • Address constraints: labour availability and levels of investment. 			
61. Greater Norwich Housing Strategy 2008-2011	<p>Strategic aims:</p> <ul style="list-style-type: none"> • Moving towards a balanced housing market. • Building sustainable and thriving communities. • Maximising opportunities for delivering more affordable housing. • Achieving decent, healthy and environmentally sustainable homes 		The DPD should seek to maximise the provision of affordable housing and encourage environmentally sustainable housing development and enhanced	The SA framework should take account of the strategic aims.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>across all tenures.</p> <ul style="list-style-type: none"> • Providing choice and fair access to services. • Delivering outcomes through effective partnership working. 		accessibility for tenures.	
62. Norwich Area Transportation Strategy	<p>Vision: To provide the highest possible level of access to and within the strategy area to benefit people's individual needs and enhance the economic health of the strategy area. To ensure that journeys minimise any adverse impact on people and the built and natural environment.</p> <p>Overall objectives of strategy:</p> <ul style="list-style-type: none"> • Promote a vibrant city centre, and other commercial centres, by improving accessibility for people and goods. • Cater for the travel consequences arising from growth aspirations, including the airport. 		Consider the need for policies that address the vision and objectives.	The SA framework should cover the issue raised in the vision and objectives.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<ul style="list-style-type: none"> • Maximise transport choice for all travellers. <p>Other main objectives:</p> <ul style="list-style-type: none"> • Reduce social exclusion. • Enhance access for non-car modes. • Reduce the need to travel. • Reduce congestion and pollution. • Promote economic vitality. • Maximise safety and security. <p>Action plan:</p> <ul style="list-style-type: none"> • Through traffic to be managed more efficiently and removed from city centre when NDR complete, along with inner ring road improvements. • Further development of travel plans. • Walking and cycling – identify and improve core networks. • Public transport – focus on bus priority 		<p>Consider how action plan measures should be promoted through developments.</p>	<p>SA framework should cover the sustainability implications of transport improvements.</p>

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	where effected by congestion.			
63. Norwich's Environmental Strategy 2008-2010	<p>Aims and principles:</p> <ul style="list-style-type: none"> • Social progress that recognises the needs for everyone. • Protection of the environment. • Prudent use of natural resources. <p>Objectives and priorities for action:</p> <ol style="list-style-type: none"> 1. To reduce energy consumption. 2. Greening procurement. 3. To reduce waste arising and increase recycling. 4. Built environment. 5. Natural environment. 6. To reduce pollution. 7. To provide community leadership on environmental sustainability and climate change. 		Consider how the objectives and priorities can be promoted.	SA framework to consider how the aims and objectives will be incorporated into the assessment.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
64. Biodiversity Action Plan for the City of Norwich	<p>Relevant objectives:</p> <ul style="list-style-type: none"> - To identify and document natural resources (habitats and species) present in the city. - To establish actions and targets for all partners in order to protect and enhance biodiversity within the city taking into account both national and local priorities. - To monitor progress by establishing a long term monitoring and review programme. <p>Promoting Local Biodiversity Identify local biodiversity habitats and objectives for each:</p> <ol style="list-style-type: none"> 1. Churchyards – maintain, protect and promote for wildlife. 2. Parks (Gildencroft) – manage to benefit wildlife. 		The DPD should protect biodiversity habitats from development and create new ones where possible when new development	SA should identify indicators to measure those aspects of biodiversity which can best be promoted in the

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
	<p>3. The River Wensum- improve wildlife value.</p> <p>4. The city wall – chemical free wildlife friendly maintenance.</p> <p>5. Wildlife corridors – maintain and protect.</p> <p>Also identifies the importance of domestic gardens and street trees in promoting biodiversity.</p>		occurs, particularly through the provision of green links and street trees.	area – most likely to be green links and areas managed to promote biodiversity.
65. Greater Norwich Homelessness Strategy	<p>Objectives</p> <p>To focus on prevention of homelessness at an early stage.</p>	A steady rise in the number homelessness applications to 2003/4, with a recent drop.		Consider use of city wide homelessness data as an indicator.
66. <i>Northern City Centre Area Action Plan (Adopted 2010)</i>	Detailed policies and proposals for the Northern City Centre area are set out in the AAP.	A number of targets and indicators are set out to assess progress of plan	The DPD should promote the regeneration of Northern city centre area. Detailed	The SA should consider regeneration of key areas in the city area.

Document title	Key relevant objectives	Key relevant targets and indicators	Implications for <i>Development management policies DPD</i>	Issues for sustainability appraisal
			proposals should form part of the site allocations.	
67. Norwich Community Safety Strategy and Audit Report	Increase community safety and make Norwich a city that is attractive to live in, work in and visit by working together with a wide range of organisations and the community to tackle crime and disorder.		Consider how the DPD can contribute to lowering the targets set out by the report.	The SA should take account of all issues raised in the report on reducing crime and disorder.
68. Norwich River Valleys Strategy 2001	The main areas of concern to achieve maximum benefit applicable to the strategy are: <ul style="list-style-type: none"> • Implementing the strategy • Environmental and landscape improvements, wildlife and wildlife and habitat protection and enhancement • Access • Education and Interpretation. 	Achieve sustainability through enforcing actions on the objectives and monitoring them.	Consider how the objectives can be promoted through the plan.	SA framework to consider how the vision and objectives will be incorporated into the assessment.

Appendix 2

Baseline information for Norwich

SA objective indicator	Norwich value	Trends		Comparison value	Target	Comments
Environment baseline						
ENV 1: % of residents who travel to work: a) by private motor vehicle b) by public transport c) by foot or cycle d) work at or mainly from home. <i>Source: 2001 Census</i>	2001: a) 51.5 b) 9.9 c) 31.5 d) 6.7	No data available at present.		East of England 2001: a) 65.8 b) 11.3 c) 12.9 d) 9.4	(a) decrease (b) increase (c) increase (d) increase.	
ENV 2: % of river length assessed as: a) good biological quality b) good chemical quality. <i>Source: Environment Agency</i>	2006 a) 99.8 b) 35.1	a) 2000 2001 2002 2003 2004	b) 62.2 62.2 67.4 62.2 40.7	2007 national average a. 72.3% b. 76.2%	a) to restore previous river quality to 100% b) to achieve national standard at 76%	Both biological and chemical quality declining

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
<p>Development permissions granted contrary to Environment Agency advice on water quality grounds. <i>Source: Norwich city AMR</i></p>	08/08- 2	<p>2005 99.8 35.1 2006 99.8 35.1 07/08- None</p>	None	To have no applications permitted contrary to EA advice	<p>Reasons were as followed: 1) objection was received after a resolution was made to granted permission 2) application granted on appeal.</p>
<p>ENV 3: Number of designated Air Quality Management Areas (AQMAs). <i>Source: Defra - www.airquality.co.uk</i></p>	3 (Grapes Hill, Castle Meadow, St. Augustine's Street)	AQMAs have been identified since 1997.	There are six Air Quality Management Areas in Norfolk	To remove the need for Air Quality Management Areas in the long-term	The three Air Quality Management Areas in Norwich are all designated due to their Nitrogen Dioxide Levels being of concern
Concentrations of selected air pollutants ($\mu\text{g}/\text{m}^3$):	2001: a: 28.9	Overall air quality seems to be varied,	n/a	To reduce levels of air pollution	Forecasts actually show that pollutant

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
a) annual average concentration of Nitrogen Dioxide (NO ₂) b) annual average particulate matter levels (PM10). <i>Source:</i> <i>Defra - www.airquality.co.uk</i>	b: 22.7 2004: a: 21.5 b: 25.4	with good reductions in NO ₂ levels, but slight increases in particulate level		overall	levels should improve, particularly for Nitrogen Dioxide
ENV4: % of SSSI sites in 'favourable' or 'unfavourable recovering' condition % of SSSIs are in: a) Favourable condition b) Unfavourable recovering c) Unfavourable no change d) Unfavourable declining e) Destroyed / part destroyed <i>Source: Natural England (English Nature).</i>	May 2009 27.4 a – 27.4 b – 0 c – 72.6 d – 0 e – 0	May 2007 27.4 a – 27.4 b – 0 c – 72.6 d – 0 e – 0	Norfolk County: May 2007: 87.9% Jan 2009: 88.66% All England, 2006: 72% 2009: 84.69% Norfolk May 2009 a – 75.8 b – 13.2 c – 9.0 d – 1.9 e – 0	PSA Target: 95% of SSSIs in 'favourable' or 'unfavourable recovering' condition	Norfolk Wildlife Trust will soon expand this data source to include a similar County Wildlife Site surveys Overall status of site conditions, particularly compared to Norfolk figures, poor

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
<i>www.naturalengland.org.uk</i>					
<p>ENV5:</p> <p>Heritage at risk – Number of:</p> <p>a) listed buildings, and</p> <p>b) scheduled ancient monuments on the buildings at Risk Register.</p> <p><i>Source: local authority reports; Norfolk Buildings at Risk Register</i></p>	<p>2008</p> <p>a – 32</p> <p>b – 2</p>	<p>2006</p> <p>a – 40</p> <p>b – 2</p>	<p>Nationally, 2006:</p> <p>8% of Grade I and II* buildings on the ‘at risk’ register.</p> <p>East of England buildings at risk average is between 2 and 3%</p>	<p>To show an overall decrease in buildings and monuments on the ‘at risk’ register</p>	<p>Buildings at Risk in 2006 formed 2.4% of the listed buildings stock in greater Norwich</p>
<p>Number of tree preservation orders (TPOS).</p> <p><i>Source: local authority reports</i></p>	<p>08/09: 8</p>	<p>2007-2008: 10</p>	<p>None available at present</p>	<p>No TPO trees to be lost as a result of development</p>	<p>TPOs indicate the extent of development pressures on the heritage</p>
<p>ENV6:</p> <p>Total CO₂ emissions per capita (tonnes carbon equivalent).</p> <p><i>Source: Local Authority/DTI</i></p>	<p>2006:</p> <p>6.5 tones per capita</p>	<p>2003:</p> <p>6.8 tones per capita</p>	<p>UK National average: 7.4 tonnes per capita</p>	<p>To reduce the overall carbon emissions</p>	<p>Local emissions below national average and local comparators</p>
<p>Renewable energy generating</p>	<p>2008-09</p>	<p>2007-08</p>	<p>East of England</p>	<p>Regionally, 14%</p>	<p>The area has no</p>

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
capacity installed by type. <i>Source: Norwich City AMR</i>	<ul style="list-style-type: none"> Armes Street-permission granted for air source heat pumps 95 Philadelphia Lane – the redevelopment of the former Crawshay Arms PH site provided 13 flats that met CfSH level 4 requirements 	<ul style="list-style-type: none"> 1 Biomass powered CCHP (Combined Cooling, Heat and Power) 1 on-site CHP A number of small scale projects: eg solar panels. <p>2006-07 – none 2005-06 – none</p>	2006: generated 4.5% of electricity from renewables	of electricity to come from renewable sources by 2010	major renewable sites at present, although biomass may prove influential in the future
CO ₂ Carbon Footprint of area (global hectares per capita). <i>Source: Local Authority REAP tool</i>	2008: 5.24	2006: 5.49	UK: 5.3 East of England: 5.53	To reduce the overall size of the footprint	The REAP tool used to assess the ecological footprints of an area was developed in 2006
ENV7: Development permissions granted contrary to	None	n/a	2005-06 – 1 2006-07 – 0 2007-08- 1	To have no development that is permitted	Level 2 SFRA should enable effective

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
Environment Agency advice on flood risk. <i>Source: Norwich City AMR</i>				without being to the satisfaction of the EA	implementation of flood risk policy
ENV8: Daily domestic water use (per capita consumption). <i>Source: Regional water authority</i>	2004: 131 Litres per person per day		National average: 154 litres per person per day	Overall decrease per person	Emerging JCS policies aimed at promoting water efficiency
ENV9: Dwellings built on previously developed land or as conversions. <i>Source: Norwich city AMR</i>	2008-09- 95%	2007-08- 93% 2006-07 – 88% 2005-06 – 71%	East of England average: 2005/06: 71%	95% of all development to be on Previously Developed Land	There has been an improvement in both the proportion of dwellings built on previously developed land
% new dwellings completed at: a) less than 30 per hectare b) 30- 50 per hectare, and c) more than 50 per hectare. <i>Source: Norwich City AMR</i>	2008-09: a- 1.9% b- 18.5% c- 79.6%	2007-08: a – 0.4 b – 17.2 c – 82.4 2006-07: a – 2.2	n/a	40 dwelling per hectare minimum	

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
Waste arisings: a) Kilograms of waste produced per head of population, and b) % change on previous year. <i>Source: Local Authority BVPI 84a,b</i>	2007-08 a – 379.2 b – +0.4	b – 25.2 c – 72.5 2006-07 a – 377.7 b – -6.26 2005-06 a – 403 b – -7.8	All England a – 433 b – -1.8	Overall reduction in waste produced and sent to landfill sites	
Recycling - % of household waste: a) recycled, and b) composted. <i>Source: Local Authority BVPI 82a,b</i>	2007-08 a – 22.49 b – 1.11	2006-07 a – 18.37 b – 0 2005-06 a – 15.5 b – 0	All England a – 21.9 b – 12.2	Overall increase in waste recycled as a % of total	The overall performance has been improved in recent years
Social Baseline					
SOC1: Child poverty - % of children living in low-income households. <i>Source: Audit Commission</i>	2004: 30.3%	n/a	No data available	To improve the performance by minimising the instances of child poverty and	

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
<p>Index of Income Deprivation (IMD) – Ranking for scores in the IMD. <i>Source: Audit Commission</i></p>	<p>2007: 94 out 354 (1 = most deprived)</p>	<p>2004: 92 out of 354</p>		<p>unemployment and improving the ranking in the Indices of Multiple Deprivation</p>	
<p>Index of Multiple Deprivation (IMD) – Ranking for overall score in the IMD. <i>Source: Audit Commission</i></p>	<p>2007: 62 out 354 (1 = most deprived)</p>	<p>2004: 61 out of 354</p>			
<p>Population of working age (16-74 yrs old) who are long-term unemployed. <i>Source: Audit Commission</i></p>	<p>1.30%</p>		<p>Norfolk county: 0.89%</p>		
<p>SOC2: % of population receiving incapacity benefits (August 06) <i>Source: National Statistics</i></p>	<p>8</p>	<p>August 04: 8</p>	<p>East of England: 5 All England: 7</p>	<p>To reduce the number of people receiving incapacity benefit through improved healthy lifestyles</p>	
<p>Life expectancy (yrs) at birth, of: a) males b) females. <i>Source: National Statistics</i></p>	<p>Jan04 - Dec06 a) – 76.8 b) – 82.6</p>	<p>2003/03 a) – 76.9 b) – 82</p>	<p>East of England a – 78.3 b – 82.3 All England</p>		

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
			a – 77.3 b – 81.6		
<p>SOC3: Workforce qualifications - % of working age population with qualifications at NVQ Level 4 or above. <i>Source: 2001 Census (National statistics online)</i></p> <p>School leaver qualifications - % of school leavers with 5 or more GCSEs at A*-C grades. <i>Source: Audit Commission</i></p>	<p>2001: 20.57</p> <p>2006: 48.8%</p>	n/a	<p>East of England: 17.14</p> <p>2005: East of England: 56.7%</p> <p>England: 56%</p>	To increase proportion of school leavers with five or more GCSEs at A*- C grades	
<p>SOC4: Affordable Housing stock provision: a) % of total housing stock that is affordable housing. b) Total affordable housing unit completions in past year.</p>	<p>2008-09 a) n/a b) 235 c) 45%</p>	<p>2007-08 a) n/a b) 291 c) 28%</p> <p>2006-07 a) n/a</p>		To increase the overall provision of affordable housing and its proportion amongst the total housing stock	

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
<p>c) % of past years' dwellings completions that are affordable.</p> <p><i>Source: a) national statistics online b) and c) Norwich city AMR</i></p>		<p>b) 277</p> <p>c) 27%</p>			
<p>Total unfit dwellings in housing stock.</p> <p><i>Source: Audit Commission</i></p>	<p>Apr 2005: 7.4%</p>		<p>Total unfit dwellings, April 2005: East of England: 3.2% England: 4.4%</p>	<p>To reduce the proportion of unfit dwellings in the total housing stock</p>	
<p>SOC5:</p> <p>Incidences of crime committed per 1,000 households:</p> <p>a) Domestic burglaries</p> <p>b) Violent offences</p> <p>c) Theft of a vehicle.</p> <p><i>Source: Audit Commission</i></p>	<p>2007/08:</p> <p>a) 5</p> <p>b) 26</p> <p>c) 3.4</p>	<p>2004/05:</p> <p>a) 12.05</p> <p>b) 32.92</p> <p>c) 4.1</p>		<p>To reduce the incidences of crime overall</p>	<p>All three indicators have seen a reduction</p>
<p>SOC6:</p> <p>% of the economically active population (16-74yrs) who are</p>	<p>2001 Census: 4.12%</p>	<p>No data available at present</p>	<p>East of England: 2.6%</p>	<p>To reduce the proportion of unemployed</p>	

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
<p>unemployed. <i>Source: National Statistics online</i></p> <p>% of unemployed people of working age (16-74yrs) who are long-term unemployed. <i>Source: National Statistics online</i></p>	<p>2001 Census: 31.49%</p>		<p>England: 3.35%</p> <p>East of England: 27.13%</p> <p>England: 30.26%</p>	<p>people amongst the working age population</p>	
<p>SOC7: Unfit housing – % of homes from overall housing stock not meeting the ‘Decent Homes Standard’. <i>Source: local authority report</i></p> <p>% of public housing stock built to the standard of the Code for Sustainable Homes (indicator pending). <i>Source: local authority report</i></p>	<p>2005-06: 30.5%</p> <p>No data available at present</p>	<p>No data available at present</p>	<p>2005/06 England: 30.1%</p> <p>No data available at present</p>	<p>To reduce the proportion of homes not meeting the decent homes standards</p> <p>To improve the overall sustainability of housing</p>	<p>Most non-decent homes appear to be in older housing, and as private rented tenure, such as terraced housing areas adjacent to the city centre</p>
SOC8:					

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
% of residents who travel to work: a) by private motor vehicle b) by public transport c) by foot or cycle d) work at or mainly from home <i>Source: 2001 Census</i> <i>Other indicators for access to services and access deprivation to be developed in the future</i>	2001: a – 51.5 b – 9.9 c – 31.5 d – 6.7		East of England 2001: a – 65.8 b – 11.3 c – 12.9 d – 9.4	(a) decrease (b) increase (c) increase (d) increase	Norwich has a high proportion of people who travel to work by foot or cycle
Economic Baseline					
EC1: % change in the total number of VAT registered businesses <i>Source: NOMIS</i>	2007: 3.82	2001 2.33% 2002 0.00% 2003 2.74% 2004 0.74% 2005 2.20% 2006 1.44%	East of England: 2.52 Great Britain: 3.00	To increase the number of VAT registered businesses overall	
Average weekly pay by residence, full time workers. <i>Source: NOMIS</i>	2009: 431.7	2002 335.8 2003 364 2004 370	East of England: 509.4	To improve weekly earnings	

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
		2005 396.4 2006 404.5 2007 403.6 2008 413.2	Great Britain: 491.0		
EC2: Number of small businesses (not including farm-based agriculture) <i>Source: NOMIS</i>	2005: 4,181	No data available	No data available	To increase small businesses and local entrepreneurs	
EC3: % of residents who travel to work by: a – private motor vehicle b – public transport c – foot or cycle d – works at or mainly from home <i>Source: Census, 2001</i>	2001: a – 51.5 b – 9.9 c – 31.5 d – 6.7		Travel to Work trends, 2001 East England: a) 65.8 b) 11.3 c) 12.9 d) 9.4 England: a) 62.1 b) 15.4 c) 12.8 d) 9.2	To increase number of jobs per resident a) to decrease b) to increase c) to increase d) to increase ..	There is a high cycling/walking use in Norwich where access to the workplace may be easier and the need to work from home is less

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
Average distance travelled to the workplace by residents <i>Source: National Statistics online</i>	Census 2001: 10.83 km		East England: 15.88 km England: 13.31 km	To provide more employment opportunities closer to home to reduce the distance to work overall	
EC4: % of various employment development types on previously developed land or as conversions: a – B1 uses (Business) b – B2 uses (General industrial) c – B1 and B2 uses combined d – use undefined e – use unknown <i>Source: Norwich city AMR</i>	2008-09 a – 100 b – n/a c – 100 d – 100 e – 100	2007-08 a – 100 b – 100 c – 100 d – 100 e – n/a 2006-07 a – 4.9% b – n/a c – 4.9 d – 0 e – n/a	East of England average figure, 2005/06: 64%	To maximise development on Brownfield land	
Growth in passenger numbers	07/08- 680,927	“Aircraft movements” in	n/a	To minimise the	

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
at Norwich Airport. <i>Source: Norwich Airport</i>		and out of the airport rose by 24 percent in 2006 to some 21,350 Since 07/08 forecasts predict significant fall in passenger numbers as followed: 08/09- 536,652 09/10- 408,614		number of flights necessary from the airport	
Ecological footprint – Global Hectares (gha) required per capita to support current production and consumption of resident lifestyles. <i>Source: Local Authority REAP assessment report</i>	2006: 5.49 gha per capita	No previous data available	Global average: 2.2 gha per capita	Sustainable world footprint: 1.8 gha per capita	
Unemployment benefit receipt: a) % of population in receipt of Job Seekers Allowance (JSA) b) Claimants of JSA by age range: A – 16-24 yrs old B – 25-49 yrs old	April 2009: a) 4.7 b) A – 29.1 B – 56.9 C – 13.4	April 2008 a) 3.1 b) A - 28.6 B - 55.3 C - 14.9 April 2007	Norfolk April 2009 a) 3.7% b) A – 30.4% B – 52.1% C – 17.0% East of England	To reduce unemployment overall, and increase the ability of young people to find work	More people are unemployed from the 25-49yrs age group, and there is far less unemployment amongst people

SA objective indicator	Norwich value	Trends	Comparison value	Target	Comments
C – 50+ yrs old <i>Source: National Statistics online</i>		a) 3.3 b) A - 30.2 B - 53.0 C - 15.0	April 2009 a) 3.5% b) A – 28.6% B – 53.4% C – 17.4%		over 50 years old than Norfolk and East of England

Appendix 3

The sustainability appraisal framework

Option appraised:

SCORING SYSTEM PROPOSED:

“+”	“-”	“N”	“M”	“?”	“n/a”
positive effects	negative effects	neutral effects	mixed effects	uncertain effects	no effects

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
Environmental						
ENV 1 – To reduce the effect of traffic on the environment	Will it reduce traffic volumes, ease the flow of traffic and reduce congestion? Will it increase the proportion	% of residents who travel to work: a. by private motor vehicle b. by public transport c. by foot or cycle d. to work at or mainly from				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	<p>of journeys using modes other than the car?</p> <p>Will it reduce the effect of HGV traffic on people and the environment?</p> <p>Will more benign modes of travel be encouraged?</p> <p>Will new development be in the best locations to reduce the need for people to travel?</p>	<p>home.</p> <p><i>Source: Census 2001</i></p> <p><i>Target:</i></p> <p><i>(a) to decrease</i></p> <p><i>(b), (c) and (d) to increase</i></p>				
<p>ENV 2 – To improve the quality of the water environment</p>	<p>Will it improve the quality of the water environment (streams, rivers, lakes etc)?</p>	<p>% of river length assessed as:</p> <p>c) good biological quality, and</p> <p>d) good chemical quality.</p> <p><i>Source: Environment Agency.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	Will it help to support wetland habitats and species?	<p><i>Target: National standards of 95%</i></p> <p>Development permissions granted contrary to Environment Agency advice on water quality grounds.</p> <p><i>Source: Norwich city AMR.</i></p> <p><i>Target: none.</i></p>				
<p>ENV 3 – To improve environmental amenity, including air quality.</p>	<p>Will it improve air quality?</p> <p>Will it reduce the emission of atmospheric pollutants?</p>	<p>Number of designated air quality management areas.</p> <p><i>Source: Defra.</i></p> <p><i>www.airquality.co.uk</i></p> <p><i>Target: decrease.</i></p> <p>Concentrations of selected air pollutants ($\mu\text{g}/\text{m}^3$):</p> <ul style="list-style-type: none"> • annual average concentration of Nitrogen Dioxide (NO₂) 				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
		<ul style="list-style-type: none"> annual average particulate matter levels (PM10). <p><i>Source: Defra. www.airquality.co.uk Target: Decrease.</i></p>				
<p>ENV 4 – To maintain and enhance biodiversity and geodiversity.</p>	<p>Will it conserve/enhance natural or semi-natural habitats, and promote habitat connections?</p> <p>Is it likely to have a significant effect on sites designated for international, national or local importance?</p> <p>Will it conserve/enhance species diversity, and in particular avoid harm to</p>	<p>Net change in condition of SSSIs – % of SSSIs in favourable or unfavourable recovering condition.</p> <p><i>Source: Natural England. Target: 95%.</i></p> <p>Norfolk biodiversity action plan progress:</p> <ul style="list-style-type: none"> a. Habitat actions in progress/ completed. b. Species actions in progress/ completed. <p><i>Source: Norfolk Biodiversity</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	protected species?	<p><i>Action Plan 3 – yearly progress reports.</i></p> <p><i>Target: to increase.</i></p>				
<p>ENV 5 – To maintain and enhance the quality of landscapes, townscapes and the historic environment.</p>	<p>Will it protect and enhance the quality of landscapes, townscapes and countryside character, including the character of the Broads and its setting where relevant?</p> <p>Will it maintain and enhance the distinctiveness of the landscapes/townscapes and heritage?</p> <p>Will it reduce the amount of derelict, underused land?</p>	<p>Heritage at risk – number and % of:</p> <ul style="list-style-type: none"> a. listed buildings, and b. scheduled ancient monuments on the buildings at risk register. <p><i>Source: local authority reports.</i></p> <p><i>Target: decrease.</i></p> <p>Net change in number of tree preservation orders.</p> <p><i>Source: local authority reports.</i></p> <p><i>Target: none to be lost as a result of development.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	Will it protect and enhance features of historical, archaeological and cultural value?					
ENV 6 – To adapt to and mitigate against the impacts of climate change.	<p>Reducing energy consumption?</p> <p>Will it lead to an increased proportion of energy needs being met from renewable sources?</p> <p>Will it increase the capacity of the area to withstand the effects of climate change?</p> <p>Will it ensure that risks to lives, land and property are</p>	<p>Total CO₂ emissions per capita (million tonnes carbon equivalent). <i>Source: local authority/DTI.</i> <i>Target: decrease.</i></p> <p>Renewable energy generating capacity installed by type. <i>Source: Norwich city AMR.</i> <i>Target: increase overall.</i></p> <p>CO₂ carbon footprint of area. <i>Source: local authority REAP tool.</i> <i>Target: decrease.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	minimised?					
ENV 7 – To avoid, reduce and manage flood risk.	Will it minimise the risk of flooding to people and property?	<p>Development permissions granted contrary to Environment Agency advice on flood risk. <i>Source: Norwich city AMR.</i> <i>Target: none.</i></p> <p>Number of dwellings permitted within the high risk flood-risk areas (Env. Agency Flood Zones 2&3). <i>Source: local authority reports.</i> <i>Target: none.</i></p>				
ENV 8 – To provide for sustainable use and sources of water supply.	<p>Will it conserve groundwater resources?</p> <p>Will it minimise water</p>	<p>Daily domestic water use (per capita consumption). <i>Source: regional water authority.</i> <i>Target: decrease.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	consumption?					
ENV 9 – To make the best use of resources, including land and energy, and to minimise waste production.	<p>Will it minimise consumption of materials and resources?</p> <p>Will it promote the use of land in sustainable locations that has been previously developed?</p> <p>Will it use land efficiently?</p> <p>Will it minimise the loss of "greenfield" land?</p> <p>Will it avoid the loss of good quality agricultural land and preserve soil resources?</p> <p>Will it minimise energy</p>	<p>% of dwellings built on previously developed land.</p> <p><i>Source: Norwich city AMR.</i></p> <p><i>Target: 60% of all development.</i></p> <p>% new dwellings completed at:</p> <ul style="list-style-type: none"> a. less than 30 per hectare b. 30 – 50 per hectare, and c. more than 50 per hectare. <p><i>Source: Norwich city AMR.</i></p> <p><i>Indicative target: 100% above 30/ha</i></p> <p>Waste arisings:</p> <ul style="list-style-type: none"> a. Kilograms of waste produced per head of population, and 				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	<p>consumption and promote energy efficiency?</p> <p>Will it promote the use of renewable energy sources?</p> <p>Will it lead to less waste being produced?</p> <p>Will it lead to less waste being disposed, by promoting more recycling and composting?</p> <p>Will it increase waste recovery for other means eg. energy generation?</p>	<p>b. % change on previous year.</p> <p><i>Source: local authority BVPI 84a,b</i></p> <p><i>Target: decrease.</i></p> <p>Recycling – % of household waste:</p> <p>a. recycled, and</p> <p>b. composted.</p> <p><i>Source: Local Authority BVPI 82a,b</i></p> <p><i>Target: Increase.</i></p>				
Social						

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
<p>SOC 1 – To reduce poverty and social exclusion.</p>	<p>Will it reduce poverty and social exclusion in those areas most affected?</p> <p>Will it help to reduce deprivation levels?</p> <p>Will the needs of residents' best be met?</p>	<p>Child poverty – % of children living in low-income households. <i>Source: Audit Commission.</i> <i>Target: decrease.</i></p> <p>Index of Income Deprivation – Average ward scores in the IMD. <i>Source: Audit Commission (2004).</i> <i>Target: to decrease deprivation.</i></p> <p>Index of Multiple Deprivations – Average ward scores in the IMD. <i>Source: Audit Commission (2004).</i> <i>Target: to decrease deprivation.</i></p> <p>Key benefit claimants – % of working age population claiming benefits. <i>Source: local authority.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
		<i>Target: decrease.</i>				
<p>SOC 2 – To maintain and improve the health of the whole population and promote healthy lifestyles.</p>	<p>Will it improve access to high quality health facilities?</p> <p>Will it encourage healthy lifestyles? How?</p> <p>Will adequate health infrastructure be provided for existing and new communities?</p> <p>Will the links between poorer health and deprivation be addressed?</p> <p>Will links to the countryside be maintained and</p>	<p>% of population receiving incapacity benefits.</p> <p><i>Source: Audit Commission.</i></p> <p><i>Target: decrease.</i></p> <p>Life expectancy of residents.</p> <p><i>Source: Audit Commission.</i></p> <p><i>Target: increase.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	enhanced?					
<p>SOC 3 – To improve education and skills.</p>	<p>Will it improve qualifications and skills for both young people and amongst the workforce?</p> <p>Will it help to retain key workers and provide more skilled workers from school leavers?</p> <p>Will adequate education infrastructure be provided for existing and new communities?</p> <p>Will lifelong learning and skills training be promoted?</p>	<p>Workforce qualifications - % of working age population with qualifications at NVQ Level 4 or above.</p> <p><i>Source: National Statistics online.</i></p> <p><i>Target: increase.</i></p> <p>School leaver qualifications – % of school leavers with five or more GCSEs at A*-C grades.</p> <p><i>Source: National Statistics.</i></p> <p><i>Target: Increase.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	Will links between lower levels of education and deprivation be addressed?					
<p>SOC 4 – To provide the opportunity to live in a decent, suitable and affordable home.</p>	<p>Will it increase the range of types, sizes and affordability of housing for all social groups?</p> <p>Will it reduce the housing need and ensure that housing provision addresses the needs of all?</p> <p>Will housing requirements best be accommodated to provide for sustainable communities?</p>	<p>Affordable Housing stock provision:</p> <ul style="list-style-type: none"> a. % of housing stock that is affordable housing b. Total affordable housing unit completions in past year c. % of past year's dwellings that are affordable. <p><i>Source: Norwich city AMR.</i></p> <p><i>Target: increase.</i></p> <p>Total unfit dwellings in housing stock.</p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	Will best use be made of existing housing stock?	<i>Source: Audit Commission.</i> <i>Target: decrease.</i>				
SOC 5 – To build community identity, improve social welfare, and reduce crime and anti-social activity.	<p>Will it encourage engagement in community activities?</p> <p>Will it contribute to the achievement of a mixed and balanced community?</p> <p>Will it reduce actual levels of crime?</p> <p>Will it reduce the fear of crime?</p>	<p>Incidences of crime committed per 1,000 households:</p> <ul style="list-style-type: none"> a. Domestic burglaries. b. Violent offences. c. Theft of a vehicle. <p><i>Source: Audit Commission (2004).</i> <i>Target: decrease.</i></p>				
SOC 6 – To offer	Will it reduce unemployment	% of the economically active				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
more opportunities for rewarding and satisfying employment for all.	<p>overall?</p> <p>Will it help to improve earnings?</p>	<p>population who are unemployed. <i>Source: National Statistics.</i> <i>Target: decrease.</i></p> <p>% of unemployed people who are long-term unemployed. <i>Source: National Statistics.</i> <i>Target: decrease.</i></p>				
SOC 7 – To improve the quality of where people live.	<p>Will it improve the quality of dwellings?</p> <p>Will it improve the quality of local open space?</p> <p>Will it improve the satisfaction of people with their neighbourhoods?</p>	<p>Unfit housing – % of overall housing stock not meeting the Decent Homes Standard. <i>Source: local authority report.</i> <i>Target: decrease.</i></p> <p>% of public housing stock built to the standard of the Code for Sustainable Homes (pending). <i>Source: local authority report.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
		<i>Target: increase.</i>				
<p>SOC 8 – To improve accessibility to essential services, facilities and jobs.</p>	<p>Will it improve accessibility to key local services and facilities (including health, education, leisure, open space, the countryside and community facilities)?</p> <p>Will it improve accessibility for all whilst reducing dependency on the private car?</p> <p>Will access to jobs and services be improved for all?</p> <p>What transport infrastructure is required for the existing</p>	<p>% of residents who travel to work:</p> <ul style="list-style-type: none"> • by private motor vehicle • by public transport • by foot or cycle • who work at or mainly from home. <p><i>Source: Census 2001.</i></p> <p><i>Target:</i></p> <p><i>(a) to decrease</i></p> <p><i>(b), (c) and (d) to increase.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	situation and for proposed future development?					
Economic						
EC 1 – To encourage sustained economic growth.	<p>Will it assist in strengthening the local economy?</p> <p>Will it improve business development and enhance competitiveness?</p> <p>Will it reduce vulnerability to economic shocks?</p> <p>Will it promote growth in key sectors?</p> <p>Will it increase vitality and viability of town centres and</p>	<p>% change in the total number of VAT registered businesses. <i>Source: NOMIS.</i></p> <p><i>Target: increase number of businesses.</i></p> <p>Average weekly pay for full-time employees. <i>Source: NOMIS.</i></p> <p><i>Target: increase average wage.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	improve economic diversity?					
EC 2 – To encourage and accommodate both indigenous and inward investment.	<p>Will it encourage indigenous businesses?</p> <p>Will it encourage inward investment?</p> <p>Will it make land and property available for business?</p> <p>Will it improve economic performance across the greater Norwich area?</p> <p>Will it support/encourage rural diversification?</p>	<p>Number of small businesses</p> <p><i>Source: Census, 2001.</i></p> <p><i>Target: increase.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	Will it support/encourage small city businesses?					
<p>EC 3 – To encourage efficient patterns of movement in support of economic growth.</p>	<p>Will it improve provision of local jobs?</p> <p>Will it improve accessibility to work, particularly by public transport, walking and cycling?</p> <p>Will it reduce journey times between key employment areas and key transport interchanges?</p> <p>Will it improve efficiency and sustainability of freight distribution?</p>	<p>% of residents who travel to work by:</p> <ul style="list-style-type: none"> a. private motor vehicle b. public transport c. foot or cycle d. work at or mainly from home. <p><i>Source: Census, 2001.</i></p> <p><i>Target:</i> <i>(a) decrease</i> <i>(b), (c), (d) increase.</i></p> <p>Average distance travelled to the workplace by residents. <i>Source: National Statistics online.</i> <i>Target: decrease.</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	<p>Will it support provision of key communications infrastructure?</p> <p>How can access to jobs be improved?</p>					
<p>EC 4 - To improve the social and environmental performance of the economy.</p>	<p>Will it reduce the impact on the environment from businesses?</p> <p>Will it reduce the impact on residents from businesses?</p> <p>Will it attract new investment and skilled workers to the area?</p>	<p>Amount of various employment development on previously developed land or conversions.</p> <p><i>Source: Norwich city AMR.</i></p> <p><i>Target: 60% of all development.</i></p> <p>Ecological footprint – hectares required per capita to support current production and consumption.</p> <p><i>Source: local authority REAP</i></p>				

SA objective	Decision making criteria	Indicators and targets	Short-term 0-5 yrs	Medium term 5-20 yrs	Long-term 20+ yrs	Comments/ justification Inc. cumulative effects
	<p>Will existing business and employment provision be maintained?</p> <p>Where would employment provision best be located to serve urban and rural residents?</p>	<p><i>assessment report.</i></p> <p><i>Target: decrease.</i></p> <p>Unemployment benefit receipt:</p> <p>b) % of population in receipt of Job Seekers Allowance (JSA)</p> <p>b) Claimants of JSA by age range:</p> <p>a. 16-24 yrs old</p> <p>b. 25-49 yrs old</p> <p>c. 50+ yrs old.</p> <p><i>Source: National Statistics online.</i></p> <p><i>Target: decrease unemployment.</i></p>				

Overall conclusions	
Summary of environmental impacts identified through sustainability appraisal	
Summary of social impacts	
Summary of economic impacts	

Overall summary on the merits, benefits or impacts of this policy or option.

Including:

Suggestions for possible mitigation measures for future policy.

Recommendations for further research into the impacts.

Consideration of the cumulative impacts of the various policies.

Norwich local development framework

Development management policies
development plan document
Sustainability appraisal scoping report

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