

Breckland Local Plan Scoping Report 2013



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1 Introduction

Purpose of the Scoping Report

1.1 Under the Planning and Compulsory Purchase Act 2004 and Localism Act 2011, Breckland Council is required to prepare a Local Plan, which will ultimately supersede the adopted Core Strategy and Development and Control Policies Development Plan Document (2009), Sites Specific Policies and Proposals Development Plan Document (2012) and the Thetford Area Action Plan Development Plan Document (2012). This report comprises the first stage of the Sustainability Appraisal for the Breckland District Local Plan. It sets out the scope for the SA, including the matrix of sustainability objectives that will be used in the assessment of future Local Plan Policies and Proposals.

1.2 This Scoping Report has been prepared as part of the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the emerging Breckland Local Plan.

1.3 The purpose of the Sustainability Appraisal Scoping Report is to:

- Identify the sustainability objectives of other relevant plans, programmes, policies and strategies.
- Collect and collate baseline information and establish a profile of the environmental, social and economic characteristics of Breckland District.
- Identify sustainability issues and problems within Breckland.
- Develop the sustainability appraisal framework which will be used to test policy and allocation options in the plan.

Sustainability Appraisal and Strategic Environmental Assessment

1.4 The process of plan making has always relied on the choices between different options for the development and use of land through the planning system. The requirement to produce a Sustainability Appraisal Report for the emerging Local Plan is a legal requirement under the Planning and Compulsory Purchase Act (2004) which seeks to ensure that the decision-making process takes into account the key objectives of sustainable development. These are:

- Social progress which meets the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

1.5 Sustainability Appraisal (SA) is a process undertaken during the preparation of a plan, programme or strategy. The role of the SA is to assess the extent to which the emerging policies and proposals will help to achieve relevant environmental, social and economic objectives and aims to ensure that sustainable development is at the heart of the plan-making process. The Act stipulates that the SA must comply with the requirements of the SEA Directive⁽¹⁾ which was transposed directly in to UK law through the SEA Regulations⁽²⁾.

1.6 The overall aim of the SA process is to help ensure that the Breckland District Council's (BDC) Local Plan and subsequent Development Plan Documents (DPD's) make an effective contribution to the pursuit of sustainable development. The most widely used definition of sustainable development is:

1 Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, June 2001.
2 S.I. 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations, 2004.

"Development that meets the needs of the present without compromising the ability of future generations to meet their own needs" ⁽³⁾

Relationship to Strategic Environmental Assessment (SEA)

1.7 An SEA is a systemic process for evaluating the environmental consequences of plans and programmes to ensure that environmental issues are integrated and assessed at the earliest opportunity in the decision-making process. Article 1 of the SEA European Directive 2001/42/EC states that the aim is to:

'provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development'.

At the same time, the Planning and Compulsory Purchase Act 2004 requires a Sustainability Appraisal (SA) of all emerging Development Plan Documents and Supplementary Planning Documents (SPDs). As the guidance explaining this requirement makes clear, SA and SEA are a similar, yet distinct process involving a number of explicit steps. The differences between these processes lie in the fact that SEA focuses solely on environmental effects whereas SA is concerned with the full range of environmental, social and economic considerations.

1.8 It is possible to combine the processes of SEA and SA, as they share a number of similarities. Guidance ⁽⁴⁾ published by the Department for Communities and Local Government (DCLG) promotes a combined process (i.e. a process which assesses social, economic and environmental effects) and this is the approach that will be adopted for the emerging Local Plan. Whilst there are formalised approaches for both SA and SEA, only SEA has a legal obligation to perform certain activities. These legal obligations have been and will continue to be adhered to throughout the combined SA and SEA for the Local Plan. The combined SEA and SA is referred to as SA throughout the remaining sections of this Scoping Report.

Structure of the Scoping Report

1.9 This Scoping Report sets the framework and approach for the SA process and explains how it will be undertaken for the Local Plan. Subsequent sections of this report provide information about the proposed methods and provide background information about the existing conditions within Breckland District boundary. Section 2 outlines the SA process. Section 3 and Appendix 2 provide information about the review of other relevant plans and programmes. Section 4 and Appendix 3 presents data about existing baseline conditions across the District. Section 5 and Appendix 4 present sustainability issues and problems arising from the baseline data and section 6 presents the SA Framework.

Consultation

1.10 Consultation is important because it allows stakeholders to verify that all of the relevant plans, policies and programmes have been reviewed, to check that the most up-to-date baseline information has been included and to ensure the key sustainability issues have been identified. This Scoping Report will be consulted upon in accordance with the requirements of regulations 12 (5) of the SEA Regulations⁽⁵⁾. The Scoping Report will be subject to consultation with statutory bodies (Natural England, Environment Agency & English Heritage) as set out in the SEA Regulations and other stakeholders as identified in the draft Statement of Community Involvement (2013).

3 World Commission on Environment and Development, 1987.

4 <http://www.pas.gov.uk>.

5 The Environmental Assessment of Plans and Programmes 2004.

Habitats Regulations

1.11 European Council Directive 92/43/EEC on the Conservation of natural habitats and of wild flora and fauna the ('Habitats Directive') requires that any plan or programme likely to have a significant impact upon a Natura 2000 site (Special Area of Conservation (SAC), candidate Special Areas of Conservation (cSAC), Special Protection Area (SPA), potential Special Protection Area (pSPA) and Ramsar site), which is not directly concerned with the management of the site for nature conservation, must be subject to an Appropriate Assessment. The overarching process is referred to as Habitats Regulations Assessment (HRA).

1.12 A draft HRA Scoping Report will be prepared and this will be consulted upon during the scoping consultation for the SA. A HRA screening exercise will commence when the options are developed for the Local Plan to determine whether the Local Plan (either in isolation and/or in combination with other plans or projects) would generate an adverse impact upon the integrity of a Natura 2000 site, in terms of its conservation objectives and qualifying interests. This process will be documented in a Screening Report that will be submitted to Natural England. At this stage in the Local Plan's development evidence gathering for the HRA Screening Report has commenced and liaison will occur with Natural England during the process. If the Screening Report identifies that significant effects are likely then the Local Plan must be subject to Appropriate Assessment.

1.13 The compliance with SEA Directive is provided within Appendix 1.

Relationship to previous Sustainability Appraisal Work

1.14 This version of the SA Scoping Report utilises previous sustainability work undertaken through the Core Strategy and the Sites Specifics DPD's. Having examined these documents, it was considered that the Sustainability Objectives are broadly relevant and appropriate to the proposed Breckland District Local Plan, however, the Scoping Report for the 2013 Local Plan includes the following significant amendments;

- Re-writing the main body of the report to take account of new national guidance on SEA/SA.
- Re-writing the main body of the report and Appendix 2 (relationship to relevant national, regional and local guidance) to take account of the abolition of Regional Planning Guidance (RSSs), and of the publication in March 2012 of the National Planning Policy Framework (NPPF), which replaced many of the Planning Policy Statements/Guidance Notes (PPSs/PPGs) that were previously in force. This included Planning Policy Statement 12 (PPS12): Local Development Frameworks, which meant that references to the Local Development Framework/LDF have had to be amended to the Local Plan as identified in the NPPF and new Planning Regulations 2012.
- New plans and strategies for Appendix 2 and deletion of plans and strategies from the previous versions that were out of date and/or been superseded by newer publications.
- Re-writing and updating evidence base in section 4 and Appendix 3 of the report (Baseline information).
- Review and updating of sustainability issues and problems as a result of updating the baseline information in section 5 and Appendix 4
- Review of Sustainability Appraisal (SA) framework in relation to a revision of SA objective and indicators (Appendix 5).

2 Strategic Environmental Assessment and Sustainability Appraisal of Local Plan Documents

Stages in the Process

2.1 Sustainability Appraisal is the process of looking at and refining the policy options as part of plan preparation and examining how they contribute to sustainable development. By using SA it will be possible to identify if some options do not contribute to sustainable development, so that these issues can be addressed early on and options chosen to ensure that they are the most reasonable alternative and as sustainable as possible in the circumstances, including appropriate mitigation. The process requires an examination of baseline and trend quality of life information for Breckland, identifying key sustainability issues, and how this may change in the future. This information provides the basis for assessing how alternative strategies or options "score" or compare when assessed using the sustainability objectives. This will help to identify the most sustainable options. However, such options need to be realistic and deliverable. Such options also need to match the aspirations of the local community (residents and businesses) and comply with the policies of the NPPF.

2.2 Government guidance subdivides the SA process into a series of stages. Whilst each stage consists of specific tasks, the intention should be that the process is iterative. Table 2.1 sets out the key stages in the SA process and indicates where specific tasks have been addressed in this Scoping Report. The table also demonstrates how each of the SA stages is linked to the preparation and development of the Breckland Local Plan.

Table 2.1 Stages in the SA Process

SA Stage	Section of Report	Application to Local Plan
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope		
A1: Identifying other relevant policies, plans and programmes and sustainability objectives	Section	Stage A corresponds to the scoping stage of the SA and the findings of this stage are presented in this Scoping Report. During this stage the scope of the Local Plan will be defined. The purpose of the Scoping Report is to seek feedback on the scope of the SA.
A2: Collecting baseline information	Section	
A3: Identifying sustainability issues and problems	Section	
A4: Developing the SA framework	Section	
A5: Consulting on the scope of the SA.	Purpose of this Report is to seek feedback on the scope of the SA.	
Stage B: Developing and refining options and assessing effects		
B1: Testing the Local Plan objectives against the SA framework	All of these stages will be documented in the SA report.	Stage B of the SA process is linked to the overall production of the Local Plan which includes the development of options and the selection of the preferred option. There should be a considerable degree of interaction between the plan-making and SA
B2: Developing the Local Plan Options		
B3: Predicting the effects on the Local Plan		

SA Stage	Section of Report	Application to Local Plan
B4: Evaluating the effects on the Local Plan		teams during this stage in the process to enable potential adverse effects of the Local Plan to be avoided/minimised and potential sustainability benefits maximised. All of these stages will be documented in the SA Report. Proposed measures to monitor the Local Plan would be documented in the SA Report.
B5: Considering ways of mitigating adverse effects and maximising beneficial effects		
B6: Proposing measures to monitor the significant effects of implementing the Local Plan.		
Stage C: Preparing the SA Report		
C1: Preparing the SA report	This will result in a SA Report documenting the effects of the Local Plan and will also include an assessment of the options considered during the Local Plan's development.	The draft Local Plan will be prepared ready for consultation. A SA Report and Non-Technical Summary (NTS) documenting the effects of the Local Plan will be prepared and will also include an assessment of the options considered during the Local Plan's development.
Stage D: Consultation on the draft Local Plan and the SA Report		
D1: Public participation on the proposed submission documents	-	The SA and the draft Local Plan will be consulted upon.
D2 (i): Appraising significant changes resulting from representations.	-	Following the receipt of representations, the SA Report and the NTS will be updated to reflect comments received.
Examination in Public		
D2 (ii): Appraising significant impacts resulting from representations	-	Following the receipt of representations, the SA Report and the NTS will be updated to reflect comments received.
D3 (ii): Making decisions and providing information	-	This stage will be undertaken by BDC.
Stage E: Monitoring the significant effects of implementing the Local Plan		
E1: Finalising aims and methods for monitoring	Monitoring will commence once the Local Plan has been adopted.	Specific monitoring for the Local Plan will be undertaken by BDC.
E2: Responding to adverse effects		

Methodology

2.3 The general methodology used to prepare the SA Scoping Report and subsequent SAs draws upon current national guidance⁽⁶⁾. The 2005 guidance on SA and SEA published by ODPM (now CLG) in 2005: Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents as it applies to DPDs was superseded by the online Plan-making Manual, prepared by the Department of Communities and Local Government (DCLG); however the original SA/SEA guidance remains a useful tool to outline the key stages in the SA process. It advocates a five-stage approach to carrying out the SA process in relation to DPDs, as illustrated by Table 2.1.

2.4 The SEA Directive requires that the SEA Covers:

'the environmental characteristics of areas likely to be significantly effected ' (Annex 1 (c)

'any existing environmental problems which are relevant to the plan or programme, including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC/ and 92/43/EC' (Annex1 d).

2.5 Characterising the environmental and sustainability baseline, issues and context is an essential part of developing the SA Framework. It comprises the following key elements:

- Characterising the current state of the environment of the District including social and economic aspects; and
- Using this information to identify existing problems and opportunities that could be considered in the Local Plan.

2.6 The environmental, social and economic baseline was characterised through the following methods:

- Review of relevant local, regional, national plans and international strategies and programmes; and
- Data research based around a series of baseline indicators developed from the SEA Directive topics (land, water, soil, climate change, air, pollution, biodiversity, cultural heritage, landscape, population, human health, inclusive communities and economic activity). The SEA topics were use as a basis to explore the the themes wider to to include additional socio-economic and environmental issues as identified in the baseline data. The SA Scoping Report has also taken into account Government guidance and previous consultations for other SAs.
- Key data gaps.

6 CLG Plan-Making Manual, DCLG, September 2009. A Practical Guide to the Strategic Environmental Assessment Directive: Practical guidance on applying European Directive 2001/42/EC *'on the assessment of the effects of certain plans and programmes o the environment'* , ODPM, September 2005.

3 Review of Relevant Plans, Programmes and Environmental Objectives

3.1 To provide context for the Local Plan this reports considers the relevant national, regional, local and international planning policy in relation to the implications on the Local Plan. These may contain objectives and policy requirements that need to be addressed in the document. The review of documents helps shape the sustainability objectives and decision making criteria and identifies the issues that need to be addressed by the plan.

3.2 The SEA Directive requires that the SEA covers:

'an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes' (Annex 1 (a)).

and

'the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation' (Annex 1 (e)).

3.3 A review of other plans and programmes that may affect the preparation of the Local Plan was undertaken in order to contribute to the development of both the SA and the Local Plan. This included:

- Identification of any external social, environmental or economic objectives, indicators or targets that should be reflected in the SA process.
- Identification of any baseline data relevant to the SA.
- Identification of any external factors that might influence the preparation of the plan, for example sustainability issues.
- Identification of any external objectives or aims that would contribute positively to the development of the Local Plan.
- Determining whether there are clear potential conflicts or challenges between other identified plans, programmes or sustainability objectives and the emerging Local Plan.

3.4 The review included documents prepared at international, national, regional and local scale. A brief summary of the documents reviewed and the main findings are summarised below with further details presented in Appendix 2.

International Plans and Programmes

3.5 A review was undertaken of key International Conventions and European Directives that could potentially influence the development of the Local Plan and the SA. European Directives are transposed into national legislation in each individual Member State and, therefore, there should be a trickle-down effect of the key principles and an application to the relevant national, regional and local circumstances in other planning documents.

National Plan and Programmes

3.6 A review was undertaken of relevant White Papers, plans and strategies. One of the most important documents reviewed was the UK Sustainable Development Strategy which outlines the over-arching Government objective to raise the quality of life in our communities. Central Government establishes the broad guidelines and policies for a variety of different topics which are now brought together in the National Planning Policy Framework (NPPF). The NPPF streamlines national planning policy into a consolidated set of priorities to consider when planning for and deciding on new development. It sets national priorities and rules only where it is necessary to do so. It aims to ensure that planning decisions reflect genuine national objectives - such as the need to safeguard the natural

environment, combat climate change, and to support sustainable local growth - while allowing for local authorities and communities to produce their own plans, reflecting the distinctive needs and priorities of different parts of the country. The principle of sustainable development is at the heart of the NPPF.

Regional and Sub-Regional Level Planning

3.7 The Localism Act was granted Royal Assent on the 15th of November 2011. The Act seeks to revoke some regional planning documents. The East of England Plan (RSS) was formally revoked in January 2013.

Local Policy

3.8 Plans produced at the local level specifically address issues relating to housing, economy; health; safety; tourism; environment, sustainable communities and employment. The Local Plan and the SA should draw from these documents and transpose their aims in their policies and proposals. These plans should in theory have included the main influences of international, national, regional and county level plans through the 'trickle-down effect'. They should also provide more of a local focus for the Breckland area. It is, through identifying these themes and incorporating them into the Local Plan that synergies can be achieved with other relevant documents.

Question 1

Are there any other emerging plans, programmes, policies, strategies or environmental protection objectives not currently included that the Council should reasonably review?

4 The Sustainability Baseline Data

4.1 Baseline information provides a platform for predicting and monitoring any effects that a policy or proposal may have and can help to identify sustainability problems, emerging trends and possible solutions. The collation of social, environmental and economic information has helped to build a characterisation of the plan area. A number of indicators were devised for each objective, and potential indicators developed to allow comparisons between local and national data to provide a wider picture of the current situation.

4.2 However, indicators themselves are selective in the information they provide. The indicators that have been chosen are reflective of the various Sustainability Appraisal objectives; however it is inevitable that these only capture some aspects of Breckland's environmental, social and economic conditions. In particular, an indicators-based approach is not necessarily the best means of reporting qualitative information or spatial variations at the sub-District level. For this reason, the baseline assessment of this report supplements the indicators with a broader discussion of the area's characteristics, providing a more rounded basis for identifying key issues and problems.

4.3 The baseline table in Appendix 3 lists the key indicators against their relevant appraisal objectives and shows the current situation, and any trends noted for each indicator. The characterisation is broken down into sub-objectives that are contained within the broader environmental, social and economic considerations. The table also highlights where any gaps in the data exist that need to be filled; the source of the data and an analysis of the current situation and any trends emerging. The written baseline assessment also supplements the table of indicators with a broader discussion of Breckland's environmental, social and economic characteristics. Combining both discussion and matrix provides a fuller analysis for identifying key sustainability issues and problems.

4.4 The baseline assessment highlights where data has been obtained and illustrates where information has not been able to be obtained. Much of the data collected has come from Regional and National data sets and may not be available at the appropriate spatial scale and as a result may not be suitable for direct comparison.

Characterisation of Breckland District

4.5 Breckland is a predominantly rural District containing five market towns of Attleborough, Dereham, Swaffham, Thetford and Watton. The District has a total of 113 parishes covering of an area of 1300 sq km (500 sq miles) and is the second largest District in the East of England. There is a dispersed settlement pattern across the District with approximately 49% of the population living within the five market towns and the other 51% spread across 108 rural parishes. The residents of Breckland tend to identify with one of the five market towns, which are an essential component of the economic and social structure, acting as service centres to their hinterlands.

4.6 The population of Breckland was 121,400 in the 2001 Census compared to 130,491 in 2011, illustrating a general growth trend in the District. The area is 130,512 hectares (second largest District in Norfolk) and the population density is 1.0 persons per hectare, the lowest in the country.

4.7 The major trunk roads that travel through the District are the A47 Great Yarmouth to Peterborough and the A11 Norwich to London route. The A11, via Thetford to Cambridge and the M11, is recognised as the major strategic route between Norfolk and the South West where the provision of a dual carriageway commenced in 2013. Breckland has railway stations at Thetford, Attleborough, Roudham and Eccles. Norwich airport is in easy reach of the District.

4.8 The size and spread of the district has a major impact on service delivery and presents significant challenges for the organisations that are delivering both community and economic support in the area in terms of access and engagement. Much of the area is rural, given over to agriculture, with the second major land usage being open space and heathland ('the Brecks'). It has the largest lowland pine forest in England and the second most popular forest attraction in the East of England.

Land, Water and Soil Resources

4.9 Data sources:

- BDC Annual Monitoring Report 2011/12
- Breckland adopted Core Strategy DPD (2009)
- Environment Agency
- UK Bap
- Anglian Water
- Defra
- Water Cycle Study (2010)

4.10 The District contains significant areas of agricultural land (grades 1, 2 and 3a) that requires protection. Breckland contains 64.2% of grades 2 and 3 agricultural land whereas the East of England Region contains 58% of the Country's National resource of grades 1 and 2 land.

4.11 The East of England Plan set a target of 15,200 homes to be built in Breckland between the years of 2001-2021. This figure has increased to at least, 19,100 homes in the period of 2001-2026. These figures have been reflected in the adopted Core Strategy. The Annual Monitoring Report (2011/12) concludes that between the financial year of 2001/2002 and 2011/2012, 6,941 dwellings have been completed. There are currently 2464 dwellings with planning permission (this includes all sites with planning permission, including outline planning permission – as of 1st April 2012). Therefore, new land will have to be found for the remaining 9,495 units (up to 2026), indicating a pressure to use Greenfield land in the future. (It should be noted that the Sites Specific Policies and Proposals DPD and the Thetford Area Action Plan allocated land for a total of 6264 dwellings with approximately 4,000 dwellings being sought in the Attleborough Area, which will be identified through the Local Plan).

4.12 The Annual Monitoring Report 2011/12 identified that 62% of development was undertaken on Previously Developed Land.

4.13 East Anglia is the most water-stressed region in the country and has the lowest average rainfall in the UK. The annual rainfall (845mm) is only 71% of the national average for England. There are a number of nationally and internationally important wetlands and other water-dependent habitats. For example, the Rivers Nar and Wensum are SSSIs. Planned growth, increased water demand and climate change will put extra pressure on our limited resources. Groundwater is the largest available reservoir of water and provides three quarters of public water supply in the East of England. The Anglian region is estimated to receive a large population growth. This could potentially lead to water supply issues in the long term and the capability to limit water consumption to that supportable by natural systems.

4.14 In terms of local trends, the Environment Agency evidence shows that in 2008, 800,000 million litres of freshwater were abstracted in the Anglian Region, with approximately 60% of abstracted freshwater coming from surface water, 40% from ground water sources and 90% for public water supply. In terms of resource availability, over 30% of water resource management units have been assessed as having 'no water available' for additional abstraction at times of low flows and 55% of the water resources units are assessed as over-abstracted or over-identified as over-abstracted or over-licensed. Where water is being over-abstracted in parts of Norfolk existing abstractions are causing unacceptable damage to the environment at low flows. Water may still be available at high flows, but with appropriate restrictions. 60% of our freshwater is currently sourced from surface waters that are classified as over-abstracted or over-licensed. A combination of limited resources and high demand (both human and environmental) means that over the region water resources are already considered to be fully, if not over-committed. Climate change will compound this further.

4.15 There are a number of European sites reside within in Breckland which could be affected by water abstraction and discharges due to the combination of lack of available water and current over abstractions. In particular are the Swangey Fen, which is part of the Norfolk Valley Fens SAC, is to the south west of Attleborough and the SPA

to the south west of the District. Furthermore, it appears that some of the aquifers are shared with other towns and may be affected by water abstraction outside Breckland District. If abstraction within the District might have an effect on the Broads SAC/SPA/Ramsar site, then extraction in the Norwich area could also have an effect. A fuller examination of the abstraction effects across the Region is now needed to consider the possible wide ranging in-combination effects.

4.16 Table 4.1 taken from the Habitat Regulations Assessment: Breckland Council Submission Core Strategy and Development Control Policies Document (2008) highlights that European sites which could be affected by abstraction and discharges.

Table 4.1 The European sites which could be affected by abstraction and discharges:

Location	Factors	European Site
Thetford	Ground water Abstraction	Breckland SAC-East Wretham Heath Breckland SAC-Thetford Golf Course & Marsh Breckland SAC-Stanford Training Area Waveney and Little Ouse Valley Fens SAC/Ramsar-Redgrave and Lopham Fens
Dereham	Ground water Abstraction	Norfolk Valley Fens-Badley Moor Norfolk Valley Fens-Potter & Scarning Fens Norfolk Valley Fens-Buxton heath River Wensum SAC River Wensum SAC-Dillington Carr River Wensum SAC-Dereham Rush meadows The Broads SAC -Bure & Broad Marshes Broadland SPA/Ramsar- Bure & Broad Marshes
Attleborough	Ground water Abstraction	Norfolk Valley Fens-Swangey Fen Breckland SAC-Stanford Training Area Breckland SAC-East Wretham Heath
Swaffham	Ground water Abstraction	Norfolk Valley Fens-Great Cressingham Fen Norfolk Valley Fens-Thomson Water Norfolk Valley Fens-Foulden Common

Location	Factors	European Site
		Breckland SAC-Cranberry Rough
Watton	Ground water Abstraction	Norfolk Valley Fens-Thomson Water Norfolk Valley Fens-Great Cressingham Fen Breckland SAC-Stanford Training Area Breckland SAC-Cranberry Rough
Thetford	WWTW discharges via R Little Ouse	The Wash Ramsar/SAC/SPA
Dereham	WWTW discharges-Wensum	River Wensum SAC River Wensum SAC-Dillington Carr River Wensum SAC-Dereham Rush meadows
Swaffham	WWTW discharges-via R Wissey	The Wash Ramsar/SAC/SPA
Watton	WWTW discharges via R Wissey	The Wash Ramsar/SAC/SPA
Attleborough	WWTW discharges via R Thet	The Wash Ramsar/SAC/SPA

4.17 The fluctuating meres in Breckland are directly connected to the underlying groundwater system and are periodically empty and are recharged. The water level in the meres reflects the height of the water table. A potential threat which may over-ride all the following factors for the Breckland meres, is climate change. A long term decrease in rainfall could alter groundwater regimes and may ultimately depress levels in the underlying aquifers to such an extent that these water bodies cease to fill with water. All efforts to remedy the situation may then be ineffective, because the delicate hydrological balance of these lakes is intimately related to the groundwater table. Furthermore, water abstraction from the aquifers for public supply or irrigation of crops along with the nitrate contaminations arising from the regions high agricultural intensities, is potentially very damaging to their characteristic flora and fauna.

4.18 As household growth predictions indicate there will be a greater number of dwellings in the District where the amount of water used could be expected to increase over time and will place increased pressure upon water resources.

4.19 The Stage 2 Water Cycle Study (2010) has indicated that whilst Dereham will require new groundwater resources to enable future growth within the town, both Watton and Swaffham have spare water capacity till 2026.

4.20 The majority of development within the District will be on greenfield sites. Sustainable drainage systems (SuDS), can ameliorate the effects of water flows into existing drainage and river systems and reduce the use of water through recycling. An increasing proportion of new housing development incorporates some form of SuDS in order to manage water on site and reduce the amount released straight into the drainage system.

4.21 Information from the Anglian Water Services indicates that the average domestic property in 2009-10, used an average of 147 litres of water/day compared to the industry average of 146 litres/person/day. Overall, there is less water use than last two years (150 litres/person/day in 2007-08 and 149 litres/person/day).

4.22 Rivers and wetlands are important to the economy and biodiversity of the Anglian region. Biological river quality is an indicator of the overall health of rivers. Breckland has seen an increase in the percent of rivers rated as biologically good from 90.64% in 2006 to 92.81% in 2008. The chemical quality of a river is an indicator of organic pollution in general. Again, Breckland has seen an increase in the percent of rivers rated as chemically good from 63.64% in 2006 to 70.74% in 2008 (Environment Agency have changed the way they monitor river quality and recent data sets are being sought).

What are the key sustainability issues and problems?

- Limited stock of brownfield land (in the long term) means new development will inevitably result in the loss of agricultural land.
- The principle is to direct development to the built up areas as the most sustainable locations. It is acknowledged in the Core Strategy that the need to identify sufficient deliverable and developable sites to meet current (and any new housing) requirements will result in the need to identify greenfield sites.
- High rates of development on previously developed land in future years may incrementally alter the character and quality of life in built-up areas as well as increasing concerns about congestion and pressure on existing infrastructure.
- New developments will make additional demands on water supply (for homes and industry etc) in an area where capacity of natural systems is limited.
- Need to protect ground water resources and aquifers.
- There may be conflicts between the priority to make the best use of brownfield land and the sustainability aim to ensure that soils in the built environment are able to fulfil various functions.
- There will be a need to avoid development on, and otherwise minimise the impacts on, areas of nationally and locally important landscape and countryside designations.
- Much of Breckland is open countryside so new development could alter the natural drainage patterns.

Climate Change, Air and Pollution

4.23 Data sources:

- 2011 Air Quality Progress Report
- Office National Statistics
- 2001 & 2011 Census
- District Monitoring (air quality and waste)
- Breckland Strategic Flood Risk Assessment (2007)
- Environment Agency
- Renewable Statistics

4.24 Climate change is one of the greatest global environmental threats. The full impacts of climate change are largely unknown. The District falls primarily within the heart of Norfolk, which due to its location is less vulnerable to some of the direct impacts of climate change than other areas in the region (i.e. flooding and coastal erosion).

4.25 Breckland completed a Strategic Flood Risk Assessment (SFRA) in 2007 which assessed the main rivers to impact Breckland to be the River Nar, River Wissey, Little Ouse River, River Thet, Watton Brook, Black Water River, River Tud, River Wensum, Wendling Beck. The entire District is underlain by chalk and receives very low annual rainfall. However, Breckland does have a high clay content that can cause inadequate drainage in some areas. The risk of flooding is an important issue, however it is not a primary concern for Breckland due to a historic lack of flooding events. The Strategic Flood Risk Assessment (SRFA) outcome concerns fluvial flooding only in certain areas of the District.

4.26 A further SFRA was undertaken in 2009 for the Thetford town centre to accompany proposals for development and regeneration of the Thetford Town Centre. The Council are aware of fluvial flooding issues within the town centre, and therefore flooding issues require further investigation before decisions on suitable development sites and development types can be made.

4.27 In respect to reduction in CO₂ emissions, domestic UK target of reducing CO₂ emissions to 20% below the 1990 level by 2010. The longer term goal is to cut emission by 60% from the current levels by 2050 with real progress by 2020. Carbon dioxide (CO₂) is the main greenhouse gas, accounting for about 83 per cent of total UK greenhouse gas emissions in 2011. In 2011, UK net emissions of carbon dioxide were estimated to be 458.6 million tonnes (Mt). This was around 7.9% lower than the 2010 figure of 497.8 Mt. There were notable decreases in emissions from the residential sector, down by 23.3% (20.2 Mt), and from the energy supply sector, down 6.7% (13.2 Mt). Again, emissions from the business, transport and public sectors were slightly down on 2010, but all other sectors were relatively unchanged.

4.28 In 2011, UK emissions of the basket of six greenhouse gases covered by the Kyoto Protocol were estimated to be 552.6 million tonnes carbon dioxide equivalent (MtCO₂e). This was 7.0% lower than the 2010 figure of 594.0 million tonnes. Between 2010 and 2011 the largest decreases were experienced in the residential sector, down 22.5% (20.2 MtCO₂e), and the energy supply sector, down by 6.5% (13.3 MtCO₂e). Emissions from the business, transport, industrial process and public sectors were also down slightly on 2010, but all other sectors were relatively stable compared to 2010 levels.

Table 4.2 Emission of greenhouse gases (MtCO₂e)

	2010	2011	Change
Total greenhouse gas emissions	594.0	552.6	-7.0%
Carbon dioxide emission	497.8	458.6	-7.9%

4.29 The Government set the first three carbon budgets in May 2009, covering the periods 2008-12, 2013-17 and 2018-2022. The fourth carbon budget, covering the period 2023-27 was set in June 2011. The first of these budgets requires that total UK greenhouse gas emissions do not exceed 3,018 million tonnes CO₂ equivalent over the five-year period 2008-12, which is about 22 per cent below the base year level on average over the period. The fourth carbon budget was set so as to require a reduction in emissions of 50 per cent below base year levels over the period 2023-2027.

Table 4.3 Carbon budgets 2008-2027

	Base years (actual emission)	Budget 1 (2008-12)	Budge 2 (20013-17)	Budget 3 (2018-22)	Budget 4 (2023-27)
Budget Level (MtCO ₂ e)		3018	2782	2544	1950

	Base yeas (actual emission)	Budget 1 (2008-12)	Budge 2 (20013-17)	Budget 3 (2018-22)	Budget 4 (2023-27)
Equivalent average annual emissions (MtCOe)	774.3	603.6	556.4	508.8	390.0
Percentage reductions below base year levels		22%	28%	28%	50%

4.30 Road traffic is a significant source of air pollution. Within Breckland, there is a higher level of commuting by car resulting in significant levels of congestion at peak times in the market towns. The 2011 census shows that Breckland has a higher level of car ownership (43.8%) (ie 1 car/van per household), when compared to regional (42.9%) and national levels (42.2%). However, it is slightly less than the 2001 census which was 46% and the second lowest in Norfolk.

4.31 The census indicates in 2001 that 63.6% of Breckland residents travelled to work by car/van where this has fallen to 44.8% in 2011. When looking at general travel to work patterns, whilst the use of train and bus to get to work has marginally increased from the 2001 census, cycling has increased from 4.1% in 2001 to 14.4% in 2011.

4.32 The 2011/12 figures illustrate that the proportion of waste recycled in Breckland (37%) was better than the national average (43%). This is also a reduction in the 2010/11 figures where the 40.6% was recycled. These figures still exceed the Breckland target of 33% by 2015. The amount of waste collected is decreasing and in 2011/12, Breckland, collected some 371kg of waste was collected per head (compared with 413kg for England).

4.33 Local authorities in the UK have statutory duties for managing local air quality under Part IV of the Environment Act 1995. The air quality objectives applicable to Local Air Quality Management (LAQM) in England are set out in the Air Quality (England) Regulations 2000 (SI 928), and the Air Quality (England) (Amendment) Regulations 2002. The concentrations of 38.74, 37.58 and 40.03ug/m³ as the annual means for nitrogen dioxide (NO₂) have been monitored at two areas in Swaffham and are very close to an exceedence of the annual objective of 40 ug/m³.

What are the key sustainability issues and problems?

- Promote the usage of renewable energy and reduce contributions to climate change.
- Breckland is a rural District with a wide geographical dispersal of housing, in some cases contributing to high levels of commuting. The lack of public transport in remote areas increases dependency on the use of the private car resulting in high levels of ownership and usage.
- Traffic congestion is an increasing issue in parts of Breckland and it is unlikely that there will be significant public funding available for new roads.
- There will need to be a consideration of the location of development away from areas which may have emerging air quality issue; and which may also be susceptible to atmospheric pollution (SSSI'S, SAC, SPA).
- Long term implications of climate change at a local level remain uncertain, but hotter drier summers, wetter winters and increased incidences of flooding and extreme weather events, are expected. Plans and strategies will need to have regard to this and especially the need to mitigate any impacts locally.
- Need to reduce waste and manage remaining waste in a sustainable manner.

Biodiversity, Flora and Fauna

4.34 Data sources:

- Natural England
- UK Biodiversity Action Plan
- RSPB

4.35 Breckland contains a variety of different natural areas. A natural area is identified by a unique combination of physical attributes such as geology, plant and animal species, land use and culture. The natural areas of Breckland are based on those put forward by the Countryside Agency/English Nature 1996 in 'The Character of England: Landscape, wildlife and natural features'. Each Natural Area has a unique identity resulting from the interaction of wildlife, landforms, geology and land use. Natural areas are not a designation and the natural area concept does not recognise administrative boundaries nor attempts to classify those areas that are rare or common. It therefore allows the rare and unusual to be conserved alongside the widespread and typical, thus contributing to the overall concept of biodiversity, conservation and enhancement.

4.36 Breckland is home to three National Nature Reserves, Redgrave and Lopham Fen, Weeting Heath and Brettenham Heath. The District is also home to three Local Nature Reserves (LNR's); Litcham Common, Great Eastern Pingo Trail (Thompson) and Barnham Cross Common.

4.37 Breckland is also home to four sites of International importance for biodiversity known as SAC's (Special Area of Conservation), which are the most important sites for wildlife in the country. These are the Norfolk Valley Fens, River Wensum and Waveney and Little Ouse Valley Fens.

- Norfolk Valley Fens is one of two sites in Eastern England where the main concentration of lowland fens occur. Also, one of several sites in East Anglia to home the Narrow Mouth and Desmoulin Whorl Snail.
- Wangford Warren and the adjoining RAF Lakenheath have one of the best-preserved systems of active inland sand dunes in the UK and the only occurrence of this type of habitat. The Breckland Meres represent the only natural eutrophic lakes in the East of England as well as having the most extensive surviving area of semi natural dry grasslands in East Anglia.
- River Wensum is home to sub-type 1 lowland and the White Clawed Crayfish.
- Waveney and Little Ouse Valley Fens are home to rare Molinia grassland and calcareous fens and the Desmoulin Whorl Snail.

4.38 Breckland contains 39,017 ha of Sites of Special Scientific Interest (SSSI) within the District which is the largest statutory designations protecting the country's very best wildlife and geological sites. A number of these sites are also internationally important for their wildlife and designated as Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites. Many SSSIs are also National Nature Reserves (NNRs) or Local Nature Reserves (LNRs).

4.39 The majority of SSSI's within Breckland are either within a favourable condition, or if they are in an unfavourable condition, they are recovering.

Table 4.4 % of SSSI's in favourable or recovering condition

	2007	2008	2009	2010	2011	2012
% of SSSI's in favourable condition	81	50	55	46	46	45
% of SSSI's in an unfavourable condition recovering	13	4	24	36	42	42

	2007	2008	2009	2010	2011	2012
% of SSSI's in an unfavourable condition declining	0.5	15	3	3	3	3
% of SSSI's in an unfavourable condition with no change	5.5	31	18	15	9	10

4.40 Breckland contains one of only four sites within Norfolk designated under the Ramsar Convention of Wetlands of International Importance. This is located at Redgrave and South Lopham Fen, which houses the endangered species of the Great Raft Spider.

4.41 Breckland is acknowledged to be of European importance for its three renowned bird species; the Stone Curlew, Woodlark and Nightjar. These species have qualified for Special Protection Areas (SPA's) under the EC Birds Directive due to their globally threatened/ declining status.

4.42 About 65% of the British Stone Curlew population nest in Breckland, half of these on heathlands in the District, and is on the shortlist of species of globally threatened/ declining status. The Stone curlew is a rare and declining species with numbers falling by 85% in the past 50 years and more than 50% since 1960. The species is now largely restricted to two areas in the Country, Breckland and Wessex, emphasising the importance of the heathlands within the District.

4.43 The Nightjar has been declining in numbers and range for much of this century reaching a low point of 2100 males in 1981, with a decline in range of 52% between 1968-72 and 1992. There had been a partial recovery in the size of the population which had reached 3400 males in 1992. The species now breeds mainly in Southern England (223 in Norfolk), but there are scattered populations as far north as central Scotland. There has also been a 14% increase in the number of Nightjars since 1981 (present survey in progress to get up to date figures).

4.44 Revised Biodiversity Action Plan targets for these species was revised in 2006 and were to increase the numbers of Nightjar to 4800 churring males by the year 2016 (an 18% population in 12 years) and increase the Nightjar to at least 311 sq km by the year 2016. The apparent population trend since 1992, based on County and site level monitoring data, is upwards. This was confirmed by the 2004 SCARABBS survey which estimated a population of 4606 churring males across England, Scotland and Wales – exceeding the original UK BAP target of 4000 males. This represents a 35% increase in numbers since the previous survey in 1992 (with the largest increases occurring in Dorset and Hampshire). However, this recovery still depends on the work of the dedicated recovery project.

4.45 The 2005 breeding season saw an increase in breeding stone-curlews confirmed in Breckland on sites monitored by the RSPB and Elveden Estate, with the total population in Breckland now standing at around 200 pairs. Stone-curlew numbers are also doing extremely well from a national perspective; the UK population in 2005 having reached the Biodiversity Action Plan target of 300 breeding pairs by 2010 five years early. National stone-curlew population increased from 150-160 pairs in 1985 to over 370 pairs in 2009. In Eastern England the population has increased from fewer than 100 pairs 1985 to 250 pairs in 2009.

4.46 The District contains large areas of Norfolk Biodiversity Action Plan priority habitats and species that need to be protected and encouraged, along with a number of target areas for habitat creation.

What are the key sustainability issues and problems

- The quality and diversity of habitats in the District should continue to be protected and the quality of habitats should be improved, where possible, to increase biodiversity. This needs to be balanced with the needs of leisure and recreation and development requirements and with the vulnerability of important areas of biodiversity.

- The Brecks, from which Breckland takes its name is a unique, nationally protected landscape and the contains approximately one fifth of the East of England's SSSI's. This coupled with the predominantly rural nature of the District means that development may result in the loss or deterioration of local habitats, wildlife sites and protected species.
- Protect and enhance areas covered by National and International designations.

Cultural Heritage, Landscape and Townscape

4.47 Data Sources:

- English Heritage
- Breckland Landscape Character Assessment (2007) - District Wide and Settlement Fringe
- Breckland Emerging LCA (2013)

4.48 The District has a rich and diverse architectural heritage which is much valued. There are some 50 Conservation Areas totalling some 1700 ha. Breckland also contains a great variety of buildings of architectural and historic interest including 1534 Listed Buildings (113 of which are grade I), 9 registered parks and gardens and over 100 Scheduled Monuments designated by the Government that are of proven national importance. There are also wider areas of known archaeological interest detailed within the County sites and monuments records.

4.49 English Heritage maintains a Heritage at Risk Register which brings together information on a wide range of heritage assets such as Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, battlefields, protected wreck sites and Conservation Areas known to English Heritage to be 'at risk' through neglect and decay, or vulnerable to becoming so. The Heritage at Risk Register contains 20 listed buildings, 6 scheduled monuments and 2 Conservation Areas in Breckland deemed 'at risk'.

4.50 Breckland has a number of historic landscapes which are particularly valuable for the tourism industry as they add interest and variety to the rural countryside. A long history of settlement has left a wealth of historical and archaeological features. These individual features, such as Peddars Way (Roman Road association with the apparent Boudicca) and Stone Age flint mines (Grimes Graves), are obvious in the parklands, waterways, field patterns, woodlands and wetlands of this District.

4.51 There are a number of river valleys that provide key landscape settings and natural habitats for biodiversity. The most important of these are the River Wensum, River Nar, River Little Ouse, River Tud and River Thet.

4.52 Villages contain many open space and open frontages allowing views out to the countryside, which make important contributions to the character, amenity and function of those villages. While these include commons, recreation grounds, parks, playing fields, and open areas, they may also be semi-enclosed areas, including areas of private ownership.

What are the key sustainability issues and problems?

- Ensure the protection and enhancement of heritage assets through appropriate design and scale of new development.
- Conservation designations and priorities may constrain development that would otherwise have sustainability benefits. Need to strike a balance between intensification of previously developed land and the need to safeguard the historic environment.
- Actively promote the character and distinctiveness of the Conservation Areas.

- Uncontrolled or sympathetic development could harm local landscape and settlement character.

Population and Human Health

4.53 Data sources:

- NHS Norfolk Health Report (2011)
- 2011 Census

4.54 Breckland has a low population density with less than 1 person per hectare compared with an average for England and Wales of 3.4 people. The 2011 Census indicates that the District's population is now 130,491, an increase of 7.4% over the 2001 figure of 121,408. This is slightly lower than the predicted rise of 8.7% between 2001 and 2010. By gender the population is broken down into approximately 49.5% males and 50.5% females. This follows a similar trend for the East of England and Great Britain.

Table 4.5 Population change in Breckland, regional and national levels between 2001-2011

	Breckland	East of England	England and Wales
All People	130,491	5,846,965	56,075,912
Increase 2001-2011	+7.47%	+7.9%	+7.1%
Males	49.5%	49.2%	49.2%
Females	50.5%	50.8%	50.8%

4.55 In 2011, Breckland has a higher proportion of young people under the age of 15 (17.6%) than Norfolk as a whole (16.8%) but is still less than regional (19.0%) and national levels (18.8% England). The District's population over 65, at (21.5%) is significantly higher than the national average of 16.6% (England & Wales).

Table 4.6 Age distribution of population in Breckland, regional and national levels 2011

	Breckland	East of England	England and Wales
Populations aged 0-15	17.6%	19%	18.8%
Populations aged 16-24	10.1%	10.8%	11.9%
Populations aged 25-44	23.5%	26.4%	27.3%
Populations aged 45-64	27.2%	17.5%	25.4%
Populations aged 065+	21.5%	22.2%	16.6%

4.56 60% of the population is broadly of working age from 16-64, with 18% of school age and 22% pensioners. This is likely to have a gradual, but noticeable, effect on the housing market. An ageing population brings a need for smaller accommodation – as older households are typically smaller households. A high proportion of older people also increases the need for suitable dwellings, such as bungalows, or adaptable accommodation within the market.

4.57 Population projections suggest that growth to 2031 will be significant in the district. Indeed, population will increase by almost 41,000 people between 2006 and 2031 or 32%. This compares to growth of 27% in Norfolk, 25% in the East of England and 19% in England. Larger proportional increases in the district are expected in all five year periods to 2031, although growth is thought to slow down as time goes on. The population aged 65 and over as a proportion of the Breckland population is projected to continue to grow over the next 20 years, from a projected 21.6% in 2010 to 30% in 2030. Over the same period, the population aged 85 and over is expected to rise from three per cent to six per cent of the Breckland population.

4.58 Breckland has a predominantly White British population, at around 90%. The largest other ethnic group in both is Other White, which would include most migrants from southern and eastern Europe. Groups other than these make up a very small proportion of the total. In comparison, both the regional and national comparators have lower percentages of White British and Other White residents. White Irish, Asian, Black, Mixed, and Other residents form noticeably higher populations in the East of England than in Breckland. This is increased again in England and Wales, with the non-White British population at approximately twice the numbers seen in Breckland

4.59 Breckland has a smaller proportion of population not born within the UK than region and nation. Around 9% of both Breckland were born outside the UK, compared to 11% of the East of England's population, and 13% of England and Wales' population. Inward migration is recognised as another factor increasing demand for housing and services in the region. However, the lower than average levels of inward migration in Breckland means this pressure will not be as high in these areas.

4.60 Life expectancy in Breckland is slightly higher for men (79.7%) than woman (83.1%) when compared to the national average (78.3% male and 82.3% female). The 2011 census indicates the Breckland's population is relatively healthy with 79.5% saying that their their health is 'very good' or 'good'. However, this is slightly lower than the national average of 81.5%.

What are the key sustainability issues and problems?

- Increase demand for housing.
- An increasing population and changing demographic structure will impact future household characteristics and will have implications for the provision of housing, employment opportunities and services. There will be issues of dependency and the specific needs of the older age groups in the future.
- Breckland's population is relatively healthy. However there is a national trend towards a more elderly population and also towards more sedentary lifestyles. These have implications for making provision for the health and well-being of the District's population now and in the future.

Inclusive Communities

4.61 Data sources:

- Draft Breckland Strategic Housing Market Assessment (2013)
- 2011 Census
- Indices of Deprivation
- Norfolk Insight
- Annual Monitoring Report (2011/12)

4.62 Breckland is predominantly a rural district, with the major centres that serve residents being the five main towns of Thetford, Attleborough, Watton, Swaffham and Dereham. Accessing these major service centres requires transport and for many residents without a car this is a considerable problem. Rural areas can therefore be

expected to have higher figures for car ownership because people are often not able to rely on the availability of public transport. In some areas, particularly many smaller villages, public transport services are very limited. A lack of mobility can impact widely on people's health and quality of life by reducing access to health care facilities, social and leisure activities.

4.63 Rural deprived areas exhibit many of the same statistical characteristics as their urban counterparts. However the percentage of no car ownership households is significantly lower than the UK as a whole (25.6%) compared to (18%). What this means is that those most in need of services and support are among the least able to access them. Breckland has a significantly lower percentage of people with access to hospitals for GP Services by all modes of transport (walking, cycle, public transport) than the regional or national average.

4.64 According to the English Indices of Deprivation (ID) 2010, Breckland is ranked between 157 and 210 (the lower the rank, the higher the deprivation) of the 326 local authorities in England, (according to which of the six summary measures is taken), and so has a middle to low incidence of deprivation. The ID 2010 includes seven separate domains reflecting different aspects of deprivation. The Barriers to Housing and Services domain measures the physical and financial accessibility of housing and key local services, including the physical proximity of local services and aspects of access to housing such as housing affordability.

4.65 Deprivation measures at small area level are on the basis of LSOAs, (Lower Layer Super Output) of which there are 78 in Breckland. Out of the ten per cent most deprived LSOAs in England in terms of the Index of Multiple Deprivation (IMD), 29 are in Norfolk and just one of these is in Breckland (part of Thetford-Abbey ward). Out of the 51 Norfolk LSOAs in the most deprived 20%, again just one is in Breckland. Here, parts central and western Breckland come out as among the relatively more deprived. There are 69 LSOAs in Norfolk in the most deprived ten per cent in England for this domain, and 14 of these are in Breckland. Part of Mid Forest ward is the second most deprived LSOA in Norfolk on this domain. There are a further nine Breckland LSOAs in the next most deprived ten per cent in the country.

4.66 In the month of April, 2011, crime occurred at the following rates in the towns of Breckland:

Table 4.7 Crime rates within Breckland (per 1000 population)

Crime (Oct-Dec 2012)	Breckland	Norfolk
Burglary	0.98	0.98
Criminal Damage	2.02	2.06
Violence against the person	2.30	2.74
Theft from motor vehicles	0.48	0.57
Drug	0.61	0.66

4.67 Hard to reach groups may include young people, homeless, lone parents and gypsies and travellers. The County's ethnic composition has changed significantly since the 2001 Census recorded a minority ethnic population of 30,000 (3.8 per cent of the total). By 2011 this is estimated to have risen to 64,800 (7.6 per cent). Similarly, numbers in ethnic groups other than White rose from 1.5 per cent of the population in 2001 to around 3.5 per cent in 2011. The largest other ethnic group in both is Other White, which would include most migrants from southern and eastern Europe. These groups make up a very small proportion of the total and include Poland, Portugal, Lithuania and Latvia.

4.68 As of April 2012, Breckland can only identify some 3.41 years of deliverable housing supply against the national requirement to maintain a 5 years supply. The District requirement will need to be assessed in light of advice contained within the NPPF.

4.69 The draft Strategic Housing Market Assessment (SHMA) (2013) identified that there is need for 398 net new additional affordable housing units per annum, which provides justification for a 40-45% affordable housing requirement. The SHMA illustrates a need for all sizes of accommodation, in all areas, although the highest need is for one, four, and five bed dwellings. Within this growth, there is a marked increase in the population aged over 85, which creates issues around the provision of specialist housing, and the under-occupation of existing stock. The SHMA also shows a modest need for self-build, although this will probably prove difficult to deliver as the SHMA identifies access to finance as an issue.

4.70 In terms of house price and demand, these are considerably different from the 2007 SHMA. In 2007, house prices were continuing to rise, in spite of constant predications that the market had peaked. Since then, the widely predicted collapse in prices has not happened, although prices have still fallen back significantly since that time. In terms of tenure, the long term rise in owner occupation has ceased. In addition, the private rented sector, which had been in long term decline, has reversed this and increased its proportion. In effect, the market has stagnated, with increases in demand due to inward migration and household formation roughly balancing the decrease in mortgage finance and availability. This has led to minimal growth but also minimal reduction in prices. The market since 2007 has shown itself to be surprisingly able to absorb the changes without collapsing. However, it is also clear that, in many areas, the market is close to meeting needs, and requires little or no intervention. There are no significant areas of low demand in Breckland, or the wider market, requiring significant intervention to overcome collapsing prices. There are no overheating areas – other than a few very desirable villages in the wider market area – where affordability is a critical problem even to those on reasonable incomes. However if prices were to rise at a fast rate, as seen within the last decade, there is a risk that the lack of affordability would constrain the area's economy. This would occur through housing taking too large a percentage of household spending, and making people averse to changing jobs. At present, this is not felt to be a high risk.

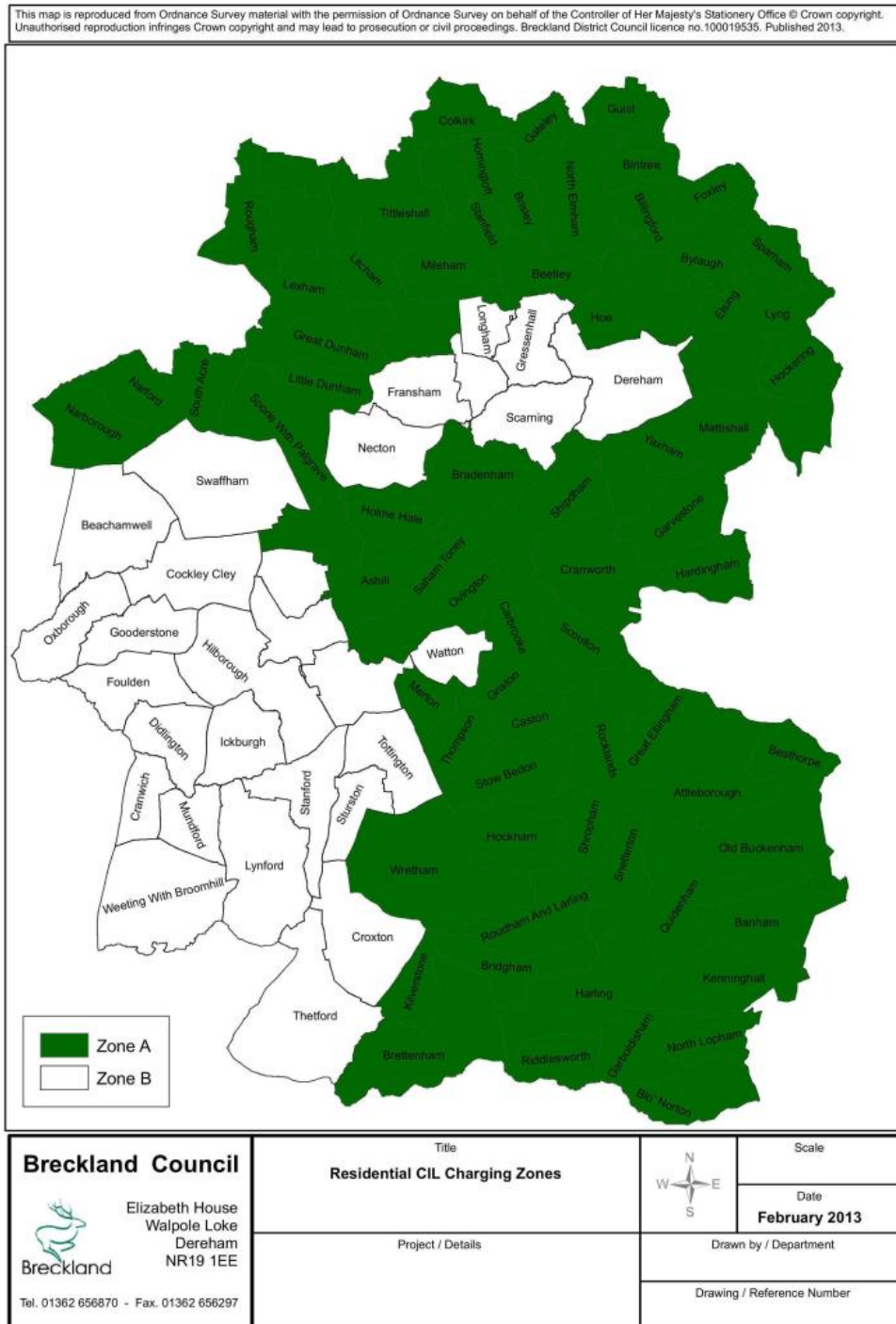
Table 4.8 Average house prices October December 2012

	North Norfolk	South Norfolk	King's Lynn	Breckland	Norwich	Great Yarmouth	East Anglia	E & W
Average House Price	£214,899	£204,981	£184,847	£177,613	3169,388	£154,454	£203,535	£238,293

4.71 The Local Authority is currently consulting upon its Preliminary Draft Charging Schedule for the Community Infrastructure Levy (CIL). This is a levy (i.e. a tax) on development which allows Local Authorities to raise funds from new development towards the cost of the infrastructure that is or will be needed as a result of that development.

The Preliminary Draft Charging Schedule identifies areas within Breckland that are more viable for development. Within Zone A it is proposed to charge £60 per square metre for residential and within Zone B it is proposed to charge £0 per square metre. Proposed residential CIL charging zones are illustrated within Map 4.1.

Picture 4.1 Residential CIL Charging Zones



4.72 The recent growth in foreign workers belonging to visible ethnic minorities is not a local phenomenon restricted to Breckland; it is part of a wider change in the population and employment structure of the County. A significant wave of Portuguese and Eastern Europe citizens migrated to the area over the last few years, centred primarily on the towns of Swaffham, Thetford and Dereham.

4.73 It is worth noting that Breckland had a higher proportion of Gypsies and Travellers at 0.2% compared to the 0.1% average seen across Norfolk. Breckland has one of the only 5 publicly managed sites in Norfolk, as well as one of the two permanent traveller sites. While many Travellers are less nomadic than they have been in the past, as seasonal work opportunities have diminished or changed, they continue to need homes which allow them to travel at times, and to maintain their preferred lifestyle. If their legitimate needs are not appropriately catered for it means they face the continual disruption of moving from one unsuitable site to another. This also has an impact on 'settled communities'. There are currently 36 authorised Gypsy and Traveller pitches within the District (June 2012). Of these 36 pitches, 26 are located on 2 publicly funded sites and approximately 8 pitches are located on privately owned sites. Additionally, there are a number of unauthorised encampments without planning permission (but tolerated). A site for 15 pitches was yet to be found as identified within the adopted Core Strategy, although an up to date Gypsy and Traveller Accommodation Assessment (GTAA) is currently being undertaken to establish appropriate figure to plan for within the emerging Local Plan.

What are the key sustainability issues and problems?

- Understanding the level of need for new housing requirement in light of the revocation of the East of England Plan and planning for the location of this housing is the critical issue to be addressed through the Local Plan process.
- Reduce possible impacts on the environment and character of Breckland whilst allocating sufficient land to provide for housing requirements.
- There is a need for more affordable housing in both built-up and rural areas.
- There is a need to provide the right type of market housing (1, 4 & 5 bedroom houses).
- There will be a need to have regard to the housing requirements of a more elderly population.
- Need to establish requirements for sites for Gypsies, Travellers and Travelling Showpeople.
- Increase in the population of the area will increase the demand for facilities. Against a backdrop of an ageing population, this may include a significant degree of special needs access facilities and community transport schemes.
- Rural locations can make it difficult to justify the business case for regular transport connections to major shopping, employment, entertainment and health facilities.
- Encourage appropriate development of community facilities in rural locations.
- Dependence on the private car for convenience, shopping, school run and commuting has a consequential effect on the support for public transport. The lack of support may mean that those without the benefit of having access to a car experience a degree of social exclusion.

Economic Activity

4.74 Data sources:

- Labour Market Statistics
- Norfolk Local Economic Assessment (2010)
- Annual monitoring Report (2011/12)
- 2011 Census

- Norfolk Insight
- East of England Forecasting Model (2012)

4.75 Currently the vacant retail premises are lower than the national average. All of Breckland markets towns come under the catchment of Norwich and are within the top ten retail centres within the country. Therefore, 60% of all available non food retail expediter is lost to Norwich and other centres such as Bury St Edmunds. Retail vacancy levels have decreased across all market towns, with the exception of Dereham over the monitoring year 2011/2012. Dereham has seen a significant increase in vacancy levels over the past financial year, this equates to 43 vacant retail within the town, in comparison to only 23 vacant units in the previous monitoring year.

4.76 The economic situation has seen great changes since the last Housing Market Assessment. In 2007, unemployment was at a low level and economic growth was positive, although slowing. Since the recession, with output still below 2008 levels, and much higher levels of unemployment. The low levels of financial employment seen in Breckland have meant a degree of insulation from the job losses in this sector. However, the manufacturing sector has also suffered; this is one of the predominant sectors in Breckland.

4.77 Thetford is the principal retail, service and employment centre in the south of the district. The town has been identified as a key centre for large scale and long-term sustainable regeneration and growth, making provision for development that will deliver new jobs, new homes and improved provision for learning. Thetford has currently the highest housing and employment allocation of the whole of the District. Dereham and Attleborough are the second and third largest towns in Breckland district, which serve as administration and service centres and are also a focus for retail and employment. Swaffham and Watton are similarly sized market towns and provide a good range of services for residents' and visitors' daily needs.

4.78 The top five employment sectors in the district are manufacturing, retail, health, business administration and education. Breckland has the highest proportion of people employed in manufacturing of any of the county's districts, although the proportion of employees in the health sector is almost a third lower than the county average. Both wholesale and transport and storage are more dominant employment sectors in Breckland than in any other Norfolk district, regionally and nationally, employing a third higher than their combined proportions at county level. Agriculture, forestry and fishing is a more dominant employee sector in Breckland than it is in Norfolk overall, although a much smaller proportion of Breckland's population is employed in the public sector than the county, regional and national averages. Sectors that are under-represented in terms of employees in Breckland compared with county and regionally include public administration; finance and insurance; and professional, scientific and technical.

4.79 Almost a third of all Breckland's jobs are located in Thetford. The second biggest town in terms of employment is Dereham with 19% of the district's jobs. Attleborough, Watton and Swaffham each have similar levels of employment ranging between 7 and 10%. Outside the market towns of the district it is estimated that the rural parts account for just over 13,000 of the district's jobs (32% of all jobs in Breckland).

4.80 The top ten employers in Breckland consist of;

- Jeyes Holdings - Thetford
- Baxter Healthcare - Thetford
- Banham Poultry - Attleborough
- Flagship Housing - Dereham
- Jark Plc - Dereham
- Cranswick County Foods - Watton

- Peddars WayCare - Dereham
- Multiyork Furniture - Thetford
- Trox UK Ltd - Thetford
- Falcon Crane Hire Ltd – Shipdham

4.81 The Districts economic activity rate compares favourably with the regional and national levels. For the period of Oct 2011 to Sept 2012, the economic activity rate in Breckland was 77%, compared to 79.9% in the region and 76.7% nationally. Between the same period, employment rates were 73.1% in Breckland compared to 73.5% in the regional and national 70.3%. However, GVA per capita varies substantially by district across the County. Breckland and North Norfolk have the lowest GVA per capita at £11,600 and are forecast to continue having the lowest GVA per capita values in the County to 2031. Broadland and Norwich have the highest GVA per capita figures at £19,900 and £21,000 respectively with Broadland forecast to overtake Norwich in terms of GVA per capita in 2021.

4.82 Job Seekers Allowance (JSA) claimants rates in Breckland (Feb 2013) have tended to be considerably below that of the regional (3.3%) and national levels (4%) at a rate of 3.1%. In the same period from last year there has been a decrease of 6.6% in JSA claimants Breckland.

4.83 The proportion of people employed in higher paid occupations (professionals, managers and senior officials) in Breckland has been increasing but is still below county levels. Currently, Breckland is (36.9%) which is lower than regional (44.7%) and national (43.7%) levels. The proportions of people employed in administrative, secretarial and skilled trades in the district (21.4%) have risen in recent years, and are on par with regional levels (22.4%). However, the District (23.2%) has a higher than average operative and elementary occupations that the national average (17.3%).

4.84 The 2012 median weekly earnings in Breckland (£449) was less than the East of England (£531) by approximately £80, although approximately £60 when compared to Great Britain (£508). However, Breckland has one of the lowest district workplace based earnings in the county (with the exception of North Norfolk) and one of the lowest district residence based earnings (with the exception of Great Yarmouth).

4.85 Educational attainment in the district is slightly below average. In 2011/12, 49% of pupils leaving school obtained five GCSE passes grades A* to C (including Maths and English) compared with 59% regionally and 58% nationally. The proportion of Breckland's working age population without any qualifications has consistently been above county, regional and national levels.

4.86 The proportion of working age people in Breckland qualified to at least NVQ level 2 or equivalent (equivalent to five higher grade GCSEs) is lower (58%) than the regional (68%) and national rates (69%), although the rate for the district has improved since 2001. Fewer people of working age in the district (42%) are qualified to NVQ level 3 (equivalent to two A level passes) than the regional (49%) and national rates (52%), and where these comparator areas have improved at level 3, Breckland's performance has declined since 2001. Breckland has a lower proportion of working age population who are qualified to at least NVQ level 4 (degree level or higher) than the county.

4.87 2% of the commuters travel to work by public transport which is below the average of regional (8.15) and national levels (11%), where 44% of residents travel to work by car.

4.88 There is a growing Portuguese/Eastern European community (Polish, Latvian, Lithuanian) working in the low-paid agriculture, food processing and manufacturing sectors in and around both Thetford and Dereham. Data on the numbers of migrant workers in Breckland, their jobs, length of stay in the area and homes, is limited. The 2011 census identified total registration of 8760 of Adult Overseas Nationals entering the UK from 2002-2011 when compared to 45050 in the UK as a whole.

What are the key sustainability issues and problems?

- The economic activity rate is lower than the regional levels.
- Over reliance on manufacturing industries and certain employment sectors within the District and a lack of skilled labour.
- Breckland needs to maintain and improve its standing as a tourism destination.
- Out-migration of young people and increase in the elderly has been exacerbated by demographic change and will have a major impact on the economy in the future, leading to skills gaps in the economy.
- There is a need to control levels of commuting.
- There are pockets of deprivation particularly within the urban area. Economic regeneration is particularly important in these areas of the town to help alleviate poverty.
- The town has important shopping centres that need to be supported in order to keep them vital and viable.
- Higher order shopping centres outside of the District may impact upon the success of retail provision within the smaller centres within the District.
- Pressure of a change of use of employment land due to current economics and changes in National Policy.

Question 2

Do you recommend any important information sources to supplement the baseline data which we have collected?

5 Key Sustainability Issues and problems

Some of the key issues emerging so far from the review of baseline data (a number of these issues can fall under more than one category) are set out below:

Land, Water and Soil

- Limited stock of brownfield land (in the long term) means new development will inevitably result in the loss of agricultural land.
- The principle is to direct development to areas with good access to services and facilities as the most sustainable locations. It is acknowledged in the Core Strategy that the need to identify sufficient deliverable and developable sites to meet current (and any new housing) requirements will result in the need to identify greenfield sites.
- High rates of development on previously developed land in future years may incrementally alter the character and quality of life in built-up areas as well as increasing concerns about congestion and pressure on existing infrastructure.
- New developments will make additional demands on water supply (for homes and industry etc) in an area where capacity of natural systems is limited.
- Need to protect ground water resources and aquifers.
- There may be conflicts between the priority to make the best use of brownfield land and the sustainability aim to ensure that soils in the built environment are able to fulfil various functions.
- There will be a need to avoid development on, and otherwise minimise the impacts on, areas of nationally and locally important landscape and countryside designations.
- Much of Breckland is open countryside so new development could alter the natural drainage patterns.

Climate Change, Air and Pollution

- Promote the usage of renewable energy and reduce contributions to climate change.
- Breckland is a rural District with a wide geographical dispersal of housing, in some cases contributing to high levels of commuting. The lack of public transport in remote areas increases dependency on the use of the private car resulting in high levels of ownership and usage.
- Traffic congestion is an increasing issue in parts of Breckland and it is unlikely that there will be significant public funding available for new roads.
- There will need to be a consideration of the location of development away from areas which may have emerging air quality issues and which may also be susceptible to atmospheric pollution (SSSI's, SAC, SPA).
- Long term implications of climate change at a local level remain uncertain, but hotter drier summers, wetter winters and increased incidences of flooding and extreme weather events, are expected. Plans and strategies will need to have regard to this and especially the need to mitigate any impacts locally.
- Need to reduce waste and manage remaining waste in a sustainable manner.
- New development needs to include provision for waste recycling facilities.

Biodiversity, Flora & Fauna

- The quality and diversity of habitats in the District should continue to be protected and the quality of habitats should be improved, where possible, to increase biodiversity. This needs to be balanced with the needs of leisure and recreation and development requirements and with the vulnerability of important areas of biodiversity.
- The Brecks, from which Breckland takes its name is a unique, nationally protected landscape and the Contains 21% of the East of England's SSSI's. This coupled with the predominantly rural nature of the District means that development may result in the loss or deterioration of local habitats, wildlife sites and protected species.
- Protect and enhance areas covered by National and International designations.

Cultural Heritage, Landscape and Townscape

- Ensure the protection and enhancement of the heritage assets through appropriate design and scale of new development.
- Conservation designations and priorities may constrain development that would otherwise have sustainability benefits. Need to strike a balance between intensification of previously developed land and the need to safeguard the historic environment.
- Actively promote the character and distinctiveness of the Conservation Areas.
- Conservation of the historic environment is important for the quality of life.
- Uncontrolled or sympathetic development could harm local landscape and settlement character.

Population and Human Health

- Increase demand for housing.
- An increasing population and changing demographic structure will impact future household characteristics and will have implications for the provision of housing, employment opportunities and services. There will be issues of dependency and the specific needs of the older age groups in the future.
- Breckland's population is relatively healthy. However there is a national trend towards a more elderly population and also towards more sedentary lifestyles. These have implications for making provision for the health and well-being of the District's population for now and in the future.

Inclusive Communities

- Understand the level of need for new housing requirement and planning for the location of this housing is the critical issue to be addressed through the Local Plan process.
- Reduce possible impacts on the environment and character of Breckland whilst allocating sufficient land to provide for housing requirements.
- There is a need for more affordable housing in both built-up and rural areas.
- There is a need to provide the right type of market housing (1, 4 & 5 bedroom houses).

- There will be a need to have regard to the housing requirements of a more elderly population.
- Need to establish requirements for sites for Gypsies, Travellers and Travelling Showpeople.
- Increase in the population of the area will increase the demand for facilities. Against a backdrop of an ageing population, this may include a significant degree of special needs access facilities and community transport schemes.
- Rural locations can make it difficult to justify the business case for regular transport connections to major shopping, employment, entertainment and health facilities.
- Encourage appropriate development of community facilities in rural locations.
- Dependence on the private car for convenience, shopping, school run and commuting has a consequential effect on the support for public transport. The lack of support may mean that those without the benefit of having access to a car experience a degree of social exclusion.

Economic Activity

- The economic activity rate is lower than the regional levels.
- Over reliance on manufacturing industries and certain employment sectors within the District and a lack of skilled labour.
- Breckland needs to maintain and improve its standing as a tourism destination.
- Out-migration of young people and increase in the elderly has been exacerbated by demographic change and will have a major impact on the economy in the future, leading to skills gaps in the economy.
- There is a need to control levels of commuting.
- There are pockets of deprivation particularly within the urban area. Economic regeneration is particularly important in these areas of the town to help alleviate poverty.
- The town has important shopping centres that need to be supported in order to keep them vital and viable.
- Higher order shopping centres outside of the District may impact upon the success of retail provision within the smaller centres within the District.
- Pressure of a change of use of employment land due to current economics and changes in National Policy.

Question 3

Do you agree with sustainability issues and problems that have been identified? Are there any additional issues that both the assessment and the Local Plan will need to consider?

Question 4

Are there any particular topics or other areas of geographical areas of concern that you would like to make the Council aware of?

6 The SA Framework

.1 The Council is required to outline the sustainability objectives and criteria against which the alternative strategies / options and subsequent policies of plans will be appraised in order to make the plan as sustainable as possible. The Council is also required to set out the indicators that will be used to monitor the effects of the plans. This forms task A4 of the table in Chapter 2 'The SA / SEA of Local Plan Documents'.

.2 A framework of Sustainability Appraisal objectives were developed in the Sustainability Appraisal for the Breckland Core Strategy and Development Control Policies DPD and Sites Specific Policies and Proposals DPD. This framework was developed from the issues and objectives identified in the review of other relevant plans, programmes and policies and from issues and problems identified in baseline.

.3 In reviewing plans, programme, policies and baseline data, Breckland District retains many of the same issues as previous iterations of the Scoping Reports. Therefore it is proposed that the most of the Sustainability Appraisal Objectives identified for the Core Strategy and the Sites Specifics DPD'S are broadly used for the emerging Local Plan (subject to minor changes). The development of these objectives and decision making questions and any iterations can be seen clearly identified in Appendix 4 'Development of the SA Objectives'.

.4 To help consider the assessment of options which will be subject to SA and a set of decision aiding questions have been developed.

Table .1 Sustainability Appraisal Objectives

SEA/SA Topic	Sustainability Appraisal Objective	Decision making (Appraisal) questions
Land, water and Soil Resources	1. Minimise the irreversible loss of undeveloped land and productive agricultural holdings.	Will it use land that has been previously developed?
		Will it use land efficiently?
	2. Limit water consumption to the capacity of natural processes and storage systems.	Will it protect and enhance the best and most versatile agricultural land?
		Will it use brownfield land?
Climate change and air pollution	3: Minimise the production of waste and support the recycling of waste.	Will it reduce water consumption?
		Will it conserve groundwater resources?
		Will it maintain or enhance water quality?
		Will it reduce waste?
		Will it re-use waste?
		Will it enable composting of waste?
	4. Reduce contributions to climate change and localised air pollution.	Will it enable recycling of waste?
		Will waste be recovered in other ways for other uses?
		Will it increase waste going to landfill?
		Will it lead to an increased proportion of energy needs being met from renewable sources?
		Will it reduce the emissions of greenhouse gases by reducing energy consumption?
		Will it improve air quality?
5. To adapt to climate change and avoid, reduce and manage flood risk.	Will it reduce traffic volumes?	
	Will it support travel by means other than single occupancy car?	
	Will it be at risk of flooding?	
Biodiversity	6. Protect, conserve, enhance and expand biodiversity and promote and conserve geodiversity.	Will it contribute to a higher risk elsewhere?
		Will it attenuate the flow and run off of water?
		Will it protect, maintain and enhance sites designated for their nature conservation interest?
		Will it conserve and enhance species, diversity and green infrastructure and avoid harm to protected species?
		Will it promote and conserve geodiversity?

SEA/SA Topic	Sustainability Appraisal Objective	Decision making (Appraisal) questions	
Cultural heritage and landscape	7. Maintain, enhance and preserve the distinctiveness, diversity and quality of landscape and townscape character.	Will it maintain and enhance the distinctiveness of landscape and townscape character? Will it maintain and enhance the character of settlements? Will it protect and enhance open spaces of amenity and recreational value?	
	8. Conserve and where appropriate enhance the historic environment.	Will it protect or enhance sites, features of historical, archaeological, or cultural interest. (Including Conservation Areas, Listed Buildings, Registered Parks and Gardens and Scheduled Ancient Monuments)? Will it protect or enhance the setting of features of historical, archaeological, or cultural interest?	
Population and human health	9. Improve the health and well being of the population.	Will it reduce early death rates? Will it increase life expectancy? Will it improve access to essential services such as health facilities? Will it encourage healthy lifestyles, including travel and food choices? Will it help the population to move more, eat well and live longer?	
		10. Reduce and prevent crime	Will it reduce levels of crime?
		11. Improve the quality and quantity of publicly accessible open space.	Will it improve accessibility to open space? Will it improve the quality, quantity and multi functionality of accessible open space?
Inclusive communities	12. Improve the quality, range and accessibility of essential services and facilities.	Will it improve accessibility to key local services and facilities, including health, education and leisure? Will it improve accessibility to shopping facilities?	
	13. Redress inequalities related to age, gender, disability, race, faith, location and income.	Will it address the Indices of Multiple Deprivation and the underlying indicators? Will it improve accessibility to essential services and facilities? Will it improve relations between people from different backgrounds and social groups?	
		14. Ensure all groups have access to affordable, decent and appropriate housing that meets their needs.	Will it support the range of housing types and sizes, including affordable to meet the needs of all sectors in the community? Will it reduce the number of unfit homes? Will it reduce housing need? Will it meet the needs of the travelling community?
Economic Activity	15. Increase the vitality and viability of existing town centres.	Will it increase vitality of existing town centres? Will it increase viability of existing town centres? Will it provide for the needs of the local community?	
		16. Help people gain access to satisfying work appropriate to their skills, potential and place of residence.	Will it support and improve education? Will it encourage employment and reduce employment overall? Will it improve access to employment? Will it improve access to employment by means other than single occupancy car?
			17. Improve the efficiency, competitiveness and adaptability of the local economy.

Question 5

Are there any changes you consider should be made to the proposed assessment objectives and decision making questions?

7 The Appraisal Process

Geographical Scope of the SA

7.1 The geographical scope of the SA will be driven by the geographical scope of the Local Plan. The SA will therefore assess the Breckland District area and will consider the spatial extent of its likely impacts. In some cases this may be only local to the area in question whereas in other cases the impacts may be felt over District boundaries. This will also be considered in the SA.

Assessment of Alternatives

7.2 It is a requirement of the SEA Directive that alternatives are assessed and, therefore a series of options will be assessed using the SA Framework. The purpose of the assessment will be to determine the sustainability strengths and weaknesses of each option such that this information can be used by the plan-makers to inform their decision to select the preferred spatial option for the Local Plan. It is proposed that a matrix based approach will be used for this assessment that enables the options to be easily compared.

Question 6

Do you have any comments regarding the approach to assessing the strategic alternatives?

Assessment of the Local Plan

7.3 Once the draft Local Plan has been developed, each of its components will be assessed to determine sustainability performance and to provide recommendations for sustainability improvements. At this stage in the Local Plan's development it is anticipated that the following elements of the Local Plan will need to be assessed:

- The Vision;
- The Strategic Objectives;
- The strategic direction of future growth in the areas; and
- A set of issue-based Policies.

7.4 The method adopted to assess each element of the Local Plan will be slightly different, for example, an objective compatibility exercise to determine if there are any key conflicts between the Strategic Objectives of the Local Plan and the SA Objectives will be carried out. This will enable any recommendations to be made to adapt the objectives or will highlight any areas which will require special attention, perhaps through mitigation, during the appraisal of the Local Plan.

7.5 It is expected that a more detailed assessment of the Strategic Direction / Strategic based Policies will be undertaken using a compatibility matrix. The matrix will assesses each appropriate element against the SA Objectives and will determine the following:

- Impact – whether the impact will be positive, negative or neutral when assessed against the SA Objectives.
- Temporal scale – whether the impact will be short-term (within 5 years), occur in the medium term (5 – 10 years) or occur in the long-term (10 years +).

- Spatial scale – whether the impact will be realised at a local or wider scale. Any cross boundary effects outside of the study area would also be considered.
- Permanent – whether effects will be permanent or temporary.
- Level of uncertainty – the level of uncertainty in the prediction will be classified as low, medium or high.
- Cumulative and synergistic effects. In addition to assessing the Breckland District area individually, cumulative effects will also be assessed.

7.6 This will consider how the Local Plan may result in cumulative impacts in-combination with other developments across the area / adjacent Districts. Where negative impacts are identified, measures will be proposed to offset, avoid or otherwise mitigate for the impact. In addition, measures which may further enhance benefits will also be identified as appropriate.

Question 7

Do you have any further suggestions to the scope of the SA and the proposed approach to appraise the Local Plan?

8 Next Steps

Provision of Consultation Responses

8.1 This Scoping Report has outlined how we intend to undertake the SA of Breckland District Local Plan. Throughout this report we have included a series of questions we would like you to answer when providing your consultation responses. A list of the questions is provided below:

1. Are there any other emerging plans, programmes, policies, strategies or environmental protection objectives not directly included that the Council should reasonably review?
2. Do you recommend any important information sources to supplement the baseline data which we have collected?
3. Do you agree with the sustainability issues we have identified? Are there additional issues that both the assessment and the Local Plan will need to consider?
4. Are there any particular topics or geographical areas of specific concern that you would like to make the Council aware of?
5. Are there any changes you consider should be made to the proposed assessment objectives and decision making questions?
6. Do you have any comments regarding the approach to assessing the strategic alternatives?
7. Do you have any further suggestions regarding the scope of the SA and the proposed approach to appraise the Local Plan?

8.2 Responses to this consultation should be sent to:

Planning Policy Team

Breckland District Council

Elizabeth House

Walpole Loke

Dereham

NR19 1EE

Or:

planingpolicyteam@breckland.gov.uk

Or:

Online consultation portal available at <http://consult.breckland.gov.uk/portal>

Next Stages in the SA Process

8.3 Following the receipt of the consultation comments, they will be reviewed and modifications made to the scope of the SA as necessary. These will be taken forward to the SA/Stage B of the SA process comprising the appraisal of the Local Plan will commence following refinement of the scope. It is expected that the next consultation on the SA Report will be undertaken alongside the consultation on the Draft Local Plan.

Appendix 1 Compliance with SEA Directive

Compliance with the European Directive

Table 1.1

Requirement of the SEA Directive	Where addressed in the Scoping Report
Preparing and environmental report in which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking in to account the objectives and geographical scope of the plan, are identified, described and evaluated.	
(a) An outline of the contents, main objectives of the plan or programme, and relationships with other relevant plans and programmes.	Full details can be found in within section 3 and Appendix 2 of the Scoping Report.
(b)The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	An overview of the baseline can be found in section 4 and Appendix 3 of the Scoping Report (also to be summarised as part of the Sustainability Appraisal)
(c)The environmental characteristics of areas likely to be significantly affected.	An overview of the baseline can be found in section 4 and Appendix 3 of the Scoping Report.
(d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	Section 3, 4 and Appendix 2 and 4 of Scoping Report.
(e) The environmental protection objectives, established at international, community or national level, which are relevant to the plan or programme, and the way those objectives and any environmental considerations have been taken into account during its preparation	Section 3 and Appendix 2 of the Scoping Report.
(f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, materials assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationships between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative.	Part addressed within section 4 and Appendix 3 of the Scoping Report. Will be addressed further in Sustainability Appraisal.
(g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	This will form part of the relevant Sustainability Report.
(h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	This will form part of the relevant Sustainability Report.

Requirement of the SEA Directive	Where addressed in the Scoping Report
<p>Preparing an environmental report in which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking in to account the objectives and geographical scope of the plan, are identified, described and evaluated.</p>	
<p>(i) A description of measures envisaged concerning monitoring in accordance with Article 10.</p>	<p>This will form part of the relevant Sustainability Report.</p>
<p>(j) A non-technical summary of the information provided under the above headings.</p> <p>Taking the environmental report and the results of the consultations into account in decision-making (part 8)</p>	<p>This will form part of the relevant Sustainability Report.</p>

Appendix 2 Stage A1: Relationship with other Plans, Policies and Programmes

Table 2.1 Literature Review - International

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
The Rio Earth Summit, 1992	<p>Five separate agreements made at the Summit;</p> <ul style="list-style-type: none"> *The Convention of Biological Diversity. *The Framework Convention on Climate Change. *Principles of Forest Management. *The Rio Declaration on Environment and Development - 27 key principles. *Agenda 21 - an action plan for developing the planet sustainably in to the 21st Century. <p>Particular issue include - systematic scrutiny of patterns of production - particular the production of toxic components, such as lead in gasoline, or poisonous waste:</p> <ul style="list-style-type: none"> *Alternative sources of energy to replace the use of fossil fuels which are linked to global climate change. *New reliance on public transportation systems in order to reduce vehicle emissions, congestion in cities and the health problems caused by polluted air and smog. *The growing scarcity of water. 	None.	<p>Promotion of renewable energy and energy efficiency.</p> <p>Promotion of sustainable development.</p> <p>Patterns and public transport.</p> <p>Promotion of water efficiency.</p> <p>Promotion of biodiversity.</p>	<p>Maintain and enhance biodiversity, habitats and species.</p> <p>Limit or reduce contributions and vulnerability to climate change.</p> <p>Provide for sustainable sources of water supply and improve water quality.</p> <p>Contribution to use of renewable energy.</p>
The Johannesburg Declaration on Sustainable Development, 2002	<p>Reaffirmation of international commitment to Sustainable Development and 10 year framework of action:</p> <ul style="list-style-type: none"> *Reverse trend in loss of natural resources. *Urgently and substantially increase (global) share of renewable energy. *Significantly reduce loss of Biodiversity by 2010. 	Significantly reduce loss of biodiversity by 2010.	<p>Encouragement of sustainable development patterns.</p> <p>Development and innovation in renewable energy.</p> <p>Protection and enhancement of opportunities for Biodiversity.</p>	<p>Maintain and enhance biodiversity, habitats and species.</p> <p>Limit or reduce contributions and vulnerability to climate change.</p>
Kyoto Protocol and the UN Framework Convention on Climate Change, 1992	<p>International commitment sought to achieve a stabilisation of greenhouse gas concentrations in the atmosphere to levels that are stabilised and considered safe. Targets have been established to which signature Countries must work towards based on 1990 emission levels. There is a strong consensus that these targets are a minimum level required to avert climatic crisis.</p>	Reduce gas emission of 5% of 1990 levels, 2008 to 2012.	The Local Plan should seek to encourage a reduction in greenhouse gas emissions that will	A general global stabilisation of greenhouse gas output should be achieved in order to allow vital ecological adaptation, food production, and economic development to continue in the future.

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
		<p>UK has an agreement to reduce greenhouse gas emission by 12.5% less than the 1990 output emission levels and a national goal of a 20% reduction in carbon dioxide emission below 2990 levels by 2010.</p>	<p>contribute to an overall national reduction. To promote the use of energy that is considered sustainable and does not rely on greenhouse gas emitting forms.</p>	
<p>European Air Quality Framework Directive 1996 (96/62/EC).</p>	<p>Maintain air quality where it is good, and improve where it is not.</p>	<p>None.</p>	<p>Avoid detrimental impacts on air quality and help to mitigate those areas that have been designated Air Quality Management Areas.</p>	<p>Ensure that that the requirements of the Directive are reflected in the SA framework.</p>
<p>The Conservation of Natural Habitats and of Wild Flora and Fauna Directive (92/43/EC)</p>	<p>Aim of the Directive is to contribute towards ensuring biodiversity through the conservation of natural habitats and flora and fauna. Measures should maintain and restore, to a favourable conservation status, natural habitats and species of wild flora and fauna, accounting for socio-economic and cultural requirements and local characteristics. Requirement for 'appropriate assessment' to consider effects on sites of European importance.</p>	<p>To contribute to the maintenance of ecological development of special areas of conservation relevant to Breckland.</p>	<p>Local Plans have a significant role to play in the protection and management of biodiversity and areas of significant habitat and ecological importance. Local Plans can also consider their role in achieving</p>	<p>Encourage development to avoid areas of particular importance. Plans must address this as a high priority. Impact on habitats and species. Particular consideration of SAC's and SPA's.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
			these objectives in line with wider requirements.	
Ramsar Convention on Wetlands of international importance, especially waterfowl habitat (1971)	<p>The Convention's Mission Statement is 'the conservation and wise use of all wetlands through local, regional and national actions and international co-operation, as a contribution towards achieving sustainable development throughout the world'.</p> <p>The general objectives of the Ramsar Strategic Plan 2003-2008 are:</p> <ol style="list-style-type: none"> 1. The wise use of wetlands: To stimulate and assist all Contracting Parties to develop, adopt and use the necessary and appropriate instruments and measures to ensure the wise use of all wetlands within their territories. 2. Wetlands of International Importance: To stimulate and support all Contracting parties in the appropriate implementation of the Strategic Framework and guidelines for the future development of the List of Wetlands of International Importance, including the appropriate monitoring and management of listed sites as a contribution to sustainable development. 3. International co-operation: To promote international co-operation through the active application of the Guidelines for international co-operation under the Ramsar Convention and in particular to mobilise additional financial and technical assistance for wetland conservation and wise use. 4. Implementation capacity: To ensure that the Convention has the required implementation mechanisms, resources and capacity to achieve its mission. 5. Membership: To progress towards the accession of all countries to the Convention. 	None.	Protection and enhancement of opportunities for Biodiversity.	Maintain and enhance biodiversity, habitats and species.
Directive on Conservation of Wild Birds (1979)	<p>The main provisions of the Directive include:</p> <p>*The maintenance of the favourable conservation status of all wild bird species across their distributional range (Article 2) with the encouragement of various activities to that end (Article 3).</p> <p>*The identification and classification of Special Protection Areas for rare or vulnerable species listed in Annex I (PDF 106KB) of the Directive, as well as for all regularly occurring migratory species, paying particular attention to the</p>	None	Protection and enhancement of opportunities for Biodiversity	Maintain and enhance biodiversity, habitats and species

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<p>protection of wetlands of international importance (Article 4). (Together with Special Areas of Conservation (SAC's) designated under the Habitats Directive, SPA's form a network of pan-European protected areas known as Natura 2000.)</p> <p>*The establishment of a general scheme of protection for all wild birds (Article 5).</p> <p>*Restrictions on the sale and keeping of wild birds (Article 6).</p> <p>*Specification of the conditions under which hunting and falconry can be undertaken (Article 7). (Huntable species are listed on Annex II.1 (PDF 29KB) and Annex II.2 (PDF 73KB) of the Directive).</p> <p>*Prohibition of large-scale non-selective means of bird killing (Article 8).</p> <p>*Procedures under which Member States may derogate from the provisions of Articles 5-8 (Article 9) — that is, the conditions under which permission may be given for otherwise prohibited activities.</p> <p>*Encouragement of certain forms of relevant research (Article 10).</p> <p>*Requirements to ensure that introduction of non-native birds do not threaten other biodiversity (Article 11).</p>			
Directive on the Promotion of Biofuels and other Renewable Fuels for Transport (2003/30/EC)	<p>Creating a European Wider Framework for the adoption of biofuels in transport fuels.</p>	National targets of 5.7% by 2010 and 10% by 2020.	Consider infrastructure requirements for expansion in biofuels (farming, manufacture, delivery etc.).	Contribution to use of biofuels.
European Spatial Development Perspective (1999)	<p>Across the Regions of the EU;</p> <p>*Economic and social cohesion.</p> <p>*Conservation and management of natural resources and the cultural heritage.</p> <p>*More balanced competitiveness.</p>	None.	Management of economic, social and environmental matters.	Balancing of potentially conflicting economic, social and environmental issues.
European Renewable Energy Directive (2001/77/EC)	<p>Promotion of development of renewable energy sources and their use.</p>	None.	Promotion of renewable energy.	Contribution to use of renewable energy.
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	<p>The Convention aims to ensure conservation of wild flora and fauna species and their habitats. Special attention is given to endangered and vulnerable species, including endangered and vulnerable migratory species specified in appendices.</p> <p>The Parties undertake to take all appropriate measures to ensure the conservation of the habitats of the wild flora and fauna species. Such measures should be included in the Parties planning and development policies and pollution control,</p>	None.	Protection and enhancement of opportunities for Biodiversity	Maintain and enhance biodiversity, habitats and species

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>Bonn Convention on Conservation of Migratory Species (1979)</p>	<p>with particular attention to the conservation of wild flora and fauna. The Parties undertake to promote education and disseminate general information concerning the need to conserve species of wild flora and fauna and their habitats. The aims of the convention are threefold:</p> <ul style="list-style-type: none"> • to conserve wild flora and fauna and natural habitats • to promote co-operation between States • to give particular attention to endangered and vulnerable species, including endangered and vulnerable migratory species <p>There is a general obligation for each Contracting Party to take action individually, with respect to the conservation of wild flora and fauna and all natural habitats in general, through:</p> <ol style="list-style-type: none"> 1. Promotion of national policies for the conservation of wild flora, wild fauna and natural habitats; 2. Integration of the conservation of wild flora and fauna into national planning, development and environmental policies; 3. Promotion of education and disseminate information on the need to conserve 	None	Protection and enhancement of opportunities for Biodiversity	Maintain and enhance biodiversity, habitats and species

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<ul style="list-style-type: none"> The conviction that conservation and effective management of migratory species of wild animals require the concerted action of all States within the national jurisdictional boundaries of which such species spend any part of their life cycle 			
EC Council Directive 85/337/EEC & 97/11/EC , on the Assessment of the Effects of certain Public and Private Projects in the Environment (1985)	<p>This Directive shall apply to the assessment of the environmental effects of those public and private projects which are likely to have a significant effect on the environment.</p> <p>The direct and indirect effects of a project on the following factors:</p> <ul style="list-style-type: none"> *Human beings, fauna and flora; *Soil, water, air, climate and the landscape; *Material assets and the cultural heritage; *The interaction between the factors mentioned in the first, second and third incidents. 	None	Local Plans to have significant role in the wider protection and enhancement of social and environmental issues.	Maintain and enhance Social and environmental characteristics of an area.
EC Council Directive 99/31/EC, on landfill of waste (1999)	The objective of the Directive is to prevent or reduce as far as possible negative effects on the environment from the landfilling of waste, by introducing stringent technical requirements for waste and landfills.	None	Need to ensure that new developments make adequate provision for recycling facilities	Plan to support the reduction of waste to landfill.
European Water Framework Directive, EC Directive 2000/60/EC (2002)	Reduce pollution of groundwater, enhance waterways and wetlands, use water in a sustainable way, lessen the effects of floods and droughts, protect and restore aquatic ecosystems.	Environment Agency to prepare River Basin Management Plans by 2009 to promote sustainable water management. All inland and coastal waters to reach good ecological status by 2015.	Plan policies to support overall objectives and requirements.	The requirements of the Framework should be incorporated into the appraisal.

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>European Landscape Convention</p>	<p>In 2006 the United Kingdom signed and ratified the Council of Europe's European Landscape Convention (ELC), the first international convention for the management and protection of landscape. It provides a basis for recognising the importance of landscapes and sharing experience across Europe. The ELC aims to encourage public authorities to adopt policies and measures at local, regional, national and international level for protecting, managing and planning landscapes throughout Europe. Landscape is defined as "an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors". The ELC applies this definition to all parts of a country's territory, urban as well as rural areas, to both outstanding and ordinary landscapes, to degraded as well as well-preserved places. It is relevant to the Area Action Plan (AAP) given the inevitable landscape impacts associated with development in Attleborough and Snetterton Heath.</p>	<p>None identified.</p>	<p>Plan policies to support overall objectives and requirements.</p>	<p>Maintain and enhance biodiversity, habitats and species</p>
<p>European Landscape Convention (Florence Convention (2000))</p>	<p>Introduces a Europe wide concept entering on the quality of landscape protection, management and planning covering the entire territory and not just outstanding landscapes.</p> <p>In the context of sustainable development landscape is an essential consideration in striking the balance between preserving the natural and cultural heritage and using it as an economic resource.</p>	<p>None identified.</p>	<p>Plan policies should support the overall objectives and requirements of the convention. In particular the need to assess the quality of landscapes and to set quality objectives.</p> <p>Need to identify landscapes and their characteristics and the dynamics and pressures which affect them.</p> <p>The need to frame policies on landscape in terms of protection, management and planning so as to maintain and improve landscape quality; and the balance of these three types of</p>	<p>Maintain and enhance landscape, biodiversity, habitats and species</p>

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>Valetta Convention (the European Convention on the protection of Archaeological heritage) (2001)</p>	<p>Contains provisions for the identification and protection of archaeological heritage, its integrated conservation, the control of excavations, the use of metal detectors and the prevention of illicit circulation of archaeological objects, as well as for dissemination of information.</p>	<p>To provide for the maintenance of an inventory of the country's archaeological heritage (article 2i);</p> <p>To provide for archaeological participation in planning policies designed to ensure well-balanced strategies for the protection, conservation and enhancement of sites of archaeological interest (article 5ia);</p> <p>To ensure that in development schemes affecting archaeological sites, sufficient time and resources are allocated for an appropriate</p>	<p>activity depending on the character of the area.</p> <p>Plan policies to support overall objectives and the requirements of the Convention.</p>	<p>To maintain, protect, enhance and conserve archaeological heritage.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
United Nations Convention on Human Rights	Details the basic civil and political rights of individuals and nations.	<p>scientific study to be made of the site and for its findings to be published (article 5iib);</p> <p>To make provision for conservation in situ when feasible (article 5iv).</p>	Ensure that the Local Plan does not violate any human rights.	Ensure that the human rights are not violated.

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
European Energy Performance of Buildings Directive (2002/91/EC)	To promote the improvement of the energy performance of buildings within the Community, taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost-effectiveness.	None identified.	Plan policies to support overall objectives and requirements of the Directive.	Plan to support energy performance of buildings. Reduce contributions to climate change.
European Strategic Environmental Assessment Directive (2001/42/EC)	Ensure that environmental consequences of certain plans and programmes are identified and assessed during their preparation and before their adoption.	None identified.	Plan policies to support overall objectives and requirements of the Directive.	Plan to reduce environmental consequences.
European Environmental Impact Assessment Directive (2001/42/EC)	Requires assessment of the effect of certain public and private projects on the environment.	None identified.	Plan policies to support overall objectives and requirements of the Directive.	Ensure that appropriate assessments are carried out for sites in locations where development could adversely impact on the environment/.

Table 2.2 Literature Review - National

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
National Planning Policy Framework (NPPF) (CLG, 2012)	<p>The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. 1 It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.</p> <p>The purpose of the planning system is to contribute to the achievement of sustainable development. The policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.</p> <p>At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.</p> <p>For plan-making this means that:</p> <ul style="list-style-type: none"> ● local planning authorities should positively seek opportunities to meet the development needs of their area; ● Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless: <ul style="list-style-type: none"> — any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or — specific policies in this Framework indicate development should be restricted. <p>For decision-taking this means:</p> <ul style="list-style-type: none"> ● approving development proposals that accord with the development plan without delay; and ● where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: <ul style="list-style-type: none"> — any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or — specific policies in this Framework indicate development should be restricted. 	Does not set targets.	The Local Plan needs to be prepared in accordance with the NPPF and its contents need to be in line with the NPPF.	Deliver sustainable communities.

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
<p>Planning Policy for Traveller Sites (2012)</p>	<p>Government's aims in respect of traveller sites are:</p> <ul style="list-style-type: none"> • that local planning authorities should make their own assessment of need for the purposes of planning; • to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites; • to encourage local planning authorities to plan for sites over a reasonable timescale; • that plan-making and decision-taking should protect Green Belt from inappropriate development; • to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites; • that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective; • for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies; • to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply; • to reduce tensions between settled and traveller communities in plan-making and planning decisions; • to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure; • for local planning authorities to have due regard to the protection of local amenity and local environment. <p>To benefit those engaged in planning for traveller sites, specific planning policies for traveller sites are clearly set out in this separate document. The Government intends to review this policy when fair and representative practical results of its implementation are clear. It is intended to incorporate a version of this policy within the National Planning Policy Framework at that stage, having taken account of the results of its implementation. The Policies cover the following topics:</p> <p>Policy A: Using evidence to plan positively and manage development Policy B: Planning for traveller sites Policy C: Sites in rural areas and the countryside Policy D: Rural exception sites Policy E: Traveller sites in Green Belt Policy F: Mixed planning use traveller sites Policy G: Major development projects Policy H: Determining planning applications for traveller sites Policy I: Implementation</p>	<p>Does not set targets, rather states that local planning authorities should make an assessment of their own need.</p>	<p>Gypsy and Traveller provision needs to be considered.</p>	<p>Improve the quality of where people live. Deliver sustainable communities. Provide a decent home for all.</p>

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
<p>Planning Policy Statement 10: Planning for Sustainable Waste Management</p>	<p>The overall objective of Government policy on waste, as set out in the strategy for sustainable development, is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. By more sustainable waste management, moving the management of waste up the 'waste hierarchy' of prevention, preparing for reuse, recycling, other recovery, and disposing only as a last resort, the Government aims to break the link between economic growth and the environmental impact of waste. This means a step-change in the way waste is handled and significant new investment in waste management facilities. The planning system is pivotal to the adequate and timely provision of the new facilities that will be needed.</p> <p>Positive planning has an important role in delivering sustainable waste management:</p> <ul style="list-style-type: none"> – through the development of appropriate strategies for growth, regeneration and the prudent use of resources; and, – by providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time. <p>KEY PLANNING OBJECTIVES</p> <p>Regional planning bodies and all planning authorities should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies that:</p> <ul style="list-style-type: none"> – help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for; – provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities; – help implement the national waste strategy, and supporting targets, are consistent with obligations required under European legislation and support and complement other guidance and legal controls such as those set out in the Waste Management Licensing Regulations 1994; – help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations; – reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness; – protect green belts but recognise the particular locational needs of some types of waste management facilities when defining detailed green belt boundaries and, in determining planning applications, that these locational needs, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given significant weight in determining whether proposals should be given planning permission; – ensure the design and layout of new development supports sustainable waste management. 	<p>Does not set targets.</p>	<p>Whilst BDC are not a waste authority, the Council works closely with NCC who are. Locally, the Norfolk Waste and Minerals Core Strategy and the Site Allocations documents for Waste and Minerals are also of relevance.</p>	<p>Deliver sustainable communities. Encourage sustained economic growth</p>

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
<p>Securing the Future - UK Sustainable Development Strategy (March 2005)</p>	<p>The revised strategy places a higher priority on living within environmental limits compared to the 1999 strategy. The following principles have been agreed across UK government. The two overarching principles are:</p> <ul style="list-style-type: none"> - Living within environmental limits. - Ensuring a strong, healthy and just society. <p>- These goals will be achieved by:</p> <ul style="list-style-type: none"> - Achieving a sustainable economy. - Promoting good governance. - Using sound science responsibly. <p>Priority areas for action that are relevant to the Local Plan and SA are:</p> <ul style="list-style-type: none"> - Sustainable consumption and production. - Climate Change and energy. - Natural resource protection and environmental enhancement. - Sustainable communities. 	<p>The strategy lists 68 indicators and targets, many of which have already been reflected in the Scoping Report. Cross reference to these indicators will be essential to future joint SA working within Breckland.</p>	<p>The priority areas should help to inform the key issues and options evolving in the Local Plan:</p> <ul style="list-style-type: none"> - Helping people make better choices - focus on measures to enable and encourage behaviour change, measures to engage people. - Confronting the greatest threat: Climate Change and Energy- moving to a low carbon economy at the heart of its energy strategy, and set out a long term goal of reducing carbon dioxide emissions by some 60 per cent by about 2050, with real progress to be shown by 2020. - A future without regrets: protecting our natural resources and enhancing the environment - need for better understanding of environmental limits, the need for environmental enhancement where the environment is most degraded, the need to ensure a decent environment for everyone, and the need 	<p>The principles and priorities presented in this document will need to be reflected within the structure and emphasis of the Scoping Report.</p>

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
			<p>for a more integrated policy framework to deliver this.</p> <p>-From local to global: creating sustainable communities and a fairer world - At the national level, the strategy sets out the framework for changing people's lives through improvements in public services and providing opportunity for all. At the global level, we look at how we will apply the principles of good governance, democracy and partnership and how to work effectively to meet locally identified priorities so that this country helps meet Millennium Development Goals.</p>	
<p>The Future of Food and Farming: Challenges and choices for global sustainability (Government Officer for Science, 2011)</p>	<p>Project aim: to explore the pressures on the global food system between now and 2050 and identify the decisions that policy makers need to take today, and in the years ahead, to ensure that a global population rising to nine billion or more can be fed sustainably and equitably.</p> <p>The global food system will experience an unprecedented confluence of pressures over the next 40 years. On the demand side, global population size will increase from nearly seven billion today to eight billion by 2030, and probably to over nine billion by 2050; many people are likely to be wealthier, creating demand for a more varied, high-quality diet requiring additional resources to produce. On the production side, competition for land, water and energy will intensify, while the effects of climate change will become increasingly apparent. The need to reduce greenhouse gas emissions and adapt to a changing climate will become imperative. Over this period globalisation will continue, exposing the food system to novel economic and political pressures.</p> <p>The five challenges, outlined further in Sections 4 – 8, are:</p>	<p>Does not set targets.</p>	<p>An issue to consider as the Local Plan is produced.</p>	<p>Deliver sustainable communities.</p>

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
	<p>A. Balancing future demand and supply sustainably – to ensure that food supplies are affordable.</p> <p>B. Ensuring that there is adequate stability in food supplies – and protecting the most vulnerable from the volatility that does occur.</p> <p>C. Achieving global access to food and ending hunger. This recognises that producing enough food in the world so that everyone can potentially be fed is not the same thing as ensuring food security for all.</p> <p>D. Managing the contribution of the food system to the mitigation of climate change.</p> <p>E. Maintaining biodiversity and ecosystem services while feeding the world.</p> <p>These last two challenges recognise that food production already dominates much of the global land surface and water bodies, and has a major impact on all the Earth's environmental systems.</p> <ol style="list-style-type: none"> 1. Substantial changes will be required throughout the different elements of the food system and beyond if food security is to be provided for a predicted nine billion people. 2. Addressing climate change and achieving sustainability in the global food system need to be recognised as dual imperatives. Nothing less is required than a redesign of the whole food system to bring sustainability to the fore. 3. It is necessary to revitalise moves to end hunger. Greater priority should be given to rural development and agriculture as a driver of broad-based income growth, and more incentives provided to the agricultural sector to address issues such as malnutrition and gender inequalities. It is also important to reduce subsidies and trade barriers that disadvantage low-income countries. Leadership in hunger reduction must be fostered in both high-, middle- and low-income countries. 4. Policy options should not be closed off. Throughout, the Project's Final Report has argued the importance of, within reason, excluding as few as possible different policy options on a priori grounds. Instead, it is important to develop a strong evidence base upon which to make informed decisions. 5. This Report rejects food self-sufficiency as a viable option for nations to contribute to global food security, but stresses the importance of crafting food system governance to maximise the benefits of globalisation and to ensure that they are distributed fairly. For example, it is important to avoid the introduction of export bans at time of food stress, something that almost certainly exacerbated the 2007 – 2008 food price spike. <p>Key priorities for action for policy makers:</p> <ol style="list-style-type: none"> 1. Spread best practice. 2. Invest in new knowledge. 3. Make sustainable food production central in development. 4. Work on the assumption that there is little new land for agriculture. 5. Ensure long-term sustainability of fish stocks. 6. Promote sustainable intensification. 7. Include the environment in food system economics. 8. Reduce waste – both in high- and low-income countries. 9. Improve the evidence base upon which decisions are made and develop metrics to assess progress. 			

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
	<p>10. Anticipate major issues with water availability for food production. 11. Work to change consumption patterns. 12. Empower citizens.</p>			
<p>Biodiversity 2020: A strategy for England's wildlife and ecosystem services (DEFRA, 2011)</p>	<p>This new, ambitious biodiversity strategy for England builds on the Natural Environment White Paper and provides a comprehensive picture of how we are implementing our international and EU commitments. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea.</p> <p>It builds on the successful work that has gone before, but also seeks to deliver a real step change. The mission for this strategy, for the next decade, is: to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people, action in four areas:</p> <ul style="list-style-type: none"> • a more integrated large-scale approach to conservation on land and at sea • putting people at the heart of biodiversity policy • reducing environmental pressures • improving our knowledge 	<p>No real targets, rather commitments.</p>	<p>Biodiversity will be an important consideration as the Local Plan is produced.</p>	<p>Have regard to the protection and enhancement of biodiversity in Breckland</p>
<p>The Natural Choice: securing the value of nature (HM Government, 2011)</p>	<p>We will mainstream the value of nature across our society by:</p> <ul style="list-style-type: none"> • facilitating greater local action to protect and improve nature; • creating a green economy, in which economic growth and the health of our natural resources sustain each other, and markets, business and Government better reflect the value of nature; • strengthening the connections between people and nature to the benefit of both; and • showing leadership in the European Union and internationally, to protect and enhance natural assets globally. <p>We want to promote an ambitious, integrated approach, creating a resilient ecological network across England. We will move from net biodiversity loss to net gain, by supporting healthy, well-functioning ecosystems and coherent ecological networks. We will publish a new Biodiversity Strategy for England, responding to our international commitments and setting a new direction for policy over the next decade.</p> <p>We will establish a clear institutional framework to achieve the recovery of nature:</p> <ul style="list-style-type: none"> • We will establish Local Nature Partnerships (LNPs) to strengthen local action. LNPs will enable local leadership and may operate across administrative boundaries. They will raise awareness about the services and benefits of a healthy natural environment. They will contribute to the green economy and complement Local Enterprise Partnerships, with which we are encouraging them to form strong links. 	<p>No real targets, rather commitments.</p>	<p>Biodiversity will be an important consideration as the Local Plan is produced.</p>	<p>Have regard to the protection and enhancement of biodiversity in Breckland</p>

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
	<p>• We will create new Nature Improvement Areas (NIAs) to enhance and reconnect nature on a significant scale, where the opportunities and benefits justify such action. Local partnerships will come together to form NIAs. We will set up a competition to identify 12 initial areas and will provide £7.5 million to support this.</p> <p>• Through reforms of the planning system, we will take a strategic approach to planning for nature within and across local areas. This approach will guide development to the best locations, encourage greener design and enable development to enhance natural networks. We will retain the protection and improvement of the natural environment as core objectives of the planning system. We will establish a new, voluntary approach to biodiversity offsets and test our approach in pilot areas.</p> <p>More broadly we will achieve a better quality natural environment by taking and promoting concerted action across our farmed land, woodlands and forests, towns and cities, and rivers and water bodies. We will press ahead with our ambitious commitments for the marine environment.</p> <p>We will put natural capital at the centre of economic thinking and at the heart of the way we measure economic progress nationally. We will include natural capital within the UK Environmental Accounts. We will establish an independent Natural Capital Committee to advise the Government on the state of natural capital in England.</p> <p>We need to make enhancing nature a central goal of social action across the country. We want to make it easier for people to do the right thing, with action in the health and education systems and in our communities.</p>			
<p>UK National Ecosystem Assessment Understanding nature's value to society. Synthesis of the Key Findings. (Coordinating Lead Authors: Robert Watson and Steve Albon, 2011)</p>	<p>Key Findings</p> <ul style="list-style-type: none"> ■ The landscape of the UK has changed markedly during the last 60 years with the expansion of Enclosed Farmlands, Woodlands and Urban areas, and the contraction and fragmentation of Semi-natural Grasslands, upland and lowland Heaths, Freshwater wetlands and Coastal Margin habitats. ■ Changes in the extent and condition of habitats has significantly altered the ecosystem services they provide. ■ Within Enclosed Farmland, crop and livestock production has increased significantly, but accompanied by a loss of landscape diversity, an increase in soil erosion and reduced soil quality, and a reduction in farmland birds and pollinators, in particular. However, there have been a number of recent improvements, including a reduction in greenhouse gas emissions, due to both reduced fertiliser application and lower livestock numbers, and improved chemical quality of water. 	<p>Does not set targets, rather appraises issues.</p>	<p>Biodiversity will be an important consideration as the Local Plan is produced.</p>	<p>Have regard to the protection and enhancement of biodiversity in Breckland</p>

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	<ul style="list-style-type: none"> ■ The expansion of Woodlands has contributed to both improved climate regulation, through greater carbon sequestration, and air quality, while at the same time increased timber supply. More recent changes in forest policy and woodland management have enhanced general amenity value and wild species diversity. ■ Expansion of Urban areas has degraded regulating services for climate, hazards, soil and water quality, and noise. ■ Fragmentation and deterioration of wetlands, and in particular the separation of rivers from their floodplains, has compromised hazard (flood) regulation and many other ecosystem services. ■ Across all habitats apparent reductions in soil quality and continuing declines in the diversity of many wild species, including the variety and abundance of pollinators, is of particular concern. ■ The primary drivers of change in UK ecosystem services during the past 60 years have been i) conversion and intensification of natural habitats to farmland; ii) exploitation of natural resources, especially marine fish; iii) air and aquatic pollution, especially nitrogen, sulphur and phosphorus; and to a lesser extent iv) climate change, and v) invasive species, including plant pests and animal diseases. ■ These direct drivers have largely been influenced by an increasing and ageing population, the economic liberalisation of trade, increased mechanisation and use of agrochemicals, policy changes and reform and behavioural changes, especially consumption patterns. Collectively, these changes in indirect drivers have placed a greater demand on the services provided by UK ecosystems, and have ultimately influenced the way we manage our natural resources. ■ The emphasis placed on provisioning services to meet the increased need for food (crops and livestock), and to a lesser extent fibre, water and energy, for an increasing and wealthier population during the last 60 years, has resulted in the unintended degradation of many UK ecosystems and the delivery of many regulating services, supporting services and cultural services. ■ The Rural Development Programme, in particular the agri-environment schemes of the European Union Common Agricultural Policy, has had some successes, while other European Union environmental directives, such as the Water Framework Directive, have led to significant improvements in ecological status in the past 10–15 years. ■ Changes in the intensity of land management, as well as a reduction in diffuse and point-source pollution and an expansion of protected areas, are likely to have contributed to slowing the decline of many species, including birds used to monitor trends in ecosystem quality. ■ Air and water quality have improved significantly over the past 50 years, largely due to direct regulatory interventions, resulting in reduced emissions and improving condition of ecosystems. ■ Society in general benefits from the full range of provisioning, regulating and cultural services. Examples include, i) the increase in the production of crops and livestock has resulted in a wider selection of food at a reduced cost; ii) carbon sequestration by soils and woodlands limits human-induced climate change; and iii) ecosystems influence both physical and mental health, and the quality of life in general. 			

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	<p>■ Changes in ecosystem services have both positive and negative impacts on human well-being. For example, the conversion of saltmarshes and dunes to farmland results in increased agricultural output, but locally leads to loss of habitat for recreation and potential implications for coastal defence against storm surges.</p> <p>■ However, the evidence base linking changes in ecosystems to human well-being is incomplete, and tends to be biased towards assessments based on economic value, particularly where there are markets for goods, and may largely ignore less well quantified health values and un-quantified shared social values.</p> <p>■ The distribution of beneficiaries of ecosystem services is not evenly spread. For example, carbon sequestration in woodlands benefits society at large, while access to woodlands for recreation and leisure primarily benefits those in close proximity or with transport access, while loss of urban green space has often impacted most severely on lower income households.</p> <p>■ The management of ecosystem services tends to be localised, whereas the beneficiaries may be widely distributed. For example, much of the regulation of water quality happens in upland ecosystems, while the beneficiaries are downstream to those ecosystems. This disconnect between the providers and beneficiaries of the service requires regulatory and/or incentive schemes for land and water management.</p> <p>■ Where beneficiaries are local to the source of ecosystem services, and are able to influence the ecosystems from which services flow, this will affect the way that these ecosystems are valued and managed. For example farmers working the soil are directly dependent upon good soil quality on site, and should value and manage it accordingly.</p> <p>■ Human well-being and quality of life is a function of both satisfying individual needs, including social and health-related aspects, and cultural and wider, collective needs. Thus, there is an emerging view that there are shared values for ecosystem services, conditioned via networks of people and institutions, and elicited through participatory activities, including focus groups, local forums and citizen juries.</p> <p>■ The UK is not self-sufficient in meeting its food, fibre, water (embedded in products) and energy needs, and consequently depends significantly on non-UK ecosystem services, thus exporting a substantial environmental footprint.</p> <p>■ The annual biomass flow from agriculture, forestry and fisheries through the UK economy is 150 million tonnes, based on domestic production of approximately 100 million tonnes, imports of 50 million tonnes and exports of 20 million tonnes. Therefore, approximately one-third of the biomass used by the UK is sourced from overseas.</p> <p>■ Approximately 66% of the UK's annual water demand of 102 billion cubic metres is met by overseas sources through embedded (virtual) water, three-quarters of which is due to production of agricultural biomass.</p> <p>■ Depending upon future policy choices, the UK dependence on provisioning services from non-UK ecosystems could increase or decrease: for example, a storyline which focuses on national self-sufficiency would reduce our dependence on non-UK ecosystems and their services, whereas one that emphasises local preservation of ecosystems could increase our dependence on non-UK ecosystems and their services.</p> <p>■ The UK is dependent upon a wide range of other non-UK ecosystem services, for example climate control, but these have not been analysed in this assessment.</p>			

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	<p>■ A recent survey suggests that in the UK, ecosystem services are not a meaningful framework of interpretation of human-environment relations for the vast majority of people, although the term has gained traction in science and policy. Culturally the concepts which have most meaning are those of nature, place and landscape.</p> <p>■ The diverse groups of participants in the study shared a common language and understanding of nature, that is the sky, seas, hills, mountains, forests, woodlands, rivers, streams, lakes, beaches, and countryside, characterised by the presence of many different species of mammals, birds, insects, and fish. They associated nature with greenery, such as leaves, trees, grass, plants and fruit, and fresh air, clean air and cleanliness.</p> <p>■ The increasing membership of organisations such as the Royal Society for the Protection of Birds (RSPB), which has increased from 10,000 members in 1960 to over 1 million today, and the UK's 45 Wildlife Trusts with 800,000 members, illustrates an increasing appreciation and awareness of environmental issues.</p> <p>■ Even though the public does not relate to the concept of ecosystem services per se, they do appreciate the benefits of provisioning services, for example the supply of food and clean water, regulating services such as sequestration of carbon to mitigate climate change, and cultural services, including recreation and urban greenspace.</p> <p>■ The economic, human health and social benefits that we derive from ecosystem services are critically important to human well-being and the UK economy, and each should be considered when evaluating the implications of changes in ecosystems and their services. Effective conservation and sustainable use of ecosystems are critical for human well-being and a future thriving and sustainable green economy.</p> <p>■ The values of most ecosystem services are currently omitted from national economic frameworks and local decision making. However, a conceptual framework is now available to account for most of their market values and some of their non-market values.</p> <p>■ Failure to include the valuation of non-market values in decision making results in a less efficient resource allocation; however, a major challenge is to develop systems to capture the values of non-market ecosystem services to land managers.</p> <p>■ The values of some ecosystem services are spatially independent. For example, the value of reduced greenhouse gas emissions or carbon sequestration. While others are highly spatially, including the recreational value of woodlands, which is dependent on its proximity to high population centres.</p> <p>■ Integration of the spatial dimensions of ecosystem services within local decision making would increase the potential for the true value of ecosystem services to be recognised.</p> <p>■ Past and future policy choices can have dramatic impacts on ecosystem services and human well-being.</p> <p>■ Land use change and pollution continue to be major drivers of change for biodiversity and ecosystem services, although by 2060 climate change is also predicted to be a significant driver of ecosystem services and of losses and gains of species throughout the UK.</p>			

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<p>Summary of the Key Findings from the UK Climate Change Risk Assessment 2012 (DEFRA 2012)</p>	<p>This publication outlines some of the most important risks and opportunities that climate change may present. It provides an indication of their potential magnitude, when they might become significant and the level of confidence in each finding. As well as the overall picture, specific findings are presented for five complementary themes: Agriculture & Forestry, Business, Health & Wellbeing, Buildings & Infrastructure and the Natural Environment.</p> <p>The findings presented in this summary therefore reflect potential risks and opportunities and are not a prediction of what the future consequences of climate change will be.</p> <p>The global climate is changing and warming will continue over the next century. The UK is already vulnerable to extreme weather, including flooding and heatwaves. Flood risk is projected to increase significantly across the UK.</p> <p>UK water resources are projected to come under increased pressure.</p> <p>Potentially, there are health benefits as well as threats related to climate change, affecting the most vulnerable groups in our society.</p> <p>Sensitive ecosystems are likely to come under increasing pressure.</p> <p>Potential climate risks in other parts of the world are thought to be much greater than those directly affecting the UK, but could have a significant indirect impact here.</p> <p>Some changes projected for the UK as a result of climate change could provide opportunities for agriculture and other businesses, although not outweighing the threats.</p> <p>Despite the uncertainties related to future climate change and its impacts, the evidence is now sufficient to identify a range of possible outcomes that can inform adaptation policies and planning.</p> <p>Significant gaps in evidence still exist.</p>	<p>Does not set targets.</p>	<p>The Local Plan will have to consider Climate Change accordingly.</p>	<p>Encourage sustainable growth. Maintain and enhance biodiversity. Reduce the impact of climate change. Mitigation for effects of climate change.</p>
<p>Good Practice Guide on Planning for Tourism (2006)</p>	<p>*maximise the benefits of tourism, in particular ensuring that development is able to reach its potential to contribute to tourism in the area and for local communities to enjoy those benefits. *identify optimal locations, for example to maximise synergies with other with other tourist attractions and to promote opportunities for access by public transport. *integrate development with its surroundings both in terms of design and layout and in the way that the service or facility is able to function. *avoid adverse impacts, particularly on sensitive environments.</p>	<p>Does not set targets. Is guidance.</p>	<p>Requirement for policy in the Local Plan.</p>	<p>Support tourism and recognise the importance of the environment as an attraction in its own right.</p>

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<p>A Code for Sustainable Homes – setting the standard in sustainability for new homes (February 2008) and its supplementary technical guidance (2010).</p>	<p>A standard for key elements of design and construction which affect the sustainability of new homes.</p> <p>Give home owners better information about the running costs of their homes.</p> <p>The code is intended for a single national standard to guide industry in the guide and construction of sustainable homes.</p> <p>The code measures sustainability against categories, rating the whole home as a package; energy, water, materials, surface water run off, waster, pollution, health and well being, management and ecology.</p>	<p>The code will compliment the system of energy performance certificates being introduced in 2007 under the energy performance of buildings directive (EPBD)</p>	<p>Local Plans have a significant role to play in the development of sustainable homes.</p> <p>Requirement for polices in Local Plans address sustainability through the design of new homes.</p> <p>Higher involvement of buildings regulations in the planning process.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change.</p>
<p>Sustainable Energy by Design (TCPA, 2006)</p>	<p>Provision of sustainable energy provision integrated in to the design and development of new and existing communities.</p> <p>*Secure a decent, well designed home for everyone, in a human-scale environment combining the best features of town and country.</p> <p>*Empower people and communities to influence decisions that affect them.</p> <p>*Improve the planning system in accordance with the principles of sustainable development.</p>	<p>Does not set targets. Is guidance/</p>	<p>Encourage sustainable patterns of development.</p> <p>Development and innovation in renewable energy.</p>	<p>Provide a decent home for all.</p> <p>Reduce contributions to climate change and reduce the vulnerability to climate change.</p>
<p>Delivering Sustainable Low Carbon Travel: An Essential Guide for Local Authorities (DfT and DoH, 2009)</p>	<p>By 2020 the UK must meet a 34% reduction in greenhouse gas emissions on 1990 levels whilst supporting economic growth, improving health and quality of life. And all in a budget-constrained world. Transport has a crucial role to play in meeting these challenges and sustainable travel initiatives offer an opportunity to make a real contribution, not only in decarbonising transport, but also in delivering local objectives around health, congestion, air quality, education, housing, economic development and social inclusion.</p> <p>Sustainable travel initiatives have the potential to add real value to the next round of Local Transport Plans (LTP). This guide seeks to complement statutory LTP Guidance by providing support for developing a sustainable travel business case based on the latest evidence and good practice from around the country.</p> <p>The sustainable travel approach rests on three pillars:</p> <ul style="list-style-type: none"> ● creating positive choices for travellers; ● a holistic package of measures, which 'lock-in' the benefits; and ● local application tailored to local circumstances. 	<p>Does not set targets, rather gives guidance and promotes good practice.</p>	<p>Travel and transport will need to be addressed in the Local Plan.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>

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<p>This way to better residential streets (CABE, 2009).</p>	<p>As with any project, successful delivery of sustainable travel requires certain key elements to be in place. This has only been confirmed by the experience of the sustainable travel towns. Those elements include:</p> <ul style="list-style-type: none"> ● Clear strategic direction, with a vision of success, strong priorities, defined deliverables and a realistic implementation plan ● A senior management champion or advocate at officer level. This person has a belief in success and can help argue for sustainable transport proposals in the decision making process. ● Political support and understanding. A single councillor or council leader who is committed to the approach and can act as an advocate can be key to getting and keeping support for a project. ● A strong team leader who can ensure that the project is adequately resourced, and can provide leadership for the team to keep the project on track. ● Properly resourced and motivated team with the appropriate skills. ● Good stakeholder management, both internal to the council and externally, from the outset. 	<p>Does not set targets. Is guidance.</p>	<p>Design principles should be considered as the Local Plan is produced.</p>	<p>Provide a decent home for all.</p> <p>Reduce contributions to climate change and reduce the vulnerability to climate change. Reduce the effect of traffic emissions on the environment.</p>
	<p>For the past 50 years we have thought only of the car, in effect providing parking spaces and access routes for drivers between home and the outside world. Things have to change – we must not let the car dominate when a well designed street can help create sustainable communities, enable people to get around, promote walking and cycling, civic pride and identity, provide safe play for children and allow the community to interact.</p> <p>Five case studies:</p> <ul style="list-style-type: none"> *Gun Wharf, Plymouth, small urban redevelopment with significant site constraints. Even small developments can create streets with character. *Upton, Northampton. A new extension for the centre of Northampton. A fear of through traffic hinders neighbourhoods connecting together. *Charlton Down, near Dorchester. A residential development in a rural setting. A fresh approach to rural expansion but limited by an isolated location. *Crown Street, Glasgow. Bringing a street network back to replace 1960s tower blocks. Thinking big has its benefits in street design. *Accordia, Cambridge. An inner-suburban high-density development. New ideas in designing streets and layout can give a real sense of place. <p>Neighbourhoods and communities – learning from the past. Residential design is moving away from the cul-de-sac but still needs to learn from tried and tested street types to create well-structured neighbourhoods.</p> <p>Neighbourhoods and communities – finding your way around. Too many neighbourhoods make it hard for people to find their way around, lack character and feature spaces where ownership is ambiguous. This threatens their long-term sustainability, because they do not work well and are not seen as attractive places to live.</p>			

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	<p>Neighbourhoods and communities – designing for a range of uses</p> <p>None of the schemes support the range of shops and services that you would expect to find in a traditional urban neighbourhood.</p> <p>Neighbourhoods and communities – parking Designers rely too heavily on limited parking solutions, especially rear parking courts, and are failing to design or build them well enough. As a result residents and their visitors are ignoring them and streets are coming to be dominated by parked cars.</p> <p>Connecting neighbourhoods - Many new neighbourhoods are disconnected from established urban areas because they are in isolated locations, bounded by high speed roads, or because neighbours fear through traffic.</p> <p>Inclusive design - Design teams have not consulted widely with the community and a lack of monitoring and evaluation during construction and after completion has allowed design flaws and barriers to appear.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> *Think strategically about growth, avoid isolated sites, and connect new and existing neighbourhoods. *Rediscover the public transport led model of suburban development. Focus higher densities and mixed uses at new suburban centres connected by viable public transport links. *Create a logical structure of neighbourhood streets and spaces, to aid navigation for all and to encourage walking and cycling. *Ensure space is clearly public or private – a space whose ownership is ambiguous is likely to be under-used and become a maintenance burden. *Use a range of parking solutions that are appropriate to the context. Design streets to accommodate on-street parking. *Avoid compromising on materials and quality at the construction stage. This is also often known as 'value engineering'. *Establish inclusive design as a core competency within design teams. Engage those who represent the widest possible range of local people early in the design process. *Audit completed schemes. 			

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<p>Future health. Sustainable places for health and well-being (CABE 2009).</p>	<p>It is widely recognised that the design of the environment affects the healing process. The need for the built environment to provide safe, effective and high-quality places that can adapt to changing care delivery patterns has never been as clear.</p> <p>Evidence increasingly suggests that the wider environment can reduce stress, encourage exercise and promote good health. In England alone, obesity and physical inactivity cost the country £2.5 billion and £8.2 billion respectively. By contrast, regular physical activity contributes to the prevention of more than 20 conditions including coronary heart disease, diabetes, certain types of cancer, mental ill-health and obesity. Active transport, provision of good public open space in which to exercise and opportunities to foster social cohesion are all factors that should be considered in the planning and design of the built environment.</p> <p>By using the planned environment to help nurture a healthier population, we can reduce the burden on the healthcare service. But, in order to achieve this, there are fundamental issues to address in how we plan, procure and approach the narrowing of health inequalities.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> *Join up the policy initiatives in health, environment and planning, from national to community level. *Encourage joint goals within communities by supporting the available vehicles for strategic service delivery. *Make collaborative work easy by streamlining the impact assessments and best practice standards that protect health, well-being and sustainability. *Set minimum design standards. *Explain the market advantages, identifying the mutual benefits that a joined up approach can bring. 	<p>Does not set targets; provides guidance.</p>	<p>The Local Plan will have to consider its effect on health and its potential to improve health of the population.</p>	<p>Improve the health and well-being of the Population</p>
<p>Community green: using local spaces to tackle inequality and improve health (CABE 2010)</p>	<p>Study Findings:</p> <ol style="list-style-type: none"> 1: Green space is a public resource with a proven track record in improving people's health, but too many local green spaces remain unused 2: People's concerns about safety affect their use of local green space. This concern varies by ethnicity. 3: Improving the quality of spaces will encourage more active use and exercise 4. Local people are best placed to know what they want from green space. <p>Access to decent green space, alongside housing, health and education, is a basic requirement for a good quality of life. Public green spaces are a local resource for exercise and socialising, community events and education, and offer respite from the pressures of urban living.</p>	<p>Does not set targets; provides guidance.</p>	<p>The Local Plan will need to consider open space provision in line with the NPPF.</p>	<p>Improve the health and well-being of the Population</p>

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	<p>Locally led green space improvements foster community pride and create spaces people feel safe and confident using. If spaces provide what local people want they will be better used and offer a far better return on investment.</p> <p>The current inequality of provision matters, especially as the ethnic and age profile of the UK changes. Everyone wants to live in an area that has a pleasant and safe environment. The individual and community benefits are immeasurable.</p> <p>Our research concludes that it makes sense to focus on the people in the community who are worse off. Improving green space in urban areas benefits those that have most to gain.</p>			
<p>First Progress Report on the Promotion and Use of Energy from Renewable Sources for the United Kingdom</p> <p>Article 22 of the Renewable Energy Directive 2009/28/EC (DECC 2011).</p>	<p>The UK Government recognises the vast and varied resources we have across the UK to provide energy from renewable sources, and has made clear its commitment to meeting our target of 15% target by 2020 from across the electricity, heat and transport sectors.</p> <p>Over the course of 2009 and 2010 we introduced a series of measures to provide and improve the effectiveness of financial incentives, remove the barriers to increased rates of deployment, develop supply chains and encourage innovation in these emerging technologies.</p> <p>By the end of 2010, as shown in Figure 1, renewable energy accounted for 54TWh (3.3%) of the UK's total energy consumption in 2010 - an increase of 27% over the 2 year period.</p> <p>Renewable electricity increased by 19% from 21.6TWh to 25.7TWh and renewable heat by 25% from 11.3TWh to 14.1TWh. In 2009 and 2010 we increased our wind generation by 46% and in 2010 achieved the milestone of 5GW installed capacity from offshore and onshore wind. In that same period we also increased electricity generated from biomass by over 25%, and increased the share of biofuels in road transport from 1.1% in 2007/8 to 3.3% in 2009/10.</p> <p>Going forward to 2020.</p> <p>While we are on track to achieve our first interim target in 2011/12 we know the rate of deployment will need to be further increased to ensure we meet the interim targets towards the end of the decade.</p>	<p>Does not set targets; is a progress report.</p>	<p>Renewable energy should be included in the Local Plan.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality Sustainable growth.</p>
<p>Localism Act (HM Government, 2011)</p>	<p>*Increased accountability on local pay: councils are now required to publish their pay policies and put the policies that underpin senior pay packets to a full council vote opening up how public money is being spent in the area to local people.</p>	<p>Does not set targets.</p>	<p>The Local Plan will need to address the provision of the Act.</p>	<p>Sustainable Communities.</p>

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<p>Getting the measure of fuel poverty. Final Report of the Fuel Poverty Review. (John Hills 2012)</p>	<p>*Preparations for Home Swap Direct: the national home swap scheme that will take full effect in April 2012, enabling people to swap their social home more easily, for example because they wish to move jobs.</p> <p>*Reform of social housing regulation: initial legislative preparations for the formal implementation of changes due on 1 April 2012, which will give social landlords greater freedom to meet local needs and tenants stronger tools to hold landlords to account. Changes to the way complaints are managed will follow in 2013.</p> <p>*Freeing Cities: gives the means to transfer of powers from central Government and non-departmental public bodies to local authorities for improved accountability and economic growth.</p> <p>*New planning enforcement rules: a first step in the process to give councils the ability to take action against people who deliberately conceal unauthorised development in preparation for commencement of the substantive provisions in April 2012.</p>			
	<p>The terms of reference for the review called, in essence, for an examination of three issues:</p> <ul style="list-style-type: none"> • Whether 'fuel poverty' is, in fact, a distinct problem, or simply a manifestation of more general problems of poverty. • If it is distinct, how it is best measured and whether the current approach to doing this captures the problems most effectively. • The implications of measurement for the way we understand the effectiveness of the range of policy approaches to reducing it. <p>Fuel poverty is a major social problem, causing considerable hardship and negative health impacts, as well as impeding efforts to reduce carbon emissions. It is also widespread. Using the latest official data our recommended indicator shows that more than 7 million people were affected in England in 2009, living in nearly 3 million homes. The fuel poor faced costs which were £1.1 billion higher than would be the case if their bills were at the level faced by typical households (generally living in larger homes and with bigger incomes).</p> <p>First, the framework for measurement underlying the 2001 strategy is inappropriate and does not effectively support policy-making and delivery. Second, on current trends and policies, fuel poverty will not be eradicated by 2016, however it is measured. Third, the context has changed since 2001, with combating climate change a still more urgent national priority, while the economic and fiscal crisis leaves more households vulnerable to the effects of energy prices that have risen, rather than fallen as was assumed in 2001.</p> <p>Our analysis shows that interventions, targeted on the core of the problem, can make a substantial difference. We hope that the framework we have developed provides some of the tools that will allow this to be done most effectively.</p>	<p>Does not set targets. Makes recommendations to Government.</p>	<p>The Local Plans approach on energy could address fuel poverty in the area to some extent.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality Sustainable growth. Improve the health and well-being of the Population</p>

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<p>Evaluation of the Local Carbon Framework Pilots. A report by CAG Consultants in association with Impetus Consulting and Dr Joanne Wade.</p> <p>Commissioned by the Local Government Association and the Department for Energy and Climate Change (2011)</p>	<p>The Government – not just DECC but also other Departments – should set out a renewed and ambitious strategy for tackling fuel poverty, reflecting the challenges we lay out in this report and the framework we have developed for understanding them.</p> <p>The Local Carbon Framework (LCF) pilots programme has sought to develop demonstrable lessons about how councils can integrate measures to combat climate change into their core business. These lessons also provide a practical basis for the development of a new Council Framework for Climate Change. This Framework will seek to act as a local action plan on delivering carbon emissions, encapsulating the varying portfolios of carbon reduction measures relevant to individual or grouped councils.</p> <p>The pilots are fundamentally an “action learning process”. They were asked to explore what barriers and obstacles may be limiting local authority ambition – whether national, sub regional or local – and to help understand more about the support councils needed to assemble these strategies, and to secure buy-in from all the parties involved.</p> <p>1: Learning from LCF pilots will continue to evolve. Explore options to ensure that the evolving learning from the LCF pilots programme, and from wider council activity on climate change, is kept “live”, for example through web-based peer-review facilities or an online project wiki.</p> <p>2: Not all LCF outputs are designed for use by other councils. Work with the LCF pilot councils to LGA and convert key outputs into universal tools and guidance documents where necessary.</p> <p>3: LCF outputs would benefit from external testing and peer review. Consider ways in which to review the tools and other outputs from the LCF pilot programme to provide other councils with information about their efficacy and use, for example through a web-based peer review mechanism.</p> <p>4: There is no sector-wide approach to baselining and measuring carbon emissions. Build on the learning from the LCF pilots programme by establishing a sector-wide approach and framework for baselining and measuring carbon emissions.</p> <p>5: The LCF pilots raised a number of data-related issues. Facilitate interaction between the councils concerned and the relevant decision makers and data set owners to highlight their experiences and discuss solutions to issues they have encountered.</p> <p>6: LCF Pilot funding has provided value-for-money learning to help the sector meet national climate change sector targets. Explore options to create a continued source of funding for council demonstration projects, looking at both public and private sector investment opportunities.</p> <p>7: The need to secure corporate commitment and engagement in carbon reduction. Ensure that the new Nottingham Declaration is designed in a way that generates corporate “excitement” and commitment to the agenda and galvanises councils to set ambitious carbon targets.</p>	<p>Does not set targets.</p>	<p>Whilst no firm proposals or guidance to the Council as yet, the Local Plan needs to address Climate Change and findings and case studies could be relevant.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality Sustainable growth. Improve the health and well-being of the Population</p>

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<p>The Setting of Heritage Assets (English Heritage, 2011)</p>	<p>The significance of a heritage asset derives not only from its physical presence and historic fabric but also from its setting – the surroundings in which it is experienced. The careful management of change within the surroundings of heritage assets therefore makes an important contribution to the quality of the places in which we live.</p> <p>This document sets out English Heritage guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes. Setting is the surroundings in which an asset is experienced. The extent and importance of setting is often expressed by reference to visual considerations. Setting will, therefore, generally be more extensive than curtilage, and its perceived extent may change as an asset and its surroundings evolve or as understanding of the asset improves. The setting of a heritage asset can enhance its significance whether or not it was designed to do so. The contribution that setting makes to the significance does not depend on there being public rights or an ability to access or experience that setting.</p>	<p>Does not set targets.</p>	<p>The Local Plan will need to consider the setting of Heritage Assets.</p>	<p>Sustainable growth. Landscape. Heritage.</p>
<p>Zero carbon non-domestic buildings. Phase 3 final report (CLG, 2011)</p>	<p>Since the Phase 2 work was completed Part L 2010 has been brought into legislation and the associated latest iteration of the Simplified Building Energy model (SBEM) (4.1) has been published. During this time DCLG also completed the public consultation begun in 2009. Phase 3, which began in September 2010, sought to further develop the evidence base for zero carbon build standards, take into consideration the responses to the consultation and address some of the limitations of the Phase 2 work. Namely:</p> <ul style="list-style-type: none"> • A review of the scope of an energy efficiency standard, analysis of what form the standard should take and quantification of the energy efficiency values. • Re-calculation of achievable carbon compliance target levels given the fairly substantial changes to SBEM since the 2006 Part L and feedback from the public consultation. • Incorporation of the public sector buildings into the economic (cost benefit) analysis. <p>Three zero carbon scenarios were considered in the cost-benefit analysis - low, medium and high scenarios. These scenarios were chosen by DCLG after analysis of the initial results of the Phase 3 modelling and feedback from the 2009 consultation. These represented different trajectories to zero carbon, but were chosen for illustrative purposes, and should not be seen therefore as definitive Government policy on 2019 zero carbon targets:</p> <ul style="list-style-type: none"> • The low scenario assumed carbon compliance of 44 per cent compared to Part L 2006, with additional carbon emissions addressed by allowable solutions • The medium scenario assumed carbon compliance of 49 per cent compared to Part L 2006, with additional carbon emissions addressed by allowable solutions. • The high scenario assumed carbon compliance of 54 per cent compared to Part L 2006, with additional carbon emissions addressed by allowable solutions. 	<p>Does not set targets, rather discusses targets that could be set.</p>	<p>The build out time of development within the Local Plan area will be over 15 years or so. The consequences of this report will be of great relevance.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality Sustainable growth.</p>

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	<p>A change from the Phase 2 analysis was the full inclusion of public sector buildings into the economic analysis. This did not result in significant changes in the overall cost benefit analysis as the area of new public sector floorspace built each year is quite low compared to that of commercial floorspace.</p> <p>All three scenarios yield a net benefit when the social value of carbon savings is taken into account. The low scenario results in a net benefit of about £2.2bn (over a 10 year policy period), the medium scenario results in a net benefit of about £1.7bn, while the high scenario yields a net benefit of £1.2bn. However, when looking at the net financial cost, i.e. before carbon savings are taken into account, all three scenarios result in a net cost.</p>			
<p>The Portas Review An independent review into the future of our high streets (Mary Portas, 2011)</p>	<ol style="list-style-type: none"> 1. Put in place a "Town Team": a visionary, strategic and strong operational management team for high streets 2. Empower successful Business Improvement Districts to take on more responsibilities and powers and become "Super-BIDs" 3. Legislate to allow landlords to become high street investors by contributing to their Business Improvement District 4. Establish a new "National Market Day" where budding shopkeepers can try their hand at operating a low-cost retail business 5. Make it easier for people to become market traders by removing unnecessary regulations so that anyone can trade on the high street unless there is a valid reason why not 6. Government should consider whether business rates can better support small businesses and independent retailers 7. Local authorities should use their new discretionary powers to give business rate concessions to new local businesses 8. Make business rates work for business by reviewing the use of the RPI with a view to changing the calculation to CPI 9. Local areas should implement free controlled parking schemes that work for their town centres and we should have a new parking league table 10. Town Teams should focus on making high streets accessible, attractive and safe 11. Government should include high street deregulation as part of their ongoing work on freeing up red tape 	Does not set targets	Town Centres will need to be addressed as part of the Local Plan.	Encourage sustainable growth.

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	<p>12. Address the restrictive aspects of the 'Use Class' system to make it easier to change the uses of key properties on the high street</p> <p>13. Put betting shops into a separate 'Use Class' of their own</p> <p>14. Make explicit a presumption in favour of town centre development in the wording of the National Planning Policy Framework</p> <p>15. Introduce Secretary of State 'exceptional sign off' for all new out-of-town developments and require all large new developments to have an "affordable shops" quota</p> <p>16. Large retailers should support and mentor local businesses and independent retailers</p> <p>17. Retailers should report on their support of local high streets in their annual report</p> <p>18. Encourage a contract of care between landlords and their commercial tenants by promoting the leasing code and supporting the use of lease structures other than upward only rent reviews, especially for small businesses</p> <p>19. Explore further disincentives to prevent landlords from leaving units vacant</p> <p>20. Banks who own empty property on the high street should either administer these assets well or be required to sell them</p> <p>21. Local authorities should make more proactive use of Compulsory Purchase Order powers to encourage the redevelopment of key high street retail space</p> <p>22. Empower local authorities to step in when landlords are negligent with new "Empty Shop Management Orders"</p> <p>23. Introduce a public register of high street landlords</p> <p>24. Run a high profile campaign to get people involved in Neighbourhood Plans</p> <p>25. Promote the inclusion of the High Street in Neighbourhood Plans</p> <p>26. Developers should make a financial contribution to ensure that the local community has a strong voice in the planning system</p> <p>27. Support imaginative community use of empty properties through Community Right to Buy, Meanwhile Use and a new "Community Right to Try"</p>			

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<p>High Streets at the Heart of our Communities: the Government's Response to the Mary Portas Review (CLG 2012)</p>	<p>The Government have accepted the vast majority of Mary's recommendations – and have also gone further, including:</p> <ul style="list-style-type: none"> • Backing not only a National Market Day on Saturday 23 June, but the fortnight it launches – from 23 June to 8 July. The National Association of British Market Authorities, supported by the whole markets sector, will hold a "Love Your Local Market" Fortnight which will, among other things, enable "tables for a tanner" for aspiring entrepreneurs looking to try out their ideas by running a stall; • Taking firm action by doubling the level of small business rate relief in England for two and a half years. We have made it easier for businesses to access the small business rate relief by removing the legal requirement for them to submit an application form; given them the option to spread the Retail Price Index increase on their rates bill over three years; and, through the Localism Act 2011, we have provided councils with new powers to introduce and fund local business rates discounts as they see fit; • Consulting on proposals to abolish the centrally-set minimum parking penalty charge, giving councils the flexibility they need to levy parking penalty notices at a lower rate if they choose; • Putting in place a streamlined process to revoke out-of-date, archaic and unnecessary byelaws that hinder efforts to get new markets and businesses up and running; • Allowing the conversion of space above shops to two flats, without the need for planning permission, rather than the current limit of one – encouraging more people to live in their town centres and maintain them as vibrant places to be; and • Providing up to £306,000 match funding for an Enterprise Business Connectors mentoring scheme, run by Business in the Community, to support those looking to run their own business. • More Portas Pilots – in response to overwhelming interest and demand, we will fund a further twelve pilots, as well as workshops and toolkits so other towns can learn from their experiences; • A £500,000 investment to help Business Improvement Districts access loans for their set-up costs; • A High Street Innovation Fund - £10million to councils in areas blighted by empty shops and recovering from the riots to help bring entrepreneurs back to their communities; and • A £1m Future High Street X-Fund – to reward the areas delivering the most effective and innovative plans to bring their town centres back to life. 	Does not set targets	Town Centres will need to be addressed as part of the Local Plan.	Encourage sustainable growth.

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<p>Supporting Local Growth (CLG and BIS 2011)</p>	<p>New Anglia is developing opportunities in the green economy. The local enterprise partnership is bringing all partners together, from both the private and public sectors, to create the conditions for a new dynamic low carbon goods supply chain across Norfolk and Suffolk and aligning this work with the delivery of the Great Yarmouth / Lowestoft Enterprise Zone, which focuses on the energy sector.</p> <p>The New Homes Bonus is the cornerstone of the new framework for sharing in housing growth. We believe councils are best placed to understand the barriers to growth in their areas. The Bonus ensures councils which promote housing growth have the funds to share the benefits of growth, not just the costs, with local communities. From 2011-12, the Bonus is based on the additional council tax for each additional new home and property brought back into use, with an additional £350 for each new affordable home for the following six years.</p> <p>The Community Infrastructure Levy came into force last year allowing councils in England and Wales to raise funds from developers putting up new buildings in their area. When fully operational, it is estimated it will raise up to £1bn a year nationally.</p> <p>The current planning system is slow, unwieldy and antagonistic. The Government is proposing reforms to make it more efficient and straightforward. A new draft National Planning Policy Framework cuts national planning policy down from over 1,000 pages to just 52, reducing duplication and contradiction, and making the system more transparent and easier to use. The Government aims to publish the final version of the framework by 31 March 2012.</p> <p>The Localism Act, which received Royal Assent on 15 November gives local areas a wide range of freedoms and flexibilities to further their own ambitions. Reforms around community rights, neighbourhood planning, housing, cities and the general power of competence, are all designed to give local businesses and communities the power to design and deliver their future.</p> <p>The sector has risen to the challenge to deliver under the new Affordable Rent model. 146 providers will deliver 80,000 new homes for Affordable Rent and Affordable Home Ownership with Government funding of just under £1.8bn through the Homes and Communities Agency's Affordable Homes Programme 2011-15. As of 2 December the Homes and Communities Agency had signed contract agreements with 92 registered providers to deliver 70,000 affordable homes with £1.4bn Government investment.</p> <p>Overall with our total investment of £4.5bn we expect to provide up to 170,000 new affordable homes by 2015, compared to 150,000 originally estimated.</p> <p>We have been taking action to support our town centres in recognition of their significant economic, social, and tourism benefits. We are determined to strengthen the ability for local communities to decide what development they want in their area and recognise that town centres are at the heart of our communities and neighbourhoods.</p>	<p>Does not set targets.</p>	<p>The programmes discussed could benefit the Breckland Local Plan area.</p>	<p>Sustainable Growth.</p>

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	<p>The new Growth and Improvement service is for those looking to grow and improve their business providing easy-to-use and practical information.</p> <p>'My New Business' is a comprehensive start-up service, providing an improved, tailored support package for customers wanting to start up in business or who have started up in business within the last two years.</p> <p>The Manufacturing Advisory Service adviser network, where support is delivered to businesses, will remain as strong as before, building on established local linkages. Support will be tailored to local economic circumstances.</p> <p>The £2.4bn Regional Growth Fund is designed to encourage growth and jobs in the private sector with particular support to areas and communities that are dependent on the public sector. Over the lifetime of the fund (2011-2014), the Regional Growth Fund is expected to create and safeguard up to 328 000 jobs across the country and attract up to £8.5bn of investment from the private sector.</p> <p>We are strengthening the role of local enterprise partnerships by providing further money through the Growing Places Fund. This £500m fund, announced in September, is designed to support growth through delivery of key infrastructure projects needed to unlock development, helping to generate jobs and housing.</p> <p>Following the Chancellor's announcement at the Autumn Statement the temporary doubling of small business rate relief will continue for a further six months, until the end of March 2013. Approximately half a million businesses in England are expected to benefit, with about a third of a million businesses paying no rates at all for that period.</p>			
Creating the conditions for integration (CLG 2012)	<p>This publication sets out our approach to creating an integrated society. Integration means creating the conditions for everyone to play a full part in national and local life.</p> <p>We recognise that integration is a local issue, and requires a local response which brings together public, private and civic and philanthropic partners.</p> <p>We strongly encourage the different local partners to work together to drive action and to learn from each other in promoting integration and challenging extremism. Local authorities are well placed to take a leading role working through existing partnerships with the police, other agencies and the business and voluntary sectors.</p> <p>Integration comes from everyday life, and long-term social and economic challenges create barriers to a more integrated nation.</p>	Does not set targets.	Social cohesion and integration will be key within the Local Plan Area.	Sustainable communities.

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	<p>Our new approach is focused on how we create the conditions for integration to happen. Instead of large-scale, centrally led and funded programmes, we want to inspire and enable civil society and local areas to take action on integration issues that are important to them.</p> <p>An important part of this is challenging the public, private and voluntary sectors to change, as well as rebalancing activity from the public to the voluntary and private sectors, and from centrally-led to locally-led action. This could mean the activities of community groups; successful individuals and businesses choosing to reinvest in their wider community; or simply the attitudes and actions of individuals in their everyday life. It will mean Government departments and the rest of the public sector fundamentally changing their ways of working to support these changes.</p>			
<p>Laying the Foundations: A Housing Strategy for England (HM Government, 2012)</p>	<p>The problems we face are stark – we have not built enough new homes for more than a generation and the impact of the credit crunch has simply compounded this challenge.</p> <p>Action:</p> <ul style="list-style-type: none"> *Support to deliver new homes and support aspiration - 95 per cent loan to value mortgages for new build properties in England, - £500 million Growing Places Fund - new £400 million 'Get Britain Building' investment fund, freeing up public sector land - Custom Homes programme, including making available up to £30 million of new funding <ul style="list-style-type: none"> *Supporting choice and quality for tenants - reform of social housing - support tenants and help build more affordable housing, <ul style="list-style-type: none"> *Tackling empty homes *Better quality homes, places and housing support - committed to improving the design and sustainability of housing <p>We are funding the Design Council to support communities in shaping development in their area, improving the energy efficiency of both new and existing homes, and ensuring protection of the green belt and protected areas as part of our commitment to sustainable development.</p> <p>At the heart of this is our commitment to delivering the Zero Carbon Homes standard for all new homes from 2016, which will mean that all the carbon emissions covered by Building Regulations – such as from heating, lighting, hot water and other fixed building services – will need to be abated.</p>	<p>Does not set targets, more commitments.</p>	<p>The Local Plan will be planning for housing growth to 2031 and such issues raised will need to be considered.</p>	<p>Sustainable Growth.</p> <p>Access to affordable and decent home.</p>

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<p>Lifetime Neighbourhoods (CLG, 2011)</p>	<p>includes:</p> <ul style="list-style-type: none"> • supporting residents to develop lifetime neighbourhoods – especially resident empowerment: A key component in assisting resident-led activity to promote lifetime neighbourhood features will be the role of the various tiers of local government. As the first tier of local government, parish and town councils have a crucial role to play in prioritising the design and delivery of lifetime neighbourhood features within their areas. It is important that the skill sets necessary for parish and town councillors to respond to the lifetime neighbourhoods agenda are identified and delivered. • access: Access encompasses the various ways in which people can get out and about around the areas in which they live – both physically and virtually – and connect with other people and services in their immediate neighbourhood and beyond. The connections between different places are as important as the design and accessibility of places themselves. Forward-thinking inclusive design features at one point in someone's journey may be rendered useless by poor design somewhere else. • services and amenities: The provision of access to information and advice comprises an essential role for agencies and organisations in making it easy for people to get out and about. This role encompasses not only the dissemination of practical information across as wide a spectrum of residents as possible, but also helping to break down misperceptions about neighbourhoods, such as fear of crime. • built and natural environments: A crucial aspect of access relates to the extent to which neighbourhoods can be described as walkable. That is, the ease with which pedestrians can get out and about around outdoor spaces, services and facilities, which has significant implications for sociability, health and well-being. Walkable environments consider not only the physical design of routes, but also features and facilities that are inclusive of the widest possible range of needs; for example, places for people to rest along their journeys, including well designed seats and benches, accessible toilet facilities, signage and street design that is sensitive to a range of needs and that can help with orientation and wayfinding. <p>A key objective for lifetime neighbourhoods is sustaining a diverse range of methods of transportation that enable people to get around, especially by using public transport, or by other means if they cannot use this type of service. Demand-responsive services are an important feature, enabling accessibility in neighbourhoods and across wider areas.</p> <p>A key role that local authorities can play in developing innovative and effective transport solutions as part of their planning function will be to plan services that can respond to future demographic change.</p> <p>Neighbourhoods that offer a mix of residential, retail and employment uses can help to meet the needs of diverse groups within the community. Although this is an ambitious aspiration, this feature of lifetime neighbourhoods has the potential to enable local authorities and residents to meet a range of parallel objectives such as striving towards sustainability and helping to reduce negative impacts on the environment.</p>	<p>Does not set targets.</p>	<p>Design will be an important element in the planning for growth within the District.</p>	<p>Sustainable Growth. Access to affordable and decent home.</p>

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	<p>Working towards built and natural environments that are inclusive of as wide an audience as possible is not just about a fundamental equalities issue. Outdoor spaces that work well for people have the potential for benefits in terms of sociability, health and well-being.</p> <p>Although a range of guidance already exists that promotes sound design principles into new build, one consideration is the extent to which current guidance takes sufficient account of the implications of a larger number of older people in future decades.</p> <ul style="list-style-type: none"> • social networks/well-being: The practice of developing lifetime neighbourhoods, therefore, includes not only a consideration of physical design, but also developing an understanding of the social factors and events that promote active participation in community life. This theme links closely with social well-being, especially around addressing the lack of confidence that individuals and groups may feel about making full and active use of outdoor spaces around their homes due to fear of crime and anti social behaviour. However, developing lifetime neighbourhoods also aims to address the physical and social isolation that can inhibit the choices that residents make about how they engage with their neighbourhoods. • housing: The majority of people would prefer to remain in their own homes as they grow older, and where possible make changes and adaptations to their properties should their needs change. 			
<p>The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report (Report to the Department for Transport February 2010)</p>	<p>Darlington, Peterborough and Worcester are all medium-sized, relatively free-standing towns, located in the north and middle of England. Following a competition, they were designated 'Sustainable Travel Towns', implementing a programme of measures from 2004 to 2009, intended to reduce car use. Taken together they spent £15 million, of which £10 million was special Government funding provided by the Department for Transport. Key areas addressed in the towns were:</p> <ul style="list-style-type: none"> *Workplace travel planning *School travel planning *Personal travel planning *Public transport information and marketing *Cycling and walking promotion *Travel awareness campaigns <p>Car driver trips per resident of the three towns taken together fell by 9% between 2004 and 2008, whilst car driver distance per resident fell by 5%~7%.</p> <p>Bus use grew substantially in Peterborough and Worcester during the period of the Sustainable Travel Town work, whereas it declined in Darlington.</p>	<p>Does not set targets; reviews schemes elsewhere.</p>	<p>Transport and travel is an issue that the Local Plan will need to address.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>

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	<p>There were positive results for cycling in all three towns, with particularly substantial growth in Darlington. According to the household travel survey data, between 2004 and 2008, cycle trips per resident of the three towns taken together increased by 28~30%, whereas, according to the National Travel Survey, there was a national decline of cycle trips in medium-sized towns over an approximately similar period.</p> <p>Walking trips by residents grew in all three towns during the period of the Sustainable Travel Town work. According to the household travel survey data, between 2004 and 2008, walk trips per resident of the three towns taken together increased by 10%~13%, whereas, according to the National Travel Survey, there was a national decline in walk trips in medium-sized towns of at least 9% over an approximately similar period.</p> <p>The overall reduction in car use for the journey to school was between 9% and 17% in the three towns²¹. Active travel to school increased in all the towns.</p> <p>We judge that the experience in the three Sustainable Travel Towns (and elsewhere) is now sufficient to justify widespread development and delivery of town-based Smarter Choice Programmes. There would also be great merit in piloting of new initiatives, to apply the principles of travel behaviour change to medium and long-distance journeys and to travel in rural areas, and to focus more intensively on travel for work.</p>			
Manual for Streets (DfT, 2007)	<p>Manual for Streets, published March 2007, gives new advice for the design of residential streets in England and Wales. It represents a strong Government and Welsh Assembly commitment to the creation of sustainable and inclusive public spaces.</p> <p>Streets should not be designed just to accommodate the movement of motor vehicles - a prime consideration is that they meet the needs of pedestrians and cyclists.</p> <p>The key recommendation of the Manual is that increased consideration should be given to the 'place' function of streets. The Manual introduces a user hierarchy in which pedestrians are considered first in the design process to ensure that all the user groups are properly considered at an early stage.</p> <p>It is important that pedestrian- or cycle-only routes are designed properly. Inappropriate provision can lead to antisocial behaviour and increased levels of crime.</p> <p>Good design is fundamental to achieving high-quality, attractive places that are socially, economically and environmentally sustainable. Places often fail because of poor relationships between dwellings and streets. It is therefore important to ensure a high level of co-operation among the disciplines involved in various elements of design.</p>	Does not set targets.	Transport and travel is an issue that the Local Plan will need to address.	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>

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	<p>Of crucial importance is the need to provide for everyone regardless of age or ability – the concept of inclusive design. This does not necessarily mean that every element of infrastructure has to accommodate the needs of all users – if any aspect of a street unavoidably prevents its use by particular user groups, providing them with a suitable alternative way of getting around will help ensure that the overall design is inclusive.</p> <p>Generally, layouts of buildings and spaces should be considered first, and not be dictated by carriageway alignment.</p> <p>Accommodating parked vehicles is a key function of most streets. The greatest parking demand is usually for cars, but there is also a need to consider provision for cycles and motorcycles. The amount and location of parking have a significant influence on the way people choose to travel.</p> <p>There is a statutory duty to sign restrictions or prohibitions, but it is for the designer to determine how they should be signed, and whether each sign is necessary to comply with that duty. The amount of signing should be no more than is necessary.</p> <p>Street furniture and lighting should be integral to the overall design. Furniture on a footway is best aligned along its rear edge. Guard railing should not be provided unless a clear need for it has been identified.</p> <p>Sustaining the quality of a new development requires good initial design and construction, followed by proper management and maintenance. Developers and local authorities should consider materials, processes and techniques that do not lead to excessive maintenance costs in future.</p>			
<p>Manual for Streets 2. Wider application of the principles. (The Chartered Institutes of Highways and Transportation, 2010)</p>	<p>Does not supersede MfS1, rather it explains how the principles of MfS1 can be used more widely. It covers the following topics:</p> <ul style="list-style-type: none"> *Networks, contexts and street types *Highway design, risk and liability *Design and implementation process *Pedestrian needs and footways *Cycle facilities *Bus facilities *Carriageways *Junctions, crossings and accesses *Visibility *On street parking and servicing *Street furniture and trees *Traffic signs and markings <p>It also includes some case studies.</p>	<p>Does not set targets, is guidance and reviews some case studies.</p>	<p>Transport and travel is an issue that the DPD will need to address.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>

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<p>Evaluation of the Cycling City and Towns Programme</p> <p>Interim Report, January 2011 (DfT)</p>	<p>The aim of the report is to share emerging messages about the factors influencing cycling behaviour, and explore the potential benefits of increasing cycling levels amongst different groups of the population, particularly in terms of health and physical activity, reductions in carbon emissions, and decongestion.</p> <p>residents revealed that barriers to and enablers of cycling were varied and inter-related. The majority of baseline survey respondents felt that cycling should form part of a modern transport system and that more people should cycle for short journeys instead of using the car. However, barriers to cycling included the perceived safety of cycling on roads with other traffic, which was a concern for the majority of individuals interviewed. The provision of separate cycle paths and routes was widely supported as a measure to address this barrier</p> <p>A barrier particular to non-cyclists was their past experience with cycling, and indeed their ability to ride a bike.</p> <p>A key feature of the local strategies has been the application of a 'whole town' rather than a piecemeal approach to cycling investment, which has offered the opportunity to</p> <ul style="list-style-type: none"> <input type="checkbox"/> tackle multiple barriers to cycling; <input type="checkbox"/> develop dedicated specialist cycling teams which offered the broad range of skills required, and a strong focus on the delivery of strategy outcomes; and <input type="checkbox"/> gain political and local community buy-in. <p>Practical barriers to cycling to work have been tackled through the provision of cycle parking, lockers/showers and Personal Travel Planning, whilst cycling has also been encouraged through initiatives such as Workplace Cycle Challenges and Bike Breakfasts.</p> <p>Significant barriers to cycling to schools identified include low bicycle availability (particularly amongst lower socioeconomic groups), low levels of cycle training, and parental safety concerns. Targeting children via the schools they attend was believed to provide a means of accessing the wider family group and thus influencing household travel choices.</p> <p>Cycling to stations at baseline was very low, but with many journeys being undertaken which involve a rail trip, there is evidence of potential to increase the use of bicycles to access train stations, with anticipated benefits particularly focusing on reducing congestion around the station.</p>	<p>Does not set targets, reviews approaches of other areas.</p>	<p>Transport and travel is an issue that the Local Plan will need to address.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>
<p>2010 British Social Attitudes survey: attitudes to transport (DfT, 2011)</p>	<p>Congestion is regarded as less of a problem; there is greater acceptance of those driving at busier times; people are less concerned about exhaust fumes and the effect of transport on climate change, and demonstrate lower levels of concerns about mobile phone use whilst driving. Although support for 20 miles per hour speed limits on residential streets remains strong, attitudes towards the closure of residential streets to through traffic and the use of speed cameras are mixed.</p>	<p>Does not set targets, reviews public opinion.</p>	<p>Transport and travel is an issue that the Local Plan will need to address.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change.</p>

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<p>Making the Connection. The Plug-In Vehicle Infrastructure Strategy (Office for Low Emission Vehicles, 2011)</p>	<p>The shift to ultra-low emission vehicles presents unique environmental and economic opportunities for the UK. It offers the potential to decarbonise road transport while still enabling mobility and stimulating the kind of green jobs and investment that we require to help rebalance our economy.</p> <p>Reducing transport emissions will require a range of different technologies and solutions in the future. To help support this transition, the Government is committed to growing the market for plug-in vehicles in the UK. This is due to the contribution that they, and other low and ultra-low carbon technologies, can make across our economic and environmental priorities – climate change, green growth, energy security, decarbonising the electricity system and air quality.</p> <p>The Government is taking an integrated and pragmatic approach to support market growth:</p> <ul style="list-style-type: none"> • The Spending Review made provision of over £300m over the life of this Parliament for the Plug-In Car Grant to reduce the upfront cost of eligible vehicles to consumers and businesses. • Consumers and businesses also benefit from a favourable tax regime, with plug-in vehicles receiving Vehicle Excise Duty and Company Car Tax exemptions, as well as Enhanced Capital Allowances. • The Plugged-In Places programme has made £30m available to match-fund eight pilot projects installing and trialling recharging infrastructure in the UK to support the Carbon Plan commitment to install up to 8,500 chargepoints. • Recognising that continued growth in recharging infrastructure will be driven by private sector investment, which could be constrained by the ability to raise finance, there is the potential for the Green Investment Bank to provide targeted financial solutions for appropriate plug-in vehicle infrastructure projects. • The Government is also supporting low and ultra-low carbon vehicle Research, Development and Demonstration focusing on priorities identified in conjunction with the UK Automotive Council. <p>Our approach is not to mandate 'a chargepoint on every corner' – this is not necessary to help the market grow and would be uneconomic. Rather, for plug-in vehicles to appeal to, and be a viable solution for, consumers, we want recharging infrastructure to be targeted, convenient and safe. We want to see the majority of recharging taking place at home, at night, after the peak in electricity demand. Home recharging should be</p>	<p>Does not set targets.</p>	<p>Transport and travel is an issue that the Local Plan will need to address. The DPD will cover Town Centres and potentially car parking, dwellings and businesses. Car charging could be considered in the Breckland Local Plan area.</p>	<p>Improve air quality. Reduce the effect of traffic emissions on the environment.</p> <p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality. Reduce the effect of traffic emissions on the environment.</p>

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	<p>supported by workplace recharging for commuters and fleets, with a targeted amount of public infrastructure where it will be most used, allowing people to make the journeys they want.</p> <p>Recharging at home, at night, off-peak, is not only most convenient for drivers, but also maximises the environmental and economic benefits of plug-in vehicles by using cheaper, lower carbon night-time electricity generation. It also makes the best use of available electricity network capacity.</p> <p>After home recharging, we want to see workplaces providing recharging opportunities, both for fleet vehicles and employees for whom recharging at home is not practical or sufficient. We expect that plug-in vehicles will be particularly attractive to fleet purchasers.</p> <p>The majority of recharging is likely to take place at home and at work, so an extensive public recharging infrastructure would be underutilised and uneconomic. We want public infrastructure to be targeted at key destinations, where consumers need it, such as supermarkets, retail centres and car parks, with a focused amount of on-street infrastructure, particularly for residents without off-street parking.</p>			
<p>TRL Report PPR 580 FINDINGS Infrastructure and Cyclist Safety. (DfT, 2011)</p>	<p>*Of all interventions to increase cycle safety, the greatest benefits come from reducing motor vehicle speeds. Interventions that achieve this are also likely to result in casualty reductions for all classes of road user</p> <p>*Most cyclist injuries in multi-vehicle collisions take place at junctions. Reducing the speed of traffic through junctions appears to be an effective approach to reducing cycle casualties, and physical calming methods are a reliable means of achieving such a reduction.</p> <p>*Providing segregated networks may reduce risks to cyclists, although evidence suggests that the points at which segregated networks intersect with highways can be relatively high-risk, sometimes of sufficient magnitude to offset any safety benefits of removing cyclists from the carriageway.</p> <p>*A number of infrastructure interventions that are not widely used in the UK have been implemented on the continent to increase safety at junctions. Particular examples include cycle lane markings continued across junctions, cycle pre-signals and Trixi mirrors (mounted below signal heads to allow drivers of heavy vehicles to see cyclists at their nearside). The literature suggests that, appropriately applied, the former two approaches can have a beneficial effect on cycle casualties.</p>	<p>Does not set targets.</p>	<p>Transport and travel is an issue that the DPD will need to address. Cycling could have an important role.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>

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<p>Green Light for Better Buses (DfT, 2012)</p>	<p>Local bus services have a huge role to play. Outside London, 63% of all public transport trips are made on a local bus: there were 2.3 billion bus journeys in 2010/11. Many people rely on their local bus to get to school, to work, to the doctor's, to visit their friends and family, or to go shopping. Given their importance in providing employers and businesses access to labour markets, buses are important for a well-functioning and growing economy.</p> <p>1.5 In the most recent survey by Passenger Focus of bus users' satisfaction with their local services, an average of 85% said they were satisfied overall. Even in the area with the lowest satisfaction, it still stood at a very respectable 79%5. In many ways, this is not surprising</p> <p>– thanks to a combination of bus company investment, local council infrastructure improvements and Government regulation and funding, buses are more accessible with more high-tech information and ticketing facilities for passengers than ever before.</p> <p>Our vision is for a 'better bus' with more of the attributes that we know passengers want: more punctual, inter-connected services, an even greener and more fully wheelchair and buggy-accessible fleet and the widespread availability of smart ticketing. A more attractive, more competitive, and greener bus network will encourage more people onto buses, create growth and cut carbon. And it will benefit younger, older and disadvantaged groups, who disproportionately depend on the bus to get around and make the most of the opportunities available to them.</p> <p>This document therefore sets out a balanced package of measures that will allow local transport authorities and commercial bus service operators to be efficient, innovative and creative in coming up with joint solutions to the transport needs of local people, and build upon the good examples of this that can already be found. We will:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reform the way in which we pay Bus Service Operators Grant (BSOG), a subsidy to operators that makes more services viable, to ensure taxpayers get better value for the money we put into each and every local bus market <input type="checkbox"/> Incentivise partnership working between local transport authorities and operators to improve the quality of bus services and attract more passengers <input type="checkbox"/> Improve competition in English local bus markets, and bring local transport authorities and bus companies together to help develop effective multi-operator ticketing schemes, by adopting the Competition Commission's recent recommendations to Government and <input type="checkbox"/> Support local transport authorities in their ability to procure noncommercial services, including 	<p>Does not set targets</p>	<p>Transport and travel is an issue that the DPD will need to address. Bus could have an important role.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>
<p>Railways for All The Accessibility Strategy for Great Britain's Railways (DfT, 2006)</p>	<p>This Strategy explains how the rail industry will improve the accessibility of rail travel in Great Britain. Our objective is to increase the number of journey opportunities for disabled people by improving our stations, trains and related services. By doing this, more disabled</p>	<p>Does not set targets.</p>	<p>With Attleborough being positioned on a main line, receiving one</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change.</p>

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	<p>people will be able to use the network, more often and for a wider range of journeys, giving disabled people greater access to employment opportunities and to participate in social and leisure activities.</p> <p>This Strategy considers how we plan to improve the accessibility of all aspects of the rail industry including: information, ticketing and reservations station buildings and platforms train carriages the quality and consistency of staff training.</p>		<p>train an hour and the high likelihood of many commuters from Attleborough to Norwich for work, rail is an important issue the ASHAAP should consider.</p> <p>Furthermore, other Parishes within the Local Plan area contain a active train line and station.</p>	<p>Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>
<p>Creating Growth, Cutting Carbon</p> <p>Making Sustainable Local Transport Happen (DfT 2011)</p>	<p>Our vision is for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities.</p> <p>Government is also making a number of specific national commitments to enhance the sustainability of local transport. These include:</p> <ul style="list-style-type: none"> ● providing funding for Bikeability cycle training, to allow as many children as possible to undertake high quality on-road cycle training; ● improving end-to-end journeys by enabling most public transport journeys to be undertaken with a smart ticket by December 2014; ● reviewing the way in which investment decisions are made to ensure that the carbon implications are fully recognised; ● setting out in a road safety strategy, by spring 2011, how to ensure that Britain's roads are among the world's safest; ● reviewing traffic signs policy so as to provide more freedom for local authorities to reduce the number of signs they put up and to develop innovative traffic management solutions. <p>The Government wants to encourage and enable more sustainable transport choices. Enabling choice is epitomised by the "nudge" concept, which works with human behavioural tendencies to encourage "good" choices. To count as a "nudge" an intervention must be easy and must not forbid choice. In transport terms, this might be exemplified by reducing unnecessary signs, posts and other street clutter to improve road safety and encourage walking, by travel planning, or by presenting information in such a way as to encourage choice.</p> <p>Commitments: *Money will be available to every English transport authority outside London to allow as many children as possible to undertake cycle training.</p>	<p>Refers to other targets set in other documents.</p>	<p>Transport and travel is an issue that the Local Plan will need to address.</p>	<p>Sustainable growth.</p> <p>Reduce the contribution to climate change and the vulnerability to climate change.</p> <p>Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>

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<p>Alternatives to Travel: Next Steps (DfT, 2011)</p>	<p>*Funding availability in 2011/12: Links to Schools, Cycle Journey Planner, Bike Club, Bike It and Living Streets' Walk To School Campaign. *Reduction of grant streams to Local Authorities into 4 simplified streams. *Local authorities have already been invited to prepare and develop proposals for the £560m Fund. Detailed guidance with further details on the operation of the Fund is being published alongside this White Paper. *Agree smarter ways to deliver the grant, including taking into account any conclusions from the Competition Commission's review of the bus market. *The Department for Transport will continue to work with key industry representatives to improve the end-to-end journey including promotion of the station travel plan pilot. *The Government is committed to deliver, with operators and public sector bodies, the infrastructure to enable most public transport journeys to be undertaken using smart ticketing. *Concessionary travel will be protected. *Announce eligibility for funding for local authorities from the Local Sustainable Transport Fund, which is expected to include funding for local authority partnerships with community transport. *Reinforce messages on support for rural areas. *Funding for winners to purchase a total of around 500 low carbon buses. *Longer franchises to give operators incentives to make improvements at stations. *First phase removal of regulatory burdens. *Review to reduce the need for central Government approvals and give more flexibility to local authorities to tackle traffic problems. *The Department for Transport to give local authorities responsibility for roads classification in their areas. *A new strategic framework for road safety. *Partnership working with a small number of Local Enterprise Partnerships towards agreeing a joint approach to the worst congestion hotspots in the major urban areas.</p>	<p>Does not set targets; rather a progress report.</p>	<p>Transport and travel is an issue that the DPD will need to address.</p>	<p>Sustainable growth. Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality. Reduce the effect of traffic emissions on the environment.</p>
<p>Alternatives to Travel: Next Steps (DfT, 2011)</p>	<p>Alternatives to travel are measures which can reduce or remove the need to travel, particularly for work, including commuting and business trips and travelling during peak times. The travel alternatives that are within the scope of our current work include: <input type="checkbox"/> Home working and remote working <input type="checkbox"/> Flexible working and staggered hours (in order to reduce travel during peak periods) <input type="checkbox"/> Tele conferencing, video conferencing and web conferencing <input type="checkbox"/> Any other alternatives to travel which can help reduce work-related travel. This document sets out the work currently underway and the next steps Government will be taking to develop and deliver a coherent, co-ordinated policy relating to alternatives to travel. There are many examples of businesses and public sector organisations who have already been successful at implementing a range of alternatives to travel measures, and who have seen a wide range of benefits as a result.</p>			

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	<p>Stimulating investment in the UK's broadband infrastructure is a top priority. The Government has committed to delivering superfast broadband (at least 25 mega-bits per second) to 90% of households in the UK by 2015, and has made £530m available during the lifetime of the current Parliament to facilitate this.</p> <p>We will work to ensure that alternatives to travel are seen as one tool within the sustainable travel toolkit, as well as having a range of economic, environmental and social benefits.</p> <p>One of the Department's aims is to use smart and integrated ticketing to facilitate the more efficient use of the transport network, by encouraging passengers to consider travelling at different times and offering opportunities to reconsider personal travel patterns</p> <p>Anywhere Working: The primary aims of the campaign are to educate, promote and encourage participation in flexible working practices, to illustrate the efficiency and productivity benefits of a more flexible approach, and to help reduce the burden on transport infrastructure and the impact travelling has on the environment. Through the campaign, business to business advice will be available alongside access to tools, online training, know-how and technology. Organisations and individuals will be able to access a range of offers from consortia members (such as technology trials, wellbeing services, office space and online training).</p>			
<p>Strategic Rail Freight Interchange Policy Guidance (DfT, 2011)</p>	<p>A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose rail freight interchange and distribution centre linked into both the rail and trunk road system. It has rail-connected warehousing and container handling facilities and may also include manufacturing and processing activities.</p> <p>Rail can deliver goods quickly, efficiently, reliably and help to reduce congestion on our roads. The SRFI policy laid out in this document seeks to maximise the economic, environmental and social benefits of transferring freight movements from road to rail.</p> <p>The main objectives of Government policy for Strategic Rail Freight Interchanges are to:</p> <ul style="list-style-type: none"> (a) Reduce road congestion - to deliver goods quickly, efficiently and reliably by rail and help to reduce congestion on our roads; (b) Reduce carbon emissions – to meet the Government's vision for a greener transport system as part of a low carbon economy; (c) Support long-term development of efficient rail freight distribution logistics - to ensure a network of SRFI - modern distribution centres linked into both the rail and trunk road system in appropriate locations to serve our major conurbations; (d) Support growth and create employment – through the transfer of freight from road to rail, where this is practical and economic. 	<p>Does not set targets.</p>	<p>There is potential for a rail freight interchange at Shetterton Heath Employment Area.</p>	<p>Sustainable growth. Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality. Reduce the effect of traffic emissions on the environment.</p>

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	<p>Government aims to meet these objectives by encouraging the development of a robust infrastructure network of Strategic Rail Freight Interchanges.</p> <p>SRFIs operate to serve regional and cross regional catchment areas but are also key components in national and international networks. These networks are of strategic importance in facilitating trade links between UK regions and the European Union.</p> <p>While it is for the industry to identify potential SRFI sites to meet commercial logistics requirements, and to take forward development proposals, for the reasons summarised above, the Government supports the development of a national network of SRFIs and will seek to facilitate the achievement of this objective.</p>			
<p>Reforming our railways</p> <p>Putting the customer first</p>	<p>This Command Paper sets out the Government's vision for the railways, alongside the policies that are needed to realise that vision. Making life better for customers – both passengers and freight users – is at the heart of our approach. We must also help to reduce the demand on taxpayer subsidy, ensuring that the railways are financially sustainable in the longer term and can contribute towards the country's economic growth and environmental goals.</p> <p>Britain's railways are at a turning point. They are still among the most expensive in Europe – for the taxpayer and for the passenger – in spite of the strong and steady growth in the number of passengers using our railways. And the significant improvements in reliability and safety seen in the last decade have come at a price.</p> <p>While promoting and protecting the achievements of recent years, we will now focus the industry on collaboration to achieve world-beating excellence in efficiency and in serving its customers – the taxpayer, passenger and the freight industry. Only by making sure everyone in the industry has clear objectives and aligned incentives will we be able to secure our objectives. Partnership working and driving behavioural change in the industry will be at the centre of our strategy for securing the savings we want.</p> <p>This Government's vision is for a transport system that is an engine for economic growth, is more environmentally sustainable and improves quality of life within our communities. In that context, the railway must:</p> <ul style="list-style-type: none"> • offer commuters a safe and reliable route to work; • facilitate an increasing amount of business and leisure travel; • support regional and local public transport as a key means of connecting communities with public services, workplaces and other economic opportunities; and • transport millions of tonnes of freight around the country, relieving congestion on our road network and helping to meet our environmental goals. <p>Some topics the paper discusses: *Relieving the fares burden *Building new capacity to address overcrowding</p>	<p>Does not set targets, rather refers to other targets in place.</p>	<p>With Attleborough being positioned on a main line, receiving one train an hour and the high likelihood of many commuters from Attleborough to Norwich for work, rail is an important issue the Local Plan should consider.</p> <p>Furthermore, other Parishes within the Local Plan area contain a active train line and station.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>

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	<ul style="list-style-type: none"> *Reviewing fares and ticketing *Improving performance and dealing with track closures *Specifying to meet passenger interests * decision-making to sub-national bodies *Greater alignment between rail industry parties *An expanding rail freight sector *Better governance for Network Rail *Safety *Environmental sustainability <p>This Command Paper sets a clear and firm framework for reforming and improving the railways for the benefit of passengers, freight and the taxpayer.</p>			
Natural Environment and Rural Communities Act 2006	<p>Section 40 of the act places a duty on all local authorities to have regard to the conservation of biodiversity. According to the act Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat.</p>		<p>Ensure policies in the Local Plan protect and enhance habitats and areas of biodiversity</p>	<p>Have regard to the protection and enhancement of biodiversity in Breckland</p>
Water for people and the environment. Water Resources Strategy for England and Wales (Environment Agency 2009)	<p>We need to plan for what we know the future will bring, but we also need to plan for what the future might bring. Without a strategic approach to managing water resources, there will be a significant impact on the economy and the environment.</p> <p>The nature and scale of the problems will differ across England and Wales – and our approach to dealing with them will vary. We will need flexible and incremental solutions which will allow society to adapt as the future reveals itself.</p> <p>Climate change will affect the amount of rain that supports river flows and replenishes groundwater, and when it does so. It will also influence the demand for water and its quality, as well as the way land is used – all of which will put pressure on water resources. Our strategy sets out climate change actions that will:</p> <ul style="list-style-type: none"> • enable habitats and species to adapt better to climate change; • allow the way we protect the water environment to adjust flexibly to a changing climate; • reduce pressure on the environment caused by water taken for human use; • encourage options resilient to climate change to be chosen in the face of uncertainty; • better protect vital water supply infrastructure; • reduce greenhouse gas emissions from people using water, considering the whole life-cycle of use; • improve understanding of the risks and uncertainties of climate change. 	<p>Ofwat is introducing water efficiency targets for water companies, where each company has an annual target to save one litre of water per billed property per day through approved water efficiency activity. The targets represent the minimum level of activity that companies should already be achieving through their duty to promote efficient use of water.</p>	<p>The Local Plan needs to consider water use in accordance with the strategy and Water Cycle Studies.</p>	<p>Provide a decent home for all. Encourage sustainable growth. Limit water consumption</p>

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	<p>The water environment is under pressure because of abstraction – that is, the water being taken from the environment for human and business use. Although abstraction licences issued today protect the environment and other users, in some cases, licences granted decades ago do not provide the level of environmental protection needed today. Our strategy sets out actions that will:</p> <ul style="list-style-type: none"> • protect conservation sites that depend on water so they are sustainable in the long-term, taking account of climate change impacts; • ensure that licensing issues are resolved; • improve environmental resilience, where we are able to do so; • safeguard water resources through effective catchment management, considering the interaction between quality and quantity; • reduce treatment and energy costs for water users; • improve understanding of how the water environment and ecology interact. <p>We need to plan so that there are sustainable, reliable water supplies for people and businesses, whilst also protecting the environment. This will become increasingly important in the face of climate change, population growth and an uncertain future. With a potential 20 million extra people living and working in England and Wales by the 2050s, the additional demand they will impose on the water environment will need to be managed carefully. Our strategy sets out actions that will:</p> <ul style="list-style-type: none"> • support housing and associated development where the environment can cope with the additional demands placed on it; • allow a targeted approach where stress on water resources is greatest; • ensure water is used efficiently in homes and buildings, and by industry and agriculture; • provide greater incentives for water companies and individuals to manage demand; • share existing water resources more effectively; • further reduce leakage; • ensure that reliable options for resource development are considered; • allocate water resources more effectively in the future. <p>Water is not always naturally available in the same places as those with the highest pressures from people and growth. Our strategy sets out actions that will:</p> <ul style="list-style-type: none"> • promote incentives to reduce demand; • allow water companies to address affordability issues with customers; • allow people to use water more efficiently, and improve the efficiency of fixtures, fittings and appliances; • provide better information on a product's water efficiency; • allow more effective communication so that people can make more informed choices; • increase investment in technology for all types of use, including agriculture and industry. 	<p>The England and Wales annual target of 23 MI/d corresponds to the recent annual performance of a 20 MI/d saving. The targets will in effect formalise the base level of water efficiency activity expected by companies, but will not encourage further activity in water efficiency for all companies.</p>		

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<p>Future Water - The Government's water strategy for England</p>	<ul style="list-style-type: none"> *To reduce water demand. *To improve efficiency of demand. *Plan for water supply. *Aim for water neutrality in new developments. *Prevent and reduce water pollution and improve water quality. *Reduce the risk of flooding. *Reduce greenhouse gas emissions from water industry. *Investigate and promote water metering. 	<p>None identified.</p>	<p>Restrict development in areas of flood risk</p> <p>Promote sustainable buildings.</p> <p>Investigate water neutrality</p>	<p>Limit water consumption</p> <p>Reduce and manage flood risk</p>
<p>Promoting and creating built or natural environments that encourage and support physical Activity.</p> <p>NICE public health guidance 8 (2008)</p>	<ul style="list-style-type: none"> *Recommends methods of promoting physical activity *Involve all local communities and experts at all stages of development to ensure the potential for physical activity is maximised. *Ensure planning applications for new developments always prioritise the need for people (including those whose mobility is impaired) to be physically active as a routine part of their daily life. *Ensure local facilities and services are easily accessible on foot, by bicycle and by other modes of transport involving physical activity. *Ensure children can participate in physically active Play. *Ensure public open spaces and public paths can be reached on foot, by bicycle and using other modes of transport involving physical activity. They should also be accessible by public transport. *Ensure new work places are linked to walking and cycling networks. Where possible, these links should improve the existing walking and cycling infrastructure by creating new, through routes (and not just links to the new facility). 	<p>None identified.</p>	<p>Ensure new housing development provides open space.</p> <p>Ensure employment areas in locations that can be accessed by walking and cycling.</p> <p>Improve walking and cycling links</p>	<p>Improve the health and well-being of the Population</p> <p>Improve the quality and quantity of open space</p>
<p>Healthy lives, healthy people: our strategy for public health in England. (HM Government, 2010)</p>	<p>This White Paper outlines our commitment to protecting the population from serious health threats; helping people live longer, healthier and more fulfilling lives; and improving the health of the poorest, fastest.</p> <p>It responds to Professor Sir Michael Marmot's Fair Society, Healthy Lives report and adopts its life course framework for tackling the wider social determinants of health. The new approach will aim to build people's self-esteem, confidence and resilience right from infancy – with stronger support for early years. It complements A Vision for Adult Social Care: Capable Communities and Active Citizens in emphasising more personalised, preventive services that are focused on delivering the best outcomes for citizens and that help to build the Big Society.</p> <p>The goal is a public health service that achieves excellent results, unleashing innovation and liberating professional leadership. This White Paper builds on Equity and Excellence: Liberating the NHS to set out the overall principles and framework for making this happen.</p>	<p>Top-down targets will be replaced by a new outcomes framework.</p>	<p>The Local Plan will have to consider its effect on health and its potential to improve health of the population.</p>	<p>Improve the health and well-being of the Population</p>

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	<p>This White Paper sets out a radical new approach that will empower local communities, enable professional freedoms and unleash new ideas based on the evidence of what works, while ensuring that the country remains resilient to and mitigates against current and future health threats.</p> <p>This approach will: reach across and reach out – addressing the root causes of poor health and wellbeing, reaching out to the individuals and families who need the most support – and be:</p> <ul style="list-style-type: none"> • responsive – owned by communities and shaped by their needs; • resourced – with ring-fenced funding and incentives to improve; • rigorous – professionally-led, focused on evidence, efficient and effective; and • resilient – strengthening protection against current and future threats to health. <p>To support this new approach and avoid the problems of the past, we need to reform the public health system. Localism will be at the heart of this system, with responsibilities, freedoms and funding devolved wherever possible; enhanced central powers will be taken where absolutely necessary, for example in areas such as emergency preparedness and health protection.</p>			
<p>No health without mental health, A cross-government mental health outcomes strategy for people of all ages (DH 2011)</p>	<p>It sets out how the Government, working with all sectors of the community and taking a life course approach, will:</p> <ul style="list-style-type: none"> • improve the mental health and wellbeing of the population and keep people well; and • improve outcomes for people with mental health problems through high-quality services that are equally accessible to all. <p>The six shared objectives are as follows:</p> <ol style="list-style-type: none"> (i) More people will have good mental health (ii) More people with mental health problems will recover (iii) More people with mental health problems will have good physical health (iv) More people will have a positive experience of care and support (v) Fewer people will suffer avoidable harm (vi) Fewer people will experience stigma and discrimination <p>A number of national work streams have been identified by the Mental health strategy Ministerial Advisory Group as important for implementation of the strategy objectives. They are:</p> <ul style="list-style-type: none"> • Equality; • Public Mental Health and Wellbeing; • Suicide Prevention; • Social Inclusion, including tackling stigma; • Offender health, forensic mental health and PD • Talking Therapies: A four-year plan of action; • Recovery. 	<p>Does not set targets.</p>	<p>The Local Plan will have to consider how it addresses the objectives.</p>	<p>Improve the health and well-being of the Population</p>

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<p>Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Defra, 2007)</p>	<p>Strategy sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.</p> <p>Overview and outline of the UK government ambient (outdoor) air quality policy.</p> <p>The strategy addresses:</p> <ul style="list-style-type: none"> *planning on air quality issues; details objectives to be achieved; and proposes measures to be considered further to help reach them. *Standards are the benchmarks for setting objectives. The strategy acts as framework for the UK to produce objectives to reduce emissions of various pollutants to acceptable EU standards *In setting objectives derived from the health and ecosystem advice, the UK government has also taken account of economic efficiency, practicability, technical feasibility and timescale *The long-term goal of the strategy is ultimately to remove all critical levels and loads exceedences. 	<p>None identified.</p>	<p>The Local Plan will take into account the requirements set out in the strategy to meet acceptable standards of pollutant emissions as directed by the EU.</p>	<p>Improve air quality. Reduce the effect of traffic emissions on the environment.</p>
<p>Government's Review of Waste Policy in England (2011)</p>	<p>As part of a more sustainable approach to the use of materials, delivering environmental benefits and supporting economic growth, we will:</p> <ul style="list-style-type: none"> ■ Prioritise efforts to manage waste in line with the waste hierarchy and reduce the carbon impact of waste; ■ Develop a range of measures to encourage waste prevention and reuse, supporting greater resource efficiency; ■ Develop voluntary approaches to cutting waste, increase recycling, and improve the overall quality of recyclate material, working closely with business sectors and the waste and material resources industry; ■ Consult on the case for higher packaging recovery targets for some key materials; ■ Support energy from waste where appropriate, and for waste which cannot be recycled; ■ Work to overcome the barriers to increasing the energy from waste which Anaerobic Digestion provides, as set out in the new AD strategy; ■ Consult on restricting wood waste from landfill and review the case for restrictions on sending other materials to landfill. <p>To improve the service to Household and Businesses while delivering environmental benefits and supporting growth we will:</p> <ul style="list-style-type: none"> ■ Support initiatives which reward and recognise people who do the right thing to reduce, reuse and recycle their waste; ■ Work with councils to increase the frequency and quality of rubbish collections and make it easier to recycle; ■ Encourage councils to sign the new Recycling & Waste Services Commitment, setting out the principles they will follow in delivering local waste services; 	<p>Reflects EU Directive target to recycle 50% of waste from households by 2020.</p>	<p>The Local Plan will need to consider the review.</p>	<p>Encourage sustainable growth.</p>

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<p>Renewable Heat Incentive, Department of Energy and Climate Change, March 2011.</p>	<p>■ Protect civil liberties by stopping councils from criminalising householders for trivial bin offences, while ensuring that stronger powers exist to tackle those responsible for flytipping and serious waste crime;</p> <p>■ Support councils and the waste industry in improving the collection of waste from smaller businesses;</p> <p>■ Reduce the burden of regulation and enforcement on legitimate business, but target those who persistently break the law.</p> <p>The scheme is being introduced in two phases. In the first phase, long-term tariff support is targeted in the non-domestic sectors, at the big heat users – the industrial, business and public sector – which contribute 38% of the UK's carbon emissions. Under this phase there is also support of around £15 million for households through the Renewable Heat Premium Payment scheme.</p> <p>The second phase of the RHI scheme will see it expanded to include more technologies as well as support for households. In light of the later than expected launch of Phase 1, as a result of changes required by the European Commission, we are reviewing the timetable for introducing Phase 2.</p> <p>The RHI is being administered by Ofgem E-Serve</p> <p>*The RHI's objective is to increase significantly the level of renewable heat;</p> <p>*Non-domestic sectors will be have an RHI tariff from the outset – the industrial and commercial sectors; the public sector, not-for-profit organisations and communities;</p> <p>*RHI Premium Payments will be available in 2011 and RHI tariffs will be introduced from 2012 alongside the Green Deal for homes.</p> <p>*Ofgem will administer the RHI tariff scheme; and</p> <p>*Owners of eligible installations for the RHI tariff scheme to apply to Ofgem for support.</p> <p>*RHI will cover England, Scotland and Wales;</p> <p>*Only non-domestic installations supported from the outset;</p> <p>*Installations completed and first commissioned on or after 15th July 2009 eligible for support providing they meet the eligibility criteria;</p> <p>*Heat must be usable and useful heat used for space, water or process heating to be eligible for support;</p> <p>*RHI participants will be required to meet a number of ongoing obligations, including maintaining equipment, providing information to Ofgem and allowing installations to be inspected;</p> <p>*Phase One of the RHI, will support a range of technologies and fuels including biomass, solar thermal, heat-pumps, on-site biogas, deep geothermal, energy from waste and injection of biomethane into the gas grid;</p> <p>*Eligibility of some technologies will be limited to certain capacities;</p> <p>*Only technologies and fuels classified as renewable under the Renewable Energy Directive will be eligible; and</p>	<p>Does not set targets.</p>	<p>Has potential to aid any energy strategy for development.</p> <p>Has potential to aid the retrofitting of renewable energy in the existing town.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Reduce the emissions of greenhouse gas emissions. Encourage the use of renewable energy sources. Encourage sustained economic growth.</p>

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<p>The Green Deal and Energy Company Obligation consultation, Department of Energy and Climate Change, 23 November 2011.</p>	<p>*Fossil fuel heat recovery and fossil fuel CHP, transpired solar panels and co-firing won't be supported.</p> <p>Green Deal is a market led framework that will allow individuals and businesses to make energy efficiency improvements to their buildings at no upfront cost. Central to the Green Deal is a finance mechanism that will allow access to the finance needed for the improvements with repayment, in instalments, attached to the electricity bill.</p> <p>Underpinning the delivery of the Green Deal is the ECO. ECO will place one or more obligations on energy companies requiring them to generate a specific amount of credit by facilitating the installation of energy efficiency measures in homes in Great Britain before a set deadline. ECO has been designed to fit within the Green Deal framework and provide support, in the domestic sector, where Green Deal finance alone is not enough.</p>	<p>Does not set targets.</p>	<p>Has the potential to aid energy efficiency measures for development within the Local Plan area.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Reduce the emissions of greenhouse gas emissions. Encourage the use of renewable energy sources. Encourage sustained economic growth.</p>
<p>Climate Change Act 2008, HM Government, 26 November 2008.</p>	<p>The Climate Change Bill was introduced into Parliament on 14 November 2007 and became law on 26 November 2008.</p> <p>The Climate Change Act creates a new approach to managing and responding to climate change in the UK, by:</p> <ul style="list-style-type: none"> *setting ambitious, legally binding targets *taking powers to help meet those targets *strengthening the institutional framework *enhancing the UK's ability to adapt to the impact of climate change *establishing clear and regular accountability to the UK Parliament and to the devolved legislatures. <p>Two key aims of the Act:</p> <ul style="list-style-type: none"> *improve carbon management, helping the transition towards a low-carbon economy in the UK *demonstrate UK leadership internationally, signalling the UK is committed to taking our share of responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in December 2009. <p>Key provisions of the Act</p> <ul style="list-style-type: none"> *a legally binding target of at least an 80% cut in greenhouse gas emissions by 2050, to be achieved through action in the UK and abroad. Also a reduction in emissions of at least 34% by 2020. Both targets are against a 1990 baseline. 	<p>Sets National Targets.</p>	<p>To meet National targets everywhere within the Local Plan.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Reduce the emissions of greenhouse gas emissions. Encourage the use of renewable energy sources. Encourage sustained economic growth.</p>

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	<p>*a carbon budgeting system that caps emissions over five-year periods, with three budgets set at a time, to help the UK stay on track for our 2050 target. The first three Carbon budgets will run from 2008-12, 2013-17 and 2018-22, and were set in May 2009. The Government must report to Parliament its policies and proposals to meet the budgets, and this requirement was fulfilled by the UK Low Carbon Transition Plan.</p> <p>*creation of the Committee on Climate Change (CCC) – a new independent, expert body to advise the Government on the level of carbon budgets and on where cost-effective savings can be made. The committee will submit annual reports to Parliament on the UK's progress towards targets and budgets. The Government must respond to these annual reports, ensuring transparency and accountability on an annual basis.</p> <p>*inclusion of international aviation and shipping emissions in the Act or an explanation to Parliament why not – by 31 December 2012. The CCC is required to advise the Government on the consequences of including emissions from international aviation and shipping in the Act's targets and budgets. Projected emissions from international aviation and shipping must be taken into account in making decisions on carbon budgets.</p> <p>*limits on international credits. The Government is required to "have regard to the need for UK domestic action on climate change" when considering how to meet the UK's targets and carbon budgets. The CCC has a duty to advise on the appropriate balance between action at domestic, European and international level, for each carbon budget.</p> <p>The Government must set a limit on the purchase of credits for each budgetary period – for the first budgetary period, a zero limit was set in May 2009, excluding units bought by UK participants in the EU Emissions Trading System.</p> <p>*further measures to reduce emissions, including: powers to introduce domestic emissions trading schemes more quickly and easily through secondary legislation – the first use will be the Carbon Reduction Commitment Energy Efficiency Scheme; measures on biofuels; powers to introduce pilot financial incentive schemes in England for household waste; powers to require a minimum charge for single-use carrier bags (excluding Scotland).</p> <p>*a requirement for the Government to report at least every five years on the risks to the UK of climate change, and to publish a programme setting out how these will be addressed. The Act also introduces powers for Government to require public bodies and statutory undertakers to carry out their own risk assessment and make plans to address those risks.</p> <p>*the Adaptation Sub-Committee of the Committee on Climate Change, providing advice to, and scrutiny of, the Government's adaptation work.</p> <p>*a requirement for the Government to issue guidance by 1 October 2009 on the way companies should report their greenhouse gas (GHG) emissions, and to review the contribution reporting could make to emissions reductions by 1 December 2010. A requirement also for the Government to use powers under the Companies Act 2006 to make reporting mandatory, or explain to Parliament why it has not done so, by 6 April 2012. Defra published the Guidance for UK businesses and organisations on how to measure and report their GHG emissions on 30 September 2009.</p> <p>*new powers to support the creation of a Community Energy Savings Programme by extending the existing Carbon Emissions Reduction Target scheme to electricity generators</p>			

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	*a new requirement for annual publication of a report on the efficiency and sustainability of the Government estate.			
<p>Implementing the Climate Change Act 2008: The Government's proposal for setting the fourth carbon budget.</p> <p>Policy Statement, HM Government, May 2011.</p>	<p>This document provides the Government's policy statement on the proposed level of the fourth Carbon Budget (2023-2027) and was presented to Parliament on 24 May 2011. The Government is seeking Parliament's agreement to accepting the Committee on Climate Change's recommendation on setting the level of the fourth carbon budget at 1950 million tonnes of carbon dioxide equivalent (MtCO2e).</p> <p>The proposed level of the fourth carbon budget is consistent with what the UK needs to do to play its part in international efforts to limit the expected increase in global temperature above pre-industrial levels to two degrees Celsius, consistent with scientific advice on avoiding the dangerous effects of climate change. Our analysis confirms that the proposed level of the fourth carbon budget is also consistent with the trajectory set out by the European Commission in its March 2011 Roadmap.</p> <p>The Government will make every possible effort to meet the fourth carbon budget through domestic action, as far as is practical and affordable, but we also intend to keep the option of trading to retain maximum flexibility. This is a pragmatic approach when considering the uncertainty involved in looking so far ahead. We have also stated our intention to review the budget in 2014 to ensure consistency with the EU Emissions Trading System (ETS). If, at that time, our domestic commitments place us on a different emissions trajectory than the EU ETS trajectory agreed by the EU, we will, as appropriate, revise up our budget to align it with the actual EU trajectory.</p> <p>Setting an ambitious fourth carbon budget will help drive low carbon technologies and increase our resilience to dramatic changes in the price of oil, resulting in a more stable economy. Our analysis, as well as that of the European Commission and of the Committee on Climate Change (CCC) shows that taking ambitious early action is the most cost-effective way of tackling greenhouse gas emissions..</p>	<p>The fourth carbon budget, covering the period 2023-27, was set in law in June 2011 and requires emissions to be reduced by 50% below 1990 levels.</p>	<p>To meet National targets everywhere within the Local Plan Area.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Reduce the emissions of greenhouse gas emissions. Encourage the use of renewable energy sources. Encourage sustained economic growth.</p>
<p>The Carbon Plan: Delivering our low carbon future, HM Government, December 2011.</p>	<p>This plan sets out how the UK will achieve decarbonisation within the framework of our energy policy: to make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households. Emissions are down by a quarter since 1990. Current policies put the UK on track to cut emissions by over a third, on 1990 levels, by 2020.</p>	<p>This report sets out the proposals and policies for meeting the first four carbon</p>	<p>To meet National targets everywhere needs to contribute. Climate Change will be reflected in ASHAAP.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Reduce the emissions of greenhouse gas emissions.</p>

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	<p>In the next ten years, we will develop and deploy the technologies that will be needed to halve emissions in the 2020s. This will put the UK on a path towards an 80% reduction by 2050.</p> <p>By moving to a more efficient, low carbon and sustainable economy, the UK will become less reliant on imported fossil fuels and less exposed to higher and more volatile energy prices in the future.</p> <p>The majority of emissions reductions will come from action in buildings, transport, industry and electricity generation.</p> <p>This plan shows that the UK can move to a sustainable low carbon economy without sacrificing living standards, but by investing in new cars, power stations and buildings. However, it will require the public to accept new infrastructure and changes to the way in which we heat homes, and to be prepared to invest in energy efficiency that will save money over time.</p> <p>Low carbon buildings In 2009, 37% of UK emissions were produced from heating and powering homes and buildings. By 2050, all buildings will need to have an emissions footprint close to zero. Buildings will need to become better insulated, use more energy-efficient products and obtain their heating from low carbon sources.</p> <p>Low carbon transport Domestic transport emissions make up nearly a quarter of UK emissions. By 2050, domestic transport will need to substantially reduce its emissions.</p> <p>Low carbon industry Industry makes up nearly a quarter of the UK's total emissions. Over 80% of these emissions originate from generating the heat that is needed for industrial processes such as manufacturing steel and ceramics, and the remainder from chemical reactions involved in processes such as cement production. By 2050, the Government expects industry to have delivered its fair share of emissions cuts, achieving reductions of up to 70% from 2009 levels.</p> <p>Low carbon electricity The power sector accounts for 27% of UK total emissions by source. By 2050, emissions from the power sector need to be close to zero.</p> <p>Agriculture, land use, forestry and waste. In 2009, agriculture, forestry and land management together accounted for around 9% of UK emissions. In 2009, emissions from waste management represented a little over 3% of the UK total.</p>	<p>budgets. (see targets for meeting four Carbon Budgets. The Carbon Plan: Delivering our low carbon future, HM Government, 2011.</p>		<p>Encourage the use of renewable energy sources. Encourage sustained economic growth.</p>

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<p>Green Guide Specification, BRE Global Ltd, 2011</p>	<p>The Green Guide is part of BREEAM (BRE Environmental Assessment Method) an accredited environmental rating scheme for buildings. The Green Guide contains more than 1500 specifications used in various types of building. Since the previous edition, information on the relative environmental performance of some materials and components has altered reflecting both changes in manufacturing practices, the way materials are used in buildings, and our evolving environmental knowledge.</p> <p>We examine the relative environmental impacts of the construction materials commonly used in six different generic types building including:</p> <ul style="list-style-type: none"> *Commercial buildings, such as offices *Educational *Healthcare *Retail *Domestic *Industrial <p>The environmental rankings are based on Life Cycle Assessments (LCA), using BRE's Environmental Profiles Methodology 2008.</p> <p>Materials and components are arranged on an elemental basis so that designers and specifiers can compare and select from comparable systems or materials as they compile their specification. The elements covered are:</p> <ul style="list-style-type: none"> *External walls *Internal walls and partitions *Roofs *Ground floors *Upper floors *Windows *Insulation *Landscaping *Floor finishes <p>Across these building element categories the Guide provides an extensive, but not complete catalogue of building specifications covering most common building materials.</p> <p>This data is set out as an A+ to E ranking system, where A+ represents the best environmental performance / least environmental impact, and E the worst environmental performance / most environmental impact. BRE has provided a summary environmental rating - The Green Guide rating, which is a measure of overall environmental impacts covering the following issues:</p> <ul style="list-style-type: none"> *Climate change *Water extraction* Mineral resource extraction *Stratospheric ozone depletion *Human toxicity 	<p>Does not set targets.</p>	<p>Something to consider as the Local Plan progresses.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Reduce the emissions of greenhouse gas emissions. Encourage the use of renewable energy sources. Encourage sustained economic growth.</p>

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	<p>*Ecotoxicity to Freshwater *Nuclear waste (higher level) *Ecotoxicity to land *Waste disposal *Fossil fuel depletion *Eutrophication *Photochemical ozone creation *Acidification</p> <p>By evaluating the performance of materials and building systems against these specific environmental impacts, which have also been ranked on an A+ to E basis, it is possible for the specifier to select specifications on the basis of personal or organisational preferences or priorities, or take decisions based on the performance of a material against a particular environmental impact.</p>			
<p>The Marmot Review: Fair Society, Healthy Lives.</p>	<p>In November 2008, Professor Sir Michael Marmot was asked by the Secretary of State for Health to chair an independent review to propose the most effective evidence-based strategies for reducing health inequalities in England from 2010. The strategy will include policies and interventions that address the social determinants of health inequalities. This Review has twin aims: to improve health and well-being for all and to reduce health inequalities.</p> <p>The Review had four tasks</p> <ol style="list-style-type: none"> 1: Identify, for the health inequalities challenge facing England, the evidence most relevant to underpinning future policy and action 2: Show how this evidence could be translated into practice 3: Advise on possible objectives and measures, building on the experience of the current PSA target on infant mortality and life expectancy 4: Publish a report of the Review's work that will contribute to the development of a post-2010 health inequalities strategy. 	<p>Does not set targets.</p>	<p>Whilst many of the recommendations in the report produced are outside the remit of Planning Policy, its findings will be considered in preparing the Local Plan.</p>	<p>Population Inclusive Communities</p>
<p>Strategic Environmental Assessment and Biodiversity: Guidance for Practitioners June 2004</p>	<p>The SEA Directive is intended to help protect the environment and promote sustainable development. SEA involves predicting, evaluating and mitigating the environmental impacts of plans and programmes thereby integrating environmental considerations into strategic decision-making.</p> <p>This guidance aims to ensure that biodiversity considerations are appropriately addressed in Strategic environmental assessments. It is hoped that it will assist people and organisations in England, Wales, Scotland and Northern Ireland to prepare plans and programmes in a wide range of sectors, carry out SEA, prepare SEA reports, and comment on biodiversity issues in SEA.</p>	<p>Does not set targets; provides guidance.</p>	<p>Will be relevant in preparing the SA.</p>	<p>Sustainable development.</p>

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<p>Countryside Council for Wales, English Nature, Environment Agency, Royal Society for the Protection of Birds</p>	<p>In the first three chapters the guidance runs through the definition of SEA and its legal requirements, and the how biodiversity fits in. Chapter four, the core of this guidance, explains step by step how biodiversity implications can be considered in SEA. While the links between SEA and other procedures: sustainability appraisal, "appropriate assessment" under the Habitats Directive, and project environmental impact assessment are examined in chapter 5.</p> <p>A "toolkit" of more specific techniques for promoting biodiversity through SEA is set out in the final chapter.</p>			
<p>Planning for climate change – guidance for local Authorities. (Planning and Climate Change Coalition, 2012)</p>	<p>Spatial planning can make a major contribution to tackling climate change by shaping new and existing developments in ways that reduce carbon dioxide emissions and positively build community resilience to problems such as extreme heat or flood risk. Spatial planning has the potential to deliver the right development in the right place in a fair and transparent way, informed by the imperative of sustainable development.</p> <p>The Localism Act signals a major shift of responsibilities to local authority and community levels in England. This guide is designed to respond to the localism agenda and is aimed primarily at local authorities, private sector practitioners, Local Enterprise Partnerships and Local Nature Partnerships who want both to tackle climate change and to reap the positive economic benefits that solutions such as renewable energy, sustainable transport and flood resilience can bring.</p> <p>Friends of the Earth have produced a separate guide for community planning and climate change.</p> <p>The guide gives detailed guidance on principles that can underpin plan-making and development management.</p> <p>The approaches set out in the guide have been designed to support the policy outlined in the National Planning Policy Framework and other relevant government statutes and guidance.</p> <p>Local development plans can support the move to a low-carbon economy and secure low-carbon living in a changing climate.</p> <p>Local planning authorities are advised to design their policies to support and not unreasonably restrict renewable and low carbon energy developments. Strategic sites which are central to delivering the local planning approach for decentralised energy can be allocated in the local plan.</p>	<p>Does not set targets; provides guidance.</p>	<p>The Local Plan could consider the guidance in this document as it is produced.</p>	<p>Sustainable development, reduce contributions to climate change and adapt to climate change.</p>

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	<p>Local development plans can set out how the local authority area will be planned over the long term to adapt to the opportunities and impacts arising from changes in the climate.</p> <p>In assessing sites for suitability for new development, local authorities are advised to consider their potential to support the move to a low-carbon future and to adapt to or mitigate the impacts of climate change. Where sites perform poorly against any of the criteria identified below, local authorities might consider whether there are proposals in local plans which would improve their performance and/or whether their performance would be improved by, for example, limiting development on the site to particular uses and/or by changing density.</p> <p>Local requirements can be consistent with national policy on allowable solutions set out in support of the zero-carbon policy. Local requirements for decentralised energy can be set out in a Development Plan Document and could be derived from an assessment of local Opportunities.</p> <p>The progressively demanding standards for carbon dioxide emissions set through the Building Regulations, together with the assessment of local opportunities for renewable and low-carbon energy, will help to drive greater use of decentralised energy. Targets for application across a whole local authority area which are designed to secure a minimum level of decentralised energy use in new development may become unnecessary when the proposed 2013 revisions to Part L of the Building Regulations (for both domestic and non-domestic buildings) are implemented. However, they remain an important interim measure.</p> <p>Any local requirement for a building's sustainability should be set out in a Development Plan Document, and applied appropriately to specific sites.</p> <p>Local planning authorities should prioritise walking, cycling and public transport and other smarter choices by setting targets for the proportion of trips in their area by these modes.</p>			
UK Post 2010 Biodiversity Framework	<p>The UK Post 2010 Biodiversity Framework covers the period 2011-2020. It forms the UK Governments response to the new strategic plan of the United Nations Convention on Biological Diversity (CBD), published in 2010 at the CBD meeting in Japan. This includes 5 internationally agreed strategic goals and supporting targets to be achieved by 2020. The five strategic goals agreed were:</p> <p>Strategic Goal A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society.</p>	Strategic goals to be achieved by 2020.	Biodiversity will be an important consideration as the Local Plan is produced.	Have regard to the protection and enhancement of biodiversity in Breckland

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	<p>Strategic Goal B: Reduce the direct pressures on biodiversity and promote sustainable use.</p> <p>Strategic Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity.</p> <p>Strategic Goal D: Enhance the benefits to all from biodiversity and ecosystem services.</p> <p>Strategic Goal E: Enhance implementation through participatory planning, knowledge management and capacity building.</p>			
<p>The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK (November 2012)</p>	<p>Improving our energy efficiency and decarbonising the UK, maintaining secure energy supplies, and increasing the productivity of our businesses and making the best use of resources.</p> <p>Energy saving measures through:</p> <ul style="list-style-type: none"> -connecting energy efficiency knowledge and technologies to finance seeking strong returns; -supporting energy efficiency innovation; -harnessing the power of improved energy use information, driving its availability and disclosure; and -encouraging collective action to act on this new and better information. <p>As set out in this strategy the benefits to energy efficiency can be significant, including:</p> <p>The December 2011 Carbon Plan was clear that, if we are to cut our green house gas emissions by 80% by 2050, 'energy efficiency will have to increase dramatically across all sectors'. It set out four possible scenarios for 2050, relative to 1990, which imply a per capita demand reduction of between 31% and 54% relative to 2007.</p> <p>This Strategy pinpoints the remaining energy efficiency potential within the UK economy and summarises the actions we will now take to realise this.</p>	<p>Implementing the 2012 EU Energy Efficiency Directive - In June 2012, and with active support from the UK, Member States agreed the new Energy Efficiency Directive. This is due to be published shortly and will need to be fully implemented by Spring 2014.</p>	<p>The Local Plan could consider the guidance in this document as it is produced.</p>	<p>Sustainable development, reduce contributions to climate change and adapt to climate change.</p>

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
<p>Government Tourism Policy (DCMS, March 2011).</p>	<p>Importance of the tourism industry to the UK.</p> <ul style="list-style-type: none"> • Fund the most ambitious marketing campaign ever to attract visitors to the UK in the years following 2012. The £100m campaign, co-funded by the government and the private sector, aims to attract 4 million extra visitors to Britain over the next 4 years. That equates to £2bn more spend in our economy, and 50,000 new jobs. • Increase the proportion of UK residents who holiday in the UK to match those who holiday abroad each year. For longer stays (4 nights or more) this would mean 29% 2 of travellers holidaying in Britain rather than just 20% today (creating 4.5m extra domestic trips each year, £1.3bn more spend and 26,000 new jobs). And if we can replicate this scale of improvement for shorter stays as well, we will create a further £750m of spend and 11,000 new jobs. • Improve the sector's productivity to become one of the top 5 most efficient and competitive visitor economies in the world. 	<p>Does not set targets. Is guidance.</p>	<p>Requirement for policy in the Local Plan.</p>	<p>Support tourism and recognise the importance of the domestic tourism industry as an attraction in its own right.</p>
<p>Planning Policy Statement 25: Development and Flood Risk Practice Guidance (2013)</p>	<p>Whilst PPS25 was removed and replaced with the NPPF in 2012, the supporting guidance remains in place. The guidance assists in addressing the flood risk management strategy.</p>	<p>Does not set targets. Is guidance.</p>	<p>Requirement to address for policy in the Local Plan.</p>	<p>Reduce the risk of flooding</p>
<p>A Strategy for Sustainable Growth (BIS, 2010)</p>	<p>There is a crucial role for BIS, and government more widely, in supporting businesses and individuals through the changes needed to return the economy to sustainable growth. There are three key planks of our strategy:</p> <ul style="list-style-type: none"> -promoting the efficient operation of markets to support growth; -smarter public and private investment in the economy, including creating a highly-skilled workforce; and -encouraging entrepreneurialism and individual engagement in the economy to support growth. 	<p>Does not set targets.</p>	<p>Address within Local Plan Policy.</p>	<p>Encourage sustainable business growth.</p>
<p>Scheduled Monuments (DCMS, 2013)</p>	<p>The policies set out in this statement relate to the identification, protection, conservation and investigation of England's premier archaeological sites under the provisions of the Ancient Monuments and Archaeological Areas Act 1979, including through:</p> <ul style="list-style-type: none"> • the designation of scheduled monuments; and • the determination of applications for scheduled monument consent. 	<p>Does not set targets.</p>	<p>Address within Local Plan Policy.</p>	<p>Protect, conserve and enhance and heritage assets.</p>

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for the SA
<p>Biodiversity 2020: A strategy for England's wildlife and ecosystem services</p>	<p>This biodiversity strategy for England builds on the Natural Environment White Paper and provides a comprehensive picture of how we are implementing our international and EU commitments. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea. It builds on the successful work that has gone before, but also seeks to deliver a real step change.</p> <p>In October 2010, over 190 countries signed an historic global agreement in Nagoya, Japan to take urgent and effective action to halt the alarming global declines in biodiversity. This agreement recognised just how important it is to look after the natural world. It established a new global vision for biodiversity, including a set of strategic goals and targets to drive action.</p> <p>In June 2011, the Government published The Natural Choice – the first Natural Environment White Paper for 20 years. This responds to the global commitments made at Nagoya. It outlines the Government's vision for the natural environment, shifting the emphasis from piecemeal conservation action towards a more integrated landscape-scale approach. It also sets out how we can better value the natural environment in decision-making and thereby unlock growth in the green economy and reconnect people with nature.</p> <p>The overarching long-term vision, the 2020 mission and the framework of desired outcomes inform delivery action by partners at all levels, including grant-giving bodies, enabling everyone to clearly understand what the national priorities are.</p> <p>The strategy sets out the approach to biodiversity conservation and the priority areas for action during 2011-2020.</p> <p>*A more integrated large-scale approach to conservation on land and at sea</p> <p>*Putting people at the heart of biodiversity policy</p> <p>*Reducing environmental pressures on agriculture, forestry, water management, management of marine environment, fisheries, air pollution, air pollution, invasion of non-native species.</p> <p>*Improving our knowledge.</p>	<p>A number of outcomes by 2020.</p>	<p>Address within Local Plan Policy.</p>	<p>Sustainable development, reduce contributions to climate change and adapt to climate change.</p> <p>Protect, conserve and enhance biodiversity assets.</p>
<p>The Natural Choice: securing the value of nature. June 2011</p>	<p>Key measures in the White Paper, which also takes forward recommendations contained in 'Making Space for Nature', include: Reconnecting nature</p>		<p>Address within Local Plan Policy.</p>	<p>Sustainable development, reduce contributions to</p>

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
	<p>*New Nature Improvement Areas (NIAs), transforming rural and urban areas and providing bigger, connected sites for wildlife to live in and adapt to climate change.</p> <p>*Biodiversity offsetting – new way for developers to ensure we don't lose wildlife sites and make them better by making and improving other sites.</p> <p>*New Local Nature Partnerships (NLP's) to strengthen joined-up action across local agencies and organisations.</p> <p>*Phasing out peat - working with the horticulture industry to phase out peat use, which will help to protect and restore our peatlands, which are valuable carbon sinks, habitats and part of our ecological network.</p> <p>Connecting people and nature for better quality of life</p> <p>*Green Areas Designation allowing local communities to give protection to areas that are important to them for recreation, the view or their importance for wildlife.</p> <p>*Better urban green spaces for the benefit of cities and towns. Support for parks, gardens, and tree planting which benefit people and nature alike.</p> <p>*More children experiencing nature by learning outdoors, through practical support to schools and reducing red-tape for outdoor learning.</p> <p>*Strengthening local public health activities which connect people with nature for better health</p> <p>*A new environmental volunteering initiative ("Muck in 4 Life") to improve places in towns and countryside for people and nature to enjoy.</p> <p>Capturing and improving the value of nature</p> <p>*Natural Capital Committee – an independent body to report to the Government's economic affairs committee to put the value of nature at the heart of the Government's economic thinking, and advise *Government about the best way of securing our natural assets for the future.</p> <p>*An annual statement of green accounts for UK Plc to help measure green growth alongside GDP.</p> <p>*A business-led Task Force to expand the UK business opportunities from new products and services which are good for the economy and nature alike.</p>			<p>climate change and adapt to climate change.</p> <p>Protect, conserve and enhance biodiversity assets.</p>

Table 2.3 Targets for meeting the first four Carbon Budgets. The Carbon Plan: Delivering our low carbon future, HM Government, December 2011.

	First carbon budget (2008–12)	Second carbon budget (2013–17)	Third carbon budget (2018–22)	Fourth carbon budget (2023–27)
Carbon budget level (million tonnes carbon dioxide equivalent (MtCO ₂ e))	3,018	2,782	2,544	1,950
Percentage reduction below base year levels	23%	29%	35%	50%

Table 2.4 Literature Review - Regional

Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for the Local Plan	Implications for SA
<p>Realising the benefits of trees, woods and forests in the East of England A Woodland for life Publication (2011)</p>	<p>This document follows on from Woodland For Life (2003) the Woodland Strategy for the East of England¹ (an area consisting of the counties of Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk and the Unitary Authorities of Bedford, Central Bedfordshire, Luton, Peterborough, Southend-on-Sea and Thurrock). The Strategy stimulated over 150 successful projects with beneficial economic, social and environmental outcomes, some of which are summarised in the Progress Report 2007. The vision behind this document is that:</p> <ul style="list-style-type: none"> -communities, businesses, and local authorities in the East of England make the most of the benefits that trees and woodland bring to the economy, to society, for the environment and addressing climate change. -Trees can help enable the East of England to move to a creative and competitive low carbon economy and help communities to become more sustainable by managing resources. -Trees can offer significant opportunities for economic development, especially in rural area through developing the timber, tourism, recreation and game and associated industries. -Trees are an important part in the development of new and existing communities to deliver a sense of place to enable a better quality of life through – better health and wellbeing. -A high quality environment is essential for all aspects of human endeavour and for its own sake, it is essential that is protected and enhanced and resilient to the impact of climate change. -Many of the opportunities offered by woodland creation, which are listed in this Chapter, will only be realised in partnerships between Local Authorities, communities, business and the charity and voluntary sector. 	<p>Does not set targets.</p>	<p>Relevant in relation to design and landscaping.</p>	<p>Relates to land, water and soil resources as well as cultural landscape. Protection of biodiversity</p>

<p>Sustainable Futures: Integrated Sustainability Framework for the East of England (2009)</p>	<p>East of England Sustainable Development Objectives: *Promoted sustainable growth within environmental limits *Reduce poverty and inequality and promote sustainable inclusion *Reduce greenhouse gas emissions *Adapt to the impacts of climate change *Promote employment, learning, skills and innovation *Increase resource efficiency and reduce resource use and waste *Conserve, restore and enhance the region's natural and built environment *Move goods and people sustainably *Meet the needs of the changing regional demographic *Provide decent affordable homes for all</p>	<p>Does not set targets.</p>	<p>Ensure sites are allocated for development in locations that enable the development to help meet the sustainability objectives outlined in the document</p>	<p>Reflect objectives in SA Framework</p>
<p>Benefits of green infrastructure Report by Forest Research 2010</p>	<p>The report sets out how Green Infrastructure benefits the following: *Climate change (through heat amelioration, reducing flood risk, improving water quality, sustainable urban drainage and improving air quality) *Health and well-being (through increasing life expectancy and reducing health inequality, improving levels of physical activity and health, improving psychological health and mental well-being) *Economic growth and investment (through inward investment and job creation, land and property values and local economic regeneration) *Land regeneration (through regeneration of previously developed land, improving quality of place and increasing environmental quality and aesthetics) *Wildlife and habitats (through increasing habitat area, increasing populations of some protected species and increasing species movement) *Stronger communities (through social interaction, inclusion and cohesion) *Green infrastructure toolkits covering community engagement</p>	<p>Does not set targets.</p>	<p>Relevance to the Green Infrastructure within the Local Plan.</p>	<p>Relates to land, water and soil resources as well as cultural landscape. Biodiversity</p>
<p>Water for life and livelihoods. River Basin Management Plan, Anglian River Basin District. (DEFRA and Environment Agency 2009)</p>	<p>This plan focuses on the protection, improvement and sustainable use of the water environment. Many organisations and individuals help to protect and improve the water environment for the benefit of people and wildlife. River basin management is the approach the Environment Agency is using to ensure our combined efforts achieve the improvement needed in the Anglian River Basin District. River basin management is a continuous process of planning and delivery. The Water Framework Directive introduces a formal series</p>	<p>Does not set targets</p>	<p>Relevance to the Green Infrastructure within the Local Plan.</p>	<p>Relates to land, water and soil resources.</p>

<p>Anglian Water Services, Water Resource Management Plan, 2010</p>	<p>of 6 year cycles. The first cycle will end in 2015 when, following further planning and consultation, this plan will be updated and reissued.</p> <p>The plan describes the river basin district, and the pressures that the water environment faces. It shows what this means for the current state of the water environment, and what actions will be taken to address the pressures. It sets out what improvements are possible by 2015 and how the actions will make a difference to the local environment – the catchments, the estuaries and coasts, and the groundwater.</p> <p>Looking towards implementation, the plan highlights the programme of investigations to be undertaken. This will identify more actions, particularly those associated with diffuse pollution, for delivery during the first cycle. New national measures, made available by government, will also lead to additional improvements. At local level, the Environment Agency will be working closely with a wide variety of organisations and individuals, not only to deliver the commitments contained in the plan, but wherever possible to expand upon them for the benefit of the water environment.</p>	<p>Does not set targets.</p>	<p>To be read in conjunction with the Water Cycle Studies reviewed in the District section.</p>	<p>Relates to land, water and soil resources. Contribution to quality of life.</p>
<p>This report describes our plan to maintain a secure balance between water supplies and demands in the region served by Anglian Water. Our strategic priorities are to increase the resilience of our water and wastewater services, secure and conserve water resources, anticipate and invest for growth in our region and mitigate and adapt to climate change impacts. The WRMP is required to address the challenges to water supplies from growth, climate change and environmental legislation.</p> <p>Attleborough is in the WRZ7 – Norfolk Rural zone.</p> <p>The demand centres in the zone are the market towns of Swaffham, Watton, Dereham, Wymondham and Attleborough. As well as use by local households there are rural industries, notably poultry rearing, and active promotion of tourism attracting visitors for short stays throughout the year.</p> <p>Preferred Water Management Options in Norfolk Rural, Bradenham transfer, Active leakage control, Pressure reduction, Enhanced metering, High Oak (Wicklewood WTW) boreholes, West Bradenham boreholes and Norwich transfer.</p>				

Table 2.5 Literature Review - County

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>Connecting Norfolk, Norfolk's Transport Plan for 2026 (LTP3), NCC 2011.</p>	<p>Norfolk's 3rd Local Transport Plan, Connecting Norfolk, sets out the strategy and policy framework for transport up to 2026. This will be used as a guide for transport investment in Norfolk as well as considered by other agencies when determining planning or delivery decisions. The strategy is accompanied by an implementation plan, setting out the measures to be delivered over the short term. Connecting Norfolk is driven by the views of local people and stakeholders and addresses the challenges we face in Norfolk. Our transport vision is:</p> <p>A transport system that allows residents and visitors a range of low carbon options to meet their transport needs and attracts and retains business investment in the county.</p> <p>We will achieve this by:</p> <ul style="list-style-type: none"> • Making the best use of what we have to facilitate reliable journeys • Reducing the need to travel • Influencing others and ensuring transport is integrated into development plans • Working with communities and our partners to seek new solutions and new ways of delivering • Lobbying for and pursuing improvements to Norfolk's strategic transport network. <p>Six strategic aims underpin the vision, they are: maintaining and managing the highway network; delivering sustainable growth; enhancing strategic connections; reducing emissions; improving road safety; and improving accessibility.</p> <p>In the short to medium term maintaining the existing highway network will require a greater share of Norfolk County Council resource and funding in transport delivery. Managing and maintaining the transport network</p> <p>Given the current financial reality, Connecting Norfolk identifies this area of work as the main short term priority for transport delivery. Within this, focus should be on:</p> <ul style="list-style-type: none"> • Maintaining and managing the higher status roads, where necessary reducing treatments on other roads • Enhancing the community's role in routine maintenance jobs • Achieving better value by improving targeting and reducing costs. <p>Sustainable growth</p> <p>There will be significant growth in Norfolk during the life of Connecting Norfolk. The strategy provides a framework for this to be delivered in, setting the Transport Authority's requirements. These include:</p> <ul style="list-style-type: none"> • Ensuring that all new development is well located in settlements with a range of services so as to minimise the need to travel • Adequate regard is given to reducing the traffic impacts of growth to negate a detrimental effect on the road network or existing communities • Development is in line with Safe, Sustainable Development, our aims and guidance notes for development management • Ensuring necessary infrastructure to support growth is secured, including a Norwich Northern Distributor Road to facilitate economic growth in the greater Norwich area. 	<p>Refers to national targets (such as Carbon Reduction targets). Also refers to previous targets that have been met. Does not set new targets.</p>	<p>Travel and transport will need to be considered within the Local Plan are and need to be considered in line with Connecting Norfolk.</p>	<p>Reduce the contribution to climate change and the vulnerability to climate change. Improve air quality.</p> <p>Reduce the effect of traffic emissions on the environment.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<p>Strategic connections</p> <p>Connecting Norfolk identifies the following as Norfolk's key strategic connections:</p> <ul style="list-style-type: none"> • The A11, providing the main road connection to London and the south • A Norwich Northern Distributor Road to facilitate strategic access to north-east Norfolk and Norwich Airport • Connections to Norfolk's gateways, Norwich Airport and the pPorts at King's Lynn and Great Yarmouth, including a future Third River Crossing for the River Yare • The A47, part of the European TEN-T network, providing the main east-west road connection and route to the Midlands and north of England • The Norwich to London rail line, providing links to London and the south • The Norwich to Cambridge and Peterborough rail line, providing links to the Midlands and the north of England • The King's Lynn to London rail line, providing links to London, the south and Europe via St Pancras / Thameslink. Opportunities will be taken to enhance these through partnership working. <p>Transport emissions</p> <p>Measures must be taken to reduce emissions from transport in Norfolk. Connecting Norfolk places importance on:</p> <ul style="list-style-type: none"> • Aiding a shift to a more efficient vehicle fleet through development and facilitation of necessary infrastructure like electric vehicle charging points • Promoting active and healthier travel options for short journeys to schools, services and places of employment • Enhancing integration between different travel modes, particularly at key bus and rail stations and Norwich Airport • Tackling traffic problems where they are resulting in poor air quality. <p>Road safety</p> <p>Road safety continues to be a major public concern and this is reflected in our conversations with residents. Connecting Norfolk will address this by:</p> <ul style="list-style-type: none"> • Prioritising measures to reduce the number of people killed or seriously injured on Norfolk's roads • Providing education, training and publicity to promote safer travel • Creating a safer environment for travel • Working in partnership with those agencies that share our goals. <p>Accessibility</p> <p>There will be significant pressures in this area over the coming five years, with the financial situation making services like public transport more difficult to deliver. Connecting Norfolk describes the strategy for dealing with this:</p> <ul style="list-style-type: none"> • There will be a shift towards more demand responsive transport in rural areas • The community will take on more of a role in tackling poor accessibility and promoting shared travel options like car sharing • All agencies are responsible for ensuring their services are accessible. <p>Connecting Norfolk places importance on:</p>			

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<ul style="list-style-type: none"> • Achieving efficient movement into town and urban centres, favouring short term parking for car drivers, which benefits the local economy and supports alternative travel options • Providing opportunities for sustainable tourism, recognising the benefit of community and heritage rail lines • Providing accessible transport services • Encouraging alternatives to travel, such as supporting high quality broadband. <p>Approach to delivery</p> <p>There is a strong emphasis on working in partnership to achieve the intentions set out in Connecting Norfolk as well as enabling the community to take more ownership and responsibility:</p> <ul style="list-style-type: none"> • Partnership arrangements fostered during Connecting Norfolk's development will be built upon • Links will be strengthened with existing partnership structures like the Local Enterprise Partnerships • Our private sector partnership will be scrutinised to ensure best value • Community-led initiatives will be fostered • Support and capacity building will be provided to enable a greater role for community groups in transport delivery. <p>Connecting Norfolk requires value for money to be a central component of transport delivery:</p> <ul style="list-style-type: none"> • The best use must be made of our existing transport network • External funding opportunities will be maximised • Delivery will be combined and coordinated wherever possible • Longer term affordability should be a key consideration with all improvement schemes. 			
<p>Norfolk Ambition – The Community Strategy for Norfolk 2003 - 2023</p>	<ul style="list-style-type: none"> *All individuals have the opportunity of a good quality of life. *People enjoy healthy lifestyles and have access to high standards of health and social care. *People in communities feel safe. *There is excellent educational attainment and opportunities for learning at all stages throughout life. *Individuals from all backgrounds can play an active part in community life. *The high quality environment is respected and enhanced for everyone's enjoyment and is matched by a strong reputation for renewable energies. *Culture, creativity and spirituality are valued. *There is a distinctive economy characterised by innovative and dynamic businesses. *The communications infrastructure meets the needs of a forward-looking county. 	<p>Various indicators covering topic areas including Inclusive and Diverse, Healthy and Well, Safe, Knowledgeable and Skilled, Active and Engaged, Environmentally Responsible, Creative, Economically Thriving and Accessible and Well Housed.</p>	<p>Direct implications are limited although there is a more direct relationship between economic and housing related objectives and what the Local Plan can influence or achieve.</p>	<p>Improve the quality of where people live.</p> <p>Improve health of the population.</p> <p>Improve accessibility to essential services and facilities.</p> <p>Encourage community identity and welfare.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
				<p>Reduce contributions to climate change.</p> <p>Reduce vulnerability to climate change.</p> <p>Improve education and skills of population.</p>
<p>Countryside Management Plans; The Brecks & The Wensum Valley</p>	<p>To maintain and enhance the character of the landscape.</p> <ul style="list-style-type: none"> *To protect and enhance wildlife habitat. *To protect and enhance sites of archaeological value and historic interest. *To improve opportunities for public access to the countryside. *To encourage local participation in the development of the Wensum Valley Project. *To increase local community and visitor awareness and appreciation of the area. 	<p>None identified.</p>	<p>Implications for policies and proposals affecting these areas.</p>	<p>Maintain and enhance the quality of landscapes.</p> <p>Conserve soil resources and quality.</p> <p>Maintain and enhance biodiversity, habitats and species.</p> <p>Improve opportunities for public access to the countryside.</p> <p>Encourage community identity and welfare.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
				Conserve, and where appropriate enhance the historic and archaeological environment. Improve health of the population.
Norfolk Residential Design Guide (1998)	There are various objectives aiming to improve residential development particularly in terms of design and access by non-car modes for the benefit of residents and others living nearby.	None identified.	Whilst still available on the County Council website, it is dated and is considered to have limited direct implications. mostly in accordance with those associated with planning good practice through the NPPF.	Reduce the effect of traffic on the environment. Maintain and enhance the quality of landscapes and townscapes. Conserve, and where appropriate enhance the historic environment. Improve the quality of where people live.
Norfolk Biodiversity Partnership - Habitats and	There is now not one collective action plan for Norfolk but there are a number of individual habitats and species action plans which will have an impact upon the Breckland District as follows;	A number of individual targets for both species and habitat Action Plans.	Implications for policies and proposals.	The SA will include objectives to

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Species Action Plans (http://www.brecks.gov.uk/conservation/conservation-plans/)	<p>The Habitat action plans include allotments, cereal field margins, churchyards and cemeteries, fens, hedgerows, littoral and sub littoral chalk, low level calcareous grassland, lowland mixed heathland, dry acid grassland, lowland meadow and pasture, lowland mixed deciduous woodland, lowland wood pasture and parkland, mesotrophic lakes, open mosaic habitats on previously developed land, ponds, reeds beds, saline lagoons, traditional orchards and wet woodlands.</p> <p>Also there are a number of species habitat - mammals, birds amphibians etc...</p> <p>There is now a UK post 2010 Biodiversity Framework - see National documents.</p>			protect and enhance biodiversity.
Biodiversity Supplementary Planning Guidance for Norfolk (NCC, 2004)	<p>This guidance seeks to emphasise the importance of adopting a positive approach to biodiversity protection and enhancement, and sets out the key considerations relating to wildlife and biodiversity that should be taken into account in all development proposals.</p> <p>It should be noted that whilst the guidance is still available that it is out of date and there are moved to re-write the document.</p>	None identified.	Considerations for policies and proposals within the Local Plan.	The SA will include objectives and policies to protect and enhance biodiversity.
Tomorrows Norfolk, Today's Challenge - A Climate Change Strategy for Norfolk	<p>To cut carbon emissions by reducing energy consumption and promoting a shift to low-carbon technology.</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.</p>	Norfolk LAA target is a 11% reduction in CO2 emissions across Norfolk by 2011 LAA target is to reach Level 3 of the Government's performance framework by 2011	Ensure sits are allocated in accessible locations	Develop objectives relating to climate change
Norfolk Geodiversity Partnership site audit (http://www.brecks.gov.uk/conservation/conservation-plans/)	<p>In 2007/08 the Norfolk Geodiversity Partnership commissioned a geodiversity audit. It was carried out through a survey of published literature and consultation with geological specialists. Some 328 entries were made in what will be an ongoing process. It represents an initial digest of significant geological and geomorphological sites and features in the county, including SSSIs. The results of the audit will be subject to a programme of verification, including identifying and contacting land owners / managers. The listing of a site does not imply any official conservation status or designation, nor right of public access.</p> <p>An example of sites of relevance consist of the Breckland Mere and Shropham Pit.</p>	Does not set targets	Considerations for policies and proposals within the Local Plan.	Relates to land, water and soil resources as well as cultural landscape.

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>Norfolk's Earth Heritage - valuing our geodiversity</p>	<p>Geodiversity Action Plans (GAPs) provide a new approach to conserving Earth heritage, setting out a management framework for conserving and promoting geology, geomorphology, soils and water resources for a defined area or an organisation.</p> <p>Norfolk's Earth Heritage summarises the county's geodiversity and the threats it faces; it explains the business of geoconservation; it sets out a vision for conserving and promoting the county's geodiversity, and a number of work priorities and associated action plans for the period 2010-2012. It is intended as a resource for explanation, planning and consultation. It will help co-ordinate new actions and those already underway, and will showcase its own achievements. This is the first edition of a dynamic document which will be subject to regular review.</p> <p>Outstanding features of the County's geodiversity include: The Lynford Neanderthal site – an outstanding example of a rare open-air Middle Palaeolithic site, with Mousterian flint tools associated with the bones of nine Woolly Mammoths and Breckland meres – a group of natural lakes developed in Chalk solution hollows, with distinctively fluctuating water-levels linked with groundwater.</p> <p>The coldest glacial period, the Anglian, saw ice sheets spreading across Norfolk from the north and north-west around 450,000 years ago; they gouged out the broad depression that is now Fenland and swept over and eroded a former range of Chalk hills in the west of the county. They left behind thick layers of chalky 'boulder clay' known as the Lowestoft Till and associated sandy outwash deposits that underlie many parts of Norfolk, and which form much of its best corn-growing farmland. Much of the Cromer Ridge is thought to have formed at this time. Meltwater under pressure beneath the ice sheet eroded the bedrock and carved out tunnel valleys which later filled with sediment; one under the Thet valley at Shetterton is over 50m deep.</p> <p>Shropham Pit – the most prolific findspot in the UK for vertebrate fossils of the Ipswichian (last) interglacial.</p> <p>Norfolk's Earth Heritage - A Geodiversity Action Plan sets out a vision for conserving and promoting Norfolk's geodiversity.</p>	<p>Does not set targets.</p>	<p>There are sites within the Breckland area.</p>	<p>Relates to land, water and soil resources as well as cultural landscape.</p> <p>A</p>
<p>Norfolk Geodiversity Action Plan</p>	<p>A Norfolk Geodiversity Action Plan (NGAP) is being prepared by the Norfolk Geodiversity Partnership. It aims to bring a qualitative change in the way that Norfolk Earth Heritage is conserved and communicated. It has five areas of work:</p> <p>1 – Understanding our geodiversity resources Norfolk's geodiversity comprises cultural as well as natural resources. We need to understand these resources and their vulnerabilities in order to promote their conservation and enhancement. An audit is central to this work. 2 – Embedding geodiversity in plans and policies The plans and policies of local and regional government and other organisations such as quarry companies have an impact on the geodiversity resource. We need to promote geodiversity conservation and enhancement by reviewing and contributing to these plans and policies. 3 – Protecting and enhancing our geodiversity resources Norfolk's geodiversity resources are subject to a range of threats, and even statutorily protected sites and features may be at risk. We need a conservation and enhancement programme both for designated sites and for</p>	<p>Does not set targets.</p>	<p>Considerations for policies and proposals within the Local Plan.</p>	<p>Relates to land, water and soil resources as well as cultural landscape.</p> <p>A</p>

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	<p>geodiversity in the wider environment.4 - Promoting geodiversity awareness and understandingOne of the greatest threats to Norfolk's geodiversity is a lack of understanding of its importance as a fundamental resource. We need to promote public awareness of our Earth heritage as widely as possible.5 – Managing the Norfolk Geodiversity Action PlanThe sustainability and success of the Norfolk GAP will depend on the strength and commitment of the Partnership. We will need to develop the Partnership as a key means of sustaining the GAP process.</p>			
<p>A Vision for Norfolk Schools (NCC, 2012)</p>	<p>To deliver over 10 – 15 years a coherent pattern of inspiring places so that: *every young person in Norfolk will want to learn and achieve, develop socially, enjoy community life and take positive decisions for their future *communities will access these inspiring places.</p> <p>Norfolk Learning Statement All learners are entitled to learning of the highest quality, learning that helps them to fulfil their potential. They should have access to a curriculum that enables them to be competent in the key skills of learning, challenges their thinking and opens up their understanding of the world. Their learning should lead them to a greater understanding of themselves, their lives in a complex society and their ability to influence the world they live in for the mutual benefit of all.</p> <p>Young people and adults have entitled to schools and other places of learning that offer them support matched to their needs, provide a rich and challenging environment, promote high standards of achievement an above all inspire them in a desire to continue learning. Places of learning should be healthy environments for all who work and learn there.</p> <p>Our places of education must promote and value learning. They should celebrate the success of all learners and promote high expectations. To do this all adults supporting learning must listen to learners, plan for their needs and find the best ways to challenge and engage with the learner. They should create an environment of respect and trust and be role models in promoting equality of opportunity.</p>	<p>Does not set targets.</p>	<p>Schools will need consideration as the Local Plan is produced.</p>	<p>Education, skills and employment.</p>
<p>Norfolk Core Strategy Minerals and Waste Development Management Policies DPD. (Norfolk County Council, 2011)</p>	<p>The Core Strategy, along with the Proposals Map, sets out the spatial vision for future mineral extraction and associated development and waste management facilities in Norfolk. It also contains strategic objectives and policies that make clear where, in broad terms, mineral extraction and associated development and waste management facilities should be located in Norfolk, and conversely where they should not be located. It also sets out Development Management policies that will be used to ensure that the development of mineral extraction and associated development and waste management facilities can happen in a sustainable way at those locations assessed as being appropriate for development. When it is adopted it will become part of the Local Development Framework for Norfolk.</p> <p>The main purpose of the Core Strategy is to plan for sufficient mineral extraction and associated development and waste management facilities that meet the needs of the economy and society, whilst not causing significant adverse impacts on environmental assets and amenity.</p>	<p>Does not set targets.</p>	<p>Will influence and inform the Local Plan.</p>	<p>Land, water and soil resources</p>

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	<p>The overall spatial strategy sets out the locational principles in the form of broad areas where mineral extraction and associated development and waste management facilities will be preferred. Although minerals can only be extracted where they occur, if there is a choice of potential site allocations then Policies CS2 (minerals) and CS5 (waste) area gives a locational preference: close and/or well-related to the Norwich Policy Area, Great Yarmouth urban area, King's Lynn or Thetford or the main market towns (Attleborough, Aylsham, Cromer, Dereham, Diss, Downham Market, Fakenham, Hunstanton, North Walsham, Sheringham, Swaffham and Watton, taking into account any significant environmental constraints near these settlements.</p> <p>The distribution of mineral extraction facilities in Norfolk will be aligned as closely as is practicable with the growth and regeneration areas, because there will be an increased need to supply local aggregates for growth-related infrastructure. With the exception of silica sand – most of which is exported out of Norfolk for ceramics and glass production – most of the demand for sand & gravel and related products (such as concrete) will be used in the four largest settlements (Norwich, King's Lynn, Thetford and Great Yarmouth). The market towns with a current population of 7,000 or more, or which are expected to reach 7,000 through proposed new housing allocations, are likely to be the next largest users of minerals.</p> <p>Core Strategy Policy CS2 – General locations for mineral extraction and associated facilities</p> <p>Resource areas for key minerals are shown on the key diagram. Areas of search and/or sites specific allocations will be identified based on these areas.</p> <p>Sand & gravel production</p> <p>Sand and gravel resources are located widely throughout the county. However, there will be a clear preference for sites which are close and/or particularly well-related via appropriate transport infrastructure, to the Norwich Policy Area, Great Yarmouth urban area, Thetford or King's Lynn or the main market towns (Attleborough, Aylsham, Cromer, Dereham, Diss, Downham Market, Fakenham, Hunstanton, North Walsham, Sheringham, Swaffham and Watton). Extensions to existing sites will be preferred to new sites.</p> <p>Core Strategy Policy CS5 – General location of waste management facilities</p> <p>Strategic" or "major" waste management facilities (see paragraph 6.20) should be well-related to the Norwich Policy Area, Great Yarmouth urban area, King's Lynn or Thetford. There is a particular need for recovery (residual waste treatment) capacity to manage the waste arising from these settlements.</p> <p>"Non-strategic" waste facilities – which will include most of the other types of waste facilities – should be well-related to one of these main settlements or to the main market towns of Attleborough, Aylsham, Cromer, Dereham, Diss, Downham Market, Fakenham, Hunstanton, North Walsham, Sheringham, Swaffham, or Watton.</p>			

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<p>Norfolk Minerals and Waste Development Framework Mineral Site Specific Allocations</p> <p>Development Plan Document: Pre-submission. June 2012.</p> <p>Appendix of focused changes November 2012.</p>	<p>As part of its preparation of the Minerals and Waste Development Framework (MWDF), in accordance with the Planning and Compulsory Purchase Act 2004, the County Council has produced this Minerals Site Specific Allocations Development Plan Document (DPD). Its purpose is to set out specific, allocated sites where mineral extraction sites are considered acceptable in principal over the next 15 years. Areas within Breckland which are of relevance consist of:</p> <p>MIN10 - Land off Fakenham Road, Beetley</p> <p>The site is allocated as a specific site for sand and gravel extraction.</p> <p>*A programme of mitigation measures to deal appropriately with any amenity impacts;</p> <p>*The existing processing plant (at East Bilney Quarry), accessed via an extension to the current conveyor, must be used;</p> <p>*A detailed landscaping and screening scheme must be developed, so that the impacts on residents of Fakenham Road specifically, and the landscape generally, are satisfactory;</p> <p>*The lines and groups of mature oak trees and hedges across the site (marked on the Proposals Map) will need to be retained, enhanced with further planting, and incorporated into the scheme of working (allowing for standoffs) during operations. Field boundaries would also need additional planting and to be incorporated into the scheme of agricultural restoration;</p> <p>*Restoration will be at the lower level (with no importation of material) back to agriculture, but with wider field margins and additional copses and hedgerows;</p> <p>*Appropriate financial contributions must be made to B1146 Fakenham Road/Rawhall Road junction improvements; and</p> <p>*There must be a 'watching brief' during the extraction phase in case features of potential geodiversity interest are discovered, and ensure appropriate scientific study is permitted during the operational stage.</p> <p>MIN 51 - Land west of Bilney Road, Beetley</p> <p>The site is allocated as a specific site for sand and gravel extraction, concrete batching plant and aggregate processing.</p> <p>*A programme of mitigation measures to deal appropriately with any amenity impacts;</p> <p>*Satisfactory road-widening or passing bays on Bilney Road must be proposed;</p>	<p>No targets as such, rather sand and gravel should be removed and used on site before sterilised by development.</p>	<p>This will influence and inform the Local Plan.</p>	<p>Land, water and soil resources</p>

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	<p>*Appropriate financial contributions to B1146 Fakenham Road/Rawhall Road junction improvements must be made;</p> <p>*A high-quality working and restoration scheme must be developed, including the thickening of boundary hedges, and safeguarding the *two small areas of woodland on the site and using them as a focal point for the restoration; and</p> <p>*There must be a 'watching brief' during the extraction phase in case features of potential geodiversity interest are discovered, and ensure appropriate scientific study is permitted during the operational stage.</p> <p>Extension to Shropham Quarry operations:</p> <p>MIN 102 – Land at North Farm, south of the River Thet, Snetterton The site is allocated as a specific site for sand and gravel extraction.</p> <p>*This site should not be worked in advance of MIN 108, MIN 110 and the remaining parts of MIN 109 (assuming that acceptable planning applications are made);</p> <p>*A programme of mitigation measures to deal appropriately with any amenity impacts;</p> <p>*A buffer zone is needed along the north-east, northern and western boundary to protect existing areas of woodland as shown on the proposals map, Swangey Fen SSSI, Shropham Fen CWS and the Core River Valley of the River Thet;</p> <p>*A buffer zone to the east is necessary to protect the integrity of Barnes Oak Wood;</p> <p>*A hydrogeological risk assessment must be prepared to correctly determine the potential for any impacts on the Swangey Fen SSSI/Norfolk Valley Fens SAC and to help inform the exact workable boundary. Only those parts of the site which could be extracted 'dry' (i.e. above the water table) could be worked;</p> <p>*It must be demonstrated that levels of dust deposition and/or nitrogen deposition on Swangey Fen SSSI/Norfolk Valley Fens SAC would not have an adverse effect on the integrity of the SAC;</p> <p>*Due to the Habitats Regulations Assessment findings of the potential impact on Norfolk Valley Fens SAC, a new vehicular bridge crossing the Thet to serve the current processing area will not be acceptable. A new processing area will therefore need to be set up on the MIN 102 site;</p> <p>*Drainage from the site should be passed through a settlement lagoon before discharge, with use of Sustainable Drainage Systems (SuDS) preferably to outfall to the River Thet;</p> <p>*Appropriate screening and/or bunding will be necessary to protect the amenity of the residents of North Farm (to the south), with the location of the processing plant considered carefully. The impact on racehorse 'gallops' will also need to be considered carefully;</p> <p>*A haul road will need to run south of the site to Hargham Road (with an acceptable junction arrangement) and then to the A11 (no HGVs will be permitted to travel north-westwards along Hargham Road, save for occasional local deliveries);</p> <p>*A comprehensive working and restoration plan will need to be developed to take into account the points above, with wide field margins, hedgerows and woodland included;</p> <p>*A desk-based archaeological assessment must be prepared, followed by field surveys and trial-trenching, with the results to be submitted with any planning application; and</p>			

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	<p>*Some open faces must be retained for geological study during the operational stages and there must be a 'watching brief' during the extraction phase in case features of potential geodiversity interest are discovered.</p> <p>MIN 108 – Land to the north of Hargham Road, Shropham The site is allocated as a specific site for sand and gravel extraction.</p> <p>*This site should not be worked in advance of the remaining parts of MIN 109 and then MIN 110 (assuming that acceptable planning applications are made); *A programme of mitigation measures to deal appropriately with any amenity impacts; *Satisfactory screening and/or bunding must be provided on the southern boundary, with a 'stand-off' zone around Shropham Fen County Wildlife Site; *A hydrogeological risk assessment must be prepared to correctly determine the potential for any impacts on the Swangey Fen SSSI/Norfolk Valley Fens SAC and to help inform the exact workable boundary. Only those parts of the site which could be extracted 'dry' (i.e. above the water table) could be worked; *It must be demonstrated that levels of dust deposition and/or nitrogen deposition (taking into account any mitigation measures) on Swangey Fen SSSI/Norfolk Valley Fens SAC would not have an adverse impact on the integrity of the SAC; *Drainage from the site should be passed through a settlement lagoon before discharge, with use of Sustainable Drainage Systems (SuDS) preferably to outfall to the River Thet, *The current haul road (Spong Lane) to the processing site and agreed routing to the A11 must be used. Some highway improvements to Swangey Lane (improvements to passing bays) may to be needed; *The restoration proposals should include a variety of habitats, preferably including conservation grassland, reedbed/carr woodland, open water and lowland mixed deciduous woodland; *A desk-based archaeological assessment must be prepared, followed by field surveys and trial-trenching, with the results to be submitted with any planning application; and *Some open faces must be retained for geological study during the operational stages, and ideally after restoration, and there must be a 'watching brief' during the extraction phase in case features of potential geodiversity interest are discovered</p> <p>MIN 109 – Land to the south of Honeydots Quarry, Shropham The site is allocated as a specific site for sand and gravel extraction.</p> <p>*This site should be the first Shropham site to be worked, with the other allocated sites following later (assuming that acceptable planning applications are made); *A programme of mitigation measures to deal appropriately with any amenity impacts will be necessary; *Satisfactory screening and/or bunding must be provided on the southern boundary of the site to protect views from Shropham; *It must be demonstrated that levels of dust deposition and/or nitrogen deposition on Swangey Fen SSSI/Norfolk Valley Fens SAC would not have an adverse impact on the integrity of the SAC; *Drainage from the site should be passed through a settlement lagoon before discharge;</p>			

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	<p>*The site should be worked 'dry' (i.e. above the water table); if it would need de-watering, a hydrogeological risk assessment would need to be prepared to determine the potential for any impacts on Swangey Fen SSSI/Norfolk Valley Fens SAC, and any mitigation measures necessary;</p> <p>*The current haul road (Spong Lane) to the processing site and agreed routing to the A11 must be used. Some highway improvements to Swangey Lane (improvements to passing bays) may be needed;</p> <p>*The restoration proposals must include a variety of habitats, preferably including conservation grassland, reedbed/carr woodland, open water and lowland mixed deciduous woodland;</p> <p>*A desk-based archaeological assessment must be prepared, followed by field surveys and trial-trenching, with the results to be submitted with any planning application; and</p> <p>*Some open faces must be retained for geological study during the operational stages, and there must be a 'watching brief' during the extraction phase in case features of potential geodiversity interest are discovered.</p> <p>MIN 110 – Land to the south of Spong Lane, Shropham The site is allocated as a specific site for sand and gravel extraction.</p> <p>*This site should not be worked in advance of the remaining parts of MIN 109 and then MIN 108 (assuming that acceptable planning applications are made);</p> <p>*A programme of mitigation measures to deal appropriately with any amenity impacts;</p> <p>*Satisfactory screening and/or bunding must be provided on the southern boundary of the site to protect views from Shropham;</p> <p>*It must be demonstrated that levels of dust deposition and/or nitrogen deposition on Swangey Fen SSSI/Norfolk Valley Fens SAC would not have an adverse effect on the integrity of the SAC;</p> <p>*Drainage from the site should be passed through a settlement lagoon before discharge, with use of Sustainable Drainage Systems (SuDS) preferably to outfall to the River Thet;</p> <p>*The site would be worked 'dry' (i.e. above the water table);</p> <p>*A hydrogeological risk assessment must be prepared to correctly determine the potential for any impacts on the Swangey Fen SSSI/Norfolk Valley Fens SAC and to help inform the exact workable boundary. Only those parts of the site which could be extracted 'dry' (i.e. above the water table) could be worked;</p> <p>*The current haul road (Spong Lane) to the processing site and agreed routing to the A11 must be used. Some highway improvements to Swangey Lane (improvements to passing bays) may to be needed;</p> <p>*A desk-based archaeological assessment must be prepared, followed by field surveys and trial-trenching, with the results to be submitted with any planning application;</p> <p>*The restoration proposals include a variety of habitats, preferably including conservation grassland, reedbed/carr woodland, open water and lowland mixed deciduous woodland; and</p> <p>*Some open faces are retained for geological study during the operational stages, and there is a 'watching brief' during the extraction phase in case features of potential geodiversity interest are discovered</p>			

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<p>Norfolk Minerals and Waste Development Framework Waste Site Specific Allocations</p> <p>Development Plan Document Pre-Submission. June 2012</p>	<p>As part of its preparation of the Minerals and Waste Development Framework (MWDF), in accordance with the Planning and Compulsory Purchase Act 2004, the County Council has produced this Waste Site Specific Allocations Development Plan Document (DPD). Its purpose is to set out specific, allocated sites where waste management facilities are considered acceptable in principle over the next 15 years.</p> <p>WAS 01 - Land at Beck Farm, East Bilney, East Dereham</p> <p>The site is allocated for inert waste recycling and inert fill, and composting within the quarry, for a temporary period.</p> <p>* Development not prejudicing the timing and implementation of final restoration of the existing quarry;</p> <p>* Protection of the landscape, with particular reference to views from the north;</p> <p>* Protection of ecological interests, particularly 'Beck Farm Meadows' County Wildlife Site, through control of water run-off from the site;</p> <p>* Protection of the aquifer through appropriate site design and engineering;</p> <p>* Protection of local amenity through the control and mitigation of dust, noise, lighting; and</p> <p>* Provision of acceptable highway access via the B1146 and Rawhall Lane</p> <p>Was 06 - Land at Norwich Road, Carbrooke</p> <p>The site is allocated for inert waste recycling and reworking, removal and reuse of deposited foundry sand, for a temporary period.</p> <p>* A hydrogeological risk assessment to be provided, and mitigation measures undertaken as appropriate, to protect the chalk aquifer;</p> <p>* Protection of the landscape and mitigation of any views into the site, by screening the site, including protection and retention of existing trees on site boundaries, with buffer zones where appropriate;</p> <p>* Provision of acceptable highway access, including visibility improvements at the B1108 junction with the U33104 Carbrooke Road;</p> <p>* Protection of local amenity through the control and mitigation of noise and dust; and</p> <p>* Restoration of the site, to include woodland planting and the retention of geological sections for scientific study.</p>	<p>Does not set targets.</p>	<p>This will influence and inform the Local Plan.</p>	<p>Land, water and soil resources</p>

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	<p>Was 14 - Land at Ashill Recycling Centre, Swaffham Road, Ashill</p> <p>The site is allocated for a small-scale local facility comprising composting or inert waste recycling and/or an extension to the existing household waste recycling centre.</p> <ul style="list-style-type: none"> *Retention and protection of existing trees and shrubs, with buffer zones where necessary; *No plant, structures or buildings to be visible outside the site boundaries; *Safeguarding of County Wildlife Site 914; *The scale and detail of development being acceptable in terms of protection of local amenity and highway safety; and *Provision of acceptable highway access <p>WAS 19 – Land at Harling Road, Snetterton.</p> <p>The site is allocated for a range of activities comprising composting, anaerobic digestion, processing of recyclables, inert waste recycling, HWRC and/or residual waste treatment processes, including energy-from-waste, thermal treatment and/or mixed waste processing.</p> <ul style="list-style-type: none"> *Protection of the amenities of residents and businesses through the control and mitigation of noise, odour and dust; *Enclosure of operations other than a HWRC within buildings, and consideration of scale, design, processes and visual impacts in the context of both the developing role of the Snetterton Heath Employment Area, and the wider landscape; *A hydrogeological risk assessment must be prepared to determine the potential for any impacts on the aquifer, with particular reference to the adjacent landfill site, and mitigation measures, including appropriate site design and engineering, undertaken as necessary; *Appropriate abatement and control techniques to be implemented to ensure no adverse effect on the integrity of Norfolk Valley Fens SAC, Breckland Forest SAC, Breckland Forest SPA and other protected habitats in the vicinity of the site, due to emissions to air; *Protection of geodiversity interests by the retention of geological exposure(s) for study; and *Provision of acceptable highway access, including adequate visibility at site access. <p>WAS 47 – Land at West Carr Road, Attleborough</p> <p>The site is allocated for inert waste recycling and/or waste transfer.</p> <ul style="list-style-type: none"> *Enclosure of waste management activities within buildings; *Protection of local amenity by control and mitigation of dust, noise, odour, lighting and the restriction of hours of operation; *Landscaping to mitigate any impacts on visual intrusion, particularly on nearby residents, by site operations; *Protection of water resources through appropriate site design and engineering; 			

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	<p>* A Transport Assessment must be prepared to determine the suitability of the junction between the C137 West Carr Road and the A11 and mitigation and control measures undertaken as appropriate; and</p> <p>* Vehicle routing to be to and from the west, via the A11.</p> <p>WAS 79 – Land at North Farm, Snetterton</p> <p>The site is allocated for inert landfill and secondary aggregate recycling.</p> <p>* Operations to take place ancillary to mineral extraction, to assist with progressive phased restoration, for no longer than the duration of mineral extraction;</p> <p>* A desk-based archaeological assessment must be prepared, followed by field surveys and trial-trenching, with the results to be submitted with any planning application;</p> <p>* Some open faces must be retained for geological study during the operational stages;</p> <p>* Protection of local amenity by control and mitigation of noise and dust, including by consideration of siting and design of recycling equipment;</p> <p>* It must be demonstrated that levels of dust deposition and/or nitrogen deposition on Swangey Fen SSSI/Norfolk Valley Fens SAC would not have an adverse effect on the integrity of the SAC;</p> <p>* A buffer zone is needed along the north-east, northern and western boundary to protect existing areas of woodland as shown on the proposals map, Swangey Fen SSSI, Shropham Fen CWS and the Core River Valley of the River Thet;</p> <p>* A buffer zone to the east is necessary to protect the integrity of Barnes Oak Wood;</p> <p>* A hydrogeological risk assessment must be prepared to correctly determine the potential for any impacts on the Swangey Fen SSSI/Norfolk Valley Fens SAC and to help inform the exact workable boundary. Only those parts of the site above the water table could be used for inert landfill and recycling;</p> <p>* Drainage from the site should be passed through a settlement lagoon before discharge, with use of Sustainable Drainage Systems (SuDS) preferably to outfall to the River Thet;</p> <p>* Appropriate screening and/or bunding will be necessary to protect the amenity of the residents of North Farm (to the south), with the location of recycling equipment considered carefully. The impact on racehorse 'gallops' will also need to be considered carefully;</p> <p>* A haul road will need to run south of the site to Hargham Road (with an acceptable junction arrangement) and then to the A11 (no HGVs will be permitted to travel north-westwards along Hargham Road, save for occasional local deliveries) as for the prior mineral working at the site; and</p> <p>* A comprehensive restoration scheme will need to be developed to take into account the points above, with wide field margins, hedgerows and woodland included.</p> <p>WAS 87 - Land west of Bilney Road, Beetley</p> <p>The site is allocated for inert waste recycling, as an operation ancillary to mineral extraction.</p> <p>* Operations to take place ancillary to mineral extraction, to assist restoration, for no longer than the duration of mineral extraction;</p> <p>* Mitigation of landscape impacts by safeguarding the two small areas of woodland on the site, operating at post-extraction ground level and by appropriate landscaping;</p>			

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	<p>*Protection of local amenity, including by control and mitigation of dust and noise, and the restriction of hours of operation;</p> <p>*Ensure appropriate scientific study of an features of potential geodiversity interest is permitted during the operational stage;</p> <p>*Provision of acceptable highway access, including satisfactory road-widening or passing bays on Bilney Road, as would be required for mineral extraction; and</p> <p>*Appropriate financial contributions to B1146 Fakenham Road/Rawhall Road junction improvements must be made</p>			
<p>Saved Norfolk Structure Plan Policies.</p>	<p>Policy T2: Development will be assessed against its effect on traffic generation and alternative modes of access. Development will not be allowed if adequate access cannot be provided. Developers will be required to address the transport consequences arising from their proposals and to provide for access by public transport, cyclists, pedestrians and disabled people. Developer contributions will be sought, to secure the provision of the necessary infrastructure and/or public transport services where major development sites are inadequately served by modes other than the private car and to ensure safe and adequate site access. Developer contributions will also be sought towards the maintenance costs of additional highway works.</p> <p>Policy T.17: Development of small-scale business aviation or recreational flying at existing airfields, or the development of new airfields for such purposes, may be permitted provided there are no significant adverse impacts on the local environment and the amenity of local residents.</p> <p>Policy EC.10: The change of use of hotels, holiday parks, chalets, camping and caravan sites will not be acceptable if:</p> <ul style="list-style-type: none"> (i) it would result in the loss of a range of facilities; or (ii) the site makes a significant contribution to the local stock of holiday accommodation; or (iii) the site is in a prime location for holiday use and the introduction of a non-holiday related use would be incompatible with or detract from existing uses and the overall holiday character of the area. <p>Policy RC.8 Proposals for the development of conventionally fuelled power stations will only be acceptable where:</p> <ul style="list-style-type: none"> (i) there are no serious environmental or transport impacts; and (ii) all options to route power lines and/or pipelines linking a power plant to the electricity network or other ancillary facilities, underground have been investigated and, where appropriate, incorporated in the proposal. 	<p>Does not set targets</p>	<p>This will influence and inform the Local Plan.</p>	<p>Sustainable growth.</p>

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<p>'Delivering Economic Growth in Norfolk' The strategic role for Norfolk County Council 2012 – 2017</p>	<ul style="list-style-type: none"> *The County Council will pursue the priorities in 'Connecting Norfolk', our third local transport plan, to retain and grow business investment in the county. *We will continue to push for improvements to the rail links between Norfolk and London. *We will deliver the £60m 'Better Broadband for Norfolk' project, aimed at improving broadband speeds, especially in rural areas, and take up of broadband services. *We will develop an Infrastructure Plan to identify Norfolk's infrastructure gaps and cost and prioritise steps to address them. *Building on Outset Norfolk, we will work closely with district councils to establish a larger scale start up programme, in areas not covered by other schemes, with £200k of funding in each of 2012/13 and 2013/14. We will work with district councils to ensure our offer complements theirs and will seek to secure match-funding for the programme on a district by district basis. *If the Rural Growth Network (RGN) Pilot bid is successful (outcome expected by April 2012), we will work with the LEP and district councils to develop seven market town enterprise hubs in the county, helping to kick-start entrepreneurship in those areas. *To address the loss of face-to-face business advice, we, and district councils, will work with New Anglia to develop and promote a web portal that brings together business start up assistance from a wide range of public and private sector partners. *Working with district and LEP colleagues we will support the development of the Gt Yarmouth / Lowestoft Enterprise Zone, delivering energy-related jobs. *We will build an Advanced Manufacturing Centre at HEC, providing grow on space for existing tenants and, through Hethel Innovation Ltd (HIL), a new company based at HEC, we will support the start-up of innovative, hi-tech companies. *We will also launch a 'Trusted Business' scheme, complementing 'Trusted Trader', supporting the growth of services such as accountants and lawyers. *We will work closely with UK Trade & Investment's new Investment Services Team to respond to inward investment offers and champion Norfolk's offshore wind capabilities here and overseas. *Working with businesses based in the county, we will research their supply chains and identify ways to grow their Norfolk-based suppliers. *Building on our 'World Class Norfolk' campaign legacy we will promote Norfolk's world class assets in research at the Norwich Research Park and in renewable energy, linked to the county's generally excellent quality of life. *Work with partners through the Employability and Skills Board (ESB) and related groups including the 14-19 Strategy Groups to address the challenges in the Norfolk Skills Strategy, including the Norfolk Apprenticeships Strategy. These include supporting the progression of adults and young people from welfare to work programmes and those who are not in employment, education or training into work, further learning and apprenticeships. *The Council's support for apprenticeships / pre-apprenticeship training will match young people with sectors that have growth potential (eg engineering) or identified needs (eg social care). We will also provide Council placements for unemployed graduates to gain work experience. We have already taken a significant number of steps to make things easier for businesses to do business with us, including simplified quotation documents, meet the buyer events and removal of the requirement for insurance to be put in place until a contract has been secured. 	<p>Does not set targets. Outlines commitments.</p>	<p>All are relevant to the Local Plan as it is developed.</p>	<p>Education, skills and employment. Sustainable growth.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>The Sustainable Community Strategy for Norfolk 2003-2023</p>	<p>*Building on these measures, as we re-tender major contracts, we will ensure that appropriate supply chain management provisions are included, including making sure that small suppliers have the opportunity to apply for sub contracts, and that prompt payment provisions are built in.</p> <p>Our jointly agreed vision for Norfolk is:</p> <p>* A place that inspires individuals and businesses to create, thrive and achieve</p> <p>*Communities that prosper, welcome and support</p> <p>*On England's frontline in tackling climatic change and environmental sustainability.</p> <p>By 2023, the achievement of this vision, means that;</p> <p>*Businesses tell us that Norfolk is a good place to do business</p> <p>*Norfolk people tell us it's a great place to live</p> <p>*Norfolk seen as a leader in carbon reduction, nationally and internationally.</p>	<p>Does not set targets. Outline key themes, challenges and visions.</p>	<p>This will influence and inform the Local Plan.</p>	<p>Health and well being, education and skills, safety, natural environment.</p>

Table 2.6 Literature Review - District

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
Breckland Council – Design Principles (draft, 2005)	To encourage improvements in the design quality of new developments.	Does not set targets.	Policies to improve design to create environments that are sustainable.	Reduce the effect of traffic on the environment. Maintain and enhance the quality of landscapes and townscapes. Conserve, and where appropriate enhance the historic environment Improve the quality of where people live. Maintain and enhance biodiversity, species and habitats. Reduce contributions to climate change. Reduce vulnerability to climate change.
Breckland Council Homelessness Strategy (2008)	This document is out of date and currently awaiting a review.	-	-	-
Breckland Housing Strategy. Building Futures, Meeting Needs. (2010 - 2013)	Our Vision :- "Meet the needs of our communities to live in good quality housing of their choice, with the support they need to meet their aspirations." The Housing strategy has been developed to provide the direction of travel for the district for the next five years and to provide a deliverable action plan to meet the needs of our community. The aspiration for housing is to increase the number of affordable and quality homes available in the district. The three housing priorities are:- *Assist a wide range of vulnerable residents to be able to live independently *Improve the quality of homes provided by public and private sectors in Breckland Council	Does not set targets.	The Local Plan facilitates the delivery of housing.	Improve the quality of where people live. Improve health of the population. Improve accessibility to essential services and facilities Provide a decent home for all.

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<p>*Promote better access to affordable housing for local people</p> <p>Key Action 1: Ensuring everyone has access to an affordable decent home</p> <p>Key Action 2: Creating greater housing options to provide choice and independence</p> <p>Key Action 3: Removing health inequalities</p> <p>Key Action 4: Promote independent living</p> <p>Key Action 5: Encouraging sustainable lifestyles</p>			
<p>Breckland Council Corporate Plan 2011 - 2015</p>	<p>The vision is to make Breckland 'A Better Place with a Brighter Future for Everyone'</p> <p>The Values: Our citizens. We will conduct our business in an open and accountable way. Our customers. We will always listen and treat them courteously and fairly. We will effectively deal with their enquiries, service requests, suggestions and complaints. Our staff and elected members. We will enable them to do their jobs well. Honesty and integrity. We will always tell the truth and our actions will be consistent with these values.</p> <p>The environment in which we live. We will act responsibly towards its future.</p> <p>Giving value for money. We will balance the cost, standard and customer view of the services we provide.</p> <p>Corporate Priorities 2011-15</p> <ol style="list-style-type: none"> 1. To Have Pride In Breckland 2. To Develop Stronger Communities 3. To Support Our Local Economic 4. To Be An Entrepreneurial Council 	<p>Does not set targets.</p>	<p>The Local Plan is a Breckland Council document and must be in keeping with these values and priorities.</p>	<p>Reduce anti-social behaviour. Improve the quality of where people live Encourage community identity and welfare.</p>
<p>A Strategy for Gypsies and Travellers in Norfolk (2005-2008)</p>	<p>Establish more stopping places for Gypsies and Travellers in a way that is fair and transparent.</p> <p>An update is being produced which will be expanded to include Suffolk. Likely adoption date is late Autumn 2012.</p>	<p>Does not set targets</p>	<p>Develop policies and proposals that address the identified need in Breckland of the Gypsy and Traveller communities.</p>	<p>Reduce poverty and social exclusion. Provide a decent home for all. Improve accessibility for those most in need.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>Gypsy and Traveller Strategy: A Partnership Document for Norfolk and Suffolk (2012)</p>	<p>The Gypsy and Traveller Strategy will cover Norfolk and Suffolk, as the county councils have merged resources making the service more efficient. The new merged service will continue to support Gypsies and Travellers by providing a framework for:</p> <ul style="list-style-type: none"> *Improving community cohesion by promoting good relations between Gypsies and Travellers and settled communities; *Increasing awareness and understanding of Gypsy and Traveller needs, culture and lifestyle; *Managing unauthorised encampments in Norfolk and Suffolk, helping to ensure that accommodation needs and other welfare issues are Addressed; 8Further generating knowledge and understanding of hate crime and incidents and encouraging Gypsy and Traveller communities to report them; *Working to reduce and eliminate harassment and discrimination towards Gypsy and Traveller communities; *Improving fire safety and personal welfare for Gypsies and Travellers in Norfolk and Suffolk *Improving access to learning for pre-school children, young people and adults on Gypsy and Traveller sites and encampments; <p>Reduce health inequalities, improve health and well being and promote health education and awareness amongst Gypsies and Travellers.</p> <p>The strategy shows how agencies and authorities can work cohesively to address the key issues facing Gypsies and Travellers. It has been influenced by, and complements both the "working together" conference and the three Gypsy and Traveller subgroups which operate across Norfolk and Suffolk.</p>	<p>Does not set targets.</p>	<p>Develop policies and proposals that address the identified need in Breckland of the Gypsy and Traveller communities.</p>	<p>Reduce poverty and social exclusion. Provide a decent home for all. Improve accessibility for those most in need.</p>
<p>Breckland Council – Strategic Flood Risk Assessment (June 2005)</p>	<p>Areas of Breckland will be protected from development as a result of a likelihood of flooding or unacceptable risk of flooding.</p>	<p>Does not set targets.</p>	<p>Any land identified for development in Local Plan should be at least possible risk of flooding. Do not allocate sites for</p>	<p>Provide a decent home for all. Improve the quality of where people live. Improve health of the population.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
			development that are at risk of flooding.	Adapt to Climate Change.
Economic Prosperity Strategy (Breckland Local Strategic Partnership, 2006)	Migrated into the Breckland Integrated Delivery Document, discussed below.	-	-	-
Employment Land Review (Roger Tym & Partners with GVA Grimley, 2006).	Evidence to decide whether Breckland should retain existing and allocated employment sites in the District and provide sites for particular uses.	Assessment of the demand for the supply of employment land by market segments over the plan period 2001-21. A forecast scenario showing population and employment change by sector over the period of 2006-16.	Implications for policies and proposals, such as: *Safeguarding of existing employment sites and allocations for continued employment use or alternatively released for housing or mixed use; *Land should be identified for business development, and if so what kinds of activity, in what locations and with what characteristics. *What forms of assistance might be required to make sites viable.	Rewarding and satisfying employment. Encourage and accommodate new and existing business. Encourage sustained economic growth. Enhance the image of the area as a business location.
REV ACTIVE	Actively targeting business wastage and inefficiency along the A11 corridor in Norfolk, REV ACTIVE is a three-year package of free, confidential and impartial support for small and medium-sized enterprises along the A11 corridor in Norfolk.	Does not set targets	Targets businesses along the A11,	Encourage sustained economic growth.

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>Securing Biodiversity in Breckland</p> <p>Guidance for conservation and research. First Report of the Breckland Biodiversity Audit. Authors: Paul M. Dolman, Christopher J. Panter, Hannah L. Mossman</p>	<p>REV ACTIVE actively identifies those SMEs with the greatest potential to improve their resource efficiency and reduce carbon emissions and works with them to realise this potential and the associated business benefits: reduced costs; comparative advantage; business growth and resilience.</p> <p>REV ACTIVE provides systematic Reviews of business premises and operations by experts and 'hands on' assistance – fully-costed business cases for change – identifying, quantifying and prioritising the various opportunities and their paybacks. Coupled with follow-on support and business grants this eliminates many of the traditional barriers to business resource efficiency.</p> <p>The focus throughout is on low cost/no cost opportunities bottom line benefits and short payback periods.</p> <ul style="list-style-type: none"> <input type="checkbox"/> The BBA identified priority species for conservation in Breckland, including large numbers of BAP, RDB and range-restricted species. <input type="checkbox"/> A key element has been to develop an evidence-based approach to understanding the requirements of these priority species and providing guidelines for their conservation. <input type="checkbox"/> Ecological requirements of priority species for conservation in Breckland have been collated, and synthesised, integrating across numerous individual priority species to produce management guidance for multi-species assemblages. <p>The BBA has demonstrated the outstanding importance of Breckland for UK biodiversity. We have established that:</p> <ul style="list-style-type: none"> <input type="checkbox"/> At least 12,845 species have been recorded from Breckland. <input type="checkbox"/> Of these, 2,149 are priority species for conservation in Breckland, many more than previously realised. <input type="checkbox"/> 28% of all the priority BAP species in the UK occur in Breckland. <input type="checkbox"/> 72 species have their UK distribution restricted to or have a primary stronghold in Breckland. Although Breckland has long been recognised for its distinctive biodiversity, this is the first time that the number of regional specialist species has been quantified. <p>Recommendations for management of dry terrestrial habitats</p>	<p>Does not set targets.</p>	<p>including Snetterton Heath and Attleborough.</p>	<p>To make the District an economically prosperous place which attracts and supports local businesses and encourage local enterprise. Enhance the image of the area as a business location.</p>
			<p>Attleborough is on the periphery of the Brecks area.</p>	<p>Protect and conserve Biodiversity</p>

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	<ul style="list-style-type: none"> <input type="checkbox"/> Large numbers of priority species require heavy and intense grazing, this should be implemented across large parts of most heathland sites. <input type="checkbox"/> Presence of heather (<i>Calluna vulgaris</i>) should not be an obstacle to heavy grazing as retention of mature heather should not be an objective of management for priority species. <input type="checkbox"/> Physical disturbance should be applied to a substantial part of all terrestrial sites to provide conditions required by large numbers of priority species. <input type="checkbox"/> Physical disturbance is a key tool in mitigating deleterious effects of nitrogen deposition and eutrophication. <input type="checkbox"/> Heterogeneity, with areas of lighter grazing, structurally diverse swards, and the juxtaposition of ungrazed elements (including ploughed or cultivated ungrazed margins within or alongside heath sites) all provide for additional species assemblages. <input type="checkbox"/> Management should not be approached with the hope of keeping things from changing, rather management should be dynamic, episodic and disruptive as gradual recovery from grazing or disturbance provides conditions and structures not found on homogeneously managed sites. <input type="checkbox"/> Important assemblages that require physically disturbed ungrazed vegetation, including bare ground and ruderal plant communities, are best supported on arable field margins, through cultivated margin prescriptions, in the forest landscape, along lightly grazed margins of large grazed heathlands, or in brown-field sites. <input type="checkbox"/> Large lightly grazed heathlands provide opportunities for recreation of breck arable and ruderal habitats through mechanical disturbance and cultivation. <input type="checkbox"/> Brown field sites require mechanical management to create exposures of bare sand, gravel and chalk. <input type="checkbox"/> Areas of uncertainty and recommendations for further research and survey identified. <p>Recommendations for management of wetlands: fen, pingos and meres</p> <ul style="list-style-type: none"> <input type="checkbox"/> Scrub and woodland should be largely removed from fen and wetland sites. <input type="checkbox"/> A range of grazed and tall vegetation structures should be created. 			

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<p><input type="checkbox"/> On large wetland complexes this may be achieved by flexible extensive grazing, while on smaller or wooded sites mechanical management may be required.</p> <p>Strategic recommendations</p> <p>Sites should no longer be considered in isolation, but management priorities should be considered that strategically integrate across multiple sites in the landscape.</p> <p>Adjacent sites should be combined into larger contiguous integrated units.</p> <p>Biodiversity resilience of sites will be enhanced by developing connectivity networks that are best achieved by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Buffering existing track-ways and track verges with cultivated margins through agri-environmental agreements in the arable landscape. <input type="checkbox"/> Creating broad rural and disturbed highways for invertebrate and plant dispersal (by percolation) through the forest landscape. 			
<p>Rural East Anglia Partnership Strategic Housing Market Assessment (June 2007).</p>	<p>*Provide a variety of high quality market housing addressing any shortfalls in the supply of market housing and supply high quality housing for people who are unable to access or afford market housing.</p> <p>*Promote good design that contributes positively to making places better for people.</p> <p>*Provide a variety of housing, particularly in terms of tenure and price and a mix in terms of different types of household.</p> <p>*Make effective use of existing housing stock.</p> <p>*Determine an appropriate level of housing based on a strategic, evidence based approach.</p> <p>*Ensure that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure.</p> <p>*Make effective and efficient use of land continuing to re-use previously developed land and developing at densities appropriate to the location.</p>	<p>Does not set targets.</p>	<p>Implications for housing policy i.e appropriate types of housing to meet demand, affordable housing target and housing market target.</p>	<p>Reduce poverty and social exclusion.</p> <p>Provide a decent home for all.</p> <p>Reduce anti-social behaviour.</p> <p>Improve accessibility for those most in need.</p> <p>Improve the quality of where people live</p> <p>Maintain and enhance the quality of townscapes.</p>
<p>Rural East Anglia Partnership -</p>	<p>*Ensure understanding of the housing situation and requirement in Breckland.</p> <p>*Focus on the need and demand for affordable housing within Breckland.</p> <p>*Provide a variety of housing, particularly in terms of tenure and price and a mix in terms of different types of household.</p>	<p>Does not set targets.</p>	<p>Implications for housing policy</p>	<p>Reduce poverty and social exclusion.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
Breckland Housing Needs Study (2007).				Provide a decent home for all. Reduce anti-social behaviour. Improve accessibility for those most in need. Improve the quality of where people live Maintain and enhance the quality of townscapes.
Breckland District Landscape Character Assessment, May 2007 (Land Use Consultants)	Identifies various Landscape Characters within the district. Establish that all landscapes are valuable. Outlines management objectives which seek to: *Conserve existing character of landscape *Enhance the existing character of landscape *Restore/re-create some key aspects of the landscape	Does not set targets.	Take into account Landscape Character and protection in policies.	Conserve, enhance and identified landscape characters.
Breckland District Settlement Fringe Landscape Assessment, July 2007. (Land Use Consultants)	Assesses the sensitivities to development of the landscapes which surround the candidate local service centres and towns in Breckland. Sets out detailed considerations in respect of landscape management and design principles for future development	Does not set targets.	Assess impact of development on the edge of settlements when allocating areas for growth	Avoid development on highly sensitive landscape characters
Breckland Environment Strategy 2008-2013	To ensure that the Sustainable Community Strategy, Local Area Agreement and Local Development Framework adequately address the 3 overarching environmental aims, Breckland's key challenges, and opportunities. Development of policies relating to new developments (and thus the transport required to an from these) to reduce the need for transportation, largely via the Sustainability assessment that is now feeding into our Local Development Framework.		Ensure policies and reduce contributions to climate change Ensure policies do not harm the natural or built environment.	Reduce contributions to climate change Protect, conserve and expand biodiversity.

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<p>Develop Sustainable Design and Construction Policies within the Local Development Framework.</p> <p>Undertake research into the effects of proposed growth in the Breckland Local Development Framework on the European Designations with specific reference to the Woodlark, Nightjar and stone curlew.</p>			Maintain and enhance the built and historic environment
Breckland Stage 1 Water Cycle Study (2008)	This study highlights important sustainability issues in relation to water quality in the River Thet downstream of the Attleborough Waste Water Treatment Works. The study identifies possible solutions and a further Stage 2 study has been prepared to further examine the possible solutions.	Does not set targets.	Ensure significant development is phased until after infrastructure improvements to the Wastewater treatment works are made.	Develop and monitor objectives on river water quality.
Securing Biodiversity in Breckland: Guidance and Recommendations for Conservation and Research. First Report of the Breckland Biodiversity Audit. (2010)	Identify priority species for conservation in Breckland by species Establish the ecological requirements of priority species for conservation in Breckland, ensuring they are integrated across numerous individual priority species to produce management guidance for multi-species assemblages.	Does not set targets but gives recommendations	Ensure biodiversity is protected through site allocations. Biodiversity management priorities should be considered strategically creating integration across numerous sites, rather than individually.	
Econets (2007)	This work has been produced by the Norfolk Biodiversity Partnership's Ecological Network Topic Group. There are a number of GIS layers and reports used in deriving an ecological network map (or more accurately ecological network maps) for Norfolk. The information is presented to enable users to manipulate the information for their own purposes and, along with the accompanying reports, to provide an open and accountable record of how the maps were derived.	Does not set targets.	The indicative map provides a generalised representation of an ecological network and is useful at a broad level and in providing the	

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			context for the more detailed District maps.	
Core Strategy (Adopted in 2009)	The Core Strategy element of the DPD is central to achieving the above aims and provides the long-term vision for the District to 2026. The LDF period to 2026 will meet the specific requirements of the Regional Spatial Strategy for the East of England to 2021 including the need to deliver 15,200 homes and at least 6,000 jobs between 2001 and 2021. However, a requirement of PPS3 'Housing' is to have a demonstrable 15 year housing land supply and this requires that the LDF goes beyond 2021 to 2026. This will mean delivering a further 3,900 homes between 2021 and 2026, bringing the District total for 2001-2026 to 19,100 net new homes.	Does set some targets such as jobs, housing numbers and direction of growth.	The Local Plan must take the Core Strategy in to consideration.	All are relevant.
Breckland Integrated Delivery Document 2010 Capita Symonds/Breckland Council	<p>This is the first prioritised Infrastructure delivery document to be prepared for Breckland. The purpose of this document is to identify the strategic housing and infrastructure priorities that need to be provided as part of the delivery of sustainable communities in the District. Therefore, as well as setting out the scope, spatial extent, and cost of housing and infrastructure projects, this document will also include a timetable to deliver the projects that will realise the Council's vision. This document will also identify for the first time key priorities and outline how particular projects are to be funded as well as highlighting any funding gaps that may be evident and how to fill them.</p> <p>This document focuses on the delivery of strategic infrastructure projects and services which are identified in Council strategies. This document has not identified or assessed wider infrastructure associated with development sites, such as open spaces, on-site highway improvements and standard developer contributions towards education and libraries. These aspects will be assessed and their economic viability tested as part of the forthcoming Breckland Community Infrastructure Levy Document which is currently being prepared. Additionally, a number of organisations are still preparing infrastructure projects, such as health facilities, which will be assessed in reviews of this document once the detail of those projects are established. This document is a 'live' document which will be reviewed and refreshed.</p> <p>The six individual projects that make up the Attleborough and Snetterton Spatial Package. These are as follows: A1: Snetterton Energy supply Provide additional electrical energy supply to Snetterton Health employment area.</p>	Does not set targets.	Identifies infrastructure priorities the Breckland Area.	Population and health, historic environment, townscape and landscape, climate change, access to services, soil and water resources.

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	<p>A2: Sustainable Transport improvements to Snetterton Increased bus services between Attleborough and Snetterton, increased use of Eccles Road Station to serve Snetterton Heath, and use of rail head to limit road freight.</p> <p>A3: Attleborough Waste Water Treatment Delivery of upgrades to Attleborough WW/TW to enable increased treatment capacity arising from new growth.</p> <p>A4: Education provision</p> <p>Relocate the existing Chapel Road specialist needs school to provide approximately 100 specialist needs pupil places.</p> <p>A5: Attleborough southern distributor road Development of a new road link between the A1077 Buckenham Road and the A11. Note: This project does not include any upgrading of the A11 junctions themselves.</p> <p>A6: Attleborough town centre gyratory improvements and junctions Improvements to town centre gyratory and capacity improvements to existing junction(s) on the A11 trunk road.</p>			
Breckland Strategic Flood Risk Assessment 2007 Update (Feb 2008)	<p>Provides a technical analysis of flood risk to inform policies and allocations within the LDDs. Provides an update to the 2005 SFRA to ensure compliance with PPS25.</p>	<p>Does not set targets/</p>	<p>Avoid allocating development in areas at risk of flooding identified in the SFRA</p>	<p>Minimise the risk of flooding</p>
Breckland Housing Needs Survey (2010)	<p>The 2010 Breckland Housing Needs Survey is as a refresh of the secondary data from the original 2006 survey.</p> <p>In summary, the present market (summer 2009) is a very changed market place from when the fieldwork for the original survey was completed in summer 2006. The market difficulties have brought problems for volume house builders with site viability questioned given the current market. The will have an effect this will have on delivery of affordable housing in terms of numbers. There are also forthcoming changes, such as the Community Infrastructure Levy. Shared ownership, or Homebuy continues to be popular. The main issue is the availability of finance with local brokers.</p> <p>The study revised information on;</p> <p>*National, Housing Market Area (HMA)-wide and local picture. *Prices in adjoining areas.</p>	<p>Does not set targets. Provides advice for determining planning applications.</p>		<p>To ensure all groups have access to affordable, decent and appropriate housing.</p>

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	<ul style="list-style-type: none"> *Survey of asking prices for sales and lettings. *Affordable housing. *House price information used to assess local affordability. *Homeless households. *Committed supply. *Annual supply of social rented housing. *Comparing prices in neighbouring areas. 			
A11 Energy Study (2008)	<p>Assessed the energy and power demand of the likely growth in housing and employment in each area. Breckland District is expected to add 15,200 homes to its existing stock by 2021, with a further 3,800 for the period of 2021-2031. A need for 6,000 jobs has also been identified.</p> <p>Solutions;</p> <ul style="list-style-type: none"> *require increased supply capacities for electricity supply along the A11 corridor. *There is sufficient infrastructure of high an intermediate to supply all demand along the A11 corridor. Extra connects will be required in Thetford and Attleborough, and Snetterton gas demands are uncertain. 	Does not set targets.	Stage 2 study will develop local energy solutions.	<p>Improve infrastructure for businesses.</p> <p>Improve the Efficiency of the local economy</p> <p>Reduce the contribution to climate change.</p>
Strategic Housing Land Availability Assessment (2011)	<p>The Strategic Housing Land Availability Assessment (SHLAA) report considers the market towns and Local Service Centres within Breckland and seeks to identify land with potential for residential development and assesses that potential.</p> <p>The results of the study set out the expected capacity of developable sites across the locations identified in the Spatial Strategy for Breckland.</p>	Does not set targets.	To ensure 5 year housing land supply in line with PPS5.	<p>To ensure all groups have access to affordable, decent and appropriate housing.</p> <p>Minimise the irreversible loss of undeveloped land and productive agricultural holdings.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>Retail Study (2010)</p>	<p>This study provides a review and update of the Retail and Town Centre Study in 2004 and the subsequent update of this Study in 2007. The objectives of the study are to:</p> <ul style="list-style-type: none"> *assess the future need and (residual) capacity for retail, distributed by town centre for the period up to 2026; *assess the existing supply and demand for retail uses and the role played by each of the centres; *review the existing retail hierarchy and identify any deficiencies in the network including, where appropriate, the scope for extending the primary shopping area and/or town centre; *assess the implications of the planned scale of population growth; *identify, where appropriate, the scope and implications for accommodating potential growth and meeting the identified need; and provide advice on policies to be included in Local Plan documents to address future needs. <p>The report quantifies the shopping needs up to 2026 in the district.</p>	<p>Whilst not targets as such, provides floorspace figures to guide provision in the district.</p>	<p>The study will influence evidence for policy formulation within Local Plans.</p>	<p>Improve infrastructure for businesses. Improve the Efficiency of the local economy Improve the efficiency, competitiveness and adaptability of the local economy.</p>
<p>Open Space Assessment (2010)</p>	<p>The 2010 Open Space assessment is update has built on the work carried out within the initial 200 assessment. The requirement to undertake this audit is set out in the Government's Planning Policy Guidance note 17 (PPG17) and Policy DC11 of the adopted Core Strategy. The findings were:</p> <ul style="list-style-type: none"> *534 sites have been identified within Breckland District and were consistent with PPG17 typology criteria, this is an increase in the number of sites from 513 in the 2007 survey. *1 NPFA standards are for 2.4ha of outdoor playing space per 1000 population. Of this there should be 1.6ha of outdoor sports facilities and 0.8ha of children's play area. *91 children's play areas were assessed by RoSPA , through the 2007 assessment. *91 outdoor sports facilities were assessed using a scoring and assessment criteria. *70% of the parishes in the District do not meet the National Playing Field Association (NPFA) standard of 2.4ha per 1000 population. *The five market towns of Attleborough, Thetford, Dereham, Swaffham and Watton have the largest deficiencies in total playing space compared to the NPFA standard. *The 5 market towns of Watton, Swaffham, Attleborough, Thetford and Dereham have the highest proportion of children in addition to the highest deficiency of provision in children's play compared with the NPFA standard. 	<p>Does not set targets. Core Strategy Policy DC11 sets requirements.</p>	<p>The study will influence evidence for policy formulation within the Local Plan.</p>	<p>Improve the quality and quantity of public accessible open space.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<p>*Every parish across the District is deficient in Children's play space. *The average sports quality score for most parishes is either average or above average. *80% of dwellings in the district are within 1.2km of an outdoor sports facility.</p>			
Water Cycle Study Stage 2 (2010)	<p>The Phase 2 Water Cycle Study continued on from the Phase 1 studies and was undertaken for growth across the district, including Theford. It has taken the findings of the Outline studies, and determined the detailed solutions required to deliver growth for the specific identified preferred development allocations, including detailed information on the cost of this infrastructure and the policy required to deliver it.</p>	<p>Does not set targets.</p>	<p>The study will influence evidence for policy formulation within the Local Plan.</p>	<p>Limit water consumption to the capacity of natural processes and storage systems.</p>
Learning from the Past (Stott et al 2009)	<p>The concept of community is a slippery term and one that may be interpreted in a myriad of ways. Neighbourhood design and layout can facilitate community cohesion, interaction and integration but it does not determine it. Housing type and tenure are likely to play an important role in creating cohesive and sustainable communities. Neighbourhood identity and reputation are established early on in a development and are resilient to change. Involvement, not mere consultation, of existing (nearby) and prospective communities is recommended to engender a sense of belonging and attachment and minimise potential tensions. Community development workers play a critical role in developing new communities. Community buildings provide space and opportunity. Community building designs need to balance perceived community needs, financial and environmental sustainability.</p>	<p>Does not set targets</p>	<p>Has influenced the proposed policies in the Community section.</p>	<p>Population Inclusive Communities</p>
Breckland Council Affordable Housing Policy (2009)	<p>Refers to DC4 and DC5 of the Core Strategy. Provides detail on reasoning for the Council's approach as well as information on negotiating numbers, involvement of registered providers, preferred tenure mix, design and quality, who will live in the properties and planning obligations.</p>	<p>The target for affordable housing is 40% for developments of 5 dwellings or more or on an area of</p>	<p>This may change depending on the outcome of local level work in respect to future housing needs.</p>	<p>To ensure all groups have access to affordable, decent and appropriate housing.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
		0.17Ha or larger.		
<p>Rural East Anglia Partnership</p> <p>Strategic Housing Market Assessment Technical Appendix January 2010 update to secondary data (2010)</p>	<p>In terms of deprivation, none of the three REAP authorities ranked even in the top third most deprived authorities. The population profile of REAP is skewed towards those over 45, with the Rural East Anglia area containing a significantly higher proportion of people over retirement age than England and the East of England region as a whole. Breckland lower quartile earnings have barely increased between 2006 and 2009, whilst North Norfolk saw a 33% rise for the same figure. REAP demonstrates a high proportion of dwellings in the lowest council tax bands, with 27% of dwellings in Band A compared with 25% in England and 14% in the East of England. Conversely, there is a much lower percentage of highly banded properties. Average house prices in Rural East Anglia are around 17% lower than the average for England & Wales and 5% below the East of England average. The key employment sectors in Rural East Anglia are distribution, hotels & restaurants, public administration, education & health, and manufacturing. This is very different to the East of England as a whole, with many more employees in manufacturing and construction, and many fewer people in transport and communications, and finance, IT and other business activities. On the unemployment side, rates remain comparable to the region and nation, with the REAP claimant count having largely followed the national and regional trends, with sharp falls from 1997 to 2001, stability from 2001-2006 and sharp rises thereafter.</p> <p>Within the sub-region, North Norfolk residents are much more likely, and Breckland residents much less likely, to be well-qualified.</p>	<p>Does not set targets.</p>	<p>The update provides an in sight into various key statistics for the area. It is an update of the 2007 assessment reviewed earlier in this chapter.</p>	<p>To ensure all groups have access to affordable, decent and appropriate housing.</p>
<p>Site Specifics Policies and Proposals DPD. (2012)</p>	<p>Takes account of national, regional and strategic planning policies;</p> <p>*Identifies sites for, and requirements of, major development to deliver the adopted Spatial Strategy and Core Strategy policy;</p> <p>*Provides the framework of policies for assessing planning applications on allocated sites;</p>	<p>Does set targets in terms of numbers and density for housing.</p>	<p>The Local Plan must take in to account policies and allocations within this document.</p>	<p>All issues are relevant.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<p>*Enables infrastructure and service providers to bring forward their services when needed by new development;</p> <p>*Enables the public to be fully involved in developing local policies and proposals; and is accompanied by an updated Proposals Map including revised settlement boundaries in accordance with the adopted Core Strategy.</p> <p>*The Site Specifics Policies and Proposals DPD covers the whole of the District with the exception of *Thetford and Attleborough and Snetterton Heath where two separate Area Action Plans are being prepared.</p>			
<p>Theftord Area Action Plan DPD (2012)</p>	<p>The Theftord Area Action Plan (TAAP):</p> <ul style="list-style-type: none"> *Takes account of national, regional and strategic planning policies; *Identifies sites for, and requirements of, major developments to deliver the adopted Spatial Strategy and Core Strategy policy; *Provides the framework of policies for assessing planning applications on allocated sites; *Enables infrastructure and service providers to bring forward their services when needed by new development; *Enables the public to be fully involved in developing local policies and proposals; and *Is accompanied by an updated Policies Map including a revised Settlement Boundary for Theftord in accordance with the adopted Core Strategy. *The TAAP covers the whole of the Parish of Theftord and parts of the parishes of Croxton and Brettenham and Kilverstone. 	<p>Does set some targets in respect to jobs, housing, allotment provision, sports, energy standards etc..</p>	<p>The Local Plan must take in to account policies and allocations within this document.</p>	<p>All issues are relevant.</p>
<p>Strategics Housing Market Assessment (2013)</p>				

Literature Review - Attleborough

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>Attleborough Land Use and Transport Strategy (Mott MacDonald 2008)</p>	<p>Document tests the impact upon transport of three growth options. Option 3 being the Preferred Option in the Breckland Core Strategy Preferred Options.</p> <p>The document also provides some action plan policies.</p> <ul style="list-style-type: none"> Investigate and develop cycle routes to encourage uptake of cycling in the town. Improve walking environment, by widening certain footways and improve walking/cycling and access to train station. Improve bus services to and from Attleborough. Improve access to public transport for those with Disabilities. Investigate direct rail services between Attleborough and London. Improve network capacity at junctions where arterial routes meet one-way system Controlled provision and availability of car parking to manage urban congestion. Need for further investigation into capacity concerns on one-way system, which could include making one-way streets available for two-way traffic. Introduce measures to promote modal shift. Enhance the built environment to make cycle and walking journeys more attractive. Ensure new development is located to reduce the need to travel. Produce TIA to accompany locations of new developments. Construction of new southern link road to accommodate planned housing growth. 	<p>Does not set targets</p>	<p>Ensure new development is located to reduce the need to travel.</p> <p>Encourage modal shift.</p> <p>Manage car parking availability.</p> <p>Take account of issues raised in study.</p>	<p>Improve the quality and accessibility of services.</p> <p>Help people gain access to work.</p> <p>Reducing contributions to climate change.</p>
<p>Attleborough Propose Link Road Solutions (2008)</p>	<p>Document tests the proposed routes for a link road in Attleborough for the strategic growth of Attleborough. The document assesses 18 link road options, four east and six west and eight combined. The issues under consideration are:</p> <ul style="list-style-type: none"> Junctions with existing B1077. Local topography. Railway Line Environmental Constraints (landscape and biodiversity) Proposed development sites. Residential amenity. Public utilities. <p>The study concluded that all proposed routes are in principle viable options.</p>	<p>Does not set targets</p>	<p>Ensure any future link road is the most appropriate for Attleborough taking in to consideration full assessment of social, environmental and economic conditions.</p>	<p>Improve infrastructure for businesses.</p> <p>Improve provision and quality of premises.</p> <p>Improve the physical environment of towns.</p> <p>Avoid development on highly sensitive landscape characters.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
				<p>Conserve, enhance and identified landscape characters.</p> <p>Minimise the irreversible loss of undeveloped land</p> <p>Protect and conserve Biodiversity.</p> <p>Improve the health and well-being of the Population.</p> <p>Improve the quality and accessibility of services.</p> <p>Help people gain access to work.</p> <p>Improve the Efficiency of the local economy</p>
<p>Water Cycle Study Stage 2 - Attleborough Findings (2010)</p>	<p>The stage 2 WCS is required to demonstrate that there is a solution to the treatment of waste water from growth in Attleborough which will ensure that additional discharge will not impact on down stream quality and will allow future compliance with WFD standards.</p> <p>The assessment takes in to account the proposed growth within Attleborough up to 2026 and the impacts and mitigation required to ensure that future water quality and waste water treatment WFD standards for 'good ecological status' without causing deterioration to the environment.</p> <p>Options available consist of:</p> <ul style="list-style-type: none"> ● Upgrades to WwTW or which has been identified as feasible. ● Building a new works downstream of the existing WwTW. ● Transfer of untreated wastewater to Watton of Thetford. Transfer contains constraints. ● Transfer of treated waste water. 	<p>Does not set targets.</p>	<p>Recommended that the phasing of growth in Attleborough beyond 2015 (current planned for upgrades) and hence up to 1,500 new homes is not commended until the start of the Asset Management Plan (2020) which is the earliest at which a process solution could be operational to accept the additional growth.</p>	<p>Limit water consumption to the capacity of natural storage systems.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>A11 Energy Study - Stage 2 (Attleborough and Snetterton) (2010).</p>	<p>The study considers Attleborough, Thetford (a national Growth Point) and Snetterton Heath in terms of sufficient energy supply relative to the planned growth. The study looks at local energy network capacity demand and solutions, Options for local renewable energy supply, Potential for one or more EESCO/ESCO; and development plan policies.</p> <p>Whilst gas supply is not expected to be a significant issue, electricity supply is likely to require significant upgrades in infrastructure if the proposed growth plans are to be fully implemented.</p> <p>Stage 2 of the A11 Energy Study follows on the findings and conclusions reached after completion of Stage 1 of the "A11 Energy Study". Stage 1 of the work was completed in April 2008 and aimed to understand if the growth as planned at the three locations could take place or whether the energy supply constraints are too great that the growth at one or more of the locations will not be viable. Stage 1 detailed the likely rise in energy demand that would occur due to new developments and job creation in the local area, under a number of different scenarios, and outlined a number of strategic solutions as to how the demand could be accommodated. In particular Stage 1 concentrated on the peak power and gas demands and the ability of the infrastructure to meet these peaks. This is different from meeting the annual energy demand.</p> <p>Elements of Stage 1 were revisited in Stage 2 since some of the scenarios and options had been updated following the Inspector's Report on the Core Strategy.</p>	<p>Does not set targets.</p>	<p>Assess energy option for Attleborough and Snetterton Heath which should be addressed with the AAP.</p>	<p>Reducing contributions to climate change.</p>
<p>Breckland Core Infrastructure Study (Attleborough Findings) (2008)</p>	<p>This study is concerned with identifying the infrastructure requirements based on 4,000 and employment growth across the following areas in Attleborough:</p> <ul style="list-style-type: none"> • Transport • Utilities • Community and Social Infrastructure (e.g. education, health care facilities, fire and police stations, affordable housing, community / village halls, and green infrastructure). • Green infrastructure (e.g. open space requirements) <p>The required infrastructure has significant costs attached that cannot be met entirely by existing government funding sources and developer contributions alone. The report identifies more innovative approaches to meeting the infrastructure funding gap and these require further exploration.</p> <p>Recommendations</p>	<p>Does not set targets.</p>	<p>Recommends further work required for the AHSAAP in terms of infrastructure requirements.</p>	<p>Improve infrastructure for businesses.</p> <p>Improve provision and quality of premises.</p> <p>Improve the physical environment of towns.</p> <p>Improve the health and well-being of the Population.</p> <p>Improve the quality and accessibility of services.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA	
<p>Attleborough Strategic Masterplan (2011)</p>	<p>Elements of the Baseline Review and Analysis and the Masterplan Options. Report are summarised in this document, to provide continuity and consistency, and to ensure that the Strategic Masterplan remains embedded in the wider context of development in Attleborough. The Strategic Masterplan has been derived from a series of design iterations, of reviewing constraints and opportunities, assessing potential development options and winnowing out the less robust and deliverable proposals. A preferred development scenario has been recommended that is considered to be viable, sensitive to the landscape setting, complementary to the physical form and structure of the town and, crucially, with the potential to maximise the longer-term benefits for the residents of Attleborough (both existing and new). The purpose of the Strategic Masterplan is to identify and explain the form and disposition of any future urban extension to Attleborough. It produced and assessed three options:</p> <ul style="list-style-type: none"> Option 1 - Development Concentrated to the West of the B1077 Option 2 - Development Spread Equally on Both Sides of the B1077 Option 3 - Development Located in a Series of Dispersed Neighbourhoods. <p>Option 2, the Preferred Option, was, therefore, refined by the URS/Scott Wilson team, with a view to testing the assumptions made regarding the location, nature and scale of development (i.e., roughly 50% of development to either side of the B1077), the disposition of the development parcels and the neighbourhoods created as a consequence, and the relationship between the built development and its landscape setting. While the Strategic Masterplan is primarily based on Option 2, some elements of Options 1 and 3, which were deemed by the Client Group and the Attleborough Task Force to be worthy of inclusion were added to Option 2 during the revision process.</p>	<ul style="list-style-type: none"> • A much more detailed assessment of the impacts of growth on the existing and proposed transport network is required. • It is essential that negotiations with utilities providers are started as soon as the preferred option is approved so that the necessary upgrade works are programmed into the various utilities provider's asset management plans • Discussion in to innovative funding solutions given the funding gap. • A more detailed masterplanning exercise is undertaken to ensure that the delivery of housing is brought forward in a way that enhances the town and provides balanced and sustainable development. 	<p>Does not set targets.</p>	<p>This piece of evidence base will inform the ASHAAP land allocations and policies.</p>	<p>Enable decent and affordable housing.</p>
<p>Help people gain access to work. Improve the Efficiency of the local economy</p>	<p>Help people gain access to work. Improve the Efficiency of the local economy</p>				

Document Title (Policy / Para. No.)	Key objectives relevant to the Local Plan and SA	Key Targets and Indicators	Implications for Local PLan	Implications for SA
	<p>As a consequence, the green links that are an important element of Option 3 are retained in the Strategic Masterplan, albeit in a less extravagant way. In addition, more development was located to the north of the railway line, in larger infill sites located within and adjacent to the existing urban area of Attleborough.</p>			

Table 2.7

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
<p>New Anglia Local Enterprise Partnership For Norfolk and Suffolk. Business Plan (2012)</p>	<p>Tourism We will deliver a coherent, scalable marketing and advertising strategy for all the iconic brands that exist in New Anglia such as North Norfolk, Suffolk Heritage Coast. Through consultation we will rationalise the provider base, introduce an online one stop shop and information platform and implement best practice models – 1,200 jobs 2011/12</p> <p>Energy Support to EEEGR to create 200 jobs in the next year as pump priming for part of the inward investment in energy forecast at £50+bn and the potential of 10-15,000 new skilled jobs in New Anglia. Cost estimate of £1m by doubling the number of business opportunity events, extending the existing funded initiative aimed at major energy players to invest in the region, 3 outward investment missions per annum, advisory support to SMEs and 1-2-1 case work, two flagship conferences per year, improved IT facilities and skill development support.</p> <p>Energy Support funding for land availability for contractors, manufacturers, operators. Skills development on the back of specific industry requirements Continued marketing for inward investment Integration and innovation from local New Anglia companies and supply chains Raise the profile of energy in New Anglia to national and global level achieving a virtuous circle of continued inward investment and job creation</p> <p>Broadband - Norfolk Pursuing the development of a wider and higher speed service utilising bids to BDUK pilot funding and EEDA's Songbird funding for 85% coverage and remaining 15% through the public sector network. Lobbying commercial providers to speed up commercial roll out in Norfolk.</p>	<p>No targets identified.</p>	<p>Implications for economic development policies.</p>	<p>Encourage sustained economic and tourism growth.</p>

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<p>Infrastructure Improvements in road, rail and utilities will require continual lobbying and support just to maintain the status quo in the current climate</p> <p>Realistic priorities will be:</p> <ul style="list-style-type: none"> • Completion of A11 dualling at earliest possible date • A14 improvements • Felixstowe to Rugby rail improvement for freight • Norwich to London in 90 minutes • Kings Lynn to London capacities and rolling stock • East – West rail service • Upgrading water supply and capture • Utility supply for housing growth areas and potential development areas such as Snetterton Heath • Land availability at Ports <p>Business Support Business Link migrates to a centrally run internet and telephone advisory service from October, we do not think this is conducive to increasing the number of business start ups, we believe will need a complementary number of services to create sustainable growth and jobs</p> <p>Support would cover: Start up workshops, access to finance, coaching for growth, business mentoring, specialist advice for exporters and manufacturers, provision of business incubation space, chargeable workshops, networking and consultation connection. Cost is forecast at £2.9mpa partially offset by charges, RDPE fund application and RDF bid to produce 700 additional start ups per annum, 1000 additional jobs created and sustained and £1m saved by businesses in energy reduction advice.</p>			
A47 - Gateway to Growth (New Anglia)	Targeted improvements along the 105 miles of the A47 to encourage a strategic link between central/northern Europe and the Midlands and the North in order to boost economic development of a	No targets identified.	Implications for economic development policies.	Encourage sustained economic and growth.

Document Title (Policy / Para. No.)	Key objectives relevant to Local Plan and SA	Key Targets and Indicators	Implications for Local Plan	Implications for SA
	<p>large part of the East of England and making a significant contribution to the national economic recovery. With a combination of selected dualling, junction improvements and the creation of a new river crossing in Great Yarmouth, there will, within 20 years, be 9,615 more jobs in Norfolk and an increase of £390 million per annum in economic output (GVA).</p>			<p>Encourage and accommodate new and existing business.</p>
<p>Once in a generation – A rail prospectus for East Anglia</p>	<p>A number of requirements needed are detailed in the short term and medium term to improve the main arterial routes, inter-county routes, feeder routes, branch lines, the freight corridor and service provision, including stations.</p> <p>Whilst the strategy does not appear to impact directly on rail services within Breckland there could be some secondary impacts due other recommendations.</p>	<p>No targets identified within the Breckland District.</p>	<p>Implications for transport policies.</p>	<p>Encourage sustained economic and growth.</p> <p>Encourage efficient patterns of movement to support sustainable patterns of growth.</p>

Appendix 3 Stage A2: District Wide Baseline Data

Table 3.1

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
1. Minimise the irreversible loss of undeveloped land and productive agricultural holdings	% of dwellings completed on previously developed (brownfield) land.	2011/2	62			Increase amount of completions on brownfield land.	Much of the future growth of Breckland is to be on greenfield land. Future reduction of PDL as a result of limited remaining brownfield land within the District and change from definition of brownfield to greenfield when considering back gardens (2010)	Breckland Annual Monitoring Report. East of England Plan Annual Monitoring Report (2006/7)
		2007/1	70					
		2009/0	82					
		2008/9	79					
		2007/8	85	No data	No data			
		2006/7	67.6	72	No data			
		2005/6	69.6	71	No data			
		2. Limit water consumption to the capacity of natural processes and storage systems and maintain and enhance water quality	Company estimates of average household consumption (l/head/d).	2009/0	145			
2008/9	147			(Anglia Water)	146 (Industry Average)			
2007/8	150			(Anglia Water)	147 (Industry Average)			
2006/7	146			(Anglia Water)	148 (Industry Average)			

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
						many of our northern European neighbours and is unsustainable in the long term, particularly in areas of low annual rainfall.		
	Estimated abstractions from all surface and ground waters (Ml/day) (total).	2011					The consumption of water abstracted from non-tidal surface and groundwater in England and Wales has shown a steady decline from an estimated 15,063 million cubic metres in 2000 to an estimated 11,399 million cubic metres in 2011. Water is a vital resource that needs to be managed carefully to ensure that people have access to affordable and safe drinking water and sanitation, and that industry needs are met, without depleting water	www.defra.gov.uk https://www.gov.uk/government/publications/water-abstraction-estimates
		2010						
		2009	5,905 (Anglian Region)		54,520 (England and Wales)			
		2008	7,108 (Anglian Region)		54,925 (England and Wales)			
		2007	7,722 (Anglian Region)		57,820 (England and Wales)			
		2006	7,751 (Anglia Region)		59,752 (England and Wales)			
		2005	8,256 (Anglia Region)		57,756 (England and Wales)			
		2004	8,270 (Anglia Region)		58,884 (England and Wales)			

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
	% rivers graded as good and very good biological quality - % length (GQA).	2008	92.81	80.23	75.1	Increase in water quality	Biological water quality is generally increasing. National figure is for England and Wales. (2013) Biological-Environment Agencies aim is to get as many rivers as possible classed as excellent or good (biological). In 2008, 72 per cent of English rivers were at this level - the best on record, this is up from 55 per cent in 1990. 88 per cent of Welsh rivers were of good or excellent quality - again, the best on record, compared with 79 per cent in 1990.	Environment Agency. Note that the EA are in a transition phase as they switch to using the new Water Framework Directive methodologies of assessing river quality. The changes mean the GQA for 2007 is no longer comparable to the historical GQA data set. The changes to the assessments mean that WFD results appear significantly different to GQA data. To make this easier, we are running the WFD and GQA classifications at the same time for 3 years. In 2011 we will follow the WFD classification only. The important point is that we are using a more sophisticated way of measuring the water environment that looks at the impact of all pressures and allows us to deal with the biggest issues.
		2007	100	76.42	75.3			
		2006	90.64	73.97	74.1			
	% rivers graded as fair biological quality - percentage length (GQA)	2008	0	6.49	5.3			
		2007	0	6.66	5.5			
		2006	0	3.65	5.7			
	% rivers graded as good and very good chemical quality - percentage length (GQA)	2008	70.64	51.35	81.8			
		2007	67.14	51.87	94.5			
		2006	64.39	55.57	93.7			
	% of rivers in fair chemical quality - percentage length (GQA)	2208	4.56	11.81	5.1			
		2007	0.94	11.02	5.9			

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
		2006	8.49	11.53	6.9		(2013) Chemical - In 2008 79 per cent of English rivers were at excellent or good quality (chemical), up from 55 per cent in 1990. 95 per cent of Welsh rivers were of good or better quality, up from 86 per cent in 1990.	
	Overall ecological status of rivers %	2012			24	Increase in water quality	24% of river water bodies are at good ecological status/potential or better, and good overall status, compared to 23% in 2009 respectively. 37% of rivers achieved good or better biological status, compared with 38% in 2009	See comments above Environment Agency.
		2011			24			
		2010			23			
		2009			23			
							37% of river water bodies in England & Wales are at good status for biological elements, down from 38% in 2009. In Wales there has been an increase from 47% to 60% between 2009 and 2012. For England	

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
3. Reduce contribution to climate change	National Indicator NI 186: per capita reduction in CO2 emissions in the LA area. (tonnes).	2008	8.4	6.9	6.8 (England)	Domestic UK target of reducing CO2 emissions to 20% below the 1990 level by 2010. The longer term goal is to cut emission by 60% from the current levels by 2050 with real progress by 2020. Discussions ongoing at Government level regarding further reductions.	By 2007 the percentage of total carbon dioxide (CO2) emissions accounted for by business, residential users, and the transport sector were 35, 26 and 28 per cent respectively. Between 1990 and 2007, total CO2 emissions fell by 8 per cent. Much of this decline has come from a reduction in emissions attributable to business which declined by 16 per cent. Emissions attributable to residential users have declined by 9 per cent since 1990, but those attributable to transport have risen by 9 per cent.	DECC website: http://www.decc.gov.uk/content/items/what_we_do/loc_uk/bcc_reg_dev/ni185_186/ni185_186.aspx DEFRA
		2007	8.7	7.8	8.2 (England)			
		2005	9	8.1	8.5 (England)			

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
							Over the same period road traffic volume (measured as total car-kilometres travelled) increased by 20 per cent. Road traffic volume increased in line with household spending (household final consumption expenditure) until the mid-1990s but this relationship has since weakened	
							Breckland's per capita emission figures are higher than regional and national figures.	
	Generation of electricity from renewable sources, (GWh)	2011	Unknown	3,139.9	34,409 (UK)	Government target of 10% of UK electricity from renewables by 2010.	In, 2007, renewable sources represented 5.0 % of all electricity generated, increasing from 1.8% in 1990.	Energy Trends publication found at www.decc.gov.uk
		2010	Unknown	2,512.5	25,733 (UK)			
		2009	Unknown	2,1374.4	25,221 (UK)			
		2008	Unknown	2,164.1	21,597 (UK)			
		2007	Unknown	1,902.5	19,646(UK)	Regional target of 10% by 2010 and 17% by 2020.		
		2006	Unknown	1,682.7	18,116(UK)			
	Installed capacity of sites generating electricity from renewable	2011			12,310(UK)		Increase in generation of electricity from renewable sources and installed capacity of sites generating electricity from renewable sources.	
		2010		694.8	9,238 (UK)			
	Sources (MW)	2009		679.6	8,069 (UK)			
		2008	57.8	487.8	6,884 (UK)			
		2007	57.8	477.7	5,745 (UK)			
		2006	57.8	401.3	5,013 (UK)			

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
	Annual average concentration of nitrogen dioxide (µg/m ³)	2013	Swaffham nearly exceeded the limit of 40 µg/m ³					Breckland District Council Monitoring (2013)
	% households with at least one car or van	2011 2001	44.8 46	42.9 44	42.2 45 (England and Wales)	No specific targets exist	The number of cars and vans available to households in England and Wales increased from 23.9 million in 2001 to 27.3 million in 2011. The increase of 3.4 million cars and vans is similar to the overall increase in the usually resident population (3.7 million) over the same period. In 2001 there were on average 11 cars per 10 households whereas in 2011 there were 12 cars per 10 households. The percentage of households with access to two, three, or four or more cars or vans increased whilst the number with none or one decreased. This is expected given the overall increase in cars and vans per household.	2001 & 2011 Census

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
	% of persons driving to work by car or van incl taxi	2011	44.8 (taxi 0.2%)	41.4	36.9	No specific targets exist although there is a target for a general decrease in single occupancy car usage.	There appears to be less people travelling to work by car or van when compared to 2001.	2001 & 2011 census
	% of persons driving to work by car or van incl taxi (including taxi)	2001	70.1	65.1	61.4			
	Average distance travelled to fixed place of work (km)	2001	17.87	15.88	13.31 (England and Wales)	No specific targets exist, although the aim would be to reduce the distance travelled to fixed place of work.	Breckland has a higher commuting distance than the region and country as a whole.	2001 Census
	Amount of CO2 from Road Traffic - Kt	2007	424	No data at this level		See NI186 for targets	In 2007, out of all the Districts in Norfolk, Breckland had the highest figures, closely followed by South Norfolk.	DECC.
		2006	420					
		2005	431					
	% CO2 from Road Traffic	2007	43%				In Norfolk, in 2007, Breckland had the second highest % South Norfolk had the highest.	

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
	Per Capita CO2 emissions from Road Traffic Kt	2007	3.26	58% higher than EoEE Per Capita	90% higher than UK Per Capita		Breckland is second to South Norfolk. When compared to the rest of the region and UK, Breckland's per capita emissions from transport are much higher.	
4. Minimise waste production and support the recycling of waste	% of household waste collected which is recycled and composted.	2011/2	37.4%	No data	43(England)	BDC target of 33%by 2015	Recycling rates compare very well with regional and national figures. Breckland has improved greatly in the last 2 years with the aid of initiatives of promotion of recycling.	Breckland Council Environmental Services Team.
		2009/9	41.79% (12.89% target)	No data	37 (England)			
		2007/8	42.44% (11.6% target)	No data	34.5 (England)			
		2006/7	39.3% (11.1% of this is target)	38%	31 (England)		Currently a reduction in domestic waste going to landfill.	
5. To adapt to climate change and avoid, reduce, and manage flood risk	Planning applications approved against Environment Agency advice (or objection) on flood risk grounds.	2010/1	0	No data	No data	Environment Agency's aim would be for such decisions to be as few as possible.	Breckland has three applications Environment Agency website. High Level Target 5: Development and flood risk in England approved contrary to EA advice.	Natural England.
		2009/0	0	No data	No data			
		2008/9	3	No data	No data			
		2007/8	0	No data	115 (Major and Minor development)			
		2006/7	0	No data	106 (major and minor development)			
6. Protect, conserve and enhance and	Total number of SSSI's	2011	48	565	4115	By 2020, 90 % of priority	The data shows not change at local level in	
		2010	48	565	4115			

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
expand biodiversity and promote and conserve geodiversity		2009	48	565	4115	habitats will be in favouring or recovering condition and at least 50% of SSSI's will be in favourable condition while maintaining at least 95% of SSSI's in favourable or recovering condition.	respect to total number of SSSI's.	
		2008	48	565	4114			
		2007	48	565	4113			
	% of SSSI areas in favourable condition	2011	36.1%	51.5%	36.6%			
		2010	82.2%	64%	43.2%			
		2009	81%	64.5%	43.8%			
		2008	81%	64.9%	44.5%			
		2007	81%	65.5%	44.8%			
		2011	61.8%	42.5%	59.9%			
		2010	13.1%	22.7%	49.8%			
	% of area unfavourable or recovering condition	2009	13.3%	13.9%	44.4%			
		2008	13.2%	13.1%	38.1%			
		2007	13.0%	11.4%	30.2%			
		2011	1.7%	3.5%	2.3%			
		2010	4.4%	6.5%	4.6%			
		2009	5.4%	8.0%	7.8%			
		2008	5.4%	6.8%	11.7%			
	% of area in unfavourable or declining condition	2007	5.6%	7.3%	16.3%			
		2011	0.4%	2.5%	1.2%			
		2010	0.3%	6.8%	2.3%			
2009		0.3%	13.6%	4.0%				
2008		0.3%	15.2%	5.5%				
2007		0.4%	15.7%	8.6%				
2011		0	0	0.1%				
% of area destroyed or part destroyed condition	2010	0	0	0				
	2009	0	0	0				
	2008	0	0	0.1%				

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
	Number SPA	2007	0	0	0.1%			
		2011	1	24	81			
		2010	1	24	81			
		2009	1	24	81			
		2008	1	24	81			
		2007	1	24	80			
		2011	4	30	236			
		2010	4	30	236			
		2009	4	30	236			
		2008	4	30	236			
		2007	4	30	236			
		2009	1	26	70			
		2009	1	26	70			
		2009	1	26	70			
		2008	1	26	70			
2007	1	26	69					
Change in number and area of designated geological SSSIs and RIGS		2011	0	0	0		There are two RIGs in Breckland:	
		2010	0	0	0		Newton by Castle Acre chalk pit - GR TF 837149.	
		2009	0	0	1		and at Gt Hockham erratic boulder - GR TL 953924.	
		2008	0	0	3			
		2007	1	1	-6			
Number of churring male nightjars		2004	351	774 (95% confidence level)	4606 (UK) (95% confidence level)	National Achieve an increase in the	Breckland figures are for the number of recorded churring males in the Breckland SPA - note that	www.norfolkbiodiversity.org www.ukbap.org.uk RSPB

Objective	Indicator	Date	Breckland	East of England (not all of East of England)	National	Target	Local Trend/Assessment	Data source
						<p>number of churning males to 4800 by 2016.</p> <p>Maintain the current range of nightjar (there were 269 occupied 10 km squares in 2004).</p> <p>Increase the range to 305 occupied ten km squares by 2016 (a 13% range increase in 12 years).</p> <p>In the long term (next 20 years), restore nightjar to parts of its former range in, for example, south-west England, west Midlands, north-west England, south-west Scotland and Northern Ireland.</p>	<p>some areas were subject to greater survey efforts than others.</p>	

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
						<p>Norfolk</p> <p>Maintain as a minimum 313 breeding pairs of nightjar in Norfolk in the existing 2004 range of 14 ten km squares.</p> <p>By increasing the area of suitable habitat, increase the possible breeding and feeding areas for the nightjar, and so provide scope for further population expansion in the county.</p>		
	Number of Stone Curlews Breeding Pairs.	2009	230 (including an estimate for Thetford)	251	354 (England)	<p>National</p> <p>Increase the breeding population in the present UK range to 200 pairs by</p>	<p>The stone curlew is a rare and declining species, numbers of which have fallen by 85% in the past 50 years, and more than 50% since 1960. It is now largely</p>	<p>www.norfolkbiodiversity.org</p> <p>www.ukbap.org.uk</p> <p>RSPB</p>
		2008	216	238	351 (England)			

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
		2007	206	223	347 (England)	<p>2000 and 300 pairs by 2010.</p> <p>Encourage reversion of the past breeding range.</p> <p>Increase the population breeding on semi-natural grassland to 120 pairs by 2000.</p> <p>Norfolk</p> <p>Maintain the breeding population in Breckland (Norfolk as well as Suffolk) at no fewer than 172 pairs.</p> <p>Increase the breeding population in Norfolk and Suffolk to at least 225 pairs by 2010.</p> <p>Maintain a minimum of 7</p>	<p>restricted to two areas of the country, Breckland and Wessex.</p> <p>Breckland figures are for the Breckland SPA and areas of suitable habitat outside of its immediate boundary.</p> <p>Theford area and Breckland figures are a minimum as area north of A1066 not monitored in recent years.</p>	

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
						breeding pairs in North Norfolk with a target of 15 breeding pairs by 2010. Consolidate and increase the protection, range and numbers of birds in the north-west Norfolk population. Encourage the recolonisation of the past breeding range in Norfolk and Suffolk. Increase the proportion of population nesting on semi-natural grasslands and grass heaths to 20% where they would be less reliant on		

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
						intervention and less susceptible to any future changes in farming practice. Maintain a minimum productivity of 0.70 fledged chick per pair by intervention on arable and reserve management where appropriate.		
	Number of Woodlark	2006	470 (95% confidence level) (The Brecks)	No data available.	3064 (95% confidence level) (England)	National Achieve an increase in the number of breeding pairs in the UK, from 1,500 breeding pairs to 2,150 by 2018 (a 43% increase in 12 years). Increase the range of the woodlark from 90	There are an estimated 3,063 territories in England in 2006. Breckland figures are for the Breckland SPA and areas of suitable habitat outside of its immediate boundary.	

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
						<p>to 125 ten km squares, including the reclassification of Wales and south-west England, by 2018.</p> <p>Norfolk</p> <p>Maintain as a minimum 200 breeding pairs of woodlark in Norfolk in the existing range of 16 ten km squares. (Target to be reviewed following the results of the 2006 national survey.)</p> <p>By increasing the area of suitable habitat, increase the possible breeding and feeding areas for the woodlark, and so provide</p>		

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
						scope for further population expansion in the county.		
6. Maintain and enhance the diversity and distinctiveness of landscape and townscape character	Development meeting Building for Life Standards.				No data recorded to date.	No target	N/a	N/a
7. Conserve and where appropriate, enhance the historic environment.	Number of listed buildings (all grades)				No comparison at this level	No set target	Increase in the number of listed buildings since 2009. Decrease in number of buildings at risk.	Historic Buildings Team English Heritage
		2012	1535					
		2011						
		2010						
		2009	1530					
		2008						
		2007						
		2013	20					
		2009	28					
		2008	28					
2007	29							
						No target set		
	Number of Listed Buildings at Risk (all grades)	2009	To be monitored in the future. Baseline is currently zero.			No set target	N/a	Historic Buildings Team/Development and Control

Social Baseline

Table 3.2

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source	
9. Improve the health and well being of the population	Total population	2011	131,000	5,862,400	56,075,900	No target.	UK as a whole has as ageing population. It has been suggested that this is due to the post-World War II baby boom and, to a lesser degree due to high birth rates in the late 1960s, when national birth rates were falling. Breckland is also a popular destination for retirement and second home owners.	Census 2001 & 2011	
		2001	121,418	5,388,140	52,041,916 (England and Wales)				
		2009	79.1 (m) 82.6 (f)	No data	77.1 (m) 81.8 (f)	No set target.	General increase in life expectancy.	www.dph.org.uk	
		Life Expectancy	2008	78.6 (m) 82.3 (f)	78.3 (m) 82.3 (f)	77.3 (m) 81.6 (f)	(National figures for England)		
			2007	78.3 (m) 81.9 (f)	78.0 (m) 81.8 (f)	76.9 (m) 81.1 (f)	2009 is the latest figures.		
		Obese Adults (%)	2009	29.1	No data	23.6	General target is to reduce incidences.	General increase in obesity in adults.	
			2008	29.1		23.6			
			2007	24.8		21.8			
		Obesity among primary school aged children in reception year (%)	2009	8.6	No data	9.6	(National Figures for England)	General increase in obesity in year 6 children.	
			2008	7.8		9.9	2009 is the latest figures.		
	Mortality from Heart Disease and Stroke. Directly age standardised rate per 100,000 population under 75 years of age.	2009	63.7	No data	79.1		General decrease in % of incidence.		
		2008	70.8		84.2				
		2007	81.1		90.5				

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
10. Reduce and prevent crime Rates use mid year population estimates given above.	All recorded crimes. Number/Rate per 1,000 population	2010/11	5490	259,655	4,150,097	No set target but general aim to have a reduction in crime.	All crime rates are reducing. Breckland's rates are below regional and national averages. There are pockets of higher crime rates within Breckland.	Norfolk Constabulary
		2009/10	5505	368,001	4,338,604			
		2008/9	5616	395,036/68.96	4,703,814			
		2007/8	6317	420,054	4,950,671			
		2006/7	7573	458,728	5,478,273			
		2010/11	1.39	3.73	4.67			
		2009/10	1.62	3.82	4.90			
		2008/9	1.28	8.62	10.68			
		2007/8	0.94	8.78	10.79			
		2006/7	1.16	9.04	11.58			
		2010/11	3.74	6.58	8.14			
		2009/10	3.44	8.64	10.80			
		2008/9	3.39	8.7	10.88			
		2007/8	3.83	10.02	12.14			
2006/7	5.28	11.27	14.24					
2010/11	8.72	12.12	14.88					
2009/10	7.99	12.17	15.90					
2008/9	8.07	12.09	16.61					
2007/8	8.47	13.02	17.78					
2006/7	10.51	14.46	19.48					
11. Improve the quality and quantity of publicly accessible open space	Provision of outdoor playing space compared to NPFA standard	2010		No data	No data	All dwellings in major housing areas must be within 1.2km of outdoor sports areas. In terms of children's play areas, all dwellings in housing areas should	There is an under provision within the majority of the district.	Breckland District Council – Open Space Assessment 2007 & 2010
		2007	-111.2ha	No data	No data			

Objective	Indicator	Date	Breckland	East of England	National	Target	Local Trend/Assessment	Data source
12. Improve the quality, range and accessibility of essential	Households with difficulty accessing corner shops/supermarkets. Post Office. Doctor/Hospital.	2010				be within 100m of a LAP; 400m of a LEAP and 1000m of a NEAP.		
		2007						
Area of A Class land use per year.		2010						
		2007						
		2004						

Table 3.3

13. Redress inequalities relating to age, gender, disability, race, faith, location and income.	Index of multiple deprivation average score	2010	N/A			N/A	Decrease Breckland's rank in index of multiple deprivation	1 most deprived in England, 354 least deprived. Breckland has pockets of deprivation but averages favourably. Its ranking has increased since 2004.	The English Indices of Deprivation by CLG
		2007	15.30	14.48	187				
Rank of average score		2010	187						
		2007	213						
		2004	222						
Rank of Local Concentration		2010	204						
		2007	218						
		2004	232						
Rank of income scale		2010	157						
		2007	159						
		2004	176						
Rank of employment scale		2010	165						
		2007	178						
		2004	190						

% Households in Fuel Poverty	2010	19.5%	16%	Decrease in the percentage of people with fuel poverty.	A household is said to be in fuel poverty if it needs to spend 10% of its income on fuel to maintain an adequate standard of warmth. This is usually defined as 21 degrees for the main living room and 18 degrees for other rooms. There appears to be an increase in fuel poverty from 2006.	Fuel poverty statistics www.gov.uk
	2006	16%				

Table 3.4

14. Ensure all groups have access to affordable, decent and appropriate housing.	Number of new houses built (net)	20112	36				Seek delivery of new houses in accordance with requirements of the Core Strategy and emerging Local Plan.	More recent data unavailable. The economic downturn is likely to have had an effect on numbers.	BDC and EERA Annual Monitoring Report. EERA has now been dissolved.	
		20071	36							
		20090	53							
		20089	53							
		20078	65	29,726		162,390				
		20067	50	24,897		167,690				
	Number dwellings Completed that are 'affordable' Affordable in Breckland monitoring context is homes provided through RSL.	20056	No data	24,524		165,730				
		20089						Adopted Core Strategy aims for 40% affordable housing.	Low % due to the sites granted permission are under lower thresholds. Due to government targets and predicted population growth these figure are likely to increase.	BDC and EERA Annual Monitoring Report. EERA has now been dissolved.
	Average House Price (£)	20078	97	7,200		No data				
		20067	29	5,580		53,730				
		20056	53	5,670		44,570				
	Average House Price (£)	20112	50	£203,535		£238,293				Annual Monitoring Report 2011/12 & Land Registry House Price Index (Feb 2013) http://www.landregistry.gov.uk/houseprices
		20071	50							
		20090	50							
Apr - Jun 2009		No data	£187,220		No data available		To build more affordable and low cost homes		www.upmystreet.com	
Average House Price (£)	Jan - Mar 2009		£190,123							
	Aug -		£196,765							

Economic Baseline

Table 3.5

Objective	Indicator	Date	Breckland	East of England	England & Wales	Target	Local Trend/Assessment	Data source
15. Increase vitality and viability of existing town centres	Vacant retail floor space on town centres (sq m)	2011/12				Reduce number of vacant retail units and 'dead' shop frontages.	Higher order shopping centres outside the District attract shoppers from within Breckland which result in leakage of expenditure away from the District.	Breckland Annual Monitoring Report.
		2010/11	4,7677.24					
		2009/10	3,904.84					
		2008/09	4,693.61					
		2007/8	3,282.87					
		2011/12	34.49					
16. Help people gain access to satisfying work appropriate to their skills, potential and place of residence	Change in floorspace (sqm) of A Class units	2010/11	564.15			Current Core Strategy Policy is to guide changes to try and make sure there is a maximum amount of A1 on primary frontages and retail uses on secondary frontages.	Figures refer to changes in area used as an A class use compared to the previous year. Reductions could be from being vacant or change of use to non A class units.	Breckland Annual Monitoring Report.
		2009/10	-1940.13					
		2010/11		59	58			
		2009/10		56	55			
		2008/9		52	50			
		2007/8		50	48			
16. Help people gain access to satisfying work appropriate to their skills, potential and place of residence	% of Key Stage 4 (GCSE) 5+ Passes @ A-C inc Eng & Maths	2010/11	49	59	58	No specific target other than as many as possible.		NCC Child services
		2009/10	51	56	55			
		2008/9	48	52	50			
		2007/8	48	50	48			
		2006/7	46	48	46			
		2012	437.4	495.2	507.6			
		2008	384.8	498.7	479.3			
		2007	376.1	479.1	459.0			
		2006	369.8	466.0	445.9			
		2012	10.44	12.38	12.87			
16. Help people gain access to satisfying work appropriate to their skills, potential and place of residence	Gross Weekly pay. Full time (£)	2008	9.35	12.44	12.01	No target	Breckland's figures are less than regional and national figures.	www.nomisweb.co.uk
		2007	8.99	11.94	11.50			
		2006	8.63	11.59	11.18			
		2012	10.44	12.38	12.87			
16. Help people gain access to satisfying work appropriate to their skills, potential and place of residence	Hourly pay. Full time. (£)	2008	9.35	12.44	12.01	No target	Breckland's figures are less than regional and national figures.	www.nomisweb.co.uk
		2007	8.99	11.94	11.50			
		2006	8.63	11.59	11.18			
		2012	10.44	12.38	12.87			

Objective	Indicator	Date	Breckland	East of England	England & Wales	Target	Local Trend/Assessment	Data source
	Job Seekers Allowance Claimants. % is a proportion of resident working age population.	Feb 2013	3.0	3.2	3.9 (GB)	No set target	The number of USA claimants has increased over time.	www.nomisweb.co.uk
		Aug 2009	3.4	No data	4.2 (GB)			
		May 2009	3.6	No data	4.1 (GB)			
		Feb 2009	3.4	No data	3.8 (GB)			
		Nov 2008	2.2	No data	2.8 (GB)			
		Aug 2008	1.9	No data	2.4 (GB)			
		May 2008	1.8	No data	2.2 (GB)			
		Feb 2008	1.8	No data	2.2 (GB)			
		Nov 2007	1.6	No data	2.1 (GB)			
		Aug 2007	1.5	No data	2.3 (GB)			
17. Improve the efficiency, competitiveness and adaptability of the local economy.	VAT registered businesses: registrations deregistrations (% of end of year stock)	2007	6.8 6.3	9.6 7.2	10.2 7.3	No set target	VAT registrations and de-registrations are the best official guide to the pattern of business start-ups and closures. They are an indicator of the level of entrepreneurship and of the health of the business population. As such they are used widely in regional and local economic planning. Registrations seem to have decreased over time. Note that the available data is only up until 2007.	www.nomisweb.co.uk
		2006	7.7 5.6	8.9 7.1	9.4 7.4			
		2005	8.0 5.8	9.3 7.2	9.6 7.9			
		2004	8.29 5.6	9.4 7.9	9.9 8.2			

Appendix 4 Stage A3: Sustainability Issues and Problems

4.1 Government guidance for undertaking Sustainability Appraisal reiterates that the identification of sustainability problems is an opportunity to define key issues for the DPD and develop sustainable plan objectives and options. Sustainability issues and problems summarises the key issues in the District that need to be taken into account when preparing the Local Plan and the development of the Sustainability Appraisal objectives. These are derived from the information revealed by the baseline indicators and assessment and were also informed by:

4.2 Sustainability issues and problems provides a transparent way of illustrating where the sustainability issues have been derived from.

Table 4.1 Sustainability Issues and Problems

SEA/SA Topic	Sustainability Problems in the Breckland District	Origin of Issue/Supporting Data	Possible options to address issue/problem in the Local Plan
Land, Water and Soil Resources	Loss of best and most versatile agricultural land	<p>Environment</p> <p>Breckland district includes grade 1, 2 and 3 agricultural land. Development pressures could result in a loss of this resource. Development pressure coupled with the limited supply of previously developed land could mean a loss of productive agricultural land.</p>	<p>Where Greenfield land is to be allocated for development, ensure as best as practicable, the protection of the best and most versatile agricultural land.</p> <p>Utilise phased approach to release of land in order to prioritise previously developed land.</p> <p>Keep land supply under regular review in order to ensure continued protection of most versatile agricultural land.</p> <p>Assess the opportunity in the area for the use of brownfield land.</p>
Tensions between water demand and supply in Breckland	Areas within Breckland are currently over abstracted and over licenced.		Introduce water conservation measures in new development and encourage these to be retrofitted in existing development to ensure resource protection.
Increased contamination of water and soil resources	Much of Breckland is underlain by protected aquifers.		<p>Ensure ground contamination is addressed as part of planning applications on previously developed sites.</p> <p>Seek to avoid allocating development on protected aquifers as best as practicable.</p> <p>Ensure infrastructure is in place to treat water to an acceptable standard prior to development taking place.</p> <p>Consider SuDS and the location of open spaces as plans progress.</p> <p>Consider the findings of the water cycle study as work on the Plan progresses.</p>
Climate Change, Air and Pollution	Development in certain areas may be subject to fluvial flooding and effects of Climate Change	<p>The Breckland Strategic Flood Risk Assessment (SFRA) (2007) assessed the main rivers to impact Breckland to be the River Nar, River Wissey, Little Ouse River, River Thet, Watton Brook, Black Water River, River Tud, River Wensum, Wending Beck. The entire District is underlain by chalk and receives very low annual rainfall. However, Breckland does have a high clay content that can cause inadequate drainage in some areas. The risk of flooding is an important issue, however it is not a primary concern</p>	<p>Avoid allocating development in areas at risk from flooding.</p> <p>The Plan should consider SuDS.</p>

SEA/SA Topic	Sustainability Problems in the Breckland District	Origin of Issue/Supporting Data	Possible options to address issue/problem in the Local Plan
	<p>Reduced air quality</p>	<p>for Breckland due to a historic lack of flooding events. The Strategic Flood Risk Assessment (SRFA) outcome concerns fluvial flooding only in certain areas of the District.</p> <p>Congestion in the town centres is likely to contribute to air quality issues, especially. Presently, the concentration of NO₂ is close to exceeding its annual objective of 40ug/m³ in Swaffham.</p>	<p>Avoid development in locations that would adversely affect or be adversely affected by air quality.</p> <p>Allocate new development in locations that will reduce vehicle use.</p> <p>Promote the use of walking, cycling, bus and train.</p> <p>Address congestion in town centres.</p>
	<p>Increased dependency on forms of transport that contribute to climate change</p>	<p>Baseline identifies that Breckland has a higher level of commuting by car than the regional or national averages. Investment in transport infrastructure is may not keep pace with the scale of new development. The NPPF and National Transport Plan require high car dependency to be addressed.</p>	<p>Concentrate development allocations in locations where car dependency and road freight is reduced.</p> <p>Encourage use of sustainable transport methods such as cycling and public transport.</p> <p>The Plan should consider innovative ways of transporting freight in the district.</p>
	<p>Increased traffic congestion</p>	<p>High car ownership and issues with the town centre road system have resulted in congestion problems in the town. The NPPF and National Transport Plan require high car dependency and associated congestion issues.</p>	<p>Concentrate development allocations in locations where car dependency and road freight is reduced.</p> <p>Encourage sustainable transport methods such as cycling and public transport.</p>
<p>Biodiversity</p>	<p>Reductions in biodiversity and (semi) natural habitats, including habitat fragmentation</p>	<p>Breckland is home to a variety of international, natural and locally protected areas, such as: Special Areas of Conservation (SAC's), Sites of Special Scientific Interest (SSSI's), Special Protection Areas (SPA's), National Nature Reserves (NNR's), Local Nature Reserves (LNR's).</p>	<p>Development in Breckland needs to avoid, and ideally reverse the loss of sensitive habitats.</p> <p>Avoid developing on sites which contain the most sensitive and important habitats and species.</p> <p>The Plan will need to consider the impact of the development on species and habitats.</p> <p>The Plan will also consider ways of enhancing biodiversity.</p>

SEA/SA Topic	Sustainability Problems in the Breckland District	Origin of Issue/Supporting Data	Possible options to address issue/problem in the Local Plan
Cultural Heritage, Landscape and Townscape	Loss of historical assets – buildings, archaeology, and landscape features, through insensitive development.	Baseline identifies a number of Listed Buildings, Scheduled Monuments, Conservation Areas and Registered Parks and Gardens in the District. There are a number of buildings and other heritage identified as being at risk which need to be secured for the future. There are also a significant number of important local buildings and historic landscape features such as ponds, field boundaries and green lanes, which are not quantified but contribute to visual amenity. The NPPF address historic assets and promotes their protection through the planning system. The potential loss of undesignated archaeology is another issue worthy of consideration.	Development should be located in areas that do not impact upon the setting of heritage assets. The Plan could seek improvements to the setting of heritage assets if appropriate. The Plan could consider undesignated heritage assets of local importance. The Plan should ensure no loss or damage to historic assets and setting.
Pressures on landscape from development	Pressures on landscape from development	A Landscape Character Assessment has been undertaken for Breckland and identifies areas of landscape sensitivity to development. The NPPF requires landscape character to be assessed and protected for its own sake.	Capacity of the landscape to accommodate new development is a constraint to development. Ensure that policies are made in regard to evidence presented in the Breckland Landscape Character Assessment, and Breckland Settlement Fringe Landscape Assessment.
Population and Human Health	Loss and continued shortfalls of publicly accessible open space Pressure placed on healthcare infrastructure Increased demand for housing to cater for all types of age groups.	<p style="text-align: center;">Social</p> Baseline identifies that an Open Space Audit concludes that there is an overall shortfall of publicly accessible open space in the Breckland District. Rural White Paper and NPPF require Open Space and the greening of built environments to be addressed in Local Plan documents. Baseline data indicates an ageing population and an increasing number of older people seeking to retire to Breckland. Furthermore, at a basic level more people living in the area will require more services and facilities. This places increasing pressure on the healthcare infrastructure alongside the potential scale of new development. Baseline indicates that a changing demographic structure which will need to be reflected in future housing provision.	Access to public open space should be protected and enhanced in the District. Proposals for more open space could be considered in the Local Plan. Important views and vistas and their contribution to quality of life should be recognised and protected. The Plan should consider allotment provision. Ensure provision of healthcare is planned to meet the needs of the existing and new population of the district. Ensure sufficient supply of appropriate housing.

SE/ISA Topic	Sustainability Problems in the Breckland District	Origin of Issue/Supporting Data	Possible options to address issue/problem in the Local Plan
Inclusive Communities	<p>Lack of affordable housing</p> <p>Low-paid economy</p> <p>Deprivation</p> <p>Access to services and facilities.</p> <p>Breckland is a popular area for Gypsies, Travellers and Travelling Show People.</p>	<p>There is a lack of affordable housing in Breckland as evidenced by the draft 2013 Strategic Housing Market Assessment. Further development will help reduce need.</p> <p>There are concerns that much employment is centred on manufacturing. This reliance needs careful monitoring in order to ensure a balanced employment base offering a variety of employment opportunities.</p> <p>The Indices of Multiple Deprivation 2010 shows that Breckland contains areas which fall within the most deprived 10% of the county.</p> <p>The Indices of Multiple Deprivation 2010 shows that areas within the District are geographically isolated such as Mid Forest.</p> <p>The Local Plan will seek to provide appropriately for of Gypsy, Traveller and Travelling Show People sites in the Breckland District.</p>	<p>Ensure adequate land is allocated to deliver levels of housing identified in future Local Plan Policy.</p> <p>Expand the range of employment sites provided in the District to meet the needs of a dynamic and diverse employment base.</p> <p>The Plan should seek to ensure that development assists to at the very least not make things worse, but aim for improvements.</p> <p>The Plan should seek to ensure that development assists improving access.</p> <p>The Plan should address Gypsy and Traveller requirements identified win the emerging GTAA.</p>
Economic Activity	<p>Access to employment</p> <p>Vulnerable and constrained economy</p> <p>Higher order shopping centres outside the district attract shoppers from within Breckland which results in a leakage of expenditure away from the district</p>	<p>Economic</p> <p>Because of its proximity to Norwich and Cambridge, existing Breckland residents are likely to out commute.</p> <p>Economic activity may be constrained by skills shortages in certain areas, particularly in management and professional occupations. This may lead to problems in attracting such professionals into Breckland and may have knock-on effects in retaining employment.</p> <p>Retail Study (2004, 2007 and 2010) identifies significant leakage of retail expenditure to other centres. May be conflict between growth of retail facilities and protection of townscape and landscape. Nathaniel Lichfield and Partners Retail Study (Breckland) 2004, 2007 and 2010.</p>	<p>The Plan should ensure employment land is allocated locally as well as consider how residents who continue to commute elsewhere for work travel with the aim of modal shift to more sustainable modes of transport.</p> <p>Seek to promote high-quality jobs across a broad range of sectors.</p> <p>Allocate new areas of employment land in strategic locations.</p> <p>The Plan should consider balancing housing and employment growth.</p> <p>Provide for retail and services that meet the needs of the District and enhances levels of self-containment.</p> <p>Resist the loss of important rural services to alternative uses.</p> <p>Consider how to improve the offer of the town centre.</p> <p>Ensure that any out of town centre retail proposals (for example local centres or small parade of shops) do not harm the town centre.</p>

Question 8

Do you have any comments on this section?

Appendix 5 Stage A4: Development of SA Objectives

Previous SA work

5.1 The table below shows the development of the Sustainability Objectives.

Table 5.1 Development of the SA Objectives.

Policies, Plans and Programmes & other legislation	Sustainability Issues and Problems identified in baseline	Proposed SA objectives	Proposed target	Proposed Headline Indicator
Environmental				
NPPF, Core Strategy, The Future of Food and Farming.	Loss of best and most versatile agricultural land Limited quantities of brownfield land available for development	1: Minimise the irreversible loss of undeveloped land and productive agricultural holdings.	Increase amount of completions on previously-developed land	% of completions on previously-developed land.
Anglian Water Water Resource Management Plan 2010, NPPF, Core Strategy, European Water Framework Directive, Water for people and the environment, Future Water, Water Cycle Studies.	Tensions between water supply and demand in Breckland.	2: Limit water consumption to the capacity of natural processes and storage systems.	Decrease average household water consumption Maintain and enhance water quality in the District.	Litres of water consumed per person per day (l/head/d) Compliance with Water Framework Directive Levels of DO, BOD and Ammonia.
EC landfill waste directive, Breckland recycling rates. PPS10. Minerals and Waste Core Strategy. Waste Allocations DPD - submission version.	Whilst Breckland meet targets, the ultimate aim is to reduce waste going to land fill by using the waste hierarchy.	3: Minimise the production of waste and support the recycling of waste.	In line with annual Breckland Target.	District recycling and composting rates.
NPPF, European Renewable Energy Convention, Air Quality Framework Directive, Core Strategy, creating Growth Cutting Carbon, The Carbon Plan, Implementing the Climate Change Act.	Increased dependencies on forms of transport that contribute to climate change Reduced air quality Increased traffic congestion	4: Reduce contributions to climate change and localised air pollution	Decrease the % of persons commuting to work by car or van.	% of persons commuting to work by car or van.
The Kyoto Protocol, NPPF, SFRA, Core Strategy, Benefits of Green Infrastructure, Realising the Benefits of Trees, Woods and Forests in the East of England, Open Space Assessment.	Development in certain areas of Breckland may be subject to fluvial flooding and the effects of climate change. Adopt sequential approach towards new development and flood risk.	5: To adapt to climate change and avoid, reduce and manage flood risk	Reduce properties at risk from fluvial flooding	Open Space provision. Planing Applications contrary to Environment Agency advice.
NPPF, Bird Directives, Bonn Convention, Bern, Ramsar Conventions, Habitats Directive, Econets, Core Strategy, UK National Ecosystem Assessment, Biodiversity 2020, The Natural Choice.	Reduction in biodiversity and (semi) natural habitats, and increased habitat fragmentation Deterioration of local habitats	6: Protect, conserve, enhance and expand biodiversity and promote and conserve geodiversity.	Maximise percentage of SSSIs that are in a favourable condition	% of SSSI areas in favourable or recovering condition

Policies, Plans and Programmes & other legislation	Sustainability Issues and Problems identified in baseline	Proposed SA objectives	Proposed target	Proposed Headline Indicator
NPPF, European Landscape Convention, Landscape Character Assessment, Settlement Fringe Study, Breckland Council – design Principles, Core Strategy, Realising the Benefits of Trees, Woods and Forests in the East of England, Countryside Management Plans, Norfolk’s Earth Heritage, Norfolk Geodiversity Partnership Site Audit, Landscape Character Assessment, Settlement Fringe Study	Pressures on landscape from development Erosion of quality and distinctiveness of built environment Infilling within the town could lead to no clear architectural style, design or building material. Uncontrolled or unsympathetic development could harm local landscape character	7: Maintain, enhance and preserve the distinctiveness, diversity and quality of landscape and townscape character.	Minimise development on highly sensitive landscapes	Hectares of development on moderate/highly sensitive landscapes
NPPF, Core Strategy, The Setting of Heritage Assets, Valetta Convention, scheduled Monuments 2013, Landscape Character Assessment, Settlement Fringe Study.	Loss of historical assets – buildings, archaeology, and landscape features, through insensitive development.	8: Conserve and where appropriate, enhance the historic environment.	Minimise the number of historical assets that are at risk	Total No. Historical buildings and/or structures brought back into use.
Social				
NPPF, Future Health, Community Green, Getting the Measure of Fuel Poverty, No Health Without Mental Health, Core Strategy, Marmot Review, Lifetime Neighbourhoods.	Ageing population. Pressure placed on healthcare infrastructure.	9: Improve the health and wellbeing of the population	Decrease % of Breckland residents with limiting long term illness	IMD Health and Disability.
Local crime data, Norfolk Ambition, Shaping the Future.	Reduction in crime in the District.	10: Reduce and Prevent Crime	Decrease crime incidence.	Incidence rate of total crimes and specific crimes.
NPPF, Core Strategy, Breckland Open Space Assessment (2010), Community Green, Marmot Review.	Loss and continued shortfall of publicly accessible open space	11: Improve the quality and quantity of publicly accessible open space	Improve quality and quantity of publicly accessible open space	Area of publicly accessible open space delivered through planning system (ha)
Indices of Multiple Deprivation, Community Green, Creating the Conditions for Integration.	Limited services and infrastructure to meet needs of residents Ageing population places increased demands on healthcare and other services. Future development further from the town centre could result in less accessibility to services.	12: Improve the quality, range and accessibility of essential services and facilities	Maintain and enhance accessibility to services within the District.	IMD Barriers underlying indicators.
Norfolk Economic Strategy, IMD 2010, Creating the Conditions for Integration. No Health without Mental Health, Norfolk Ambition.	The Indices of Deprivation 2010 show that Breckland contains areas which fall within the most deprived 10% of the country.	13: Redress inequalities related to age, gender, disability, race, faith, location and income.	Improve accessibility to services and facilities.	
Breckland Annual Monitoring Reports. Code for Sustainable Homes, Laying the Foundations, Homelessness Strategy,	Lack of affordable housing available to meet the needs of Breckland’s citizens.	14: Ensure all groups have access to affordable, decent and appropriate housing to meet their needs.	Increase % of affordable housing delivered through the planning system	Amount of housing completed that is affordable (pa)

Policies, Plans and Programmes & other legislation	Sustainability Issues and Problems identified in baseline	Proposed SA objectives	Proposed target	Proposed Headline Indicator
Breckland Housing Strategy, Breckland Council Affordable Housing Policy, Breckland Housing Needs Survey, SHLAA, SHMA,, Planning Policy for Traveller Sites.			Ensure enough gypsy and traveller pitches are developed to meet the needs of the gypsy and traveller community.	Number of gypsy and traveller pitches developed
Economic				
Portas Review and Government Response, NPPF, Norfolk Ambition, Core Strategy, Retail Study.	Higher order shopping centres outside the district attract shoppers from within Breckland which results in a leakage of expenditure away from the district	15: Increase the vitality and viability of town centres.	Reduce number of vacant retail units and 'dead' shop frontages.	Number of vacant retail units
Economic Prosperity Strategy, New Anglia LEP, Delivering Economic Growth In Norfolk, NPPF, A Vision for Schools.	High dependency on manufacturing industry in local economy Lack of qualifications of workforce	16: Help people gain access to satisfying work appropriate to their skills, potential and place of residence.	Increase % of employment by place of residence	Proportion of resident working age population claiming Job Seekers' Allowance.
NPPF, Core Strategy, REACTIVE, Employment Land Review, Economic Prosperity Strategy, New Anglia LEP, Delivering Economic Growth In Norfolk.	High rate of economic activity across the district Vulnerable and constrained economy	17: Improve the efficiency, competitiveness and adaptability of the local economy.	Increase provision of diversified employment opportunities.	Employment land allocated and developed.

Appendix 6 Sustainability Appraisal Framework

6.1 The table below shows the appraisal framework which site allocation policies for the Attleborough and Snetterton Heath Area Action Plan will be tested against.

Table 6.1 Sustainability Objectives and Appraisal Questions

SEA/SA Topic	Sustainability Appraisal Objective	High level decision making (Appraisal) questions	Detailed Land Allocation and Policy Appraisal Questions
Land, water and Soil Resources	1. Minimise the irreversible loss of undeveloped land and productive agricultural holdings.	Will it use land that has been previously developed? (Brownfield land)	Is the land mostly brownfield/previously developed? (yes=+, no=-)
		Will it protect and enhance the best and most versatile agricultural land?	Will it use land efficiently? (y=+, n=0) Will it be multifunctional? (y=+, n=0). Is the site on high grade land (1,2,3)? (yes=-, no =+)
	2. Limit water consumption to the capacity of natural processes and storage systems and maintain.	Will it reduce water consumption?	Would the policy or proposal reduce water consumption? (y=+, n=0) Would the policy or proposal increase water consumption? (y=-, N=0)
		Will it conserve groundwater resources?	Would the development of the site have the possibility to harm a protected aquifer? (y=-, n=+)
		Will it maintain or enhance water quality?	Would the proposal have the possibility to harm river quality? (y=-, n=+)
	Climate change and air pollution	3: Minimise the production of waste and support the recycling of waste.	Will it move management of waste up the waste hierarchy?
Will it re-use waste? (y=+, n=0)			
Will it enable composting of waste? (y=+, n=0)			
Will it enable recycling of waste? (y=+, n=0)			
Will waste be recovered in other ways for other uses? (y=+, n=0)			
Will it increase waste going to landfill? (y=-, N=0)			
4. Reduce contributions to climate change and localised air pollution.		Will it reduce emissions?	Will it lead to an increased proportion of energy needs being met from renewable sources?
			Will it reduce the emissions of greenhouse gases by reducing energy consumption?
			Will the policy result in modal shift to more sustainable modes of transport? (y=+, n=0)
		Will it improve air quality?	Is it in a AQMA (y=-, n=0) (does not apply to open space allocation proposals)
		Will it reduce traffic volumes?	Is the site within 800m of a school? (y=+, n=-) (Residential allocations only)
			Is the site within 300m of convenience shopping? (y=+, n=-) (Residential allocations only) (figure from PPS6)
Will it support travel by means other than single occupancy car?	Is the site within 800m of employment opportunities? (y=+, n=-) (Residential allocations only)		

SEA/SA Topic	Sustainability Appraisal Objective	High level decision making (Appraisal) questions	Detailed Land Allocation and Policy Appraisal Questions
			<p>Is the site within 800m of primary health care facilities? (y=+, n=-) (Residential allocations only)</p> <p>Is the site within 800m of residential areas? (y=+, n=-) (not applicable to residential allocation proposals)</p> <p>Will the policy result in modal shift to more sustainable modes of transport? (y=+, n=0)</p> <p>Is the site connected by cycle links? (y=+, n=-)</p> <p>Will the proposal reduce congestion? (y=+, n=0)</p> <p>Will the proposal increase congestion? (y=-, n=0)</p> <p>Is the site accessible by regular (daily) public transport? (y=+, n=-)</p> <p>Is the site within 30 minutes public transport time of retail provision, employment areas, and primary health care facilities? (Residential allocations only) (y=+,n=-)</p>
	5. To adapt to climate change and avoid, reduce and manage flood risk.	Will it be at risk of flooding?	Is the site within EA flood zone 2 or 3 or a SFRA defined flood zone (1 in 100yr risk)? (y=-, n=+)
		Will it contribute to a higher risk elsewhere?	Is the site within EA flood zone 2 or 3 or a SFRA defined flood zone (1 in 100yr risk)? (y=-, n=+)
			Is the site within or adjacent to EA flood zone 2 or 3 or a SFRA defined flood zone (1 in a 100yr risk)? (y=-, n=+)
		Will it attenuate the flow and run off of water?	Does the proposal include open space and SuDS? (y=+,n=0)
Biodiversity	6. Protect, conserve, enhance and expand biodiversity and promote and conserve geodiversity.	Will it protect, maintain and enhance sites designated for their nature conservation interest?	Would it result in a direct loss of all or part of the designated site? (y=-, n=0)(for SPA,SAC and Ramsar designations, HRA applies)
			Is the site adjacent to a designated site? (y=-, n=0) (for SPA,SAC and Ramsar, HRA applies)
			Is the proposal with the 1.5km Stone Curlew Buffer? (y=-, n=0)
			Will the proposal enhance sites? (y=+,n=0)
		Will it conserve and enhance species, diversity and green infrastructure and avoid harm to protected species?	Will it involve the loss of trees and hedgerows? (y=-, n=0)
			Will it involve the loss of a Norfolk Biodiversity Action Plan habit? (y=-,n=0)
			Will it protect species? (y=+,n=0)
			Will it enhance connectivity of habitats (consistent with Norfolk Econets project)? (y=+,n=0)
Will it promote and conserve geodiversity?	Would it lead to the conservation and/or the promotion of a designated geological		

SEA/SA Topic	Sustainability Appraisal Objective	High level decision making (Appraisal) questions	Detailed Land Allocation and Policy Appraisal Questions
			site? (y=+, n=0)
			Would it lead to a loss of or damage to a designated geological site? (RIGS) (y=, n=0)
Cultural heritage and landscape	7. Maintain, enhance and preserve the distinctiveness, diversity and quality of landscape and townscape character.	Will it maintain and enhance the distinctiveness of landscape and townscape character?	Is the site within a landscape that has moderate-high or high sensitivity to change as defined in the Breckland Settlement Fringe Landscape Assessment ? (y=, n=+)
			Will it damage local geodiversity? (y= - n= 0)
			Will it promote local geodiversity? (y=+, n=0)
			Will it damage the character of the landscape and townscape? (y=, n=0)
			Will it protect and enhance the character of the landscape and townscape? (y=+, n=0)
		Will it maintain and enhance the character of settlements?	Does it involve the re-use or re-development of derelict buildings? (y=+, n=-)
			Will it result in a loss of local character? (y= - n= 0)
	Will it protect and enhance open spaces of amenity and recreational value?	Would it involve the loss of designated open space?(y=, n=+)	
		Will it improve open spaces? (y= + n= 0)	
	8. Conserve and where appropriate enhance the historic environment.	Will it protect of designated heritage assets?	Will it result in a loss of or damage to designated heritage assets? (y=, n=0)
			Does it involve the re-use or improvement of designated heritage assets? (y=+, n=0)
			Will it improve or enhance a designated heritage asset? (y=+, n=0)
			Will it improve the setting of a designated heritage asset? (y=+, n=0)
		Will it protect or enhance the setting of heritage assets?	Will it result in a loss of or damage to heritage assets? (y=, n=0)
Does it involve the re-use or improvement of heritage assets? (y=+, n=0)			
Will it improve or enhance a heritage asset? (y=+, n=0)			
Will it improve the setting of a heritage asset? (y=+, n=0)	Will it improve the setting of a heritage asset? (y=+, n=0)		
Population and human health	9. Improve the health and well being of the population.	Will it increase life expectancy?	Is the site within a AQMA? (y=, n=0)
		Will it reduce early death rates?	Is it within or adjacent to a Hazardous Installation Consultation Area? (y=, n=0)

SEA/SA Topic	Sustainability Appraisal Objective	High level decision making (Appraisal) questions	Detailed Land Allocation and Policy Appraisal Questions	
			Is the site within 1200m of outdoor playing space or sports facilities? (y=+, n=-) (NPFA standards)	
			Will it enable people to move more? (y=+, n=0)	
			Will it enable people to eat healthier? (y=+, n=0)	
			Will it improve access to essential services such as health facilities?	Is the site within 30 minutes public transport time or walking distance of a primary health care facility? (y=+, n=0)
				Is the proposal for new or improved health facilities? (y=+, n=0)
				Would it result in a loss of outdoor playing space or sport facility? (y=-, n=0)
			Will it encourage healthy lifestyles, including travel and food choices? Will it help the population to move more, eat well and live longer?	Would it lead to an increase in outdoor playing space or sport facility? (y=+,n=0)
				Is the site within walking distance of a school or place of employment (1000m max)? (y=+,n=-) (residential allocation proposals only)
				Will it promote walking and cycling? (y=+, n=0)
				Will it enable more exercise? (y=+, n=0)
				Will it enable healthy eating? (y=+, n=0)
		10. Reduce and prevent crime?	Will it reduce levels of crime?	Does it design out crime? (y=+, n=0)
		11. Improve the quality and quantity of accessible open space.	Will it improve accessibility to open space?	Is it within 1200m of a residential area? (for outdoor playing space allocation proposals only) (y=+,n=-)
Is it within 1200m of outdoor playing space? (for residential allocation proposals only) (y=+,n=-)				
Will it improve the quality, quantity and multi functionality of accessible open space?	Would it involve an increase in open space provision? (y=+, n=0)			
	Would it involve a decrease in open space provision? (y=-, n=0)			
Inclusive communities	12. Improve the quality, range and accessibility of essential services and facilities.	Will it improve accessibility to key local services and facilities, including health, education and leisure?	Is it within walking distance (1000m) or 75 minute public transport of a high school? (y=+,n=-)	
			Is it within walking distance (1000m) or 30 minute public transport of a doctors surgery? (y=+,n=-)	
			Is it within 1000m of a primary school? (y=+, n=-)	
			Will it increase provision of local services? (y=+,n=-)	
		Will it improve accessibility to shopping facilities?	Is it within walking distance (300m) or 30 minutes public transport of a convenience store? (y=+, n=-) (residential allocation proposals only)	
			Is it within walking distance (300m) or 30 minutes public transport of a town centre? (y=+, n=-) (residential allocation proposals only)	

SEA/SA Topic	Sustainability Appraisal Objective	High level decision making (Appraisal) questions	Detailed Land Allocation and Policy Appraisal Questions
			Is it in the town centre? (y=+, n=-) (retail allocations only)
	13. Redress inequalities related to age, gender, disability, race, faith, location and income.	Will it address the Indices of Multiple Deprivation and the underlying indicators?	Will it improve accessibility to essential services and facilities? (y=+, n=0) Will it make accessibility worse?(y=-, n=0)
			Will it improve relations between people from different backgrounds and socialgroup? (y=+, n=0) Will it make relations worse? (y=-, n=0)
	14. Ensure all groups have access to affordable, decent and appropriate housing to meet their own needs.	Will it support the range of housing types and sizes, including affordable, to meet the needs of all sectors in the community?	Is it an allocation for housing? (y=+,n=0)
		Will it reduce the number of unfit homes?	Will it involve the redevelopment of unfit homes? (y=+,n=0)
		Will it reduce housing need?	Is the allocation proposal for housing? (y=+,n=0)
		Will it meet the needs of the travelling community?	Is the allocation for a gypsy and traveller site? (y=+,n=0)
Economic Activity	15. Increase the vitality and viability of existing town centres.	Will it increase vitality of existing town centres?	Is it in the town centre? (y=+,n=0)
			Will it provide for the needs of the local community?
			Will it make the town centre a place local people want to go?
		Will it increase viability of existing town centres?	Is it in the town centre? (retail and leisure allocations only) (y=+,n=-)
			Is it within 300m or 30 minute public transport time of the town centre? (residential allocation proposals only) (y=+,n=0)
			Will it make the town centre a place local people want to go?
			Will it provide for the needs of the local community?
	16. Help people gain access to satisfying work appropriate to their skills, potential and place of residence.	Will it support and improve education?	Is the allocation for an educational establishment? (y=+, n=0)
		Will it encourage employment and reduce unemployment overall?	Is the allocation proposal for employment land? (y=+, n=0)
			Will it improve the existing employment offer in the town? (y=+, n=0)
		Will it improve access to employment by means other than single occupancy car?	Is the site within 800m or 30 minute public transport time of residential areas? (for employment use allocation proposals only) (y=+,n=-)
			Is the site within 800m or 30 minute public transport time of residential areas? (for residential) allocation proposals only) (y=+,n=-)
			Will it enable walking and cycling? (y=+, n=0)

SEA/SA Topic	Sustainability Appraisal Objective	High level decision making (Appraisal) questions	Detailed Land Allocation and Policy Appraisal Questions
	17. Improve the efficiency, competitiveness and adaptability of the local economy.	Will it improve business development and enhance competitiveness?	Is it in an area with a deficiency of employment land ? (for employment use allocation proposals only) (y=+,n=0)
			Will it improve efficiency of business? (y=+,n=0)
		Will it make land and property available for business development?	Is the allocation proposal for employment land? (y=+, n=0)
			Would it result in a loss of employment land? (y=-,n=0)
			Will it improve the existing employment offer in the town? (y=+, n=0)
		Will it support sustainable tourism?	Is the allocation proposal in a location with good access to services and facilities? (y=+, n = -)
			Will the proposal attract more tourists to the area? (y=+, n=0)

Question 9

Do you agree with the land allocation and policy appraisal questions? Please suggest any alternatives in your response to the Scoping Report.

Appendix 7 Compatibility of Objectives

Table 7.1 Comparison of the SA Objectives with each other.

		SA Objective Number																
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SA Objective Number	1	/																
	2	0	/															
	3	0	0	/														
	4	0	0	+	/													
	5	+	+	0	+	/												
	6	+	0	0	+	+	/											
	7	+	0	0	0	0	0	/										
	8	0	0	0	0	0	0	+	/									
	9	0	+	+	+	+	0	0	0	/								
	10	0	0	0	0	0	0	0	0	+	/							
	11	+	0	0	0	+	+	0	0	+	0	/						
	12	?	0	0	+	0	0	0	0	+	0	0	/					
	13	0	0	0	0	0	0	0	0	+	0	0	+	/				
	14	-	?	0	?	0	?	?	0	+	0	+	0	+	/			
	15	+	0	0	+	0	0	+	+	+	0	0	+	0	0	/		
	16	-	0	0	0	0	0	0	0	+	0	0	0	+	0	0	/	
	17	0	0	0	+	0	0	0	0	0	0	0	0	+	0	0	+	/
+ = Compatible, ?= Possible Conflict, - = Conflict, 0 = Neutral																		

Table 7.2 The 17 Sustainability Appraisal Objectives.

<p>1. Minimise the irreversible loss of undeveloped land and productive agricultural holdings.</p> <p>2. Limit water consumption to the capacity of natural processes and storage systems and maintain and enhance water quality.</p> <p>3. Minimise the production of waste and support the recycling of waste.</p> <p>4. Reduce contributions to climate change and localised air pollution.</p> <p>5. To adapt to climate change and avoid, reduce and manage flood risk.</p> <p>6. Protect, conserve, enhance and expand biodiversity and promote and conserve geodiversity.</p> <p>7. Maintain, enhance and preserve the distinctiveness, diversity and quality of landscape and townscape character.</p>
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8. Conserve and where appropriate enhance the historic environment.
9. Improve the health and well being of the population
10. Reduce and prevent crime?
11. Improve the quality and quantity of publicly accessible open space.
12. Improve the quality, range and accessibility of essential services and facilities.
13. Redress inequalities related to age, gender, disability, race, faith, location and income.
14. Ensure all groups have access to affordable, decent and appropriate housing to meet their needs.
15. Increase the vitality and viability of existing town centres.
16. Help people gain access to satisfying work appropriate to their skills, potential and place of residence.
17. Improve the efficiency, competitiveness and adaptability of the local economy.

7.1 Principally, the need to achieve objective 14 'Ensure all groups have access to affordable, decent and appropriate housing to meet their needs' results in the most conflict when comparing the SA objectives with each other. This is as a result of the need for additional land (likely greenfield) for future housing, employment and infrastructure development. Furthermore, the increase in developments results in increase pressure on the use of local resources such as water, and may impact upon local biodiversity and geodiversity due to the need for additional land and wider impact of habitation.

Question 10

Do you agree with this assessment of the compatability between the SA Objectives?

Appendix 8 Consultation

8.1 In accordance with Regulation 12(6) of the SEA Regulations (2004) Breckland Council Local Plan Sustainability Appraisal Scoping Report was subject to consultation with statutory bodies (Natural England, Environment Agency & English Heritage) for a five week period in May/June 2013. The Council also took the opportunity to invite comments from other stakeholders as identified in the Statement of Community Involvement (2013) to generate a more comprehensive response.

Table 8.1

Respondent	Comment	Location in Document	Officer Comment	Action
Anglian Water	The scoping report appears to identify the issues and challenges within Breckland relevant to Anglian Water. No further comment to make.	Whole document	Comment noted.	No further action
English Heritage	There following documents are not referenced in the scoping report: <ul style="list-style-type: none"> • Thetford Area Action Plan (the Historic Environment Survey and the Historic Environment Assessment), both of which remain relevant to the emerging Local Plan. • Data sources held by Norfolk County Council, primarily within the Historic Environment Record and involving work such as the Norfolk Historic Landscape Characterisation (NHLC). 	Paragraph 4.47	Additional data sources as identified by English Heritage will be referenced within the Baseline Data assessment of the Sustainability Appraisal for the Local Plan.	The Historic Environment Survey, Historic Environment Assessment and the Norfolk Historic Landscape Characterisation will be reviewed as part of the wider literature review of plans and programmes to ensure that local objectives and policy requirements are addressed within the Local Plan.
English Heritage	The list of indicators should be expanded to mention all types of designated heritage assets and refer to the number of such assets 'at risk'. The third indicator should refer to the number of	Appendix 3 (p, 175)	The list of indicators for designated heritage assets will be revisited within the	New indicators will be reflected as: <ul style="list-style-type: none"> • Total number of designated heritage assets.

Respondent	Comment	Location in Document	Officer Comment	Action
	assets positively removed from the heritage at risk register. This information can be made East of England and national level.		Sustainability Appraisal for the Local Plan to take on board consultee comments.	<ul style="list-style-type: none"> Total number of designated heritage assets at risk Number of assets removed from the heritage at risk register
English Heritage	In terms of additional information sources, the Council may wish to consider the production of a 'local list' of locally important heritage assets (e.g. historic buildings or parks), as well as the production of a Breckland heritage at risk register to supplement the national register. This could include Grade II listed buildings which are not currently covered by the national register. Finally, the production of conservation area appraisals would help boost the baseline data for Breckland's historic environment, mindful of paragraph 169 of the National Planning Policy Framework (NPPF).	General comment	The production of a local list, Conservation Area Appraisals and Breckland heritage at risk register would provide additional support for development and control decisions and developing initiatives in the area. The issue of timing, cost and feasibility will need to be investigated by the Council.	No further action.
English Heritage	Final bullet point 'presumably' should read 'unsympathetic', rather than 'sympathetic'.	Page 31	Comment noted.	The typographical error will be amended within the Sustainability Appraisal.
English Heritage	The decision making questions for Objective 8 should be amended to reflect current national policy contained within the NPPF. The first question should refer "heritage assets" as the current catch-all term for components of the historic environment (with designated heritage assets mentioned in	Page 34	The decision making questions will be revisited within the Sustainability Appraisal for the Local Plan to take on board consultee comments.	<p>The first decision making question for objective 8 will be amended to:</p> <ul style="list-style-type: none"> Will it protect or enhance (designated) heritage assets?

Respondent	Comment	Location in Document	Officer Comment	Action
	brackets as is currently the case). The question should also refer to the significance of heritage assets and whether that significance will be protected and enhanced. In terms of the second question, to include a specific question on setting would be helpful, as it is often affected by proposed development and requires careful consideration in terms of the impacts.			The second decision making question for objective 8 will be amended to: <ul style="list-style-type: none"> Will it protect or enhance the significance and setting of (designated) heritage assets?
English Heritage	The first and fifth detailed land allocation and policy appraisal questions relating to heritage assets should refer to harm to the significance of heritage assets to be compliant with national policy (e.g. will it result in a loss of, or harm to the significance of, a (designated) heritage asset?). The high level decision making questions should also be amended as suggested above. The second question currently only refers to non-designated heritage assets in terms of their setting, when it should refer to them more broadly.	Appendix 6	The decision making questions will be revisited within the Sustainability Appraisal for the Local Plan to take on board consultee comments.	The first and fifth detailed land allocation question will be amended to: <ul style="list-style-type: none"> Will it result in a loss of, or harm to the significance of, a (designated) heritage asset?
Environment Agency	Water Framework Directive (WFD) should be strengthened within the SA Scoping Report to directly reference surface waters and both WFD ultimate objectives of 'no deterioration' and 'achieve good overall status'.	Section 4 & Appendix 2	Additional data as identified by the Environment Agency will be referenced within the Sustainability Appraisal for the Local Plan.	The Water Framework Directive (WFD) will be reviewed as part of the wider literature review of plans and programmes to ensure that local objectives and policy requirements are addressed within the Local Plan.
Environment Agency	Local Plans should specifically address flood risk management including surface water.	Section 3.8	The Sustainability Appraisal makes reference to flood risk	The baseline data will be reviewed to take into account further evidence base in relation to flood risk in Breckland.

Respondent	Comment	Location in Document	Officer Comment	Action
			management within paragraph 4.20.	
Environment Agency	<p>A number of documents should be reviewed.</p> <ul style="list-style-type: none"> The River Basin Management Plan and Water Framework Directive (WFD). River Basin Management Plan published in 2009 under the Water Framework Directive (be ware that the New River Basin Management Plan is currently being developed). The Anglian Water Resources Management Plan Forthcoming Water Framework Directive (WFD) Catchment Flood Management Plans (CFMPs). Easter Rivers Action Plan. Groundwater Protection: Principles and Practice (GP3) Environment Agency (2012) <p>The question is asked whether the Local Authority is to review whether the Water Cycle Study.</p>	Section 3.8	<p>The Sustainability Appraisal will review and update current literature as recommended by the Environment Agency.</p> <p>The Local Authority understands the need to undertake a local update of the water cycle study where necessary in liaison with the appropriate bodies.</p>	<p>The following documents will be reviewed as part of the wider literature review of plans and programmes to ensure that local objectives and policy requirements are addressed within the Local Plan.</p> <ul style="list-style-type: none"> The River Basin Management Plan and Water Framework Directive (WFD). River Basin Management Plan published in 2009 under the Water Framework Directive (be ware that the New River Basin Management Plan is currently being developed). The Anglian Water Resources Management Plan Forthcoming Water Framework Directive (WFD) Catchment Plans. These plans highlight the issues and actions required at a Catchment level. Catchment Flood Management Plans (CFMPs).

Respondent	Comment	Location in Document	Officer Comment	Action
				<ul style="list-style-type: none"> • Eastern Rivers Action Plan. • Groundwater Protection: Principles and Practice (GP3) Environment Agency (2012)
Environment Agency	<p>Additional baseline data should be sought from:</p> <ul style="list-style-type: none"> • The Breckland Water Cycle Study (WCS) should be utilised to provide information for the climate change impact sections. The current version of flood map for surface water can be utilised to determine surface water flood risk for the area. • Norfolk County Council (NCC) flood register should be utilised. NCC is building up a clearer understanding of the local flood risk and this information can be utilised to inform the next generation of SFRA for the area. • More emphasis could be placed on the abstraction pressure rather than waste water issues within the scoping report. 	Section 4	Agree with comment.	<p>The following documents will be reviewed as part of the baseline data:</p> <ul style="list-style-type: none"> • The Breckland Water Cycle Study (WCS). • NCC Flood Register. <p>This is to ensure that local issues and policy requirements are addressed within the emerging Local Plan.</p>
Environment Agency	The old GQA monitoring data has been used for baseline data; however this system is now out of date. This has been replaced with the new WFD system. It is recommended that if GQA data	Appendix 3	Agree with comment. The Sustainability Appraisal for the Local Plan will review baseline	The data source of page 160 of the Scoping Report recognises that the Environment Agency has changed the methodologies for

Respondent	Comment	Location in Document	Officer Comment	Action
	is going to be reported that it is made obvious this is for historical background information only. Since reference is made throughout the Scoping Report to WFD and the River Basin Management Plan [RBMP], in order to be consistent it is advised that the baseline data is supplemented with WFD water quality baseline data from the first round of RBMP planning [2006-2008]. It may be beneficial to add baseline data for local surface waters, specifically the River Wensum. This data will be more relevant and provide an accurate insight into baseline water quality conditions in the local area.		data and reflect any updates that the Environment agency recommend in order to provide a more accurate account of localised issues.	<p>assessing river quality and the old GQA data will not be comparable.</p> <p>The Sustainability Appraisal will use WFD water quality baseline data from the first round of RBMP planning (2006-2008) and baseline data for local surface waters, specifically the River Wensum.</p> <p>The existing data will be used as historical information only.</p>
Environment Agency	<p>There needs to be a greater emphasis on the environmental constraints to discharging increased volumes of waste water. Water quality needs to be given greater prominence, with reference to the conclusions of the Water Cycle Study.</p> <p>Recommend that reference to be made to specific water saving measures that could be implemented to be used in new developments.</p>	Section 4, pg 12-15	Comment noted. The Sustainability Appraisal for the Local Plan will review the conclusion of the Water Cycle Study to determine whether additional information is relevant.	The issue of water saving measures is considered to be better addressed through a specific policy in the Local Plan.
Environment Agency	Geology of the district should be mentioned within the Scoping Report. Chalk aquifer (principal aquifer) underlies the whole of Breckland and is an important resource for abstraction and maintaining surface water flow. Protecting the quality and quantity of water in the aquifer is key to sustainable development.	Section 4, pg 12-15	Agree with comment. Section 4 will be amended to refer to the geology of the district and how this impacts upon local aquifers.	<p>A sentence will be added within section 4 which states:</p> <p>The Breckland District is underlain by Chalk which is a significant aquifer. Groundwater from aquifers such as these provides by far the greatest proportion of</p>

Respondent	Comment	Location in Document	Officer Comment	Action
				public water supply and an important resource for abstraction.
Environment Agency	In the section 'what are the key sustainability issues and problems? Another statement is suggested that draws out the water quality issues e.g. 'New developments will make additional demands on the capacity of the sewerage infrastructure and receiving water environment in an area where capacity of natural systems is limited'.	Section 4, pg 12-15	Agree with comment.	A further 'sustainability issue and problem' as recommended should be included within the Sustainability Appraisal for the Local Plan. <ul style="list-style-type: none"> New developments will make additional demands on the capacity of the sewerage infrastructure and receiving water environment in an area where capacity of natural systems is limited'.
Environment Agency	It is recommended that the statement of "over-identified and over-abstracted" on the beginning of sixth line is deleted. This section should be updated with current up-to date Assessments.	Section 4.14	Agree with comment. Further updated evidence base will be sought when undertaking the Sustainability Appraisal.	The second sentence of paragraph 4.14 will be amended to: In terms of resource availability, East Wretham Heath, Stamford Training Area, Waveney and Little Ouse Valley Fens, Redgrave and Lopham Fen, Swangey Fen, Thompson Water and Cranberry Rough have been addressed in the Habitats Directive Review of Consents and abstraction as no longer adversely impacting these sites due to changes to licensed quantities. Great Cressingham Fen and Foulden Common were assessed in the Review of Consents not to be

Respondent	Comment	Location in Document	Officer Comment	Action
				adversely impacted by current licensed quantities.
Environment Agency	<p>Stronger direction should be given towards surface water drainage. All new developments should incorporate SUDS into the design of the drainage system. We would expect runoff to be reduced and at least Greenfield rates to be achieved. In areas that have been identified as having inadequate infrastructure/existing flood risk a lower rate may be required.</p> <p>In the section 'what are the key sustainability issues and problems?' It is important that consideration is given to avoiding development within the floodplain.</p>	Section 4.20	Agree with comment.	<p>The application of SUD's will be reflected within policy formulation of the Local Plan.</p> <p>It is a requirement of the NPPF that a sequential approach is taken to development within areas of flood risk.</p> <p>An additional bullet point will be added under 'Sustainability Issues and Problems' which states that:</p> <ul style="list-style-type: none"> • New development should be avoided within areas at risk from flooding.
Environment Agency	<p>Localised flooding should be referenced within the scoping report. Information suggests that surface water flooding should be an important consideration for the area due to the increased risk in climate change.</p> <p>It is important that plans consider avoiding and reducing flood risk as well as the requirements to mitigate and adapt any impacts locally.</p>	Section 4.24 - 4.25	<p>Evidence for localised flooding events within the District should be evidenced and reflected within the Sustainability Appraisal.</p> <p>Sustainability objective 3 refers to the adaption of climate change avoiding, reducing and managing flood risk.</p> <p>Additional evidence on climate change</p>	<p>The Sustainability Appraisal will review UKCP09 data and refer to the TCPA Climate Change and Planning Guide for local specific information on the effects of climate change.</p>

Respondent	Comment	Location in Document	Officer Comment	Action
			can be reviewed within the Sustainability Appraisal for the local Plan.	
Environment Agency	<p>Current river status in the River Wensum has currently 'bad' status and should be reflected in the Scoping Report. It is a SSSI, SAC and a priority site in the UK Biodiversity Action Plan (BAP). Phosphate is a significant problem in this river.</p> <p>In the section 'what are the key sustainability issues and problems?' It is important that consideration is given to the need to protect Groundwater Protection Zones (SPZ's). These areas of groundwater are particularly sensitive to risks of pollution.</p>	Section 4	Agree with comment.	<p>The status of the Wensum and any further evidence will be reflected in the scoping report.</p> <p>The 5th bullet point on page 15 will be amended to:</p> <ul style="list-style-type: none"> • Need to protect groundwater resources, aquifers and Source Protection Zones (SPZ's).
Environment Agency	Securing Biodiversity in Breckland - this is linked to the Brecks Biodiversity Audit (BBA). This document has omitted any reference to river valleys.	Pg.137 – 139	Agree with comment.	<p>An additional paragraph will be included as follows:</p> <p>River valley habitats include wet alluvial woodlands, valley fen and valley-head fen and river channels with diverse within-river habitats and micro-habitats; these river valleys provide resilient and vital networks for wildlife within the Brecks. The value of within-channel habitats depends on water quality, maintaining flows and on the complexity of macro and micro habitats, such as weed-beds, riffles, meanders and coarse</p>

Respondent	Comment	Location in Document	Officer Comment	Action
				woody debris. It was beyond the scope of this audit to collate information on river channel management or habitat quality.
Environment Agency	The SA objective could include 'prevent deterioration in the status of the water environment'.	Sustainability Appraisal Objectives	Comment noted.	The decision making question for objective 2 reflects the maintenance and enhancement for water quality.
Environment Agency	<p>In the SEA/SA Topic under the 'Land, Water and Soil' section, there should be separate SA objective specifically relating to sewerage infrastructure.</p> <p>The suggestion is;</p> <p>'Ensure there is sufficient sewerage infrastructure to accommodate additional growth and development, with minimal impacts on water quality'</p> <p>Decision making (Appraisal) questions:</p> <ul style="list-style-type: none"> • Will it cause deterioration in water quality? • Will it maintain or enhance water quality? • Will there be sufficient capacity in current sewage infrastructure or will upgrades/new systems be required? 		Agree with comment.	<p>A new objective for Land, Water and Soil is proposed as follows:</p> <p>Ensure the sustainable reuse of water to accommodate additional growth and development, with minimal impacts on water quality.</p> <ul style="list-style-type: none"> • Decision making (Appraisal) questions: • Will it cause deterioration in water quality? • Will it maintain or enhance water quality? • Will there be sufficient capacity in current sewage treatment infrastructure or will upgrades/new systems be required? • Will it increase efficiency of water use?

Respondent	Comment	Location in Document	Officer Comment	Action
Environment Agency	Under Document title 'European Water Framework Directive...' there should be a key objective which makes reference to the protection and enhancement of surface waters and the addition of the two WFD objectives 'prevent deterioration and achieve overall good status'.	Page 48	Agree with comment.	An objective which makes reference to the protection and enhancement of surface waters and the addition of the two WFD objectives 'prevent deterioration and achieve overall good status' will be included.
Environment Agency	Under 'Title (Policy / Para. No.): Water for life and livelihoods. River Basin Management Plan, Anglian River Basin District. (DEFRA and Environment Agency 2009" –Reference should be made to the Breckland WCS and the WFD assessments to ensure surface waters are protected while aiding sustainable development. It is important the outcomes and conclusions from the WCS are understood and should be referenced and acknowledged in the SA report.	Page 111	Agree with comment.	Within the Literature Review of Water for life and livelihoods. River Basin Management Plan, Anglian River Basin District. (DEFRA and Environment Agency 2009", the WCS and EFD assessments will be included within the review to ensure surface waters are protected.
Highways Agency	Highways Agency has no comment to make regarding the content of the report.	W h o l e document	Comment noted.	No further action.
Natural England	It is suggested that the following documents be included within the Sustainability Appraisal; <ul style="list-style-type: none"> • Norfolk Biodiversity Action Plan • Dereham Green Infrastructure Study • Thetford Green Infrastructure Study 		Agree with comment.	The Norfolk Biodiversity Action Plan, Dereham Green Infrastructure Study and Thetford Green Infrastructure Study will be reviewed as part of the wider literature review of plans and programmes to ensure that local objectives and policy requirements are addressed within the Local Plan.
Natural England	Natural England is satisfied that the scoping report has been prepared in accordance with the	W h o l e document.	Comment noted.	No further action.

Respondent	Comment	Location in Document	Officer Comment	Action
	requirements of the SEA Directive, as transposed through the Environmental Assessments of Plans and Programmes Regulations 2004.			
Natural England	<p>Natural Areas as referenced in the baseline data have now been incorporated in to National Character Areas (currently being updated).</p> <p>Their boundaries follow natural lines in the landscape rather than administrative boundaries, making them a good decision making framework for the natural environment. Breckland District falls within three NCAs:</p> <ul style="list-style-type: none"> • 85: The Brecks – Full Profile • 84: Mid Norfolk – Key Facts and Data • 83: South Norfolk & High Suffolk Claylands – Key Facts and Data 	Paragraph 4.35	The Sustainability Appraisal will reflect the Natural Character Areas as recommended by Natural England.	Natural England has directed the Local Authority to their website which provides updated data on the three NCA's. Paragraph 4.35 on page 18 of the Sustainability Appraisal will be reviewed upon completion of the NCA update.
Natural England	Pedders Way has been mentioned in the context of the historic landscape. It is suggested that its status as a national trail should be mentioned to contribute as a valuable recreational resource.	Section 4	The Sustainability Appraisal will reflect the contribution of Pedders Way as a recreational resource.	Paragraph 4.50 will be updated to: Pedders Way also makes a valuable contribution as a recreation resource within Breckland.
Natural England	<p>Stronger reference made within the document to Green Infrastructure (GI), in particular through the Sustainability Appraisal Objectives.</p> <p>Sustainability Appraisal Objectives could be improved by considering the importance of GI</p>		Agree with comment.	<p>It is recommended that an additional objective be added as follows;</p> <ul style="list-style-type: none"> • Protect, enhance and increase Green Infrastructure within the District

Respondent	Comment	Location in Document	Officer Comment	Action
	<p>and its multifunctional benefits as an objective on its own. This would assist in the delivery of a range of SA topic areas, e.g. biodiversity, landscape, health and wellbeing and climate change and ensure that GI is an integral, cross-cutting theme throughout the local plan policies.</p>			<p>The decision-making questions as follows;</p> <ul style="list-style-type: none"> • Will it protect the Districts green infrastructure? • Will it enhance the Districts green infrastructure? • Will it facilitate the creation of new green infrastructure which will improve links and corridors between open space?
<p>Natural England</p>	<p>The Sustainability Appraisal should emphasise the importance of good quality local accessible green spaces as they can offer a range of benefits. Natural England's Accessible Natural Greenspace Standards (ANGSt) provides a set of benchmarks for ensuring adequate access to natural and semi-natural greenspace near to where people live.</p>		<p>Comment noted. ANGST standards have been reflected within the Open Space Assessment (2007) and its update in 2010.</p> <p>The 2007 document provided evidence for the formulation of Policy DC11 'Open Space' of the adopted Core Strategy. It is envisaged that a further revision of the Open Space assessment will be undertaken to support the emerging Local Plan.</p>	<p>It is recommended that upon a revision of the open space assessment (2010) that the ANGST standards will be fully reflected within the assessment to provide a benchmark for future needs.</p> <p>It is recommended that the document 'Assessing Natural Green Space, 2010' is reviewed as part of the wider literature review of plans and programmes to ensure that local objectives and policy requirements are addressed within the Local Plan.</p>

Respondent	Comment	Location in Document	Officer Comment	Action
Norfolk County Council	Bullet point on 'Increase in the population' – should reference the pressure this will place on providing education facilities including schools and libraries particularly in terms of funding.	Page 26	It is agreed that there will be additional pressures for the provision of social infrastructure and funding as a result of growth within the District.	A bullet point will be added under the base line data of 'Population and Human Health' 'Inclusive Communities' as follows; <ul style="list-style-type: none"> An increase in the population will result in additional pressure on existing social infrastructure.
Norfolk County Council	'Population and Human Health' and 'Inclusive Communities' - needs to be specific reference to the potential pressure on providing/delivering education provision. Reference should be made to possible funding streams to ensure that necessary community provision is delivered in a timely and sustainable manner.	Page 31 & 32	It is agreed that there will be additional pressures for the provision of social infrastructure and funding. Developer funding and infrastructure needs will be picked up in the plan wide viability assessment of the local Plan.	A bullet point will be added under the base line data of 'Population and Human Health' and 'Inclusive Communities' which will state: <ul style="list-style-type: none"> An increase in the population will result in additional pressure on existing social infrastructure.
Norfolk County Council	Within the SA Objectives, reference should be made to: <ul style="list-style-type: none"> Increasing education provision Ensuring high quality education and library provision; Ensuring appropriate developer funding for community facilities. 	Whole document	It considered that Objective 12 of the Scoping Report could be reviewed to take account of provision of social infrastructure. It is considered that the NPPF provides the policy background for developer	It is recommended that objective 12 be amended to: <ul style="list-style-type: none"> Improve the quality, range, accessibility and provision of essential services and facilities.

Respondent	Comment	Location in Document	Officer Comment	Action
			funding which then can be translated in to Local Plan Policy. Developer funding and infrastructure needs will be picked up in the plan wide viability assessment of the local Plan.	
Norfolk County Council	The scope of the SA should be expanded to include reference to, and assessment of, the infrastructure requirements needed to sustainably deliver the Local Plan i.e. what additional social infrastructure is needed to accommodate the proposed new development. The SA should consider whether there is sufficient funding available from the various sources to improve and expand existing infrastructure and services. For example the SA ought to assess whether CIL will provide enough funding to expand schools and other social infrastructure.	Section 4	Developer funding and infrastructure needs will be picked up in the plan wide viability assessment of the local Plan.	No further action.
Norfolk County Council	Two omissions - Norfolk Minerals and Waste Core Strategy Policy CS16 -'safeguarding' and Policy CS17 – 'Use of secondary and recycled aggregates' would need to be considered during the Local Plan/SA process, especially in regard to proposed site specific allocations.	Page 122	Agree with comment. The Sustainability Appraisal will review the policies as recommended by Norfolk County Council.	The Norfolk Minerals and Waste Core Strategy will be reviewed as part of the wider literature review of plans and programmes to ensure that local objectives and policy requirements are addressed within the Local Plan.
Norfolk County Council	Sustainability Objective one – 'Minimise the irreversible loss of undeveloped land and productive	Page 34	Sustainability objective one will be reviewed to	Sustainability Objective one will be amended as follows;

Respondent	Comment	Location in Document	Officer Comment	Action
	agricultural holdings', should be amended to take into account the benefits from the use of on site resources, and prior extraction. As a result, this will improve the overall sustainability and an improved rating for BREEM.		ensure that the sustainability of land and soil is maximised.	<ul style="list-style-type: none"> Minimise the irreversible loss of undeveloped land and productive agricultural holdings and encourage the recycling/re-use of on site resources to minimise impacts on the environment and safeguard resources for future generations. <p>Additional decision making (Appraisal) questions:</p> <ul style="list-style-type: none"> Will it recycle on site resources?
Norfolk County Council	There are opportunities on restoration for areas, in which minerals have been extracted, to form part of sustainable drainage systems, and/or renewable energy schemes, such as ground source heat pumps. Extraction of mineral resource may also provide an effective way of providing hard landscaping to reduce the impact of the development in the surrounding area by reducing the visible parts of structures.	Section 4	Comment noted.	No further action.
Norfolk County Council	Norfolk Minerals and Waste Core Strategy Policy CS17 encourage all Local Planning Authorities to require, as part of their Local Plans, the use of recycled and secondary aggregates in development (where practicable). It is considered that this should be included within the assessment of Sustainability		Agree with comment. Sustainability objective three will be reviewed to ensure that the sustainability of land and soil is maximised.	<p>An additional decision-making questions will be added as follows:</p> <ul style="list-style-type: none"> Will it encourage the re-use and recycling of aggregates?

Respondent	Comment	Location in Document	Officer Comment	Action
	Objective three - Minimise the production of waste and support the recycling of waste.			
Suffolk County Council	<p>Suffolk County Council makes reference to cross-border matters, particularly in relation to protected wildlife, education provision and transport impacts. These issues need to be given full and robust consideration through the sustainability appraisal process. In particular:</p> <ul style="list-style-type: none"> • Linkages between the western areas of Suffolk and Norfolk in terms of economic development, environmental designations and social infrastructure. The scoping report should reflect the conclusions contained in adjacent assessments. • Suffolk Growth Strategy should also be considered when forming the relevant assessments as proposals within this document could facilitate economic growth that could be of benefit to Breckland. • Makes reference to the importance of surface water management as a significant cross-boarder matters. The results from Anglian Water's Water draft resource management plan should be included in the appraisal. • The baseline data needs to be updated to reflect and anticipate the release of census data, in particular 		Comment noted.	Breckland Council will endorse the Duty to Co-operate as identified within paragraph 156 & 178 of the NPPF and as detailed in the Localism Act (2011).

Respondent	Comment	Location in Document	Officer Comment	Action
	<p>given the focus on commuting in the scoping report.</p> <ul style="list-style-type: none"> The report does refer to the results of the East of England Forecasting Model but only under economic activity. The model also provides vital insight to the relationship between the labour market, population, household and dwelling stock. It can also inform the assessment on the levels of CO2 			