

# Hastings Local Development Framework – Revised Scoping Report

September 2011

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## Foreword

This Scoping Report forms part of the Council's duty to undertake Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Hastings Local Development Framework (LDF).

The first version of this report was prepared in summer 2005 and was sent to the statutory environmental bodies<sup>1</sup> for a formal 5 week period of consultation. In line with the Council's integrated approach to SA/SEA and its commitment to make the LDF preparation and associated SA/SEA processes as participative as possible, consultation also included a workshop with key stakeholders, who were also given the opportunity to comment on the draft Scoping Report. The report was amended in line with the comments received, and the final version signposted how these were taken into account.

To reflect changes in Hastings and the policy context since this time, a revised version of the Scoping Report was published in 2008. The Scoping Report was again comprehensively updated during Spring 2011 and was sent to statutory consultees for further comment between 27 June and 8 August 2011. No changes to the updated Scoping Report were recommended as part of this consultation.

This report presents the findings of the most recent review, and will ensure that the emerging LDF is based on the most recent evidence available. To the best of our knowledge, the Scoping Report meets, as intended, the requirements of the SEA Regulations<sup>2</sup>.

The main body of the Scoping Report identifies key issues and provides the framework to assess the LDF. In addition, two separate background papers support this report:

- Policy review (Background Paper 1)
- Baseline information (Background Paper 2)

The Council will review and update these documents as and when required. If this process results in any major changes, the Scoping Report will be amended accordingly.

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<sup>1</sup> Natural England, Environment Agency and English Heritage

<sup>2</sup> Environmental Assessment of Plans and Programmes Regulations 2004

## **1.0 Introduction**

### **1.1 Purpose of this report**

1.1.1 This Scoping Report forms part of the Council's duty to undertake a SA and SEA of its Local Development Framework (LDF). It sets out:

- the economic, social and environmental issues and objectives the Council proposes to address in helping to deliver sustainable development through the LDF; and
- the proposed framework by which the strategic options and detailed policies and proposals of the LDF will be appraised.

### **1.2 Sustainability Appraisal and Strategic Environmental Assessment**

1.2.1 This Scoping Report covers the statutory requirements for both Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). Section 62(6) of the Planning & Compulsory Purchase Act 2004 requires the Council to undertake an appraisal of the sustainability of the LDF and to prepare a report on its findings as an integral part of the process of plan preparation.

1.2.2 The purpose of SA is to appraise the environmental, social and economic effects of the strategy, policies and proposals in the LDF from the outset of the process, to ensure that decisions are made that accord with the principles of sustainable development. SA will play an important part in demonstrating that the LDF is sound by ensuring that it reflects the sustainable development objectives, and will contribute to the reasoned justification of policies.

1.2.3 The European Directive 2001/42/EC (EC, 2001) requires Strategic Environmental Assessment of a wide range of plans and programmes, including Local Development Frameworks. The objective of the SEA Directive 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, with a view to promoting sustainable development” (Article 1).

1.2.4 Government guidance (Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, CLG, 2005) recommends that Sustainability Appraisal and Strategic Environmental Assessment (SEA) should be integrated, essentially by extending the SEA Directive's requirements to also cover social and economic issues. Table 1 below sets out how the requirements of the SEA Regulations (Schedule 2, Regulation 12(3)) have been met in this Scoping Report, or will be met in future documents.

Environmental Report requirements	Section of this report
a) An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	Section 2, pages 9-10 Background Paper 1 – Policy review
b) The relevant aspects of the current state of the environment and the likely evolution without implementation of the plan	Section 3, pages 11-14 Background Paper 2 – Baseline Information
c) the environmental characteristics of areas likely to be significantly affected	Section 3, pages 11-14 Background Paper 2 – Baseline Information
d) Any existing environmental problems which are relevant to the plan 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 4, page 15 Appendix A
e) The environmental protection objectives established at international, community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation	Section 5, pages 16-17 Appendix B
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna flora, soil, water, air, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage, landscape and the interrelationship between these factors.	In future reports
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	In future reports
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information	In future reports
i) A description of measures envisaged concerning monitoring in accordance with Article 10	In future reports
j) A non technical summary of the information provided under the above headings	In future reports
Consulting: • Authorities with environmental responsibilities when deciding on the scope and level of detail of the information which must be included in the environmental report (Article 5.4)	Between 27 June 2011 and 8 August 2011

**Table 1: Compliance with the SEA Directive**

1.2.5 The key output of the SA/SEA process is an Environmental Report that will present information of the likely effects of the Plan being assessed.

## **1.3 The LDF and Appropriate Assessment**

- 1.3.1 The need for Appropriate Assessment is set out within Article 6 of the EC Habitats Directive 1992, and interpreted by Regulation 48 of the Conservation (Natural Habitats &c) Regulations 1994 (as amended in 2007). Under these Regulations, land use plans must be subject to Appropriate Assessment if they are likely to have a significant (adverse) effect on Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Ramsar sites are also considered here as a matter of policy.
- 1.3.2 In recent years the term 'Habitat Regulations Assessment' (HRA) has been commonly used to describe the entire assessment process set out in the Regulations, while the phrase 'Appropriate Assessment' is referred to that particular stage.
- 1.3.3 HRA should ascertain whether the plan, on its own, or in combination with other plans, is likely to adversely affect a site's integrity. If this is the case, or the Council is unable to ascertain that fact, it must examine alternative solutions that better respect the integrity of the site.
- 1.3.4 The Hastings LDF may affect:
  - Hastings Cliffs SAC
  - Pevensie Levels Ramsar site

- 1.3.5 The Hastings HRA is presented in a separate document, available at [http://www.hastings.gov.uk/environment\\_planning/planning/local\\_development\\_framework/ldf\\_documents](http://www.hastings.gov.uk/environment_planning/planning/local_development_framework/ldf_documents). We intend to prepare an amendment to this document to consider any potential effects on Ashdown Forest, following recent dialogue with Natural England on this issue.

## **1.4 The Hastings Local Development Framework**

- 1.4.1 The Planning and Compulsory Purchase Act 2004 requires the Council to prepare an LDF to replace the existing adopted Hastings Local Plan 2004.
- 1.4.2 The Hastings LDF must set out the Council's objectives for the development and use of land in the town over the plan period (up to 2028), and its policies to implement them. It should:
  - deliver sustainable development;
  - reflect local aspirations for Hastings and St Leonards, based on a vision agreed by the local community and other stakeholders
  - provide a basis for rational and consistent development management decisions;
  - guide growth and change, while protecting local diversity, character and sensitive environments; and
  - show how and where change will occur over the plan period.
- 1.4.3 The Council originally commenced work on its LDF in 2005, and have so far consulted on a "Preferred Approaches" draft of the Core Strategy. We are now commencing work on the "Proposed Submission" version of the Core Strategy, taking into account recent changes to planning legislation resulting in a revised local housing target, and various policy changes.

- 1.4.4 Once finalised, the Hastings LDF will also comprise a Site Allocations and Development Management Development Plan Document, Proposals Map, and several Supplementary Planning Documents (SPDs).
- 1.4.5 The Council's Local Development Scheme (LDS) sets the timetable for preparing the documents that make up the Hastings LDF, and shows their relationship with each other. The Statement of Community Involvement also sets out roles and responsibilities for engaging consultation bodies and the community in plan preparation.
- 1.4.6 These documents are all available from our website at [http://www.hastings.gov.uk/environment\\_planning/planning/local\\_development\\_framework/ldf\\_documents/](http://www.hastings.gov.uk/environment_planning/planning/local_development_framework/ldf_documents/).

## **1.5 Appraisal Methodology**

- 1.5.1 This appraisal uses current government guidance and best practice in SEA/SA, including that recently available from the Planning Advisory Service through the Plan Making Manual, available at <http://www.pas.gov.uk/pas/core/page.do?pageld=109798>
- 1.5.2 This guidance advises that Sustainability appraisal should be carried out concurrently with the preparation of Local Development Framework documents, to ensure it is an iterative process and that appraisal is undertaken at all stages of plan preparation.
- 1.5.3 SA/SEA stages B, C D and E, and how they relate to this process, are outlined further in section 6 of this report.
- 1.5.4 The SA/SEA scoping stage (Task A) was originally carried out by the Council's Sustainability Officer and planning officers in consultation with key stakeholders in 2005, and updated in 2008. This is the second review of the Scoping Report, which ensures that the baseline, policy and key issues are fully up-to-date and reflect current priorities and objectives.
- 1.5.5 The revised Scoping Report was sent to the statutory consultees for comment between Monday 27 June and Monday 8 August 2011, in line with milestones set out in the Local Development Scheme. No alterations to the document were required as a result of this consultation.
- 1.5.6 Table 2 below shows clearly the links between the SA/SEA process, and LDF document preparation:

DPD Stage	SA/SEA stage
Stage 1: Pre-production Evidence Gathering	<p><b>A: Setting the context and objectives, establishing the baseline and deciding on the scope</b></p> <p>A1 - Identify other relevant plans, programmes and sustainability objectives  A2 - Collect baseline information  A3 - Identify sustainability issues and problems  A4 - Develop the SA framework  A5 - Consult on the scope of the SA</p>
Stage 2: Production	<p><b>B: Developing and refining options</b></p> <p>B1 - Test the DPD objectives against the SA Framework  B2 - Develop the DPD options  B3 - Predict the effects of the DPD  B4 - Evaluate the effects of the DPD  B5 - Consider ways of mitigating adverse effects and maximising beneficial effects  B6 - Propose measures to monitor the significant effects of implementing the DPD's</p> <p><b>C: Prepare the Sustainability Appraisal Report</b></p> <p>C1 - Prepare the SA report</p> <p><b>D: Consult on the preferred options of the DPD and SA report</b></p> <p>D1 - Public participation on the preferred options of the DPD and the SA Report  D2(i) - Appraise significant changes</p>
Stage 3 Examination	D2(ii) - Make decisions and provide information
Stage 4 Adoption and Monitoring	<p>D3 - make decisions and provide information</p> <p><b>E: Monitor the significant effects of implementing the DPD</b></p> <p>E1 - Finalise aims and methods for monitoring  E2 - Respond to adverse effects</p>

**Table 2: Links between the SA/SEA process, and the preparation of the Local Development Framework**

## **2.0 Task A1 - Policy review**

### **2.1 Regulations and guidance**

2.1.1 In preparing the LDF, the Council must take account of the relationships between the plan and other policies, plans, programmes and sustainability objectives. The SEA Regulations also require environmental protection objectives established at international, European or national levels to be taken into account.

2.1.2 The aim of the policy review is also to:

- assist in the development of an evidence base (task A2) by identifying possible sources of data;
- capture information on environmental and sustainable development issues (task A3) as identified by the policies being reviewed; and
- contribute to the development of the objectives constituting the appraisal framework (task A4) against which the LDF will be assessed.

### **2.2 Methodology**

2.2.1 The Scoping Report considers how nearly 80 policies, plans, programmes and strategies could affect, or be affected by, the Hastings LDF.

2.2.2 The list was compiled through a best practise review of the work of other local authorities, advice from Council officers, and the results of consultation on the draft Scoping Report. Since then, the policy context for the Hastings LDF has changed significantly and was subsequently comprehensively reviewed in May 2011 to take these, and other changes into account, and to remove from the list those policies that are outdated or less central to the development of the LDF.

2.2.3 The main objectives of the policy documents reviewed were grouped according to their international, national and local status, together with an indication of how the LDF might address these objectives and requirements. The policy review was not exhaustive of all potentially relevant policy documents, but rather 'fit for purpose' to set out the policy context in which the LDF is being prepared, and highlight the environmental and other sustainability objectives that it needs to address.

2.2.4 We will continue to keep this policy framework under review. In particular, we will monitor changes in relevant international and national legislation, policy and planning guidance, and other policy documents likely to emerge over the plan preparation period.

2.2.5 Background Paper 1 sets out the policy review in full. This is available at [http://www.hastings.gov.uk/environment\\_planning/planning/local\\_development\\_framework/ldf\\_documents/](http://www.hastings.gov.uk/environment_planning/planning/local_development_framework/ldf_documents/).

## 2.3 Key messages from the context review

2.3.1 The review of plans, policies, programmes and strategies identified a number of key messages that should be taken into account in developing the Hastings LDF and the sustainability objectives, which are summarised below. Please note, the following list is not exhaustive and there is no order of priority.

- Create mixed, sustainable communities
- Include policies to improve health
- Ensure communities have access to a range of shopping, employment, leisure and cultural and local services
- Provide land to meet housing, employment and other needs
- Make best use of available land
- Achieve a wide choice of high quality homes, both affordable and market housing
- Prioritise the development of previously developed land
- Re-use existing buildings
- Provide decent, affordable homes
- Promote good design in new developments
- Close the deprivation gap between the more deprived areas in Hastings and the rest of the town
- Include policies to assist in education and skill development
- Develop and sustain a vibrant economy
- Invest in the regeneration of the town
- Regenerate deprived areas
- Protect, conserve and enhance biodiversity and geodiversity
- Reduce car dependency by facilitating more walking and cycling and improving public transport linkages
- Incorporate waste strategies into new developments and encourage further re-use, recycling and recovery of waste
- Ensure that jobs, shopping, leisure and cultural facilities, parks and open spaces and services (e.g. health facilities) are accessible by public transport
- Protect, enhance and increase access to the historic environment
- Protect and enhance the coast and marine environment
- Protect and enhance parks and open spaces
- Promote renewable energy
- Address the causes of climate change through reducing the emissions of greenhouse gases
- Incorporate climate change adaptation measures
- Promote high standards of energy efficiency in buildings
- Encourage developments that design out crime and reduce the fear of crime
- Enhance tourism facilities, promote diversity and reduce seasonality
- Protect, increase access and enhance the historic environment
- Reduce water, air, noise, and soil pollution
- Respect environmental limits
- Promote more sustainable drainage systems where appropriate

## **3.0 Task A2 - Collecting baseline information**

### **3.1 Regulations and guidance**

3.1.1 Baseline information is required for SA/SEA to enable the effects of the plan to be predicted and monitored. This entails gathering information on the social, economic and environmental characteristics of the town that are likely to be significantly affected by the plan. The SEA regulations list the range of environmental matters that must be considered, unless there are good reasons not to do so. A clear understanding of the baseline position is important to help ensure a sound evidence base for the LDF.

3.1.2 The baseline information will help us to:

- identify the existing situation, trends, and the likely situation in the absence of the plan;
- compare with any established thresholds or targets;
- establish whether particularly sensitive or important elements are affected e.g. rare habitats, non-renewable resources etc
- establish whether problems are permanent or temporary, reversible or irreversible;
- establish how difficult it would be to mitigate against any damage; and
- identify significant cumulative or synergistic effects over time, and future expectations

### **3.2 Methodology**

3.2.1 A range of indicators have been identified that will allow environmental, social and economic conditions from a wide range of sources to be monitored over time. These are set out in full in Background Paper 2 – Baseline Information, and provide information on the following subject areas:

- population
- access to services
- community strength and leadership
- community safety
- deprivation
- economy, jobs and prosperity
- housing
- environment and Climate change – green space, soil and land, waste, water, air and climatic factors, culture, health and well being and transport

3.2.2 The indicators and data will provide the basis for predicting and monitoring effects of the Local Development Framework documents, and will also be used to help identify sustainability problems, and the alternative ways of dealing with them.

3.2.3 The indicators have helped to:

- provide local evidence for the issues highlighted in the Policy Review in section 2 of this report (task A1)

- identify key environmental and other sustainable development issues for Hastings in section 4 (task A3); and
- develop the sustainable development and strategic environmental assessment objectives in section 5 (task A4)

3.2.4 This baseline information was first updated in 2008, and again in 2011 to reflect new government priorities and targets. It will continue to be updated and revisited at appropriate stages in the future. Using this information, a summary of the key characteristics of Hastings is shown below in a descriptive format.

### **An Introduction to Hastings**

3.2.5 Hastings is an urban borough located in the county of East Sussex in the South East region of England. Hastings covers an area of approximately 30 square kilometres with a population of approximately 87,000 people. It is a tightly contained urban centre, situated to the west of a series of sandstone headlands and mostly surrounded by the High Weald Area of Outstanding Natural Beauty and the English Channel to the south. The borough shares a municipal boundary with Rother District Council.

3.2.6 Hastings has had mixed economic fortunes in the last 50 years. Historically, the town was a popular destination for seaside holidays but with the decline of the traditional tourism market it looked to develop in other ways. In the 1970's and 80's, large areas of Greenfield land in the northwest of the Borough were developed to provide homes and employment for people moving out of London as part of the Greater London Council's population overspill scheme (The Town Development Area). This largely achieved its objectives of providing more balanced population structure and a significant manufacturing job base for Hastings.

3.2.7 However, the economic performance of the area is now constrained by its relatively weak economic base. Employment is concentrated in the health and public services, retail and education sectors. The labour market is dominated by the public sector, which provides for nearly 43% of the jobs as compared to the South East average of 26%. We have a small number of large employers, but overall, the town has a small firm economy with 87% of firms employing 10 or fewer people.

3.2.8 Hastings is one of the most deprived Local Authority areas in England (19<sup>th</sup> most deprived out of a total of 354). Deprivation is widespread and this is reflected in the fact that of the 53 Lower Super Output Areas in Hastings, 2 fall within the worst 1% nationally, with another 13 falling within the worst 10%.

3.2.9 The town has over 13km of beach and coastline, approximately 300 hectares of open/recreational space and is considered to have a high quality local environment. Hastings is linked to the surrounding area by the A259 coastal road and A21. Both roads are single carriageway and often become congested, especially on the A259 between Hastings and Bexhill.

3.2.10 The town is 50 miles from the M25 with links to London, Gatwick and Heathrow. The rail network serves Hastings, St Leonards and Ore and there are regular services to Brighton, Ashford, London, Eastbourne and Gatwick.

However, rail times and the frequency of services needs to be improved. Car ownership is lower than other areas with 67% of households owning one or more cars in 2001. The town also has a comprehensive network of pedestrian footways and cycle routes.

3.2.11 Culturally, the population is predominantly white of Christian religion with a smaller than average, albeit growing in proportion, ethnic mix and diversification. The population is younger than the rest of the county but there is an increasing proportion of older people.

### **3.3 Data availability and 'gaps'**

3.3.1 It is important to highlight gaps in the baseline data at this stage to ensure that consideration is given to the inclusion of this data in the formation of a monitoring framework.

3.3.2 Several indicators are based on the 2001 Census, which has not been updated since this time. We are awaiting publication of the 2011 Census to update information for the following indicators where possible:

- population density
- percentage of working age people with access to employment by public transport, cycling or walking
- housing stock
- general level of health
- commuting flow
- car ownership
- use of public transport to get to work
- average distance travelled to work

3.3.3 Other data gaps or limitations include:

- population growth and characteristics data is based on Office for National Statistics (ONS) projections that are produced every 2 years only
- percentage of population in 20 minutes travel time (walking) of different sports facilities – Data is 4 years old (Sport England), and we are unsure when next update will be
- community cohesion – indicator based on Place Survey results. A new survey will be taking place during Summer 2011, although unsure of the exact indicators.
- fuel poverty – information is 4 years old
- vacant commercial floorspace – not comparison data available for 2010, and issues occupancy of some units (may have been classed as being vacant if it was not obvious that they were occupied).
- employment by type – data does not go back further than 2007
- renewable energy schemes – such schemes do not always require planning permission, which presents difficulties in accurate monitoring
- traffic flows – no district level data available

### **3.4 Likely future trends under the ‘business as usual’ option**

3.4.1 Baseline information as described above and shown in Background Paper 2, clearly identifies the current state of Hastings, and includes trend data where available. Analysis of this data provides us with a view of the likely future trends in the town, should policies and proposals in the emerging Local Development Framework not be implemented.

#### **Future trends**

3.4.2 The Hastings LDF will provide for significant change in Hastings up to 2028. This will include the provision of over 3,400 new homes, and additional commercial development to support a change in the local economy. These changes need to be effectively balanced with the need to support the sustainability objectives.

3.4.3 It is very difficult to predict the nature of future trends, as they depend on a wide range of factors including the global and national economic climate, and decisions made at regional and county level. From the baseline assessment it appears that the following trends are likely to continue:

- The population of Hastings is projected to increase to just under 90,000 by 2026, from approximately 86,000 in 2011 (policy-based projections).
- The increased population will require more services (health, education, recreation, shopping), access to parks and open space, public transport, waste management etc, as well as placing more demand on those existing
- New development will require corresponding infrastructure (gas, electricity, water, sewage, telecommunications) electricity and gas supplies, water etc.
- Approximately 120-180 additional early years school places will be required over the plan period
- Whilst increased recycling, amount of waste disposal in land fill sites is increasing
- All new development will need to be designed and built within the context of a changing climate

3.4.5 Taken together with strong LDF policies, these developments and changes have the potential to reduce unemployment, provide more facilities for children and young people, reduce flood risk, improve biodiversity, alleviate fuel poverty, create sustainable communities, improve access to services, provide sustainably constructed and designed homes, and help to support the development of a sustainable low carbon economy.

## **4.0 Task A3 - Identifying Sustainability Issues**

### **4.1 Regulations and guidance**

4.1.1 Government guidance advises that the LDF should be informed by sustainability issues, including environmental problems as defined by the SEA Regulations, identified through the scoping process. Such issues should be identified having regard to the policy review (task A1), the baseline information identified (task A2), as well as through consultation with relevant organisations and stakeholders.

### **4.2 Methodology**

4.2.1 Identifying sustainability issues in this way provides an opportunity to define key issues that the LDF will need to address, and to develop sustainable plan objectives and options for resolving these. The sustainability issues for Hastings were originally identified through the following means:

- Discussions with planning officers
- Through the context review (task A1)
- An analysis of the baseline (task A2)
- A workshop held with key stakeholders in July 2005 (as part of the original Scoping Report)
- Formal responses from Statutory consultees

4.2.2 The sustainability issues have since been updated and amended during the revisions to the scoping report to reflect the issues that have become more significant since the first draft in 2005. A detailed account of these is shown in Appendix A at the end of this report. Please note that this list is by no means exhaustive, but an attempt to acknowledge those that are a priority within Hastings.

## **5.0 Task A4 - Developing the Sustainability Appraisal and Strategic Environmental Assessment objectives**

### **5.1 Regulations and guidance**

5.1.1 A framework of SA/SEA objectives is a recognised way of allowing the social, economic and environmental effects of LDF's and their alternatives to be tested. The objectives should be informed by government policy and guidance, as well as the Hastings & St Leonards Sustainable Community Strategy. To fulfil the requirements of the SEA Directive, the SA objectives must take into account biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape, but focus on the key issues in the local area.,

5.1.2 The SA objectives should be distinct from LDF objectives, although it is acknowledged that in some cases, they may overlap.

### **5.2 Methodology**

5.2.1 The agreed SEA/SA objectives are listed below. They were originally developed as part of the first scoping process, taking into account:

- the revised policy review of task A1
- the revised baseline information of task A2
- the revised sustainability issues and environmental problems of task A3
- a workshop with statutory consultees and stakeholders
- feedback from consultation on the draft scoping report
- quality assurance advice and external best practice

5.2.2 These objectives were subsequently used in 2008 in the first revision to the scoping report, and have now been reviewed again to take into account updated information collated in tasks 1-3. The original objectives however, were found to be still fit for purpose, with only very minor changes needed.

#### **Social**

1. More opportunities are provided for everyone to live in a decent, sustainably constructed and affordable home suitable to their needs
2. The health and well-being of the population is improved and inequalities in health are reduced
3. Levels of poverty and social exclusion are reduced and the deprivation gap is closed between the more deprived areas in Hastings and the rest of the town
4. Opportunities are available for everyone to acquire new skills, and the education and skills of the population improve
5. All sectors of the community have improved accessibility to services, facilities, jobs, and social, cultural and recreational opportunities, including access to the countryside and the historic environment
6. Safe and secure environments are created and there is a reduction in crime and the fear of crime
7. Vibrant and locally distinctive communities are created and sustained

## **Environment**

8. Land and buildings are used more efficiently and the best use is made of previously developed land
9. Biodiversity is protected, conserved and enhanced
10. The risk of flooding (fluvial & tidal) and coastal erosion is managed and reduced now and in the future
11. Parks and gardens, countryside, coast and the historic environment/townscape and landscape are protected, enhanced and made more accessible
12. Air pollution from transport and land use planning is reduced and air quality continues to improve
13. The causes of climate change are addressed through reducing emissions of greenhouse gases through zero/low carbon development (mitigation) and ensuring the town is prepared for its impacts (adaptation)
14. The risk of pollution to all water resources is reduced, water quality is improved and water consumption is reduced
15. The use of sustainable energy and renewable energy technologies is maximised in new development, and in existing buildings.
16. Through waste re-use, recycling and minimisation the amount of waste for disposal is reduced
17. Road congestion and pollution levels are reduced, and there is less car dependency and greater travel choice

## **Economy**

18. There are high and stable levels of employment and rewarding and satisfying employment opportunities for all
19. Economic revival in the more deprived areas of the town is stimulated and successfully achieved
20. The sustained economic growth of the borough is achieved and linked closely to social regeneration
21. Indigenous and inward investment is encouraged and accommodated

### **5.3 The Sustainability Appraisal Framework**

- 5.3.1 The Sustainability Appraisal Framework provides a way in which sustainability effects can be described, analysed and compared. Indicators that can be used to monitor the achievement of the sustainability objectives are included in the framework.
- 5.3.2 The framework also consists of prompt question to assist with the decision-making and sustainability appraisal processes. The complete framework is available in Appendix B.

## **6.0 Task A5 - Consulting on the scope of the Sustainability Appraisal and Strategic Environmental Assessment**

### **6.1 Regulations and guidance**

- 6.1.2 The Council has a duty to consult with the statutory environmental bodies in the preparation of the SA – Environment Agency, Natural England, and English Heritage.

### **6.2 Methodology**

- 6.2.1 This revised scoping report was sent to the statutory consultees for comment for a 6 week period, between Monday 27 June and Monday 8 August 2011.
- 6.2.2 No alterations to the report were required as a result of this consultation.

### **6.3 Remaining stages of the SEA/SA process**

- 6.3.1 Following the preparation of a Scoping Report, Stages B, C and D are the next stages of the appraisal process, which relate to the preparation of LDF documents. A summary of these steps is shown below

#### **Stage B: Developing and refining options and assessing effects**

- B1 - Testing the DPD objectives against the SA framework
- B2 - Developing the DPD options
- B3 - Predicting the effects of the DPD
- B4 - Evaluating the effects of the DPD
- B5 - Considering ways of mitigating adverse effects and maximising beneficial effects
- B6 - Proposing measures to monitor the significant effects of implementing the DPD's

#### **Stage C: Prepare the Sustainability Appraisal Report**

- C1 – Prepare the SA Report

#### **Stage D: Consult on the preferred options of the DPD and the SA Report**

- D1 – Public participation on the preferred options of the DPD and the SA Report
- D2(i) – Appraise significant changes

- 6.3.2 This Scoping Report, updated as appropriate, will provide the framework for assessing how the Council is delivering sustainable development throughout all stages of LDF preparation. Objectives and indicators set out here will be used to appraise and monitor the development of LDF documents, including the Core Strategy, and Site Allocations and Development Management Development Plan Document (stage B).
- 6.3.3 Future reports prepared as part of the SA/SEA process will evidence this assessment as different stages of the LDF are completed, resulting in the preparation of a Sustainability Report that will be subject to consultation alongside the LDF document in question (stage C).

- 6.3.4 Both documents will be subject to full consultation and be duly considered at the Examination in Public of the LDF document (stage D)
- 6.3.5 A Sustainability Appraisal report incorporating these stages was published alongside the Core Strategy Preferred Options between 27 May and 8 July 2008. The pre-submission version of the Core Strategy and final Sustainability Appraisal Report will be published late 2011.

## Appendix A – Sustainability Issues

Sustainability Issue	Description/supporting information	Action/issues for the LDF
<b>SOCIAL ISSUES</b>		
Increasing population, and planning for increase in older people and student population	<p>Approximately 87,000 people live in the town. Policy based predictions show this rising to 89,291 in 2026, representing a 2.6% increase since 2001. Trend based predictions exceed this, showing a rise to over 96,000 by 2028.</p> <p>Trends suggest that older people represent the fastest growing element of the age breakdown, although we need to be mindful that in Hastings in particular, there is likely to be an increase in the student population as a result of the expansion of University Centre Hastings, and the two new Sussex Coast College sites.</p>	Consider population growth in LDF policies and infrastructure requirements needed to support increase in population and potential for ageing and student population
Access to services	<p>Access to services such as health care, education, shops, GPs, public transport, employment, training, parks and open spaces is a major issue. A lack of mobility can cause real hardship, reducing opportunities for employment and education as well as access to leisure and cultural activities. Limited public transport can contribute to increasing the isolation of communities and individuals.</p>	<p>Any increase in population and new housing areas creates national demand for new services and also puts pressure on those existing. Infrastructure needs to be in place to meet new housing and population increases.</p> <p>The LDF should ensure that places and communities are well connected with good transport services and communications that link people to schools, health, leisure, shopping, health leisure, shopping and the natural environment without having to rely on private car use. It should also make provision for a green network providing connectivity between existing and proposed spaces.</p>
Housing need and affordability	Providing enough housing to meet both housing targets and local needs is a key requirement of the Council's development plan.	Ensure that local requirements for housing are met, and that everyone has the

	<p>The Housing Needs Survey indicated a significant shortage of affordable homes, estimating that over 596 affordable homes are required per annum, over 14 times the rate of construction. The average property costs the equivalent of over 6 six salaries (2009), having risen from just over 5 in 2002.</p> <p>There is also 2261 households on the housing register (5.4% of all dwellings), an increase from 2112 in 2001</p>	<p>opportunity of a decent, affordable home. The LDF will need to maximise the stock of affordable housing.</p>
Unfit dwellings	<p>In 2001, the majority (67%) of the borough's 40,000 dwellings were owner-occupied; 35% of dwellings are flats – compared to 19% nationally. In addition to householders owning their own property 16% rent from a social landlord and 17% from the private sector – double the national average. 38% of dwellings are pre-1919 which is above the southeast and national average – which contributes to high levels of housing unfitness (10.5% against 7.5% nationally) and substantial disrepair (4.2%) – quite often this is private rented accommodation.</p>	<p>Need to plan for and provide different forms of accommodation to reflect the make up of the various sections of the community – especially affordable housing. The LDF will need to maximise the stock of affordable housing</p>
Fuel poverty and energy efficiency	<p>The built environment is a significant energy user and contributes to greenhouse gas emissions. The energy efficiency of much housing stock is poor, resulting in high fuel bills. New buildings provide an opportunity to ensure that building are constructed to be energy efficient and sustainable, to minimise their impact on the environment.</p> <p>The House Condition Survey (2007) identified that 6.1% of households in the town (2100 dwellings) were in fuel poverty.</p>	<p>Incorporate sustainable design and construction, energy efficiency into LDF and contribute to the alleviation of fuel poverty. This should be in accordance with national requirements through the Code for Sustainable Homes.</p>
Eradication of deprivation hotspots	<p>Hastings ranks 19<sup>th</sup> out of all local authorities in England for its deprivation score, up from 31 in 2007.</p> <p>There are 2 Super Output Areas amongst the most deprived in the Country, within Bird and Tressell wards. Another 13 are in the</p>	<p>Consider issues of social exclusion and accessibility for disadvantaged groups. The LDF will need to promote development that contributes to socially inclusive communities and locate development in locations that are</p>

	most deprived 10%, all 4 within Central St Leonards, 3 in Castle, 2 each in Hollington and Gensing, and 1 each in Ore and Wishing Tree.	accessible for all to jobs and services.  Promote and support regeneration efforts addressing pockets of deprivation, whilst also tackling issues that could lead to deprivation in other parts of the Borough.
Finding room for growth	Hastings is a tightly contained urban centre that is mostly surrounded by areas of environmental and landscape importance such as the High Weald Area of Outstanding Natural Beauty.  There are now few opportunities for further large-scale housing or employment growth on Greenfield sites within the town. The Council is therefore committed to making best use of brownfield land in the urban area and to the re-use of empty homes. Last year, 47 homes were bought back into use.	Develop housing and employment opportunities that take account of current government guidance about mixed use developments and housing densities on brownfield land. Consider the reuse and refurbishment of existing buildings. Ensure all new developments follow sustainable urban design principles.
Health inequalities and provision	The average life expectancy from birth is 76.6 years for men and 80.8 years for women in Hastings. Whilst this represents an increase from the 2006-08 figures, it compares negatively against the regional average of 79.4 for men and 83.3 for women.  The 2001 Census showed that 11% of residents describe their health as "not good" in comparison with 9% in East Sussex and England and Wales. 63% however, described their health as "good" in comparison to 71% in the South East and 69% in England and Wales.  Increasing numbers of older people also places additional pressure on services and facilities.	Access to health services must be good to maintain and reduce health inequalities. Increases in population and new housing areas will create a need for new surgeries and health facilities.  There are indirect links between health and the direct land use issues the LDF will tackle (e.g. access to open space, leisure and recreational opportunities, walking and cycling route). The LDF will need to facilitate and encourage walking and cycling by creating accessible and connected neighbourhoods.  Improving energy efficiency and measures to eradicate fuel poverty will also help to reduce health inequalities.

Educational achievement	<p>The town has seen significant changes over recent years with the development of the new Sussex Coast College over 2 sites, to replace the former Hastings College of Arts and Technology in Archery Road. In addition the opening of University Centre Hastings in the Town Centre has had a positive effect on education. An extension to the site is currently being constructed.</p> <p>GCSE pass rates for 15 year olds have reduced from 33% in 2007/08 to 26.4% in 2008/09, and 7.5% of the working age population also have no formal qualification. 43.5% has a NVQ Level 3 or above, compared to 52.6% across the region. It is therefore important to improve the number of qualifications achieved by all age groups.</p>	<p>Increase in population and housing over next 5 years are likely to have an impact on school placement requirements. Need to make sure contributions are secured from housing developments to provide these additional places, and to also support the development of the new Academies.</p> <p>Whilst the LDF can help to ensure adequate provision of schools and other education facilities to support a culture of learning, it is unable to directly influence educational achievement.</p>
Fear of crime and community safety	<p>Crime rates in Hastings continue to fall, dropping to 57.1 recorded crimes per 1,000 population in 2009/10, from 103 per 1,000 in 2008/09. However, just 85% of population have stated that they feel safe outside their local area during the day, compared to 91% for East Sussex as a whole. 39% of Hastings residents feel safe outside at night time, compared to 57% for East Sussex.</p>	<p>Good design achieved through LDF policies can help to design out crime and reduce the fear of crime. Mixed use development should be promoted, to encourage natural surveillance, improved pedestrian flows and vitality.</p>
<b>ENVIRONMENTAL ISSUES</b>		
Increase in traffic and its impact on the environment	<p>Traffic emissions impact on air quality, health and climate change. There has been an increase in car use since 1991 and this is likely to continue. Over half of the population travel less than 5km to get to work, compared to 38% across the region. Transport modelling indicates that new development will result in a significant increase in road users across the town.</p>	<p>The LDF will include policies to reduce the need to travel in particular by the private car by taking an integrated approach to land use and transport.</p> <p>The LDF can contribute to facilitating and supporting the provision and use of local goods and services to reduce transportation of goods and services.</p> <p>Support the initiatives of Local Transport Plan</p>
Protect, conserve and	There are a number of nationally and internationally important	Include policies which protect and enhance

enhance biodiversity	<p>wildlife sites in the town - Hastings Cliffs Special Area of Conservation (SAC) (protected through EU legislation), 3 Sites of Special Scientific Interest (SSSI), 7 Local Nature Reserves (LNR), and 25 Local Wildlife sites.</p> <p>In addition there is protected countryside, including High Weald of Outstanding Natural Beauty (AONB), Combe Haven Valley and the proposed Pebsham Country Park. Hastings has many species of conservation importance from dormice, bats, badgers, and great crested newts to unusual bees, wasps and mosses.</p> <p>In December 2006, 6.1% of SSSI area was in a recorded as being in an unfavourable declining condition, an increase from 5.6% in April 2010. This compares unfavourable to the average of just 0.4% across East Sussex as a whole.</p> <p>Development pressures will continue to place increasing pressure on the natural environment especially as previously developed land supply is used. Increased recreational pressure on the Hastings Cliffs is a particular concern.</p>	<p>biodiversity and protect and enhance existing sites and features for their ecological and/or geological importance. Mitigation measures will need to be implemented to ensure no further impact in terms of recreational pressure on the SAC</p>
Growth in waste and recycling	<p>Hastings Borough Council is a waste collection authority and is responsible for collecting refuse and materials for recycling from local households.</p> <p>30,446 tonnes of household waste was collected in 2009/10, rising from 29,912 tonnes in 2008/09. However, this figure is lower than the amount of waste collected every year from 2005, showing a declining trend. In 2009/10, 23.3% of all waste collected was recycled, and 3.7% composted. This compares favourably to 21.6% of waste being recycled across East Sussex as a whole.</p>	<p>Continue to encourage the use of recycled materials in new development. Ensure that the layout of and design of new developments supports waste recycling and reduction.</p>
Protecting our cultural	There are 6 scheduled monuments, 18 conservation areas and	Protect and enhance conservation areas,

heritage	917 listed buildings. The town has a rich heritage of historic buildings including the medieval Old Town, the Victorian town centre and regency splendour parts of St Leonards. Future development in the town must be undertaken in a way so as to protect and enhance our valuable assets and contribute to the sustainable regeneration of the town.	Listed Buildings and buildings of local architectural importance and their settings, the town's landscapes and archaeological features and contribute to the character, distinctiveness and sense of place of the town and landscapes.
Reducing water consumption	The South East is an area of "Water Stress" as defined by the Environment Agency. It is very important therefore that water consumption is reduced as much as possible, and that new development is designed to help achieve this.	Encourage new development to achieve greater water efficiency.
Minimising the risk of flooding and raising water quality	<p>The 2008 Strategic Flood Risk Assessment (SFRA) identifies that flood risk in Hastings is attributed to tidal and fluvial flooding, groundwater and sewer flooding, and surface water run off. The most significant flood risk problem exists towards the west of the town around the Bulverhythe area, where groundwater, surface water run-off and tide locking combine to create high levels of flood risk. Higher flood risk areas are also mostly apparent along the Seafront, although this is mainly due to overtopping, and around the Hollington Stream and Combe Haven River.</p> <p>The SFRA identifies the areas that are affected by groundwater flooding risk, and the extent of the minor aquifers. As this covers a significant area of the town, it is important that these resources are protected from the risks posed by any new large scale commercial development, particularly in West St Leonards and central parts of the town.</p> <p>Physico-chemical and ecological quality of rivers in Hastings is classified as "moderate" whereas biological is "good".</p>	New development should seek improvements to water quality through good urban design principles, use of sustainable urban drainage and by recognising the impacts of land use within the wider water catchment area
Improving air quality	Air quality in the borough is generally good, comparing favourably with air quality in the rest of the UK. However, the Council has declared an Air Quality Management Area on Bexhill Road where	Reduce the need to travel and traffic related emissions. The LDF policies can protect the environment and human health from air

	European air quality standards are breached.	pollution and the implications on climate change on air quality.
Addressing climate change	<p>Climate Change is one of the most serious environmental challenges facing the 21<sup>st</sup> Century.</p> <p>The main sources of carbon dioxide emissions are buildings, industry and transport. The likely impacts of climate change on the town are not fully known but the predictions suggest a likely rise in sea level, coastal erosion, and flooding, more intense storms during the winter, less summer rainfall and higher summer temperatures.</p> <p>Further investigation is needed into the likelihood of developing large scale renewable energy schemes in the town to offset carbon emissions resulting from new development.</p>	<p>The LDF will need to consider the implications of climate change on the built and natural environment. The role of good urban design should be promoted e.g. accessibility, layout, built form, landscaping in reducing energy use and maximising solar gain. Reduce surface water run off from new development and promote the use of sustainable urban drainage. Integrate renewable energy into new developments to meet the government's strengthening of sustainable buildings standards.</p> <p>The potential for a new wind turbine should also be explored.</p>
<b>ECONOMIC ISSUES</b>		
Reducing unemployment	<p>Unemployment is a significant issue for Hastings. The unemployment rate in Hastings is higher than the county and regional average – 8.8% compared to 6.8% in East Sussex and 1.5% in the South East (June 2010).</p> <p>10,820 working age people in the town are on out of work benefits, with 3,109 people claiming Job Seekers Allowance. This equates to 5.7% of claimants, compared to just 2.6% across the region.</p> <p>22.6% of the working age population also claim key benefits, which is an increase of 2.8% over 2 years. The mean household income is however, 85.8% below the national average at £30,290 (2010). This reflects the predominantly low wage economy.</p>	<p>The LDF will need to protect and support the provision of local quality employment opportunities. Enable improvements in infrastructure to meet the needs of the economy.</p> <p>Promote economic development that creates quality job opportunities.</p>

Economic output	The economic output of the area is constrained by its relatively weak economic base. The labour market is dominated by the public sector, which provides just over 40% of the entire job as compared to 25.4% across the region.	The LDF can facilitate the development of quality local employment opportunities and ensure an appropriate supply of employment land.
Movement and transport	<p>There is relatively low car ownership in Hastings - 34% of people do not own a car compared to 23% in the county and 27% nationally. However, poor public transport services in some areas inhibit access to employment and learning opportunities. The limitations of existing transport links (particularly in terms of rail services and the improvements needed to the A21) are currently constrained by national policies and investment priorities.</p> <p>In 2001, there were a recorded 10,777 out commuters compared to 7,219 in commuters – with 24,984 people who live and work in town. Regeneration schemes in the town should attract further in commuting, contributing positively to the town's economy.</p>	The LDF needs to make sure that all new development is accessible and located near transport links, providing for access via public transport, cycling and walking, and to support the proposals in the Local Transport Plan 3.

## Appendix B – The Sustainability Appraisal Framework

Objective	Headline indicator	Decision making criteria – does the plan/option...	Indicator
1. More opportunities are provided for everyone to live in a decent, sustainably constructed and affordable home suitable to their need	Property affordability – ratio of average house price to average local earnings	<p>Increase access to good quality and affordable housing for all?</p> <p>Improve the quality of the housing stock and reduce the number of non-decent homes?</p> <p>Reduce homelessness and ensure the provision of housing for the homeless?</p> <p>Promote the adoption of sustainable design and construction practices in housing (energy/water/land/materials efficiency/incorporation of biodiversity etc)?</p> <p>Encourage mixed use and a range of housing tenure?</p>	<ul style="list-style-type: none"> <li>Affordable housing completions</li> <li>Housing completions</li> <li>Property affordability – ratio of house price to average local earnings</li> <li>Condition of housing stock (non-decent dwellings)</li> <li>Number of empty homes bought back into use</li> <li>Number of households accepted as homeless</li> <li>Number (or %) of built to at least Code Level 3</li> <li>Housing density</li> <li>Housing tenure</li> <li>Property values</li> <li>Household size</li> </ul>
2. The health and well-being of the population is improved and inequalities in health are reduced	Life expectancy (from birth)	<p>Reduce death rates?</p> <p>Promote healthy living and reduce health inequalities?</p> <p>Improve access to high quality health facilities?</p> <p>Encourage healthy, active lifestyles and provide opportunities for sport and recreation (formal and informal)</p>	<ul style="list-style-type: none"> <li>Death rates from circulatory disease and cancer</li> <li>Life expectancy</li> <li>% of households with limiting long-term illness</li> <li>General level of health - % of the population describe their health as "not good"</li> <li>Number of cyclist traffic accidents</li> <li>% of adults who regularly participate</li> </ul>

		Promote good design that minimises adverse impacts on health and well being from crime and road traffic accidents	in sport or active recreation
3. Levels of poverty and social exclusion are reduced and the deprivation gap is closed between the more deprived areas in Hastings and the rest of the town	Narrow the gap – Proportion of the population who live in areas that rank within the most deprived 10% and 20% nationally	Reduce poverty and social exclusion in those areas and communities most affected?	<ul style="list-style-type: none"> <li>• Proportion of population that live in areas that rank within the most deprived 10-20% in the country.</li> <li>• Child poverty – Proportion of children under 16 who live in low-income households</li> <li>• % of households in fuel poverty</li> </ul>
4. Opportunities are available for everyone to acquire new skills, and the education and skills of the population improve	Qualifications of working age people	<p>Improve the qualifications and skills of adults?</p> <p>Address the skills gap and enable skills progression?</p> <p>Improve the qualifications and skills of young people?</p> <p>Contribute to meeting identified skills shortages</p> <p>Improve access to high quality educational/training opportunities and facilities? (E.g. by non-car means for the most deprived communities)</p>	<ul style="list-style-type: none"> <li>• % of working age population with NVQ Level 3 or above</li> <li>• % of working age population with NVQ Level 4 or above (or equivalent)</li> </ul>
5. All sectors of the community have improved accessibility to services, facilities, jobs, and social, cultural and recreational opportunities, including access to the	Resident's satisfaction	<p>Improve accessibility and affordability to essential local services? (employment, public transport, education, open space, health services and shops)</p> <p>Promote compact, mixed-use development with good accessibility to local facilities and services?</p> <p>Make access easier for those without access to a</p>	<ul style="list-style-type: none"> <li>• Residents satisfaction - % of residents who are satisfied with their local area as a place to live</li> <li>• % of households within 300m of an accessible open space</li> <li>• % of adults with internet connection</li> <li>• % of voluntary and community sector activity</li> </ul>

countryside and the historic environment		car?	
6. Safe and secure environments are created and there is a reduction in crime and the fear of crime	Recorded crime per 1000 population	Reduce actual levels of crime?  Reduce the fear of crime?	<ul style="list-style-type: none"> <li>Recorded crime per 1000 population</li> <li>% of people who feel safe in their local area in the day and at night time</li> </ul>
7. Vibrant and locally distinctive communities are created and sustained	% of people satisfied with their local area as a place to live	Encourage the involvement of communities in the planning and management of their neighbourhoods?  Improve residential amenity and sense of place?	<ul style="list-style-type: none"> <li>% of people satisfied with their local area as a place to live</li> <li>% of people who feel their area is a place where people from other backgrounds can live harmoniously</li> </ul>
8. Land and buildings are used more efficiently and the best use is made of previously developed land	Development on previously developed land	Reduce the amount of derelict and underused land?  Encourage the re-use of existing buildings and the re-use of materials in construction	<ul style="list-style-type: none"> <li>% of residential development completed on brownfield land</li> <li>% of employment development completed on brownfield land</li> <li>Number of empty homes bought back into use</li> </ul>
9. Biodiversity is protected, conserved and enhanced	Change in areas and populations of biodiversity importance	Maintain, protect and enhance the town's sites designated for their nature conservation interests?  Protect, conserve and enhance the town's priority species and habitats, and ensure achievement of local biodiversity targets?  Encourage the development of new biodiversity assets within/alongside developments?	<ul style="list-style-type: none"> <li>Condition of SSI's</li> <li>% of open spaces managed to green flag award standard</li> <li>Change in areas and populations of biodiversity importance</li> <li>Change in wild bird populations</li> </ul>
10. The risk of flooding (fluvial and tidal) and coastal erosion is managed and reduced, now and in the future	% of planning applications permitted where the Environment Agency have	Minimise the risk of flooding from rivers, watercourses and the coast, to people and flooding?  Make use of Sustainable Drainage Systems	<ul style="list-style-type: none"> <li>% of planning applications permitted where the Environment Agency have objected on flood risk or water quality grounds</li> <li>% of planning applications where the</li> </ul>

	objected on flood risk or water quality grounds	(SUDs)?  Ensure that development does not increase flood risk to others?  Prevent inappropriate development in the flood plain?	Environment Agency has objected on the grounds of inadequate/lack of FRA <ul style="list-style-type: none"><li>• Number of developments/properties installing SUDs</li></ul>
11. Parks and gardens, countryside, and the historic environment/townscape and landscape are protected, enhanced and made more accessible	The number of buildings at risk	Protect, enhance and restore the town's natural environmental assets (e.g. greenspace network)  Support local character and distinctiveness through good design?  Protect, enhance and restore the town's cultural and heritage assets?  Encourage access to historic and cultural heritage?  Will it enhance and increase access to the natural environment, parks and open spaces and the coast?	<ul style="list-style-type: none"><li>• Number and % of listed buildings (Grades I and II)</li><li>• % of open spaces managed to green flag award standard</li><li>• The number of buildings at risk (English Heritage risk register)</li><li>• % of households within 300m of an accessible open space</li></ul>
12. Air pollution from transport and land use planning is reduced, and air quality continues to improve	Number of days when air pollution is moderate or high	Improve and maintain air quality?  Promote more sustainable transport patterns including walking, cycling and public transport?  Reduce the need to travel through the location and design of new development and the provision of public transport infrastructure?  Avoid locating development where air quality could negatively impact upon people's health?	<ul style="list-style-type: none"><li>• Road traffic growth</li><li>• % car ownership</li><li>• Designated air management areas</li><li>• Number of days when air pollution is moderate or high</li></ul>

<p>13. The causes of climate change are addressed through reducing emissions of greenhouse gases through zero/low carbon development (mitigation) and ensure the town is prepared for its impacts (adaptation)</p>	<p>Emissions of CO<sub>2</sub> by sector</p>	<p>Reduce emissions of greenhouse gases by reducing energy consumption?</p> <p>Contribute to a reduction of CO<sub>2</sub> to contribute to national targets?</p> <p>Promote efficient land use patterns that minimise the need to travel?</p> <p>Promote sustainable drainage systems in new development?</p> <p>Reduce vulnerability of the built environment to the effects of climate change?</p>	<ul style="list-style-type: none"> <li>• Number/% of new homes built to at least Code for Sustainable Homes Level 3</li> <li>• Emissions of CO<sub>2</sub> by sector</li> </ul>
<p>14. The risk of pollution to all water resources is reduced, water quality is improved and water consumption is reduced</p>	<p>Per capita consumption of water</p>	<p>Reduce water consumption?</p> <p>Increase the use of water conservation and gray water recycling technologies?</p> <p>Ensure water demand does not outstrip available supply?</p>	<ul style="list-style-type: none"> <li>• Number of qualifying developments/properties installing SUDs</li> <li>• Number/% of new homes built to at least Code for Sustainable Homes Level 3</li> <li>• Per capita consumption of water</li> </ul>
<p>15. The use of sustainable energy and renewable energy technologies is maximised in new development, and in existing buildings</p>	<p>Household energy use per capita</p>	<p>Promote the incorporation of energy efficiency measures in existing buildings and in new development?</p> <p>Reduce the incidences of fuel poverty through installation of energy efficiency measures and raising income levels?</p> <p>Promote the incorporation of small-scale renewables in developments and existing buildings?</p>	<ul style="list-style-type: none"> <li>• Household energy use per capita (gas and electricity)</li> <li>• Renewable energy capacity installed</li> <li>• Number of households in fuel poverty</li> </ul>

16. Through waste re-use, recycling and minimisation, the amount of waste for disposal is reduced	Household waste and recycling	Minimise the production of household waste?  Reduce waste in the construction industry	<ul style="list-style-type: none"> <li>• % of household waste recycled and composted</li> <li>• % of streets that are clean/scale of cleanliness</li> <li>• Residual waste per household</li> <li>• New homes provided with recycling/waste prevention facilities</li> </ul>
17. Road congestion and pollution levels are reduced, and there is less car dependency and greater travel choice	Average journey length by purpose	Reduce the need to travel by private car?  Promote public transport, walking and cycling?  Reduce traffic volumes?	<ul style="list-style-type: none"> <li>• Bus passenger journeys</li> <li>• % household car ownership</li> <li>• Journeys to work by modes – cycling and walking</li> <li>• Average distance travelled to work</li> </ul>
18. There are high and stable levels of employment and rewarding and satisfying employment opportunities for all	Unemployment rate	Help to improve earnings?  Increase the number and range of employment opportunities for local people and those most in need of employment?  Support economic growth in years to come?  Reduce short and long-term unemployment?  Provide good quality employment opportunities accessible to all sections of the population?	<ul style="list-style-type: none"> <li>• Unemployment rate</li> <li>• Average (median) workplace based earnings</li> <li>• % employment rates for various sectors</li> <li>• Job seeker allowance claimants</li> <li>• Economically active working age population</li> <li>• Unemployment rate</li> </ul>
19. Economic revival in the more deprived areas of the town is stimulated and successfully achieved	Change in VAT registered businesses	Improve economic performance in advantaged and disadvantaged areas?  Support the regeneration of deprived areas?	<ul style="list-style-type: none"> <li>• Employment floorspace development by type</li> <li>• Vacant commercial floorspace</li> <li>• % change in VAT registered businesses</li> </ul>
20. The sustained economic growth of the	Change in VAT registered	Encourage investment, including inward investment?	<ul style="list-style-type: none"> <li>• % change in VAT registered businesses</li> </ul>

town is achieved and linked closely to social regeneration	businesses	Promote and support town centres and local centres, local employment opportunities and mixed use development?	
21. Indigenous and inward investment is encouraged and accommodated	Change in VAT registered premises	Make land and property available for business development?	<ul style="list-style-type: none"> <li>• Employment floorspace development by type</li> <li>• Vacant commercial floorspace</li> <li>• % change in VAT registered businesses</li> </ul>