



**Broads Authority**

The Broads - a member of the  
National Park family

**Development Management Policies  
Development Plan Document**

**Sustainability Appraisal/Strategic Environmental  
Assessment:  
*Final Sustainability Appraisal Report***

**November 2011**



**SMALL FISH**  
Strategy Consultants

Prepared on behalf of  
the Broads Authority by:  
**Small Fish**  
[www.smallfish.org.uk](http://www.smallfish.org.uk)



**SMALL FISH**  
*Strategy Consultants*

## **NON-TECHNICAL SUMMARY**

In September 2004, the Government introduced changes to the planning system for England through the Planning and Compulsory Purchase Act. Under the new system, a Local Development Framework is replacing the *Broads Local Plan*. The Local Development Framework is made up of a number of Local Development Documents, which together will set the policies and proposals for the development and use of land in the Broads Executive Area.

Under the Planning and Compulsory Purchase Act, there is a requirement for local planning authorities to undertake a Sustainability Appraisal (SA) on its Local Development Documents. Additionally, in July 2004 an assessment of the effects of certain plans and programmes on the environment, known as Strategic Environmental Assessment (SEA), became a requirement under European Directive 2001/42/EC. This Directive also applies to all Local Development Documents.

In June 2007, Small Fish strategy consultants were commissioned by the Broads Authority to undertake a Sustainability Appraisal (SA) on the following components of the Broads Authority Local Development Framework:

- Development Management Policies Development Plan Document (DPD)
- Development and Flood Risk Supplementary Planning Document (SPD)

This is the *Final Sustainability Appraisal Report* for the SA/SEA on the Broads Development Management Policies DPD. This report accompanies the autumn 2011 final *Development Management Policies DPD*, which is likely to be adopted in November 2011. In accordance with the Act, the SEA Directive, and Government guidance, a combined SA/SEA has been undertaken on the Broads Development Management Policies DPD, which is the subject of this report.

The Authority has arrived at this final version of the DPD having taken account of representations received during previous stages of consultation over a number of years, as well as the Examination in Public, which took place in July 2011, and the Inspector's Report (October 2011). The final version of the Development Management Policies DPD incorporates the minor suggested post-publication changes made by the Broads Authority, as well as the post-examination changes recommended by the Inspector. It constitutes the Authority's final version of this DPD and includes detailed development management policies that set out the criteria against which development in the Broads will be assessed, providing clear guidelines on the circumstances in which planning permission will be granted or refused.

By carrying out an SA/SEA on the Development Management Policies DPD, the Broads Authority aimed to:

- identify alternative options for delivering sustainable development in the Broads Executive Area
- identify and describe the environmental, social and economic effects of alternative options
- further enhance beneficial environmental, social and economic effects of the plan
- reduce and minimise the adverse environmental, social and economic effects that may result from the implementation of the plan

Numerous policy options for the Development Management Policies DPD were put forward for consideration and further development and these have been assessed throughout the different stages of the DPD process. All of these options offered different ways of addressing current and future development and land use issues in the Broads area and are categorised by the following policies themes:

- Respecting the Environment and Cultural Assets

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- The Use and Enjoyment of Water and Land
- Fostering Communities

Sustainability indicators were developed that can be used to measure the effects that the Development Management Policies DPD may have on the environment, society and economy. These indicators relate to different aspects of the environment including air pollution, climate change, landscape and townscape, wildlife and habitats, water and soil quality. Indicators were also included to measure the social effects on the population such as human health, deprivation and flood risk, as well as the economic assets of the Broads, such as tourism and recreation.

Data for these indicators were collected in order to establish the current state of the environment, known as the sustainability baseline. Analysis of trends and targets was then used to help predict how the sustainability baseline might change in light of each of the development management policies.

The majority of the policies for development management show either no significant effect or a beneficial effect. This is most likely due to the nature of development management to mitigate the adverse effects and enhance the beneficial effects of development. However, a few adverse effects were identified, relating mainly to flood risk and affordable housing.

Mitigation recommendations were drafted for consideration and inclusion in the final policy wording during previous stages of the plan's development process, and some of these suggestions have now been taken on board and incorporated into the final submission policies. Additionally, a monitoring regime and reporting schedule has been established in order to monitor the effects that implementation of the plan has on sustainability over the plan period.

Overall, this SA/SEA has been influential in informing the further refinement of the Development Management Policies DPD by identifying the potential sustainability effects of the policies within it. This process has allowed for sustainability considerations to be fully integrated into the final development management policies.

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## **1 BACKGROUND**

### **1.1 Introduction**

This document is the *Final Sustainability Appraisal Report* for the Sustainability Appraisal (SA) for the Broads Authority Development Management Policies Development Plan Document (DPD), which will form an important part of the Broads Authority's Local Development Framework (LDF).

The SA has been undertaken in accordance with the requirements of the UK's Strategic Environmental Assessment Regulations 2004 and with reference to the Department for Communities and Local Government (DCLG) guidance on *Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks* (November 2005), as well as the *Interim Advice Note on Frequently Asked Questions for the Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks* (DCLG, April 2005).

This section briefly discusses the need for Sustainability Appraisal and Strategic Environmental Assessment, the vision and objectives of the Broads Authority Local Development Framework and how the sustainability appraisal will be carried out. Chapters 2, 3 and 4 outlines the sustainability appraisal scoping work undertaken during previous stages of this SA, including:

- other relevant plans, programmes and sustainability objectives,
- the development the sustainability appraisal objectives,
- a description of the current and future sustainability baseline, and
- sustainability problems and issues for consideration in the development of the Development Management Policies DPD

The main purpose of this report can be found in Chapter 5, which discusses the assessment of the development management policies and Chapter 6, which highlights the likely significant sustainability effects of the plan. Chapter 7 outlines mitigation recommendations from previous stages of the plan's development process, whilst Chapter 8 outlines the proposed monitoring and reporting regime for the Broads LDF SA.

## **1.2 Broads Authority Local Development Framework**

In September 2004, the Government introduced changes to the planning system for England under the Planning and Compulsory Purchase Act. Under the new system, a Local Development Framework is replacing the *Broads Local Plan* and linked supplementary planning guidance. The Local Development Framework is made up of a number of Local Development Documents, which together will set the policies and proposals for the development and use of land in the Broads. The new system is designed to be flexible to reflect changing circumstances and priorities. It will provide better opportunities for people to understand and be involved in development planning in their local area.

There are several different types of documents that comprise a Local Development Framework. A Local Development Scheme sets out which Local Development Documents will be prepared over a rolling three-year period and the timetable for their preparation. It also sets out the policies the Broads Authority wishes to save from the *Broads Local Plan*, until these are replaced by a new development plan. The Broads Authority Local Development Scheme for the period up to September 2011 has been submitted to the Secretary of State.

The preparation of the Local Development Documents is a participatory process. The Statement of Community Involvement sets out how the Authority intends to involve local communities and other stakeholders in the preparation, alteration and review of its Local Development Documents. Following a public consultation process, the Statement of Community Involvement for the Broads was adopted in January 2006 and incorporated into the Local Development Framework.

Local Development Documents provide the policies for meeting the economic, environmental and social aims for the future of the Broads area, where this affects the development and use of land. The two main types of Local Development Documents are:

- Development Plan Documents
- Supplementary Planning Documents

Development Plan Documents (DPD) are planning policy documents with statutory development plan status. This means that decisions must be made in accordance with these documents, other than in exceptional circumstances. The different categories of DPD are:

- Core Strategy
- Site Specific Allocations and Policies
- Area Action Plans
- Development Control Policies

Supplementary Planning Documents (SPDs) are supporting documents to Development Plan Documents. They cover a wide range of issues, providing detailed guidance and advice. They have non-statutory status, but are material considerations in decision-making.

The Broads Authority, in accordance with their Local Development Scheme, is preparing the following Local Development Documents:

- Core Strategy DPD (adopted September 2007)
- Development Management Policies DPD (the subject of this report)
- Development and Flood Risk SPD (adopted September 2008)

### **1.2.1 Local Development Framework Objectives**

In September 2007, the Broads Authority adopted their Core Strategy DPD. Objectives for the Broads

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Authority Local Development Framework were developed as part of the Core Strategy process by Broads Authority planning officers with significant input from the various consultation processes. These are the overarching strategic objectives that will govern the Broads Authority Local Development Framework and all associated Local Development Documents. They are divided into different categories, set out in **Table 1.2.1**.

**Table 1.2.1: Local Development Framework Objectives**

Reference	Objective
<b><i>Respecting the Environment and Cultural Assets</i></b>	
<b>SO1</b>	To protect, maintain, restore and enhance the Broads' unique physical, natural and culturally distinctive landscape from intensive or inappropriate land use and development, while also allowing for its continuing evolution within levels that can be sustained by the environment, appropriate to a nationally and internationally protected area.
<b>SO2</b>	To raise the quality of the management of the waterways, open countryside and the built environment and ensure appropriate development in terms of its impacts, location, scale, design and form.
<b>SO3</b>	To protect the natural resources of the Broads from development or activities which would be detrimental to its value or integrity, to promote enhancement and restoration of fragmented and degraded habitats, to increase biodiversity and to promote the development of replacement habitats to plan for climate change and increased sea levels. To promote sustainable resource use and management.
<b>SO4</b>	To protect historic and cultural environments from development or activities which would be detrimental to character, appearance or integrity and to promote enhancement of them as necessary or appropriate, including through the promotion of repair and re-use where this would not detrimentally affect the character, appearance or integrity of a building, structure or feature, its context or setting.
<b>SO5</b>	To develop the Broads as a more naturally functioning flood plain of extensive and connected habitats, accommodating the longer-term impacts of climate change and social and economic influences over the next 100 years. To engage communities in the responsibility of securing the long-term future for the Broads by embracing sustainable ways of living. The quality of landscape, biodiversity, recreation and navigation will be enhanced.
<b><i>The Use and Enjoyment of Water and Land</i></b>	
<b>SO6</b>	To support the tourism and recreation industries, which underpin the viability of the local economy and encourage enjoyment of the area, without impinging on the natural beauty, ecological value and local distinctiveness of the Broads
<b>SO7</b>	To provide a safe, secure and accessible transport system that supports sustainable tourism, enhances the economic vitality and liveability of the Broads, which encourages a modal shift from the private car, towards public transport, cycling and walking and minimises the adverse impacts of transport and climate change on the Broads unique environment.
<b><i>Fostering Communities</i></b>	
<b>SO8</b>	To further the economic and social well being of communities within the Broads by promoting sustainable forms of economic and community development which support the conservation, enhancement and enjoyment of the natural beauty, wildlife, cultural heritage and, in particular, the waterways of the area.

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Reference	Objective
<b>SO9</b>	To achieve social and economic regeneration through the protection, maintenance and development of the local economy, support for opportunities for investment in innovation and diversification, promotion of high quality, accessible and sustainable development to meet future needs, taking into account risk increases due to climate change and coastal submergence and appropriate types and levels of development within the flood plain.
<b>SO10</b>	To ensure that housing is provided within the wider Broads area to support and sustain local communities and economies and to contribute to the provision of affordable housing for acknowledged local need. Any housing development located within or adjacent to the Broads will be at a level and of a scale and design which will protect and enhance the character and appearance of the Broads, without detriment to natural resources.
<b>SO11</b>	To support the social and economic well-being, protect existing development and the character of the landscape and mitigate risks from flooding through the promotion of appropriate development in high-risk zones.
<b>SO12</b>	To ensure development will not impede materially the flow or storage of floodwater, increase the risk of flooding elsewhere or increase the number of people or properties at risk of flooding.

### *1.2.2 The Norfolk and Suffolk Broads Development Management Policies DPD*

The Development Management Policies DPD is the second Local Development Document the Authority is preparing as part of the Local Development Framework. The policies determining planning applications will be within this document. This directly follows on from the Core Strategy DPD and policies identified in this provide the basis for the development management policies found within the Development Management Policies DPD.

Whilst the preparation of a Development Management Policies DPD is not included as an essential requirement under the Act, it is necessary for the determination of planning applications. It will include a review of the existing *Broads Local Plan* policies and consideration of new policies. It will complement strategic policies in the Core Strategy with policies which set out the criteria against which planning applications for the development and use of land and buildings will be considered. Such policies will ensure that development accords with the vision and objectives set out in the Core Strategy DPD.

The focus of the Development Management Policies DPD is on topic related policies such as protecting residential amenity, protection of the landscape, natural and cultural resources (e.g. nature conservation, heritage), flood risk, addressing highway and transport issues, protecting vitality and viability of appropriate Broads-related businesses and addressing visual impact.

### *1.2.3 The Norfolk and Suffolk Broads Development and Flood Risk SPD*

Most of The Broads area consists of low lying land within the flood plain, and the risk of flooding is a major issue. Planning policy and guidance on development and flood risk in The Broads is guided by national planning policy and by a local Strategic Flood Risk Assessment.

The Development and Flood Risk Supplementary Planning Document (SPD) was adopted in September 2008, following a process of document preparation and consultation. It supplements the

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Core Strategy DPD and the saved policies from the *Broads Local Plan*. It covers demand for development in areas currently at risk and expected to be at risk over the period of development from flooding and will provide advice and guidance on appropriate development, design and mitigation measures. It will apply *Planning Policy Statement 25: Development and Flood Risk* to specific local issues.

### 1.3 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) involves the systematic identification and subsequent evaluation of the environmental impacts of a strategic action such as a plan or programme. In the production of the various DPDs for the Broads Authority Local Development Framework, there is a requirement upon the Broads Authority to comply with European Union Directive 2001/42/EC, which requires an “assessment of the effects of certain plans and programmes on the environment”, commonly known as the Strategic Environmental Assessment (SEA) Directive. The requirements of this Directive were incorporated into English law in the Environmental Assessment of Plans and Programmes Regulations 2004 (the Strategic Environmental Assessment Regulations). The SEA Directive and associated Regulations apply to plans and programmes, and modifications to them, whose formal preparation begins after 21 July 2004.

The objective of the SEA process 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. The SEA also works to inform the decision-making process through the identification and assessment of the significant and cumulative effects a plan or programme will have on the environment at the strategic level, and consultation on the potential effects with a wide range of stakeholders.

### 1.4 Sustainability Appraisal

In addition to the requirements of the SEA Directive, the introduction of the Planning and Compulsory Purchase Act 2004 included a wider requirement for a Sustainability Appraisal (SA) to be undertaken for a range of planning policy documents such as DPDs. Sustainability appraisal is used to describe the form of assessment that considers the social, environmental and economic effects of implementing a particular planning policy document. It is considered by the UK Government that the implementation of the SA process helps local planning authorities to fulfil the objective of contributing to the achievement of sustainable development when preparing their plans.

The requirements to carry out SA and SEA are distinct. However, advice from the Department for Communities and Local Government (CLG) suggests that it is appropriate to combine the two processes in order to meet both the requirements of the EU Directive and the Planning and Compulsory Purchase Act 2004.

To be in accordance with the SEA Directive and the requirements of the CLG guidance, the SA process for Broads Authority Local Development Framework should:

- Take a long-term view of how the area covered by the DPD or SPD is expected to develop, taking account of the social, environmental, and economic effects of the proposed plan
- Provide a mechanism for ensuring that sustainability objectives are translated into sustainable planning policies
- Reflect sustainability objectives from the global and national level as well as the regional and local levels
- Incorporate the requirements of the EU SEA Directive

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Guidance from the CLG and best practice from the UK and overseas suggest that a five stage approach to the SA process, which fully incorporates the requirements of the SEA Directive, should be undertaken. The five key stages are as follows:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
- Stage B: Developing and refining options
- Stage C: Appraising the effects of the plan
- Stage D: Consulting on the plan and SA Report
- Stage E: Monitoring the implementation of the plan

### **1.5 Integrating SA/SEA and the Production of the Development Management Policies DPD**

In applying SA and SEA to the Development Management Policies DPD, the Broads Authority aimed to:

- identify alternative options for development management policies
- evaluate the cumulative significant environmental, social and economic effects of the policy options
- provide decision-makers with a holistic understanding of the environmental, social and economic implications of the development management policy options
- reduce or minimise the adverse sustainability effects through development planning
- mitigate adverse effects arising from the implementation of the Development Management Policies DPD as much as possible

### **1.6 SEA Compliance**

This is the *Final Sustainability Appraisal Report* for the Norfolk and Suffolk Broads Development Management Policies DPD and fulfils the requirements for the SEA Environmental Report. Additionally, it has been published as a companion document to the autumn 2011 final version of the *Development Management Policies DPD*. The table below identifies the key requirements of the SEA Directive, as well as where this information can be found.

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Environmental Report requirements <sup>1</sup>	Where covered
<b>Information required through Regulation 12-(3)</b>	
1. An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;	<ul style="list-style-type: none"> <li>• Chapter 1</li> <li>• Chapter 2</li> <li>• Appendix A</li> </ul>
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Chapter 3
3. The environmental characteristics of areas likely to be significantly affected;	Chapter 3
4. 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;	<ul style="list-style-type: none"> <li>• Chapter 3</li> <li>• Chapter 4</li> </ul>
5. 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;	<ul style="list-style-type: none"> <li>• Chapter 2</li> <li>• Appendix A</li> </ul>
6. The likely significant effects <sup>2</sup> on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Chapter 6
7. 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;	Chapter 7
8. 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;	<ul style="list-style-type: none"> <li>• Chapter 5</li> <li>• Development Management Policies DPD</li> </ul>
9. A description of the measures envisaged concerning monitoring in accordance with Article 10;	Chapter 8
10. A non-technical summary of the information provided under the above headings.	Non-Technical Summary

<sup>1</sup> As listed in Annex I of the SEA Directive (Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment).

<sup>2</sup> These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and adverse effects.

## **1.7 Other Assessments**

### *1.7.1 Appropriate Assessment*

Directive 92/43/EEC (the Habitats Directive) on the Conservation of Natural Habitats and of Wild Fauna and Flora requires an Appropriate Assessment to be undertaken to assess the impacts of a land-use plan against the conservation objectives of a European Site and to ascertain whether it would adversely affect the integrity of that site. Where significant adverse effects are identified, alternative options should be examined to avoid any potential damaging effects.

Appropriate Assessment applies to Regional Spatial Strategies, transitional plans, Development Plan Documents and Supplementary Planning Documents. In order to ensure that Appropriate Assessment is fully addressed in accordance with the Directive, it has been undertaken as a separate exercise to this SA/SEA and is the subject of separate reports.

### *1.7.2 Strategic Flood Risk Assessment*

In accordance with *Planning Policy Statement 25: Development and Flood Risk* and advice from the Environment Agency, the Broads Authority, jointly with Broadland District Council, North Norfolk District Council, Norwich City Council and South Norfolk District Council, commissioned a Strategic Flood Risk Assessment (SFRA) to inform preparation of the Local Development Framework and also to provide further details to developers of varying levels of flood risk within the area.

The Environment Agency advises that SFRA is carried out in two parts. Stage 1 involved the development of an Inception Report which provides details on the information available and the specific issues facing each authority. Stage 2 involves flood risk assessment work and presentation of findings. An important aspect of the Stage 2 SFRA is to provide a delineation of the Flood Zone 3 for planning purposes between Zone 3a (high probability) and Zone 3b (functional floodplain).

The Broads Authority has now completed a full SFRA (Stages 1 & 2) and is now in receipt of final maps. Strategic Flood Risk assessment undertaken to date for the Broads Authority has identified much of the Broads area is in Flood Zones 3a and 3b. Furthermore, the SFRA concluded that<sup>3</sup>:

*“In the context of flood risk there are certain characteristics relating to the Broads which suggest that rigorous application of all the PPS25 requirements may not always be appropriate. It may be the case that the special characteristics and needs of the Broads, and other similar ‘water environments’ are not adequately allowed for in PPS25, and were not specifically contemplated during its drafting.”*

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<sup>3</sup> Millard Consulting Engineers, *Partnership of Norfolk District Councils Strategic Flood Risk Assessment: Subsidiary Report B Broads Authority Area*, December 2007, p104.

## **2 SUSTAINABILITY APPRAISAL CONTEXT**

### **2.1 Links to other relevant plans, programmes and environmental objectives**

The SEA Directive requires that the Environmental Report (or in this case the Sustainability Appraisal Report) should provide information on the plan's relationship with other relevant plans and programmes. This is referred to in Annex 1 (a) and (e) of the Directive.

**Annex 1 (a), (e): The plan's 'relationship with other relevant plans and programmes' and 'the environmental protection objectives, established at international, [European], 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.'**

The purpose of this task is to provide information on the relationship with other relevant plans and programmes and the environmental protection objectives established at international, national, regional and local level which are relevant to the Broads Development Management Policies DPD. The DPD will be influenced by other plans produced by the Broads Authority, by statutory agencies and by other bodies with plan-making responsibilities.

A review of relevant policy documents is an essential component of understanding the policy context in which the Broads Development Management Policies DPD sits and it also helps to establish the environmental context. The relationships between the DPD and other plans and programmes allow an appraisal of the social, environmental or economic objectives that should be reflected in the SA/SEA process and the factors, such as environmental issues, that influence the review of the Broads Plan.

The main external influences on the production of the Development Management Policies DPD are European environmental directives, national Planning Policy Statements, the East of England Plan, the Norfolk and Suffolk Local Transport Plans, saved policies from the Structure Plans for Norfolk and Suffolk, community strategies and the Local Development Frameworks for the local authorities which adjoin the Broads Executive Area.

A list of policies, plans, programmes and environmental objectives relevant to the Local Development Framework was compiled and analysed for relevance to the Norfolk and Suffolk Broads Local Development Framework. This analysis allowed Broads Authority planning officers to take on board how the Broads Authority Local Development Framework can contribute to delivering wider international, national, and local environmental objectives. The full analysis of the plans and programmes relevant to the Local Development Framework, their environmental objectives, and a description of how they can be taken on board through the Development Management Policies DPD can be found in **Appendix A**.

## **2.2 Sustainability Appraisal Objectives**

The SEA Directive does not specifically require the use of objectives or indicators, but they are a recognised way in which environmental, social and economic effects can be described, analysed and compared. Sustainability objectives can be used to describe a statement of intention and the desired direction of change, whilst indicators will be used to measure the Development Management Policies DPD's performance against the objectives and also to predict its environmental effects.

To fulfil the requirements of the SEA Directive, objectives should cover biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape, and interrelationships between them.

Griffiths Environmental Planning was engaged in mid-2005 to develop an initial set of objectives and indicators that could be used in the appraisal. It was decided to do this by means of a workshop, which was run by the consultant on 15 August 2005, at the Broads Authority's offices in Norwich. The attendance list included representatives of the key environmental organisations, local authorities, and senior managers of the Broads Authority.

Following the group discussions at the workshop, the draft objectives and a range of possible indicators were discussed in plenary. A new set of indicators was then prepared by the consultant and later circulated by e-mail to participants for comment. These objectives have been used to provide a framework for the SA/SEA on the Development Management Policies DPD.

**Table 2.2** lists the sustainability objectives for the Broads Authority Local Development Framework SA and their relationship to the SEA topics. The objectives were developed with consideration for:

- Local Development Framework objectives
- *Broads Plan* objectives and aspirations
- *Broads Business Plan 2006/07 – 2008/09* objectives and targets
- objectives from other relevant plans and programmes
- local environmental problems identified as part of the baseline analysis

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**Table 2.2: Sustainability Appraisal Objectives**

REF	SEA Topic	Objective
<b><i>Environmental</i></b>		
SA1	Landscape, Biodiversity, Geodiversity, Flora, Fauna, Soil, Cultural Heritage	To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change
SA2	Air, Climate, Water, Landscape, Biodiversity	To achieve sustainable resource use through the efficient use of land, water, energy and materials
SA3	Water	To improve water quality
SA4	Climate	To reduce vulnerability to climate change and flooding
<b><i>Social</i></b>		
SA5	Population, Human Health	To provide safe access for all to facilities, services and sites of natural and cultural interest
SA6	Population	To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads
SA7	Human Health	To encourage safe and healthy recreational activities for all Broads users and residents
SA8	Population	To engage communities within and adjacent to the Broads in the work of the Broads Authority
<b><i>Economic</i></b>		
SA9	Material Assets	To maintain and enhance the infrastructure of the Broads in support of business activity
SA10	Material Assets	To support a flourishing and healthy Broads economy
SA11	Air, Climate	To encourage the use of public transport, cycling and walking
SA12	Material Assets	To sustain skills to maintain local crafts and improve the quality of local products

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### 2.3 Compatibility

In order to assess whether the Local Development Framework objectives (**Table 1.2.1**) published in the Core Strategy were compatible with and would work to support the SA objectives, a compatibility exercise was undertaken. The results of this exercise can be seen in **Table 2.3**.

**Table 2.3: Compatibility Matrix**

		SA Objectives												
		SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	
Local Development Framework Objectives	SO1	+	0	0	+	0/-	0/-	0	+/0	-	0/?	0	0	
	SO2	+	+	+/0	0/+	0/+	0	0	0	0/+	0/+	+	0	
	SO3	+	+	+	+	0	0	0	0	0	0	0	0	
	SO4	+	0	0	0	0	0	0	0	0	0	0/+	0	0
	SO5	+	+	0	+	0	0	+	+	0/+	0/+	0	0	
	SO6	0	0	0	0	+	0	+	0	+	+	0	0	
	SO7	0	+	0/+	0/+	+	0	0	0	+	+/0	+	0	
	SO8	+	+	+	+	0	0	+	+	+	+	0	0	
	SO9	0	+	0	+	+	0	0	0	+	+	0	0	
	SO10	+	+	+	0	0	+	0	0	0	+	0	+/0	
	SO11	0	0	0	+	0	0	0	0	0	0/+	+	0	0/+
	SO12	+	0	0	+	0	0	0	0	0	0	0/+	0	0

**Key:**  
**+** = Complimentary effect  
**0** = No effect  
**-** = Contradictory effect  
**?** = Uncertain effect

Contradictory effects, whilst few, were focussed around the potential incompatibility of Local Development Framework objective SO1 and SA objectives SA5, SA6, and SA9. Protection of the Broads physical natural and cultural environment (SO1) may limit access to sites of natural and cultural interest (SA5), as these sites may require protection from human impacts. Additionally, meeting this objective means it is unlikely that opportunities for affordable housing in and around the Broads will be met (SA6). Finally, protecting these areas will most likely limit infrastructure enhancements that will support business activity in the Broads (SA9).

Although there are some adverse relationships, the matrix generally shows a high degree of compatibility between objectives. In overall terms, there is a generally beneficial and complimentary relationship between objectives.

## **3 THE SUSTAINABILITY BASELINE**

### **3.1 Methodology**

The SEA Directive requires a significant level of understanding of the baseline environment, in order to help both inform the appraisal of the Broads Development Management Policies DPD and future stages of the SA/SEA. This is referred to in Annex 1 (b) and 1(c) of the Directive.

**Annex 1 (b), (c): Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme’ and ‘the environmental characteristics of the areas likely to be significantly affected.’**

The establishment of a sustainability baseline is considered a necessary tool to provide a basis for forecasting and monitoring the effects the Development Management Policies DPD may have on the environment, society and economy. It also helps to identify existing and potential future sustainability problems and issues.

In order to establish sustainability baseline conditions for the Broads Executive Area, existing environmental and sustainability data were collected from a wide range of sources during the SA scoping stage in winter/spring 2007, including:

- Broads Authority *2005/06 Annual Monitoring Report*
- National Air Emissions Inventory
- Norfolk County Council and Suffolk County Council
- Environment Agency
- English Heritage
- Natural England
- District Councils
- Census 2001
- *Broads Plan 2004*
- Broads Authority *Annual Report 2005/06*
- Broads Authority *Business Plan 2006/07-2008/09*

Both qualitative and quantitative indicators were developed and extracted from the above data and documents. This information, coupled with an examination of thresholds, trends, and existing targets was used to describe the current or “baseline” state of the environment based on the data available as at winter 2007 and the likely evolution of the environment without implementation of the plan, or the “do nothing” scenario, as required by the SEA Directive. The chosen indicators have been selected mainly on the basis that they should be:

- Measurable
- Able to track progress against sustainability objectives at the Broads scale (not county, regional or national)
- Available on an annual basis, to feed into Annual Monitoring Report, where possible
- Using data which is already collected wherever possible
- Without significant resource implications for the Broads Authority

The selection has also had regard to the advice in the CLG of November 2005, which states:

“For each indicator selected, enough information is needed to answer the following questions:

- How good or bad is the current situation? Do trends show that it is getting better or worse?

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- How far is the current situation from any established thresholds or targets?
- Are particularly sensitive or important elements of the economy, physical environment or community affected, e.g. skills shortages, endangered species or rare habitats, and vulnerable social groups?
- Are the problems reversible or irreversible, permanent or temporary?
- How difficult would it be the offset or remedy any damage?
- Have there been significant cumulative or synergistic effects over time? Are there expected to be such effects in the future?

**Section 3.2** summarises the relationship between the SEA topic areas, indicators, baseline, as well as the trends and targets. Those indicators in italics are awaiting baseline information and data. This information has been used to describe the baseline scenario against which the environmental, social and economic effects of each of the policies within the Development Management Policies DPD have been assessed. The assessment system is outlined below.

Impact	Symbol
Major Beneficial	++
Beneficial	+
Minor Beneficial	<b>0/+</b>
Minor Adverse	<b>0/-</b>
Adverse	-
Major Adverse	--
No significant impact	<b>0</b>
Beneficial and Adverse Impact	+/-
Entirely uncertain	?

**Section 3.2** summarises the relationship between the SEA topic areas, SA objectives, indicators, baseline, as well as the trends and targets. Those indicators in bold are awaiting baseline data from the appropriate agencies, and will be analysed once received. This information has been used to describe the baseline scenario against which the environmental, social and economic effects of each of the Development Management Policies DPD options will be assessed.

The baseline scenario not only provides a basis for the prediction of environmental effects, but will also assist in the long-term monitoring of the sustainability effects from the implementation of the Development Management Policies DPD (see **Chapter 8: Monitoring and Reporting Sustainability**).

The current state of the environment in detail can be found in **Section 3.3** and the evolution of the baseline in **Section 3.4**. Further background information on baseline data and sources can be found in **Appendix B**. The current baseline assessment is expressed in the same way that future effects of the policies within the development documents will be appraised.

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**3.2 Sustainability Baseline Summary (as at winter 2007)**

SEA Topic	Indicators	Baseline	Comparator (Benchmark, trend or target)	Baseline Assessment
Biodiversity, geodiversity, flora, fauna	Number and extent (ha) of designated sites for nature conservation: <ul style="list-style-type: none"> <li>• Ramsar</li> <li>• Special Areas of Conservation</li> <li>• Special Protection areas</li> <li>• Sites of Special Scientific Interest</li> <li>• Geological SSSIs</li> <li>• Regionally Important Geological and Geomorphological Sites</li> <li>• National Nature Reserves</li> <li>• Local Nature Reserves</li> </ul>	<ul style="list-style-type: none"> <li>• 2 (6691.55)</li> <li>• 2 (6291.54)</li> <li>• 3 (6815.24)</li> <li>• 29 (7461)</li> <li>• 1 (0.5)</li> <li>• 0</li> <li>• 8 (2257.09)</li> <li>• 1 (375)</li> </ul>	Large proportion of the Broads Executive area is protected as designated nature conservation sites.	++
	% of SSSIs in favourable or recovering condition	93%	Natural England/DEFRA PSA target to improve condition of SSSI to 95% in good or favourable recovering condition by 2010. England 94%, and EoE 96.5%.	+
	% of Geological SSSIs in favourable or recovering condition	100%	None.	++
	Total area (ha) of fen in favourable ecological condition/under appropriate management	2,875ha	Target for 2005/06 of 2,749 ha surpassed.	++
	Total area of the Broads managed in line with the Authority's conservation objectives	16,725 ha	Target for 2005/06 of 16,264 ha surpassed.	++
	Percentage of broads managed in line with the Authority's conservation objectives	56%	Target for 2005/06 60%.	-

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SEA Topic	Indicators	Baseline	Comparator (Benchmark, trend or target)	Baseline Assessment
Landscape (and soil)	Countryside Quality Counts: % land having marked changes inconsistent with character	0%	Currently at the highest achievable rate, and exceeds Norfolk 14% and national 26% levels.	++
	Agricultural land classifications: <ul style="list-style-type: none"> <li>• Grade 1</li> <li>• Grade 2</li> <li>• Grade 3</li> <li>• Grade 4</li> <li>• Grade 5</li> <li>• Non agricultural</li> <li>• Urban</li> </ul>	<ul style="list-style-type: none"> <li>• 3%</li> <li>• 15%</li> <li>• 53%</li> <li>• 15%</li> <li>• 0%</li> <li>• 6%</li> <li>• 8%</li> </ul>	Norfolk comparative data: <ul style="list-style-type: none"> <li>• 3%</li> <li>• 14%</li> <li>• 48%</li> <li>• 14%</li> <li>• 8%</li> <li>• 5%</li> <li>• 7%</li> </ul>	0
	% of new homes built on previously developed land	84%	Target for 2005/06 of 80% surpassed.	++
Cultural Heritage	% of listed buildings 'at risk'	9%	Target for 2005/06 8%.	-
	% of conservation areas with published management proposals	15.8%	Target for 2005/06 of 15.8% met.	+
	% conservation areas with an up to date character appraisal	15.8%	Target for 2005/06 15.8% met.	+
Water	% of Chemical River Quality Grade B or above (good or very good)	25%	Nationally, Environmental Agency target for 2006 is for 91% of Chemical River Quality to be Grade B or above. Substantially below national level of 62%, regional 90%, and Norfolk 50%.	--
	% of Biological River Quality Grade B or above (good or very good)	87%	Nationally, Environmental Agency target for 2006 is for 91% of Biological River Quality to be Grade B or above. Good in comparison to national level 70%, regional 98%, and Norfolk 86%.	+

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SEA Topic	Indicators	Baseline	Comparator (Benchmark, trend or target)	Baseline Assessment
	Number (%) of permanent water bodies within the Broads in “good” condition	12 (19%)	None.	--
Climate, Flooding	Number (%) of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality	8 (57%)	None.	-
	Number of properties damaged by flooding	<i>To be determined</i>	<i>To be determined</i>	N/A
	Number of properties within 1:100 flood zone	<i>To be determined</i>	<i>To be determined</i>	N/A
Climate	CO <sub>2</sub> emissions by sector tonnes (%): <ul style="list-style-type: none"> <li>• Commercial, Institutional and Residential Combustion</li> <li>• Industrial Combustion</li> <li>• Road Transport</li> <li>• Other Transport</li> <li>• Waste Treatment and Disposal</li> <li>• Agriculture</li> <li>• Nature</li> <li>• Individual Point Sources</li> </ul>	74,328 <ul style="list-style-type: none"> <li>• 7230 (10%)</li> <li>• 3365 (5%)</li> <li>• 16614 (22%)</li> <li>• 2111 (3%)</li> <li>• 11 (0%)</li> <li>• 459 (1%)</li> <li>• 5537 (7%)</li> <li>• 39000 (52%)</li> </ul>	Total CO <sub>2</sub> emissions in Norfolk 2,122,668 <ul style="list-style-type: none"> <li>• 15%</li> <li>• 7%</li> <li>• 24%</li> <li>• 3%</li> <li>• &lt;1%</li> <li>• 1%</li> <li>• 9%</li> <li>• 42%</li> </ul> 10% reduction in total CO <sub>2</sub> emissions in Broads area between 2003 and 2004.	++
	CO <sub>2</sub> Emissions per capita (tonnes)	13.0	Norfolk carbon dioxide emissions per capita are 2.59.	++

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SEA Topic	Indicators	Baseline	Comparator (Benchmark, trend or target)	Baseline Assessment
Climate, Air	Transport by mode all weekday journeys (Broadland):		Norfolk county data:	
	<ul style="list-style-type: none"> <li>• Walking</li> <li>• Cycling</li> <li>• Public Transport</li> <li>• Power Two Wheeler</li> <li>• Homeworking</li> <li>• Car</li> </ul>	<ul style="list-style-type: none"> <li>• 12%</li> <li>• 3%</li> <li>• 9%</li> <li>• 1%</li> <li>• 1%</li> <li>• 74%</li> </ul>	<ul style="list-style-type: none"> <li>• 19%</li> <li>• 4%</li> <li>• 9%</li> <li>• 1%</li> <li>• 1%</li> <li>• 67%</li> </ul>	-
	% Traffic growth per annum Broads Area	2.5%	Norfolk County average traffic growth is 2.3% per annum.	-
	Number of passengers on Broads Authority sustainable boat trips	9882	Target for 2005/06 10,000.	-
Air	Number of Air quality Management Areas	0	5 AQMAs in Norfolk, 4 AQMAs in Suffolk.	++
Population	Length of path improved to allow easier access for those with disabilities	13%	Target for 2005/06 of 10% surpassed, and well on its way to meeting 2006/07 target of 15%.	++
	% Employment level	61%	National employment level at 60.6%	+
	Total number of volunteer days spent on projects led and/or supported by the Broads Authority	4,404	Target for 2005/06 significantly surpassed.	++
	Number of community volunteer groups supported by the Authority	12	Target for 2005/06 met.	+
Material Assets	% of footpaths/rights of way that are easy to use by the public	78%	Target for 2005/06 85%.	--
	% of land within the Broads open for public access	1.6%	Target for 2005/06 of 1.6% met.	+
	Length of frontage provided for public short term/overnight mooring owned or operated by the Authority	5,969.1m	Target for 2005/06 6469.1m.	--
	Estimated no. of Visitor Days	5.4million	No trend/ comparator available.	?

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<b>SEA Topic</b>	<b>Indicators</b>	<b>Baseline</b>	<b>Comparator (Benchmark, trend or target)</b>	<b>Baseline Assessment</b>
	Estimated visitor spend	£120.5m	No trend/ comparator available.	<b>?</b>
	Length of navigable waterway	190 km	No trend/ comparator available.	<b>?</b>
	<i>Number of hours of training provided for specialist skills</i>	<i>To be determined</i>	<i>To be determined</i>	<b>N/A</b>
	<i>% of new buildings using local materials</i>	<i>To be determined</i>	<i>To be determined</i>	<b>N/A</b>

### **3.3 Description of the Current State of the Environment**

The Norfolk and Suffolk Broads cover nearly 303 square kilometres and have a resident population of nearly 6,000 people. It is predominantly a rural area and overlaps with six local authority boundaries. There are no major settlements included within the Broads – only parts of villages, the fringes of Norwich, Great Yarmouth, Lowestoft, and several market towns. The boundary of the Broads is very tightly drawn around the flood plains and lower reaches of the three main rivers – the Bure, Yare and Waveney.

#### *3.3.1 Biodiversity, Geodiversity, Flora and Fauna*

The Broads contains a mosaic of habitats which gives the area a high conservation value and contributes to the distinctiveness of the Landscape Character Areas. The wetlands, which characterise the Broads, are essentially a freshwater system, becoming more brackish towards the coast. As well as rivers, estuaries and broads, there are fens, carr woodlands and grazing marshes.

As well as having National Park status, the Broads has 2 Special Areas of Conservation (SAC), 3 Special Protection Areas (SPA), 2 Ramsar sites, 29 Sites of Special Scientific Interest (SSSI), as well as 8 National and 1 Local Nature Reserve. Virtually the entire SSSI network is designated as internationally important for nature conservation and has either SPA or SAC status under European legislation. A large number of SPAs are also Ramsar sites.

The 29 SSSIs cover about a quarter of the Broads and almost one third of these are designated as National Nature Reserves. Nearly 93% of SSSI unit areas within the Broads Authority boundary are in favourable or recovering condition, which is slightly below the national (96.5%), and regional (94%) levels. Unfavourable condition is due mostly to eutrophication, excessive nutrients and poor drainage conditions caused by water abstraction, agricultural runoff and water pollution from discharge, all of which are secondary impacts from water pollution.

Undrained peat land covers about 17% of the area – 1629ha is fen and 3000ha are woodland. Altogether, the Broads contains the largest expanse of species-rich fen in lowland Britain as well as the most extensive tract of wet woodland within the region. Grazing marshes account for 13,500ha (45%) of the area. All of these habitats support a wealth of species that require active management to maintain.

The components of biodiversity within the Broads are being affected by a number of threats and pressures. These include land-take for development, invasion of non-native species, pollution, habitat fragmentation, disturbance, and climate change. In particular, the area is threatened by two sets of water resource problems – low river flows and depleted groundwater and the threat of increased salt water incursion and tidal salt water flooding. The former is linked directly to the maintenance and management of the navigable waterways and how this is handled. Water quality is also an issue – the main threat comes from diffuse pollution, often arising from outside the Broads boundary, for example, from farm and road run-off.

Although there are currently no Regionally Important Geological or Geomorphological Important Sites (RIGS) in the Broads, there is currently one SSSI in the Broads Executive Area designated for geological interest, Bramerton Pits. This site consists of two disused gravel pits and is notified for its geological interest.

Bramerton Common Pit has been regarded as the type section for the Norwich Crag of Lower Pleistocene age since the last century. Blake's Pit has recently been designated the type site for the

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Bramertonian temperate stage. At both localities sands, silts and gravels have yielded marine Mollusca [together with rare non-marine species], Foraminifera and vertebrates. Studies of pollen, Foraminifera and Mollusca from Blake's Pit have demonstrated change from temperate [Bramertonian] to cold [Pre-Pastonian] climatic conditions. This site is a key locality of national importance to Pleistocene studies. The Bramerton Pits with their marine 'crag' deposits are remarkable for their rich vertebrate<sup>4</sup>.

The site is currently in 100% favourable condition and has been cleared of scrub and a series of exposures and pits have been created within the boundary of the site, and on the hillside above. However, the exposures within the boundary of the site will be retained and after investigations have been completed, it will be necessary to erect a fence around the site for health and safety purposes<sup>5</sup>.

### 3.3.2 Landscape

The Broads is considered to be the UK's premier wetland and is part of a global network of protected landscapes, and as such has designated National Park status in recognition of the national importance of the area for its landscape value. The Broads has a mostly undeveloped landscape of water, fens, marshes and woodland. The only coastal strip (2.7 Km. long at Winterton) is part of the North Norfolk Coast Area of Outstanding Natural Beauty.

Area of Woodland/Dense scrub	3,589 ha
Area of Moorland/Heather	13 ha
Area of Marsh/Bog	2,289 ha
Area of Open Water	1,971 ha
Area of Grass Pasture	13,083 ha
Area of Arable/Cultivated Land	8,109 ha
Area of Other Designations	1,238 ha
Length of Coastline	2.7 km
Length of Hedgerows	371 km
Length of River/Lake/Pond Banks (each side of bank)	3,070 km
Length of Other Boundaries	2,237 km

'Landscape' as a term is multifaceted and covers more than just the view that we see, such as geomorphology and landform. It also includes components such as visual amenity, character, integrity and sensory factors, which are harder to identify and quantify than a view, and consequently more sensitive and vulnerable to change. However, Countryside Quality Counts show that all of the area in the Broads has had only limited or small changes, all of which are consistent with character.

Above all, it is the landscape of the Broads that gives rise to the unique character and distinctiveness of the area and is the key to its future wellbeing. One of the main issues therefore is the need to protect the landscape character, and to conserve the Broads as a living, working landscape for future generations.

<sup>4</sup> Natural England, *Bramerton Pits SSSI Citation Sheet*.

[http://www.english-nature.org.uk/Special/sssi/sssi\\_details.cfm?sssi\\_id=1000688](http://www.english-nature.org.uk/Special/sssi/sssi_details.cfm?sssi_id=1000688)

<sup>5</sup> Natural England, *Condition of SSSI units - compiled 09 Apr 2008*

[http://www.english-nature.org.uk/Special/sssi/sssi\\_details.cfm?sssi\\_id=1000688](http://www.english-nature.org.uk/Special/sssi/sssi_details.cfm?sssi_id=1000688)

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Although the area benefits from protection, there are pressures from development on the periphery of the Broads, which could threaten the landscape integrity of the area. In the past, the area has been threatened by the impact of intensive agriculture. To counter this, Halvergate Marshes was designated as an Environmentally Sensitive Area (ESA) – the total area eligible for grant support was 32,400 ha (75% of the ESA). Similar schemes will be required in the future to ensure the protection of the landscape.

### 3.3.3 Cultural Heritage

The Broads is home to 12 ancient monuments, 7 Grade I listed sites, and over 1,000 records on the Sites and Monuments Register. There are also 19 Conservation Areas and 250 listed buildings. Of these 23 (9%) are considered to be at risk.

No. of Scheduled Ancient Monuments	12
No. of Conservation Areas	19
Listed Buildings – Grade I	7
Listed Buildings – Grade II*	35
Listed Buildings – Grade II	216

The historic landscape reflects patterns of human activity over hundreds of years, and contains distinctive landscape features particular to the area. These include drainage mills, waterside chalets and villages with houses of brick and thatch. This unique environment has a high economic value, attracting business and tourism to the area.

The built and historic environment are important parts of the cultural landscape and reflect the activities of people living and working in the Broads over time for example, there are over 70 surviving drainage mills. Together these contribute significantly to the character and distinctiveness of the Broads.

There is evidence that there has been gradual erosion of the Broads' historical assets, and of the quality and distinctiveness of the built environment. The Broads Plan 2004 recognises the need to protect and enhance the historic and cultural landscape of the area, which is as important as its natural assets. Nevertheless, it is essential that these general aims be framed within the context of a changing Broads. It is neither possible nor desirable to protect the area exactly as it is now, but it is feasible to maintain the best elements and enhance those that have been degraded. Enhancement may necessitate a dramatic change in management in certain areas – this has been acknowledged in the Broads Action Plan 2004-09.

### **3.3.4 Water**

Water is an essential natural resource. In the East of England there is a deficiency between demand for water and supply, which may affect the Broads during the peak tourist season. Water quality is of paramount importance, however, and needs to be improved via Asset Management Planning schemes, the Review of Consents and Catchment Sensitive Farming Projects.

Water is also an important habitat for wildlife. The Broads are rich in biodiversity that will need to be protected and enhanced – the range of habitats include carr woodland, grazing meadows, reed marsh, lakes, and fen. Many animal and plant species are important in national and European terms and are protected by the Habitats and Birds Directives. A number of schemes have been devised for the protection and management of habitats, including Biodiversity Action Plans and the Broads Higher Level Stewardship Scheme. These types of initiatives will need to be continued in the future.

Land drainage and water level management is also important for biodiversity within drained sub-catchments. Management of water levels and the letting in of poor quality river water has continued to significantly constrain the environmental potential of the Broads. Some of this will be addressed by the water level management plans and Higher Level Stewardship. Additionally, all Internal Drainage Boards must have regard to the purposes of the Broads (CROW Act 2004).

Water condition of the permanent water bodies within the Broads highlights that 12 (19%) of the bodies are in good condition, with abundant and diverse aquatic population and/or clear water. Twenty four (38%) are in moderate condition, with some aquatic plants, and clear or turbid water. However, the majority of water bodies in the Broads, 27 (43%), are in poor condition, with no or low aquatic plant population and turbid water.

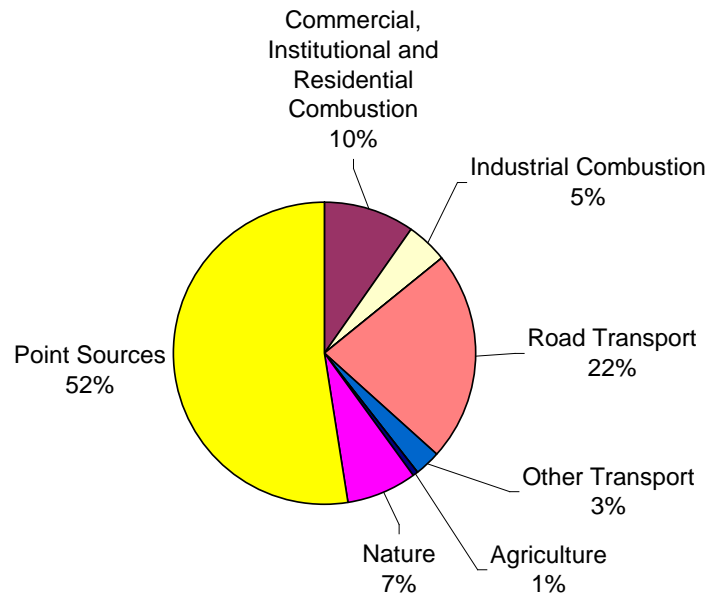
The Environment Agency rates biological and chemical river quality in five categories from "bad" to "very good". Currently, 87% of Broads rivers are rated as having "good" or "very good" biological quality and 25% are rated as having "good" or "very good" quality chemistry. As such, chemical river quality is significantly below national averages, county figures and the 2006 Environment Agency target of 91%. Additionally, SSSIs in unfavourable condition in the Broads are mainly due to secondary impacts of water pollution and drainage problems on biodiversity.

### **3.3.5 Climate Change and Flooding**

Climate change and the emissions of greenhouse gases that contribute to climate change are a matter of concern for the Broads Authority, both in terms of mitigation and adaptation to climate change. In 2004, CO<sub>2</sub> emissions in the Broads area were 74,328 tonnes, which represents a 10% reduction on 2003 levels (NAEI). The graph below shows the proportion contribution that each sector makes towards total CO<sub>2</sub> emissions in the Broads area.

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### CO<sub>2</sub> Emissions by sector, 2004



Per capita annual emissions in the Broads area are 13.0 tonnes per person per annum, five times the per capita emissions in Norfolk of 2.59 tonnes. Investigation into this shows a single point source of CO<sub>2</sub>, which is responsible for 52% of all CO<sub>2</sub> emissions in the Broads area. By excluding this point source, emissions per capita drop to 6.2 tonnes per person, per annum.

In the longer term, the over-riding issue for the Broads is the impact of climate change, particularly the possible rises in sea level, and how they may affect the integrity of the area. There are also more immediate issues of the protection of water resources and water quality. Elevated water levels are already a problem in many of the river valleys. Parts of the Yare Broads and Marshes SSSI, SAC, SPA and Ramsar site are already in an unfavourable condition due to excessive water levels. Modified management of the system is required now.

The implementation of the Water Framework Directive will also be important. The Environment Agency produces a number of plans and programmes to address these issues. In particular, the Broadland Rivers Catchment Flood Management Plan (CFMP) and the Broadland Rivers Catchment Abstraction Management Strategy will exert a considerable influence on the Broads Authority Local Development Framework. In overall terms, this new catchment-based approach to water management will be critical for the future of the Broads.

As a low-lying wetland area sited almost wholly within the flood plains of the rivers Yare, Bure, Ant, Thurne and Waveney, over 95% of the Broads area is at risk from flooding. Strategic Flood Risk assessment undertaken for the Broads Authority has identified much of the Broads area is in Flood Zones 3a and 3b.

Flooding can occur as a result of high river flows or, more frequently, high sea levels and the risk of flooding will increase with sea level rise, more intense rainfall and the other changes predicted as a consequence of climate change. The impacts of such flooding can be devastating to the

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communities and the wildlife and biodiversity within the Broads, with the latter being particularly affected by saline intrusion into the freshwater system.

Flood alleviation and management are constant issues for the Broads. Much of the flooding occurs from tidal surges, which damage property and introduce brackish water into fresh water habitats. Flood defences require regular maintenance and will need to be strengthened in areas of special risk. In particular, continued flood management is required to sustain those areas that currently rely on earth embankments for flood defence. It is recognised, however, that many of those areas have become degraded and that one option might not be to maintain defences in the interests of a better management regime overall. Arguably, the current policy of maintenance of all embankments is exacerbating flooding of floodplain fen sites of European importance as well as undefended properties.

Flood risk to existing property in the Broads area is significant and delineation of defended areas, functional floodplain and flood hazard for present and future conditions will be developed through Stage 2 of the SFRA, expected summer of 2007.

### 3.3.6 Air

Air quality in the Broads area is currently very good, with no air quality management areas declared for breaching Government objective threshold limits for air pollutants.

### 3.3.7 Population

#### Demographic Profile

In social terms, the Broads area within Norfolk has similar characteristics to the county as a whole. The Broads has a population of 5,721. There are comparable employment levels, with the same percentage of workers in agriculture and there is an identical average of 2.3 persons per household.

Broads Authority Executive Area	302.9 sq.km.
Population within Executive Area (2001)	5,721
Area owned by Broads Authority	1.55 sq.km.
% of Executive area owned by Broads Authority	0.30%
Resident Population 2001	5,876
% under 16 years	14%
% aged 16-59/64	62%
% aged 60/65 and over	24%

Differences with the rest of Norfolk include a slightly older population profile and a higher percentage of residents providing unpaid care.

#### Housing

There are 2,553 households in the Broads Authority Executive area, plus 466 classed as holiday homes or second residences. Despite increasing development pressures, over 80% of new housing is built on brownfield sites. Settlements in the Broads are often dominated by the importance of the waterways, with their associated trades and activities. Villages are centred around the staithe, with building designs that reflect their special functions, whether connected with riverside trade or

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management of the land.

Authorities in both Norfolk and Suffolk have identified a need for affordable housing in rural areas. Norfolk County Council has been talking to the District Councils in its area to identify suitable land in villages. Norfolk County Council has been boosting its own contribution to affordable housing by earmarking more of its Council Tax income from second homes. The high cost of housing could impact on the economy of the Broads, as it affects those traditional trades such as agriculture and boat manufacture. Reed and sedge cutters have also indicted the importance of the proximity of living close to the reed and sedge beds. Because of the remoteness of many parts of the Broads, housing and services in general are less accessible than elsewhere in the two counties.

Typically, housing development in the Broads comprises primarily replacement dwellings or conversion to dwellings and small infill development. This applies both to permanent residential properties and holiday accommodation. A small number of new houses are permitted each year. A major constraint on housing development, particularly on small infill sites, is flood risk and there is a presumption in the Broads Local Plan against development on such sites unless it is providing for local housing need or is necessary for agricultural, forestry or boatyard staff. Holiday accommodation may also be appropriate in the flood plain due to the differing patterns of use.

### **Access and Social Inclusion**

The Broads is essentially a living and working environment. Although the population within the area is small, there are many adjacent parishes and communities that are economically dependent on the Broads and are part of its social and cultural network. Linkages with these communities and support for them will also be a key issue.

Access to facilities and services will be critical for the well-being of the local population and the continued enjoyment of the Broads by its many visitors. Improvement and maintenance of safe access for all to facilities, services and recreational facilities have been identified as a key issue. In particular, there will be a need to implement the Countryside and Rights of Way Act 2000 as well as the Disability Discrimination Act 2004.

The Index of Multiple Deprivation is often used to highlight those areas most likely to suffer from social exclusion. In terms of severity of multiple deprivation, Broadland District Council is among the 10 per cent least deprived of all non-metropolitan Districts in England, with South Norfolk only just outside this category.

Accessibility data collected by Norfolk County Council has identified one area, Earsham, near the Broads as lacking adequate public transport access to key services such as healthcare, education, food, and work and has designated it as an Accessibility Action Area.

## **Transport**

Access to the Broads is of mixed quality, and is difficult in many parts of the area. Due to the geography and network of waterways, much of the Broads area is also relatively difficult to access and the best – and sometimes only – way to reach many parts of the system is by water. Moreover links between land and water-based recreational provisions are limited.

Nevertheless, there are 17 kilometres of bridleways and 293 kilometres of public footpaths. There are also 18 community transport schemes based in and around Broads villages. Commuters living in the Broads, however, use bus services less than in the rest of Norfolk and the proportion of residents owning cars increases accordingly. There is an average of 2.5% yearly growth in traffic in the Broads area, although annual traffic growth has fallen significantly since 2001.

The Broads area is crossed by a number of major transportation links, including the A47 trunk road east of Norwich and the A12 south of Great Yarmouth, and a number of other important roads. Despite this, access to the villages, rivers and Broads is usually off minor roads, as the area is predominantly rural in nature.

Ninety-four percent of visitors to the Broads arrive by private car, causing seasonal congestion during the summer travel period, particularly in and around towns acting as a focus for attractions and which provide easy access to the rivers or Broads. The result is increased pressure on the area in terms of demands for visitor attractions, accommodation, road space and parking. This creates a contradictory impression to visitors who expect the Broads to be tranquil and not an area of dense traffic and congestion.

There are three railway lines that cross the Broads – these serve many of the smaller settlements between Norwich, Great Yarmouth and Lowestoft. The Bittern Line goes north from Norwich via Wroxham, whilst the Wherry Line service runs from Norwich to Great Yarmouth and Lowestoft. There is also a route from Lowestoft south to Ipswich, with a connection to London Liverpool Street, giving a total journey time of less than three hours.

Norwich International Airport is within a few miles of the western edge of the Broads and offers an increasing number of commercial and low cost flights. In addition, Stansted Airport is well connected to the area by rail and road.

### **3.3.8 Human Health**

Using health indicators, the Broads is not considered a deprived area, and 67% of the population in the area class their health as “good”. Generally, the area benefits from low crime rates, with the highest recorded in wards adjacent to the urban areas of Norwich, Great Yarmouth, and Lowestoft. Norfolk Constabulary has reported substantial drops in target crime in recent years – particularly in robbery, burglary and vehicle crime.

### 3.3.9 Material Assets

#### **Tourism and Recreation**

The economic characteristics of the Broads reflect its singular navigable wetland environment that drives the tourism sector of business. The hire boat industry is the single-most important provider of holidays, accounting for 4.4 million nights per annum. Tourism also benefits the area's shops, hotels, public houses, restaurants and other attractions. The marine leisure industry also includes boat building and equipment manufacturers as well as the inland hire and charter companies.

Nos. of persons economically-active (2001)	2,709
Estimated no. of Visitor Days	5.4 million
% Day Visitors	30%
% Staying Visitors	70%

One of the statutory purposes of the Broads as a National Park is the promotion of the enjoyment of the area by the public. The Broads is of national importance for its recreational value and tourism makes a major contribution to the local economy. The economy in the Broads is driven largely by the tourism industry, with an annual value in 1998 of around £146.6M. The value of this income locally is of huge significance in supporting local facilities, providing employment and sustaining communities. An East of England Tourist Board study showed tourism supported the equivalent of 3,107 full-time jobs.

There have been major changes to the pattern of tourism in recent years, in particular the decline of the hire boat fleet, by half in the past 20 years. Maintenance and support for tourism and recreation will be a key issue for the future of the Broads. Infrastructure support will also be important, including the maintenance and management of the water space for boating and other forms of water-borne recreation. This is linked to issues such as the safety of navigation and of craft, and the implementation of the Port Marine Safety Code and the local Boat Safety Scheme.

#### **Agriculture**

Agriculture has been a significant part of the economy, but is having to diversify and change its practices to survive. Other local skills, such as thatching and mill wrighting remain a small but important part of life on the Broads. There is considerable competition and pressure in certain areas on the use of water space for navigation, recreation, and nature conservation.

Agriculture is the third main economy in the Broads, taking advantage of the flat and fertile river valleys of the Broads area. Much of the land is farmed under one of the agricultural designations aimed at landscape and/or environmental conservation, which makes it vulnerable to change in response to shifts in agricultural support policy.

Agricultural land classification provides a resource for the planning system to make informed choices about future land use and is based on climate, site and soil conditions. About 71% of the land in the Broads is at moderate to excellent status under this grading system, meaning the majority of the land in the Broads is suitable for agricultural purposes.

Agriculture will continue to be an essential part of the Broads economy and will continue to contribute to the maintenance of the landscape. A particular feature has been the extensive area of grazing marshes, which covers 45% of the Broads. The integrity of these features has been threatened in the past by conversion to cereal growing, but their continued existence has been

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secured by the Broads Environmentally Sensitive Area (ESA).

This initiative is being replaced by the Stewardship Scheme, which will offer a high level of subsidy and support. It will be targeted, however, at land that is able to deliver environmental outcomes. Whilst many key marshland areas may be supported and enhanced, others will not. Some areas may be offered financial support via other initiatives, such as reed bed creation and open water management. In addition, the recent introduction by the Government of the Single Farm Payments Scheme may have some impact in terms of environmental enhancements and possible changes to the agricultural regime in the Broads.

### **Businesses**

Boat building is also a significant economic sector within the Broads and throughout the East of England Region. In the East of England, the British Marine Federation (BMF) data shows that the total revenue from the leisure marine industry was £239.4M in 2002, of which £141 million can be attributed to boat building, £36.9M to equipment manufacturers and £10.9M to inland hire and charter companies.

As a major tourist destination, BMF figures show that the wider Broads area contributes 35% of the national revenue for the inland hire and charter sector within the industry. Locally, the BMF figures show that around 700 people are permanently employed in the marine industry within the Broads area, increasing to 2000 overall (full-time and part-time) when the surrounding hinterland is taken into account. These companies have a combined turnover of £83M, some 27% of the East Anglian region and 4% of the national leisure marine sector.

The economy of the Broads is intrinsically linked to its environment and its community well-being. In this respect, there is need to maintain and support local craft and local products, together with local businesses and their ability to compete. A strong local community in turn helps to support sustainable forms of economic activity, which are locally-based.

There have been major changes in the economic make-up of the Broads in the last 10 years, with a significant reduction in the size of the hire fleet and a growth in the volume of private boats on the Broads. There has also been an increase in boat building activities, whilst changes in agricultural practice and support have affected the farming communities within the area.

### **3.4 Evolution of the Sustainability Baseline**

The baseline was also used to forecast to the end of the plan period in order to compare the environmental, social and economic effects of the DPD policies against the evolution of the environment without the Development Management Policies DPD and the Development and Flood Risk SPD. This part of the SA process was carried simultaneously for both plans in order to maximise reporting efficiencies and streamline the SA process. This is the “without the plan” scenario.

Forecasting the evolution of the environment in the absence of the Development Management Policies DPD and the Development and Flood Risk SPD also helps to understand how the each plan will contribute to changes to the baseline in the future. This can be done by comparing the forecast evolution or the “without the plan” scenario against the predicted effects of the Development Management Policies DPD and the Development and Flood Risk SPD. This section therefore evaluates the likely changes to the environment, society and economy assuming that the Development Management Policies DPD and the Development and Flood Risk SPD for the Broads are not implemented.

Whilst the future scenario forecasts the evolution of the baseline in the absence of the Development Management Policies DPD and the Development and Flood Risk SPD, it does not, however, assume that previously adopted, draft and future plans and programmes will not continue to be implemented. SEA must assume that other adopted plans and programmes will be delivered as planned.

The most significant changes to the sustainability baseline will be borne from the planned growth arising from draft East of England Plan. This allows for growth in the districts surrounding the Broads of around 34,000 houses between 2001 and 2021.

Locally, other plans that have been assumed to continue to be implemented that will significantly affect the environment in the Broads Area include the Broads Plan 2004 and the Broads Business Plan 2006/07 – 2008/09. Cross boundary district council local development frameworks will also play an important role, as well as Norfolk and Suffolk Local Transport Plans.

#### *3.4.1 Biodiversity, Geodiversity, Flora and Fauna*

Loss of natural habitats and food sources from the development of greenfield sites, coupled with the increasing threat of climate change, may have severe impacts on local biodiversity, particularly on vulnerable species.

The Norfolk Biodiversity Action Plan and the UK Biodiversity Action Plan may help to mitigate some of these effects, but will most likely be unable to prevent the overall loss of local biodiversity from habitat loss, food loss and severance brought about by development from growth. The protection of international ecological designations through the Habitats Regulations will help to prevent or restrict development on the most environmentally sensitive sites.

Developments which result in geological interest features being concealed or destroyed represent major threats to geological conservation. Natural degradation is a serious problem on many geological sites. Irresponsible collecting of fossils or minerals is a serious problem on certain sites. Additionally, geological sites are prone to damage by recreational activities, such as caving and rock climbing.

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The Development Management Policies DPD and the Development and Flood Risk SPD can further enhance the protection of important habitats and geological features through more restrictive planning and development policies. Therefore, without the additional protection afforded through the Development Management Policies DPD and the Development and Flood Risk SPD, the overall effect on biodiversity and geodiversity would most likely be adverse. Loss of biodiversity and geodiversity would most likely be permanent and irreversible.

### 3.4.2 *Landscape*

In recent years, concern has grown about the gradual degradation of both the countryside and urban environment through changing farming practices, drainage of wetlands, increased pressure from transport and the need for new housing and other development. There has been loss of biodiversity and landscape as a result of development and road construction from growth. Rural tranquillity is rapidly being eroded from growth and transport pressures. These pressures also lead to loss and fragmentation of habitats, which in turn impact adversely on local biodiversity.

Planned growth affecting the Broads includes 34,000 new dwellings within the area surrounding the Broads in Broadland, South Norfolk and Norwich. This growth may potentially have a significant adverse effect on the landscape, particularly as it is likely that a proportion of these may be built on greenfield sites.

Overall, the effect is most likely to be adverse from loss of greenfield landscape and urban expansion. Greenfield land is finite and therefore this effect would most likely be permanent and irreversible. Without the Development Management Policies DPD and the Development and Flood Risk SPD to guide development to appropriate areas and encourage development on brownfield sites, the impact on the Broads landscape would most likely be adverse.

### 3.4.3 *Cultural Heritage*

Cultural heritage is likely to continue to be preserved and restored. Although the Development Management Policies DPD and the Development and Flood Risk SPD would afford additional protection and preservation of cultural assets from damaging development, the Broads Plan 2004 has several targets relating to maintaining the cultural heritage of the area. Additionally, some sites of cultural heritage are afforded additional statutory protection at the national level. The likely effect is likely to be beneficial over the plan period.

### 3.4.4 *Water*

Growth and development upstream of the Broads may reduce the quality and quantity of water reaching the Broads. The Water Framework Directive aims to deliver long-term protection of the water environment by improving the quality of all waters and requires all coastal and inland waters to reach "good" status by 2015.

Adverse impacts to the water system under this directive must be identified and a programme of measures established to address all types of impacts. This should work toward preventing further decline of water quality in the absence of the Development Management Policies DPD and the Development and Flood Risk SPD. Additionally, the Environment Agency is subject to meeting annual targets for river quality through River Quality Objectives. Therefore, water quality is likely to continue to improve over the plan period.

### 3.4.5 *Climate Change and Flooding*

Whilst climate change has been identified as one of the most important challenges we face as a

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global community, it will also have severe repercussions on a local level in the Broads. Rises in sea level from partial melting of large ice masses could lead to widespread flooding of properties and salinisation of inland waterways within the Broads Executive area. Climate change could also lead to higher local temperatures, stronger winds, significant changes in rainfall, increased frequency of tidal and storm surges and increases in coastal and soil erosion. Many of these factors could lead to increased flooding in the Broads area.

With regard to climate change, the UK Climate Change Programme aims to deliver substantial emissions reductions through the application of top-down national policies. However, greenhouse gas emissions from transport are predicted to continue to rise. Without a substantial reduction in greenhouse gas emissions, local and global climates may continue to change. The Development Management Policies DPD and the Development and Flood Risk SPD could work to further strengthen the local contribution toward the mitigation of climate change and also work to protect future development from vulnerability to climate change impacts through stringent planning and development policies. Climate change would most likely continue in the absence of the Development Management Policies DPD and the Development and Flood Risk SPD, and the overall effect will most likely be adverse.

### 3.4.6 Air

Air pollution issues are dealt with on a very local basis through the implementation of the Environment Act 1995, which places a statutory obligation on local authorities to improve air quality in areas proven to be exceeding air pollution limits. Implementation of the Act, however, will become increasingly difficult with increases in traffic growth and energy consumption, as the regulations are reactive and not preventative.

Currently, the biggest threat to air quality is from transport emissions. The Act, coupled with the increasing stringency of European Emissions Standards for new cars, should bring about significant reductions in air pollution, as transport is the largest source for most of the regulated pollutants. AEA consultants predict reductions of pollutants from transport from 69-99% by 2010 on 2000 levels. Local Transport Plans will also tackle air pollution emissions from transport over the plan period. As there are currently no Air Quality Management Areas in or around the Broads, air quality is likely to remain relatively good or improve.

### 3.4.7 Population

#### **Housing**

Although the Development Management Policies DPD and the Development and Flood Risk SPD are likely to contain policies and objectives for increasing the provision of affordable housing, the Broads Authority is not a housing provider. However, Core Strategies for the cross boundary district councils are likely to include policies to improve this. Therefore, the provision of affordable housing is likely to increase on current levels.

#### **Transport, Access and Social Inclusion**

Reducing the need to travel through integrated land use and transport planning policies should increase accessibility to key services. However, the best opportunity for integrating land use and transport planning is through development plan documents that allocate future development as near to existing transport services as possible. Without the Development Management Policies DPD to provide a planning framework for guiding future growth and development, it would be substantially more difficult to reduce the need to travel in the absence of specific planning policies for doing so.

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Local Transport Plans will work towards improving accessibility to key services and promote social inclusion through transport. Therefore accessibility, transport and social inclusion are likely to continue to improve.

### 3.4.8 Human Health

In terms of human health, obesity and health related issues are on the rise and may be further exacerbated by increases in sedentary lifestyles. Traffic growth may lead to increases in congestion and have the ancillary effect of increasing the number of road traffic accidents and injuries, particularly affecting the most vulnerable in society. However, the Local Transport Plans covering the Broads area contain targets to increase active modes of transport, reduce road traffic accidents and improve air quality, all of which will work to improve human health.

Additionally, the Broads Plan 2004 will work toward increasing in recreational facilities, water sports and informal open spaces. Contact with nature and increased opportunities for social inclusion through volunteer work in the countryside should have a beneficial impact on physical and mental health. Therefore, it is likely that human health should improve over the plan period.

### 3.4.9 Material Assets

The Development Management Policies DPD and the Development and Flood Risk SPD will provide additional support for enhancing the local economy of the Broads, by providing support for development that will enhance the local economy, particularly tourism. However, the Broads Plan 2004 also contains a significant amount of economic emphasis, as does the Broads Business Plan 2006/07 – 2008/09. Whilst the Development Management Policies DPD and the Development and Flood Risk SPD would further enhance the economic prospects of the area, the local economy is still likely to see beneficial effects arising from the implementation of these other plans.

### 3.4.10 Evolution Summary

**Table 3.4.10** summarises the assessment of the evolution of the environment over the plan period against the SEA environmental topics but in the absence of the Development Management Policies DPD and the Development and Flood Risk SPD.

This exercise is useful to inform the Broads Authority on where efforts to work towards sustainability should be focused.

Whilst there would be a number of beneficial effects in the absence of the Development Management Policies DPD and the Development and Flood Risk SPD, in several areas these beneficial effects would most likely be further enhanced through the appropriate implementation of the Broads Authority Development Management Policies DPD and the Development and Flood Risk SPD. Additionally, the Development Management Policies DPD and the Development and Flood Risk SPD should work toward mitigating and improving those areas where the evolution of the environment without the plans would be adverse.

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**Table 3.4.10: Evolution Summary**

<b>Objective</b>	<b>Without the Plan</b>
SA1	-
SA2	-
SA3	+
SA4	-
SA5	-
SA6	-
SA7	+
SA8	+
SA9	-
SA10	+
SA11	+
SA12	+

## 4 SUSTAINABILITY PROBLEMS, ISSUES, AND RECOMMENDATIONS

The SEA Directive requires that the Environmental Report (or in the case the Sustainability Appraisal Report) provides information on existing sustainability problems. This is referred to in Annex 1 (d) of the Directive.

**Annex 1 (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.'**

In the course of collecting the baseline information, a number of problems and issues emerged which will clearly affect the Broads and its sustainable development in the future. These are set out in **Table 4** and include recommendations through which the Development Management Policies DPD and the Development and Flood Risk SPD can mitigate or reduce these sustainability problems and issues. This part of the SA process was carried simultaneously for both plans in order to maximise reporting efficiencies and streamline the SA process.

**Table 4: Sustainability, Problems, Issues and Recommendations**

Problems	Issues	Recommendations
<b><i>Biodiversity, Geodiversity, Flora, and Fauna</i></b>		
<ul style="list-style-type: none"> <li>▪ Land take for development leading to loss of habitat</li> <li>▪ Invasion of non-native species</li> <li>▪ Pollution</li> <li>▪ Habitat fragmentation</li> <li>▪ Climate change</li> <li>▪ Deteriorating condition of SSSIs</li> <li>▪ Developments which result in geological interest features being concealed or destroyed</li> </ul>	<ul style="list-style-type: none"> <li>▪ Protection of the natural resource</li> <li>▪ Balancing development with the conservation of the natural resource</li> <li>▪ Implementation of enhancement schemes</li> <li>▪ Protecting geodiversity from damaging development</li> </ul>	<p>The Development Management Policies DPD will need to ensure that its policies embrace habitat protection and restoration, including the role of land drainage and water management to assist the enhancement of biodiversity.</p> <p>In particular, consideration should be given to developing criteria for assessing the impacts of development on SSSIs.</p> <p>There should be a clear linkage between how development management policies can support Biodiversity/Geodiversity Action Plans.</p>

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Problems	Issues	Recommendations
<b>Landscape</b>		
<ul style="list-style-type: none"> <li>▪ Pressures from development on the periphery of the Broads</li> <li>▪ Detrimental effects of intensive agriculture on landscape and soil</li> </ul>	<ul style="list-style-type: none"> <li>▪ Maintenance of tranquillity</li> <li>▪ Protection of large scale landscape character</li> <li>▪ Protecting the landscape whilst allowing essential development</li> <li>▪ Recognition of the varied landscape characteristics across the Broads area and their differing capacity to absorb change</li> </ul>	<p>The Development Management Policies DPD will need to include policies for the future protection and enhancement of the landscape as a whole, to preserve its essential distinctiveness and special character.</p>
<b>Cultural Heritage</b>		
<ul style="list-style-type: none"> <li>▪ Comparatively high proportion of buildings at risk</li> <li>▪ Removal of buildings from risk register not being met</li> </ul>	<ul style="list-style-type: none"> <li>▪ Balancing development with the conservation of the historic and cultural environments</li> <li>▪ Implementation of enhancement of the historic and cultural environments</li> <li>▪ Promotion of development that is compatible with sustainability objectives and which would secure the future of historic buildings and maintain or enhance the historic and cultural environments</li> </ul>	<p>The Development and Flood Risk SPD will need to include policies for the protection and enhancement of the historic and cultural landscape, and to preserve important buildings and heritage features.</p> <p>In particular, consideration should be given as to how the Development and Flood Risk SPD can assist in the removal of listed buildings from the risk register.</p>
<b>Water</b>		
<ul style="list-style-type: none"> <li>▪ Poor chemical water quality</li> <li>▪ Elevated water levels in river valleys</li> <li>▪ Threat to designated nature conservation sites from excessive water levels</li> <li>▪ Introduction of brackish water into fresh water habitats from tidal surges</li> </ul>	<ul style="list-style-type: none"> <li>▪ Protection of water quality and water resources</li> <li>▪ Flood management</li> </ul>	<p>The Development and Flood Risk SPD and the Development and Flood Risk SPD will need to give consideration for ways that it can effect and improve the water quality in the area, for example by restricting development that may give rise to water pollution.</p> <p>In particular, consideration should be given to developing criteria for assessing and policies for addressing or limiting the impacts of development on water quality and resources.</p>

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Problems	Issues	Recommendations
<b>Climate</b>		
<ul style="list-style-type: none"> <li>▪ Flooding from high river flows and sea level rise</li> <li>▪ 95% of Broads area at risk from flooding</li> <li>▪ Maintenance and strengthening of flood defences</li> <li>▪ High levels of carbon dioxide emissions, particularly from point sources</li> </ul>	<ul style="list-style-type: none"> <li>▪ Addressing and planning for the impacts of sea level rise and climate change</li> <li>▪ Flood defence and the impacts of and opportunities under the Broads Flood Alleviation Project (BFAP) and subsequent investment in flood management</li> <li>▪ The appropriate level and type of development within the flood plain in high-risk areas.</li> <li>▪ Reduction of greenhouse gas emissions.</li> </ul>	<p>The Development and Flood Risk SPD and the Development and Flood Risk SPD will need to address the problems arising from the impact of sea level rise and climate change. Flood defences and the planning response to the Broads Flood Alleviation Project must be covered and there must be strong policies against development in the flood plain.</p> <p>The DPD (in combination with the SPD) should provide guidance on how to reduce flood risk at new development.</p> <p>Consideration should also be given to restricting or limiting development that would further increase CO<sub>2</sub> emissions or to minimise CO<sub>2</sub> emissions from new development by increasing sustainable building and renewable energy requirements through the development management process</p>
<b>Air</b>		
<ul style="list-style-type: none"> <li>▪ Currently, there are no Air Quality Management Areas in the Broads.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ensuring the air pollution levels remain below Government objective limit values</li> </ul>	<p>The Development Management Policies DPD will need to include strong policies for improving transportation links via sustainable modes of transport and should give consideration to strong and restrictive policies to limit the provision of additional infrastructure for road transport to ensure that no Air Quality Management Areas are declared as a result of development.</p>
<b>Population: Access and Social Inclusion</b>		
<ul style="list-style-type: none"> <li>▪ Limited access to services in the Broads area</li> </ul>	<ul style="list-style-type: none"> <li>▪ Addressing social inclusion and access</li> <li>▪ Provision of community facilities and services</li> </ul>	<p>The Development Management Policies DPD should work to ensure that new development is accessible by public transport, walking and cycling in order to promote social inclusion and that it is located in such a way as to be easily accessible by alternatives to the car to community facilities and services.</p>

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Problems	Issues	Recommendations
<b>Population: Housing</b>		
<ul style="list-style-type: none"> <li>▪ High costs of housing</li> <li>▪ Flood risk</li> </ul>	<ul style="list-style-type: none"> <li>▪ The provision of housing for local need</li> <li>▪ The provision of housing to accommodate visitors</li> <li>▪ The provision of housing to accommodate workers within the rural areas</li> <li>▪ The provision of affordable housing</li> </ul>	<p>Although the Broads Authority is not a housing provider, The Development Management Policies DPD will need to contain constraint policies, including a presumption against development in areas of flood risk and where water abstraction and sewage effluent arising from development would adversely affect water quality and resources.</p>
<b>Population: Transport</b>		
<ul style="list-style-type: none"> <li>▪ Traffic growth</li> <li>▪ Seasonal congestion at visitor hotspots</li> <li>▪ Isolation and relative inaccessibility</li> </ul>	<ul style="list-style-type: none"> <li>▪ Protection and use of the Navigation</li> <li>▪ Provision of transport infrastructure and Integration of modes of transport</li> <li>▪ Maintaining public rights of way</li> <li>▪ Promoting alternative access to the Broads – e.g. cycle ways and footpaths</li> <li>▪ Consideration of the needs of visitors, residents and businesses</li> </ul>	<p>In the interests of the future well-being of the Broads, the Development Management Policies DPD need to promote the provision of better transport infrastructure and sustainable forms of transport. In doing so, the Development Management Policies DPD should ensure that new development reduces the need to travel by car and is accessible by public transport, walking and cycling. Consideration should also be given to requiring developers to submit Travel Plans as part of the development management process.</p>
<b>Human Health</b>		
<p>Human health in the area is generally good, but a high reliance on sedentary modes of transport, such as the car.</p>	<ul style="list-style-type: none"> <li>▪ Managing sport and activities in the countryside</li> </ul>	<p>The Development Management Policies DPD should look at ways of increasing physically active (walking and cycling) access to new development in and around the Broads to promote healthier lifestyles and also to support development of recreational facilities.</p>
<b>Material Assets: Local Businesses</b>		
<ul style="list-style-type: none"> <li>▪ Reduction in the size of the boat hire fleet</li> <li>▪ Maintain and support local crafts and local product</li> </ul>	<ul style="list-style-type: none"> <li>▪ Supporting economic regeneration and sustainability</li> <li>▪ The regeneration of the local economy in general and the boat building and hire industry in particular</li> </ul>	<p>The Development Management Policies DPD should give policy support to development that will enhance the local economy and local businesses. In particular, there needs to be support for boat building and the marine sector, as well as local crafts and products.</p>

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Problems	Issues	Recommendations
<b>Material Assets: Tourism and Recreation</b>		
<ul style="list-style-type: none"> <li>▪ Changing patterns of tourism</li> <li>▪ Decline of the hire boat industry</li> <li>▪ Maintaining water space for boating and other water borne activities</li> <li>▪ Safety and navigation</li> <li>▪ Management of water based recreation</li> <li>▪ Length of frontage for mooring target not met</li> </ul>	<ul style="list-style-type: none"> <li>▪ Diversification and extension of the tourism base in the Broads</li> <li>▪ Promotion of tourism development whilst protecting the Broads landscape and environment</li> <li>▪ Making the existing tourism product more sustainable in environmental and economic terms</li> <li>▪ Promotion of development which is compatible with sustainability objectives to support the boating industry</li> </ul>	<p>The Development Management Policies DPD should seek to maintain and support tourism and recreation in the Broads and address the future of water recreation, in particular the future of the hire boat industry.</p> <p>Consideration should also be given to developing policies relating to the management of development pressures relating to visitors and tourism activity.</p> <p>The Development Management Policies DPD should support the quality of the physical infrastructure, whilst protect public and parish staites and to address the shortage of short and long-term moorings.</p>
<b>Material Assets: Agriculture</b>		
<ul style="list-style-type: none"> <li>▪ Over farming</li> <li>▪ Competition for land between tourism and agriculture</li> </ul>	<ul style="list-style-type: none"> <li>▪ Managing changes in Government agricultural policy and structure</li> <li>▪ Reconciling demand for agricultural land and land for tourism</li> <li>▪ Managing diversification</li> </ul>	<p>The Development Management Policies DPD will need to give continued support to agriculture, in particular the types of husbandry that are linked to protection and enhancement of the environment.</p> <p>Consideration should also be given to developing criteria for protecting local waterways from the adverse impacts of agricultural runoff.</p>

## **5 SUSTAINABILITY APPRAISAL**

The SEA Directive requires that the Environmental Report (or in this case the Sustainability Appraisal Report) provides an outline of the reasons for selecting the alternative options assessed through the SEA, the method used in environmental assessment, as well as any technical difficulties encountered in assessing alternative options. This is referred to in Annex 1 (h) of the Directive.

**Annex 1 (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**

### **5.1 Appraisal Methodology**

Guidance on undertaking SA recommends the prediction and evaluation of the social, environmental and economic effects of the policy options generated and considered during the production of the Development Management Policies DPD. This has involved identifying changes to the sustainability baseline that the DPD may have and describing these changes in terms of their geographical extent, probability, duration, frequency, and reversibility, as well as whether the effects are secondary, cumulative or synergistic. Once this has taken place, the predicted effects of the DPD policy options can be compared against each other as well as the evolution of the baseline without the plan (**Section 3.4**).

In order to make the best use the sustainability objectives for appraisal purposes, they have been framed in the form of questions and linked to the relevant indicators as presented in the sustainability baseline. Taken together, the objectives, questions and indicators define the “Significance Criteria” against which the effects of the Development Management Policies DPD policies were predicted and evaluated, thus forming the framework for appraisal. Threshold levels and targets have been used to further evaluate significant effects. This Significance Criteria proposed for use in appraising the Development Management Policies DPD for environmental, social and economic effects can be found in **Appendix C**.

In August and October 2011, changes to the final Development Management Policies DPD policy wordings from the submission version were evaluated in light of their potential effects on the sustainability objectives. The assessment was informed by the following:

- Expert judgement
- GIS analysis
- National, regional and local trends

For all policies, matrices were used to predict and evaluate how the implementation of the policies would affect the sustainability objectives and the indicators that comprise the sustainability baseline. The specific criteria for determining the significance of the effects for each sustainability objective and indicator can be found in **Appendix C**.

Detailed matrix worksheets for this final Development Management Policies DPD assessment can be found in **Appendix D** and relate to each of the individual policies within the final *Development Management Policies DPD*. The assessment of each policy is recorded in the matrices, using the following symbols:

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Impact	Symbol
Major Beneficial	++
Beneficial	+
Minor Beneficial	0/+
Minor Adverse	0/-
Adverse	-
Major Adverse	--
No significant impact	0
Beneficial and Adverse Impact	+/-
Entirely uncertain	?
Secondary	S

The individual policy assessment worksheets found in **Appendix D** were then used to inform a description of the overall sustainability effects of the Development Management Policies DPD and these can be viewed in the **Chapter 6**.

### 5.2 Issues and Options Assessment

In summer 2007, the Development Management Policies DPD and the Development and Flood Risk SPD issues and options were evaluated in light of their potential effects on the sustainability objectives and were the focus of the *Sustainability Appraisal: Issues and Options Assessment* (July 2007). Detailed assessment worksheets were used to predict and evaluate how the implementation of each of the DPD options would affect the sustainability objectives and the indicators that comprise the sustainability baseline.

These assessment worksheets can be found in the *Sustainability Appraisal: Issues and Options Assessment* (July 2007) and relate to each of the options within the June 2007 *Development Control Policies DPD and the Development and Flood Risk SPD: Issues and Options Consultation* document. Both of these documents were made available for a six week period of public consultation in July/August 2007 and can be viewed prior to adoption of the Development Management Policies DPD on the Broads Authority's website at:

<http://www.broads-authority.gov.uk/planning/future-planning-and-policies/flood-risk-spd.html>

### 5.3 Selecting and Assessing Preferred Options

Following on from the public consultation in July/August 2007 on the Development Management Policies DPD and the Development and Flood Risk SPD issues and options, as well as the *Sustainability Appraisal: Issues and Options Assessment* report, development management policy options were selected to be taken forward as "preferred options".

These preferred options were selected with consideration for the feedback from the consultation and the SA issues and options assessment. Full details of the reasons for selecting preferred options from the choice of options presented during the issues and options stage can be found in the December 2007 *Development Control Policies DPD: Preferred Options for Policies for Determining Planning Applications up to 2021* report.

In autumn 2007, the Development Control Policies DPD preferred options were evaluated in light of their potential effects on the sustainability objectives and were the focus of the first *Draft Sustainability Appraisal Report* (December 2007). Detailed assessment worksheets were used to predict and evaluate how the implementation of each of the Development Control Policies DPD

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preferred options would affect the sustainability objectives and the indicators that comprise the sustainability baseline.

These assessment worksheets can be found in the first *Draft Sustainability Appraisal Report* (December 2007) and relate to each of the preferred options within the December 2007 *Development Control Policies DPD: Preferred Options for Policies for Determining Planning Applications up to 2021* report. Both of these documents were made available for a six week period of public consultation in January/February 2008 and can be viewed prior to adoption of the Development Management Policies DPD on the Broads Authority's website at:

<http://www.broads-authority.gov.uk/planning/future-planning-and-policies/flood-risk-spd.html>

### 5.4 Further Consultation on the Preferred Options Assessment

Responses to the consultation in January/February 2008 on the Development Control Policies DPD preferred options necessitated significant amendments to the DPD. As a result, development management policy options were further refined and additional alternatives generated in spring 2010.

These preferred options were revised with consideration for the feedback from the consultation and the Draft SA Report. Full details of the reasoned justification for each of the revised preferred options can be found in the June 2010 *Development Control Policies DPD: Further Consultation on Preferred Options* report.

In spring 2010, the Development Management Policies DPD revised preferred options were re-evaluated in light of their potential effects on the sustainability objectives and were the focus of the second *Draft Sustainability Appraisal Report* (June 2010). Detailed assessment worksheets were used to predict and evaluate how the implementation of each of the Development Management Policies DPD revised preferred options would affect the sustainability objectives and the indicators that comprise the sustainability baseline.

These assessment worksheets can be found in the second *Draft Sustainability Appraisal Report* (June 2010) and relate to each of the preferred options within the June 2010 *Development Control Policies DPD: Further Consultation on Preferred Options* report. Both of these documents were made available for public consultation in June/July 2010 and can be viewed prior to adoption of the Development Management Policies DPD on the Broads Authority's website at:

<http://www.broads-authority.gov.uk/planning/future-planning-and-policies/flood-risk-spd.html>

### 5.5 Proposed Submission Policies Assessment

Following on from the public consultation in June/July 2010 on the Development Management Policies DPD revised preferred options, as well as the second *Draft Sustainability Appraisal Report*, development management policies were selected and finalised for inclusion in the Development Managed DPD Proposed Submission Document.

These proposed submission policies were chosen with consideration for the feedback from the consultation and the second Draft SA Report. Again, full details of the reasoned justification for the inclusion of each of these proposed submission policies can be found in the December 2010 *Development Management Policies DPD: Proposed Submission Document*.

In autumn 2010, the Development Management Policies DPD proposed submission policies were re-evaluated in light of their potential effects on the sustainability objectives and were the focus of the

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*Sustainability Appraisal Report* (December 2010). Detailed assessment worksheets were used to predict and evaluate how the implementation of each of the Development Management Policies DPD proposed submission policies would affect the sustainability objectives and the indicators that comprise the sustainability baseline.

These assessment worksheets can be found in the second *Sustainability Appraisal Report* (December 2010) and relate to each of the proposed submission policies within the December 2010 *Development Control Policies DPD: Proposed Submission Document*. Both of these documents were made available for public consultation in December 2010/January 2011 and can be viewed prior to adoption of the Development Management Policies DPD on the Broads Authority's website at: <http://www.broads-authority.gov.uk/planning/future-planning-and-policies/flood-risk-spd.html>

### 5.6 Final Policy Assessment

Following on from the public consultation on the Development Management Policies DPD Proposed Submission Document, the Broads Authority submitted the document to the Secretary of State on 31 March 2011 for examination by an independent Government appointed Inspector. In July 2011, the Development Management Policies DPD underwent Examination in Public. As a result of both the winter 2011 proposed submission consultation and the Examination in Public, minor amendments to the final policies have been suggested and were consulted upon within the *Development Management Policies DPD: Comprehensive Schedule of Changes Proposed to the DPD by the Authority* for five weeks to 29 September 2011.

Following on from this consultation, the Broads Authority received the Inspector's binding report in October 2011, outlining acceptance of the Authority's post-submission changes and also including a binding post-examination change to Policy DP7 made by the Inspector.

The final policies, incorporating the suggested minor post-publication changes and the Inspector's significant changes, have now been re-evaluated in light of their potential effects on the sustainability objectives and are the focus of this *Final Sustainability Appraisal Report*. Detailed assessment worksheets have once again been used to predict and evaluate how the implementation of each of the final policies within Development Management Policies DPD would affect the sustainability objectives and the indicators that comprise the sustainability baseline and these worksheets can be found in **Appendix D**. These worksheets have also been used to describe the overall sustainability effects that the final Development Management Policies DPD, incorporating the Broads Authority's post-submission changes and the Inspector's post-examination changes, may have on each of the SA objectives and these can be found in **Chapter 6**.

A summary of the individual sustainability effects of each of the final development management policies are presented in **Table 5.6** below.

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**Table 5.6: Development Management Policies DPD Assessment Summary**

Policy	SA Objective											
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12
DP1	++	0	0	0	0	0	0	0	0	+ <sup>s</sup>	0	0
DP2	++	0	0/+ <sup>s</sup>	+ <sup>s</sup>	0	0	0	0	0/+	+ <sup>s</sup>	0	0
DP3	+ <sup>s</sup>	++	++	+ <sup>s</sup>	0	0	+ <sup>s</sup>	0	0	+ <sup>s</sup>	0	0
DP4	++	+	0	++	+	0	+	0	0	+ <sup>s</sup>	+	0/+ <sup>s</sup>
DP5	+	0	0	0	0	0	0	0	0	0/+ <sup>s</sup>	0	0
DP6	+	+	0	0	0	-	0	0	0	+	0	0/+ <sup>s</sup>
DP7	0/+ <sup>s</sup>	0/+	0/+	+	0	0/-	0	0	0	0	0	0
DP8	+	+	0	+	0/+	0	0/+	0	0	+ <sup>s</sup> /-	0	0
DP9	+	0	0	0	0	0	0	0	0	0	0	0
DP10	+	0	0	0	0/+	0	0/+	0	0	+ <sup>s</sup> /-	0	0
DP11	+ <sup>t</sup>	0	0	+ <sup>s</sup>	+	0	+	0	+	0	+	0
DP12	0/+	+	+	-/+	+	0	0	0	++	++	-	0
DP13	+	0	+	+	-	0	0	0	+	+ <sup>s</sup>	0	0
DP14	+	+	0	0	+	0	+/-	0	0	+	0/+	0
DP15	0	0	0	0	0	-	0	0	+	+	0	0
DP16	+	0	+	- <sup>s</sup>	+	0	+	0	+	+	-	0
DP17	+	0	0/+ <sup>s</sup>	0/+ <sup>s</sup>	0	0/-	0	0	0	0/+ <sup>s</sup>	0	0
DP18	0	0	0	0	+	-	+	0	+	++	0	0
DP19	0/+ <sup>s</sup>	0/+	0	0	+	0	0	0	0	+	0	0
DP20	0/+	0	0/+	0/-	+	0	+	0	++	+	0	0

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Policy	SA Objective											
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12
DP21	+	+	0	0/- <sup>S</sup>	0	0/-	+	0	0	+	-	0
DP22	+	0/+	0	0/+ <sup>S</sup>	+	0	0	0	0	0	0	0
DP23	0	0	0	0/+ <sup>T</sup>	0/+	+	0	0	0	0	0/+ <sup>S</sup>	0
DP24	+	+	0	0/+	0	0/-	0	0	0	0	0	0
DP25	+	0	+	-	+	0	0/+	0	0/+	0/+	0/-	0
DP26	+	0	0	+/-	0	0/+	0	0	0	+	+/-	0
DP27	+	0	0	0/+ <sup>S</sup>	+	0	0	0	0	0/+ <sup>S</sup>	0/+	0
DP28	0/+ <sup>S</sup>	0	0	0	0	0	0	0	0	0	0	0
DP29	0/+ <sup>S</sup>	+	0/-	+/-	0/-	0	0/-	0	0	+/-	0	0
DP30	+	0	+	+	++	+	0/+	0	+	+ <sup>S</sup>	+	0

## 6 Likely Significant Sustainability Effects

The SEA Directive requires that the Environmental Report (or in this case the Sustainability Appraisal Report) clearly establishes the likely significant effects of the plan on differing aspects of environment and the interrelationships between them. This is referred to in Annex 1 (f) of the Directive.

**Annex 1 (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 the above factors.’**

### 6.1 Secondary, Tertiary, Cumulative and Synergistic Effects

Many primary sustainability effects can lead to secondary, tertiary, cumulative or synergistic effects in other areas. Before undertaking appraisal, a sustainability impact matrix exercise was undertaken (Table 6.1).

**Table 6.1: Sustainability Effects Matrix**

		Secondary Effects									
		Climate Change	Air Quality	Noise	Biodiversity/Geodiversity	Water	Landscape	Human Health	Cultural Heritage	Population	Flooding
Primary Effects	Climate Change										
	Air Quality										
	Noise										
	Biodiversity/Geodiversity										
	Water										
	Landscape										
	Human Health										
	Cultural Heritage										
	Population										
	Flooding										

The matrix allowed for the following general assumptions to be made about where secondary effects may occur and these were carried forward through the appraisal:

- Climate change effects will impact on air quality, flooding, human health, water, population, biodiversity and landscape
- Air quality effects are likely to lead to secondary effects on human health and biodiversity
- Flooding effects are likely to lead to secondary effects on human health, population, biodiversity, landscape and soil and water quality
- Effects on landscape are likely to lead to secondary effects on biodiversity
- Water and soil quality effects are likely to lead to secondary effects on human health, biodiversity and landscape

## **6.2 Overall Effects of the Plan**

Assessment worksheets outlining the sustainability effects arising from individual policies from the Development Management Policies DPD can be found in **Appendix D**. Although some policies can have beneficial effects on an individual basis, taken together and in combination, the effects of the plan overall may pose effects cumulatively. The overall effects of the plan on the SA objectives are described in more detail below.

### **SA1: To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change**

Protecting the landscape character and natural and cultural heritage of the area is given a high priority through the development management policies. In accordance with its statutory purposes and Government policy for National Parks, a position of general constraint and landscape protection is the baseline for development policy in the Broads.

However, the needs of a 'living landscape', which will involve permitting development necessary to support local communities and the economy, are recognised, subject to landscape, biodiversity and cultural heritage protection and enhancement criteria, and the plan provides this criteria.

Overall, the policies presented within the Development Management Policies DPD work to prevent adverse effects from arising on landscape, cultural heritage and biodiversity in the first instance. Additionally, some policies will also work to support development that would enhance these assets.

### **SA2: To achieve sustainable resource use through the efficient use of land, water, energy and materials**

Several of the policies presented in the Development DPD work to promote sustainable resource use. In particular, **DP7** works primarily towards supporting this objective by encouraging new development to consider sustainable design, renewable energy generation, energy conservation and efficiency measures. Additionally, there are a number of policies in the plan which fully support the use of previously developed land for new or redevelopment purposes

### **SA3: To improve water quality**

The plan makes adequate provision for ensuring that the waterspace, a major economic asset, is protected from contamination through a series of development management policies. Specifically, **DP2 and DP29** require that development proposals give appropriate consideration to the use of Sustainable Drainage Systems, which will help to filter pollutants away from water resources. Policy **DP3** ensures that water quality and resources are protected from damaging development.

Additionally, policy **DP13** will allow for piling and quay heading development where it would work to ensure compliance with the Water Framework Directive or for the prevention of diffuse pollution to the water environment.

However, there is a possibility of increased water pollution and sediment arising from increased number of visitors to the Broads, particularly from the increase in the number of moorings and tourist development that the plan provides for. The general permitting of waterside development, particularly through policies **DP20** and **DP29**, may also increase sediment entering the waterway from construction and therefore may have a cumulative, adverse impact on water quality, although this will be mitigated to a certain extent through a specific revision to policy **DP20** regarding this issue.

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Although the plan includes policies to protect the waterways from pollution resulting directly from development as a point source, it is difficult to ensure that the more diffuse secondary impacts from increased boating, tourism and from sources outside the Broads Executive Area are adequately mitigated. The overall effect of the plan may therefore be both beneficial and adverse and a definitive effect is therefore uncertain.

### **SA4: To reduce vulnerability to climate change and flooding**

In terms of improving energy efficiency at new development as well as incorporating energy conservation measures and on site renewable energy generation, policy **DP7** provides encouragement for Code for Sustainable Homes and BREEAM standards to be applied at some new developments. BREEAM and Code for Sustainable Homes standards, if utilised and applied, will minimise CO<sub>2</sub> emissions at new development to a certain extent, but are unlikely to reduce CO<sub>2</sub> emissions in the Broads area overall, unless for a like-for-like replacement building.

Policies **DP2** and **DP29** may work to reduce some vulnerability to climate change by encouraging Sustainable Drainage Systems at new development and basic water conservation/recycling measures to be incorporated into design. As water resources are likely to become scarce as a result of climate change and growth, these measures should work to help alleviate vulnerability to climate change as a result of water scarcity. However, beyond those two policies adaptation to climate change receives little attention within the DPD as a whole, which may be cause for concern given the Broads inherent vulnerability to climate change.

The requirement to submit Travel Plans in **DP11**, where appropriate, may help to support the number of visitors arriving in the Broads by sustainable transport. However, the cumulative effect of the development and economic (particularly tourism) growth encouraged through the plan is like to result in an overall increase carbon dioxide emissions in the Broads area. These are likely to arise from the increased number of visitors to the Broads, particularly from the increase in economic development that the plan provides for, although the policies **DP11**, **DP27** and **DP30** may go some way towards mitigating this effect.

There were a number of issues raised in previous assessments in relation to flood risk and to a large extent these issues have been rectified through the various iterations and revisions of policy **DP29** and the Development and Flood Risk SPD.

Strategic Flood Risk Assessment undertaken for the Broads Authority has identified much of the Broads area is in Flood Zones 3a and 3b. The risk of flooding will increase with sea level rise, more intense rainfall and the other changes predicted as a consequence of climate change. The Strategic Flood Risk Assessment identified that any development encroaching within any of the plotted flood risk zones will increase flood risk to adjacent areas, and the effect on flood risk of a number of small encroachments is cumulative. If the requirements of PPS25 are not met in full then additional development will increase flood risk elsewhere<sup>6</sup>.

The Broads Authority proposes to permit development within Flood Zone 3a and 3b (functional flood plain), subject to criteria in the Exceptions Test (PPS25) and outlined within **DP29** and the Development and Flood Risk SPD. Normally, permitting development in Flood Zone 3, particularly in the functional floodplain, is likely to increase flood risk at the site and possibly elsewhere in the longer-term. This risk may be mitigated to an extent through the requirements that such

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<sup>6</sup> Millard Consulting Engineers, *Partnership of Norfolk District Councils Strategic Flood Risk Assessment: Subsidiary Report B Broads Authority Area*, December 2007, p90.

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development is on previously developed land and must incorporate flood risk reduction and reliance measures into the design.

As **DP29** allows for development only on previously developed land, it can be argued that the application of the policy, in combination with the SPD, will work to reduce flood risk in some circumstances, particularly on brownfield sites that are currently developed and in use. However, exposure to flood risk to people and property may increase on brownfield sites that are currently vacant and subsequently redeveloped. Overall, *vulnerability* to flood risk is likely to be minimised as a result of the plan although *exposure* to flood risk is likely to increase.

### **SA5: To provide safe access for all to facilities, services and sites of natural and cultural interest**

Overall, the plan will beneficially affect access to facilities, services and sites of natural and cultural interest. In general, policies **DP14** and **DP22** work to ensure that development is located in existing settlements, where facilities and services are already in existence. Policy **DP11** ensures that accessibility for pedestrians, cyclists, road and public transport is given adequate consideration when planning for new development.

Additionally, the plan may achieve the following outcomes:

- The proportion of footpaths that are easy to use by the public should increase as a result of development
- Accessibility by water will improve, through the application of policies to extend or maintain the navigation, as well as policies which protect and increase the length of frontage provide for public short term/overnight mooring owned or operated by the Broads Authority

Overall, the plan does well to ensure that development will enhance access to services, facilities and sites of natural and cultural interest.

### **SA6: To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads**

Due to its particular responsibilities and the priority accorded to the need to protect the special qualities of the area, the Authority has no housing remit. The majority of housing within settlements adjoining the Broads executive area is likely to be provided beyond the boundary by the relevant District Councils. A major constraint on housing development, particularly on small infill sites, is flood risk. In addition to the constraint of flood risk, there are large parts of the Broads where little or no development is appropriate.

The plan clearly prioritises economic development on available land. This approach is likely to limit the housing supply within the Broads Executive Area, which may increase house prices in the longer-term, further restricting affordability. Therefore, the proportion of permanent residential dwellings classified as affordable in the Broads Executive Area may either remain unchanged or decrease over the plan period, although the proportion of affordable housing in areas adjacent to the Broads Authority is likely to increase as the result of **DP23** and the implementation of the relevant district council Local Development Frameworks.

Whilst it is accepted and understood that the Broads is to be an area of development restraint and as the Authority has no housing remit, the provision of affordable housing in the Broads is unlikely to change significantly as a result of the plan.

### **SA7: To encourage safe and healthy recreational activities for all Broads users and residents**

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Many of the policies presented in the plan will work to protect the number of moorings and improve access via water through improvements to slipways and the development of new mooring basins and marinas. Additionally, the plan will work to increase the overall number of recreational facilities, by including them in the overall prioritisation of development in the area.

Specifically, accessibility and availability of waterside recreational activities will improve, through the application of policies to extend or maintain the navigation as well as policies which protect and increase the length of frontage provide for public short term/overnight mooring owned or operated by the Broads Authority. The proportion of land within the Broads open for public access is also likely to increase as a result of development, specifically for tourism and recreation development.

### **SA8: To engage communities within and adjacent to the Broads in the work of the Broads Authority**

Of the all policies presented, none of them will have a significant effect, either beneficial or adverse, on this objective. This is most likely due to the disparate nature of this objective from the plan in question.

It is difficult to determine how development policy could work to increase the total number of volunteers days spent on projects or the number of community volunteer groups. These outcomes may arise later on as a result of the development the plan affords, but is unlikely to be directly affected or supported by the plan itself. Support for the types of actions that would achieve this is more likely to result from implementation of the *Broads Plan*.

### **SA9: To maintain and enhance the infrastructure of the Broads in support of business activity**

Many of the policies work to increase the number of moorings and improve access via water through new waterside development. These are essential components of visitor infrastructure required in support of business activities in the Broads. In particular, policy **DP16** should work to increase the total number of moorings in the Broads area.

Two specific policies within the plan are likely to support the maintenance and extension of the navigation. Together, they will work to maintain the navigation of the waterway. In particular:

- **DP12** – protects navigation from development that would obstruct or result in a hazard
- **DP13** – will permit piling and quay heading where there is a need to prevent bank erosion for navigation purposes.

Finally, policy **DP12** also allows for the development of new freight wharves and for the provision of freight interchanges facilities, where appropriate.

### **SA10: To support a flourishing and healthy Broads economy**

Under the Broads Act, the Authority has a statutory purpose to promote the enjoyment of the area by the public. The Broads is of national importance for its recreational value, and its economic characteristics reflect its singular navigable wetland environment in that it is driven by tourism.

This objective is fully supported by the majority of policies in the plan and few adverse effects were identified. Supporting the local economy, particularly the tourist economy, has been given high prioritisation. Specifically, policy **DP18** fully supports development prioritisation for economic enhancement purposes first and foremost, whilst **DP19** provides support for diversification to economic uses.

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Policy **DP29** ensures that flood risk is minimised as much as feasible whilst allowing for economic development. The local economy may benefit from allowing waterside economic development in the short-term, but in the longer-term it may have adverse economic consequences by increasing businesses *exposure* to flood risk.

Nearly all of the policies provide exceptional support for economic development in the area and as a result these policies should work to achieve the following outcomes:

- The number of visitor days to the Broads will increase through the provision of additional tourist development and infrastructure
- The estimated visitor spend will increase as a result of the increased number of visitors and the increase in tourist related business developed as a result of the plan

### **SA11: To encourage the use of public transport, cycling and walking**

Policy **DP11** includes a provision for Travel Plans at new development, where appropriate and this may support the number of visitors arriving in the Broads by sustainable transport. It also ensures that access for pedestrians, cyclists and public transport is given adequate consideration when planning for new development.

However, the cumulative effect of supporting economic development is likely to increase the number of visitors to the area, which traditionally arrive and travel by car. The plan is therefore relatively unlikely to reduce traffic overall, particularly as several policies make reference to ensuring the adequate provision of car parking and vehicular access at new development.

Additionally, the proportion of weekday journeys by walking, cycling and public transport overall is unlikely to increase, as residential development restraint coupled with a supply shortage and low proportion of affordable housing means people who work in the Broads are less likely to live in the Broads.

### **SA12: To sustain skills to maintain local crafts and improve the quality of local products**

Few effects were identified on this objective from the proposed policies and overall the plan has little effect on this objective. The plan is unlikely to directly affect the number of hours of training provided for specialist skills, as this is arguably outside the remit of a development plan. Support for the types of actions that would achieve this is more likely to result from implementation of the *Broads Plan*, which is currently undergoing revision.

## **7 MITIGATION RECOMMENDATIONS**

The SEA Directive requires that the Environmental Report (or in this case the Sustainability Appraisal Report) includes mitigation measures through which to prevent, reduce or offset any significant adverse effects identified from the sustainability appraisal of the Broads Plan, wherever possible. This is referred to in Annex 1 (g) of the Directive.

**Annex 1 (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 accordance with SA guidance and the SEA Directive measures to prevent, reduce or offset significant adverse effects of implementing the Development Management Policies DPD were considered based on the policies wordings and assessment during previous stages of the plan’s development. Some of these mitigation recommendations have been taken on board through the Development Management Policies DPD production process and these are highlighted in italicised font. As changes to the policies in this submission version of the DPD are minor, no new mitigation measures have been recommended during this stage.

### **DP2 – Landscape and Trees**

Under Criteria D a change in policy wording to “replacement of trees of *carbon* value commensurate” could work to ensure that carbon release from tree removal and replacement is fully mitigated.

### **DP4: Design**

This policy could be strengthened by incorporating climate change adaptation requirements. At the moment, very little consideration is given throughout the plan to integrating climate change adaptation and resilience measures into the design of new development, which may be cause for concern, given the vulnerability of the Broads area to climate change impacts.

### **DP6: Re-use of historic buildings**

The supporting text for this policy states that some historic buildings will not be suitable for re-use. Consideration could be given to providing additional criteria for permitting the reuse of historic buildings that are either vacant, derelict, or at risk, as this could strengthen enhancement of cultural and historic assets in the Broads area.

### **DP7: Energy Generation and Efficiency**

In terms of improving energy efficiency at new development, incorporating energy conservation measures and on site renewable energy generation, policy **DP7**<sup>7</sup> only encourages that the Code for Sustainable Homes standards are utilised. The inclusion in this policy of a requirement for residential development to achieve higher standards prior to the 2016 target would further enhance beneficial effects in relation to objectives SA2 and SA4.

Additionally, the achievement of BREEAM standards are yet to be required nationally for non-domestic developments and the Development Management Policies set no requirement in relation to this standard beyond general encouragement. This may be particularly problematic given that the

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<sup>7</sup> Previous iterations of Policy DP7 required minimum Code for Sustainable Homes and BREEAM standards to be met. However, the Inspector’s Report (October 2011) required Policy DP7 to be changed, reducing its application to encouragement rather than requirement.

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plan as a whole is relatively restrictive towards residential development and the majority of development is therefore most likely to be commercial.

This policy could go further in minimising CO<sub>2</sub> emissions, improving water efficiency and generally promoting sustainable design and construction at new development by requiring Code for Sustainable Homes and BREEAM standards to be met at new development, where it is viable to do so.

At the very least, consideration could be given to developing a policy/or criteria that sets a target for carbon dioxide emission reductions from new development, in accordance with policy ENG1 in the East of England Plan.

However, most effective way of delivering overall resource efficiency at new developments is for local development documents to mandate compliance with nationally recognised standards of building sustainability such as BREEAM and Code for Sustainable Homes, or any future standards for Sustainable Buildings. Although proposed revisions to the building regulations will ensure that new development is increasingly energy efficient, the Planning and Energy Act 2008 allows local planning authorities to set standards in advance of these requirements. Local planning authorities should invoke these powers where it is viable to do so.

Finally, the renewable energy portion of this policy could be strengthened. Given the general restraint within the DPD against residential development, it seems relatively unlikely that many residential developments of 10 units or more will come to fruition over the plan period – meaning that it is likely that most, if not all, residential developments in the Broads area will not be required to provide energy from decentralised or on-site renewable sources. Additionally, the scale of non-residential development of 1000 m<sup>2</sup> or larger may also be unlikely, as a significant proportion of development in the Broads may be below this threshold.

### **DP11: Access to the Land**

Consideration could be given to clarifying what types of development would be required to be accompanied by a Travel Plan. This may further enhance the beneficial effects of encouraging sustainable transport use to access the Broads, particularly at tourist developments.

### **DP14 – General Location of Sustainable Tourism and Recreation Development**

The Broads is fortunate to be served by an extensive network of rail facilities and stations. A visitor survey carried out in summer 2005 showed that visitors to the Broads come largely from the South East and East of England and therefore the Broads is highly accessible by rail from these areas.

The remoteness of the Broads makes the use of buses, walking and cycling as a means of travel for visitors less viable. Cycling and walking by visitors to the Broads area is more likely to be for leisure purposes, and visitors are likely to arrive by car to undertake these pursuits. As such, consideration could be given to encouraging tourism development in settlements that have an existing rail service. This is likely to reap the greatest amount of benefits in terms of reducing traffic and therefore carbon dioxide and air pollution emissions from road transport.

### **DP16: Moorings**

This policy could be furthered strengthened by including criteria for requiring consideration for the provision of electric boating recharging points and recycling facilities. Additionally, criteria for enhancing sustainable transport access to commercial mooring basis or marinas could be strengthened, as the policy currently only stipulates access provisions for people arriving by car.

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### **DP20: Development on Waterside Sites in Commercial Use, including Boatyards**

*Consideration could be given to including criteria within this policy relating to the minimisation of the impacts of waterside construction in terms of increased sedimentation and general disturbance to the waterways.*

### **DP21: Conversion of Buildings in the Countryside**

Given that this policy relates to buildings in the countryside, it seems unlikely that these relatively remote locations would be considered “sustainable”. Therefore, clarification could be given to Criteria F within this policy as to what constitutes a “sustainable” location.

### **DP23 –Affordable Housing**

The associated SA indicator for affordable housing is an inappropriate measure given the circumstances of the Broads in relation to housing development and a new indicator should be considered for monitoring purposes.

### **DP29: Development on Sites with High Probability of Flooding**

*Consideration could be given to changing the presentation of Criteria C. This criterion appears to prioritise design quality over the integration of flood risk resilience measures into development in high probability flood risk areas. As a general rule, improving resilience to flooding in high probably flood risk areas should take precedence over design quality and this would help to mitigate some of the adverse impacts that this policy may have in terms of flood risk.*

## **8 MONITORING AND REPORTING SUSTAINABILITY**

The SEA Directive also requires that significant environmental effects of plans and programmes subject to SEA are monitored and that this information is included within the Environmental Report (Annex 1i), or in this case the Sustainability Appraisal Report. This is referred to in Article 10 of the Directive.

**Article 10: “Member states shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action.”**

### **8.1 Monitoring Regime**

In accordance with the SEA Directive, the significant environmental effects of implementing the Development DPD will be monitored to identify unforeseen adverse effects and enable the local authority to undertake appropriate remedial action, where possible. The monitoring regime developed covers the entire Local Development Framework, rather than individual LDDs, as sustainability indicators are common to all LDDs and will streamline monitoring and reporting requirements.

CLG guidance recommends that monitoring of the environmental effects of Local Development Frameworks identify:

- The accuracy of the assessment’s predictions of sustainability effects
- Whether the plan is contributing to the achievement of desired SA objectives
- Whether mitigation measures are performing as well as expected
- Any adverse environmental effects, their magnitude and appropriate remedial action

Monitoring measures for the Broads Local Development Framework SA are linked directly to the SA objectives and the associated indicators. The monitoring regime will focus on identifying changes to the sustainability baseline and whether or not such changes constitute a significant effect. The monitoring regime will incorporate the following:

- Collection of current data for chosen indicators
- Comparison of the current state of the environment against the original baseline collated for the SA
- Analysis of changes to the indicators, both beneficial and adverse
- Analysis of performance against SA objectives
- Consideration for mitigating any adverse effects and further enhancing beneficial effects

In particular, monitoring exercises and analysis will pay attention to effects that:

- indicate a likely breach of international, national or local legislation, recognised guidelines or standards;
- may give rise to irreversible damage, with a view to identifying trends before such damage is caused; and
- where there was uncertainty in the SA, and where monitoring would enable preventative or mitigation measures to be taken.
- Would establish a causal link between the implementation of the DPD and the environmental effect in question
- illustrate changes in the direction of indicators from the baseline

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The reporting of the sustainability indicators will be expressed with both qualitative and quantitative information. Monitoring of most indicators will be based on the collection of quantitative data, but there may also be a need to incorporate some qualitative information in the analysis to enrich understanding. Analysis of changes and consideration of reasons for changes to the baseline identified will be done through interpretative commentaries. This will be presented via appropriate explanations and commentaries within monitoring reports.

The SEA Directive does not require a plan to be modified if monitoring reveals adverse effects on the environment. However, SA monitoring is intended to enable mitigation activities to be taken, and action may be required either by the Responsible Authority or other bodies.

In order to effectively respond to any adverse effects identified, a framework through which to identify if and when remedial action is needed. Adverse effects will be established through the consideration of trends, benchmarking, targets, and significance criteria. Any adverse changes beyond the specified targets/threshold requirements will identify whether or not remedial action is required.

If it is determined that remedial action is required, the Broads Authority will make every effort then to identify:

- potential remedial actions that could be taken
- those responsible for taking the remedial action

### **8.2 Reporting the Sustainability Effects**

Section 35 of the Planning and Compulsory Purchase Act 2004 requires every local planning authority to make an annual report to the Secretary of State. This should contain information on the implementation of the local development scheme and the extent to which the policies set out in local development documents are being achieved.

The Planning and Compulsory Purchase Act also requires AMRs to highlight areas where implementation is not occurring, state the reasons, and set out the actions needed to secure delivery. The AMR will assess:

- are policies achieving their objectives and is sustainable development being delivered?
- have policies had intended consequences?
- are the assumptions and objectives behind policies still relevant?
- are the targets set in the LDF being achieved?

Additionally, the sustainability appraisal on the Broads LDF must also be monitored and reported in accordance with SEA regulations. This allows for the effects of the implementation of the Broads LDF on sustainability to be continuously monitored against the sustainability baseline. To maximise reporting efficiencies, monitoring of the SA will be integrated into the Broads LDF Annual Monitoring Reports (AMRs), compiled and submitted to the Secretary of State in December every year.

The AMR will describe any changes to the sustainability baseline arising from the implementation of the Broads LDF, and, how the Broads Authority will work to mitigate any adverse effects identified. The monitoring process will incorporate the following:

- GIS
- Comparison of current state against the baseline
- Analysis of changes to indicators (beneficial or adverse)
- Analysis of performance against targets and objectives

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It is imperative that the Broads Authority understand the wider social, environmental and economic issues affecting the area and the key drivers of spatial change. In order to do so the Broads Authority will:

- review actual progress in terms of local development document preparation against the timetable and milestones in the local development scheme;
- assess the extent to which policies in local development documents are being implemented;
- where policies are not being implemented, explain why and to set out what steps are to be taken to ensure that the policy is implemented; or whether the policy is to be amended or replaced;
  - identify the significant effects of implementing policies in local development documents and whether they are as intended; and
  - set out whether policies are to be amended or replaced.

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### 8.3 Monitoring and Reporting Framework

The table below indicates the likely structure of how environmental effects and the SA will be monitored and reported through the AMR. Those indicators highlighted in bold are new suggestions that have arisen as a result of the preferred options stage. Due to a change in methodology, CO<sub>2</sub> emissions will be monitored

Indicator	Baseline (2006)	Current (Year)	Threshold/Target Criteria	Analysis of change	Action Required?
Number and extent (ha) of designated sites for nature conservation: <ul style="list-style-type: none"> <li>• Ramsar</li> <li>• Special Areas of Conservation</li> <li>• Special Protection areas</li> <li>• Sites of Special Scientific Interest</li> <li>• Geological SSSIs</li> <li>• Regionally Important Geological and Geomorphological Sites</li> <li>• National Nature Reserves</li> <li>• Local Nature Reserves</li> </ul>	<ul style="list-style-type: none"> <li>• 2 (6691.55)</li> <li>• 2 (6291.54)</li> <li>• 3 (6815.24)</li> <li>• 29 (7461)</li> <li>• 1 (0.5)</li> <li>• 0</li> <li>• 8 (2257.09)</li> <li>• 1 (375)</li> </ul>		No reduction in total area or destruction of area (Statutory)		
% of SSSIs in favourable or recovering condition	93%		If condition favourable or recovering falls below 95% by 2010 (English Nature PSA target 2010)		
% of geological SSSIs in favourable or recovering condition	100%		If condition favourable or recovering falls below 100%.		

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Indicator	Baseline (2006)	Current (Year)	Threshold/Target Criteria	Analysis of change	Action Required?
Total area (ha) of fen in favourable ecological condition/under appropriate management	2,875ha		No decline below 2,875ha (BA B2)		
Total area and % of the Broads managed in line with the Authority's conservation objectives	<ul style="list-style-type: none"> <li>▪ 16,725 ha</li> <li>▪ 56%</li> </ul>		No decline below: <ul style="list-style-type: none"> <li>▪ 14,533 has (BA B5)</li> <li>▪ 45% (BA B6)</li> </ul>		
Countryside Quality Counts: % land having marked changes inconsistent with character	0%		No decline below baseline		
Agricultural land classifications: <ul style="list-style-type: none"> <li>• Grade 1</li> <li>• Grade 2</li> <li>• Grade 3</li> <li>• Grade 4</li> <li>• Grade 5</li> <li>• Non agricultural</li> <li>• Urban</li> </ul>	<ul style="list-style-type: none"> <li>• 3%</li> <li>• 15%</li> <li>• 53%</li> <li>• 15%</li> <li>• 0%</li> <li>• 6%</li> <li>• 8%</li> </ul>		No permanent loss of Grade1 or 2		
% of new homes built on previously developed land	84%		Should not fall below 80% by 2009/10 (BV 106)		
% of listed buildings 'at risk'	9%		9% by 2009/10 (BA B8)		
% of listed building at risk rescued through Broads Authority Action			13% by 2009/10 (NPA CH3(b))		
% of conservation areas with published management proposals	15.8%		35% by 2009/10 (BV 219 c)		
% conservation areas with an up to date character appraisal	15.8%		55% by 2009/10 (BV 219 b)		

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Indicator	Baseline (2006)	Current (Year)	Threshold/Target Criteria	Analysis of change	Action Required?
% of Chemical River Quality Grade B or above (good or very good)	25%		If chemical quality falls below 91% grade B or above		
% of Biological River Quality Grade B or above (good or very good)	87%		If biological quality falls below 91% grade B or above		
Number (%) of permanent water bodies within the Broads in "good" condition	12 (19%)		No decrease		
Number (%) of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality	8 (57%)		To be determined		
Number of properties damaged by flooding	To be determined		No increase on baseline		
Number of properties within 1:100 flood zone	To be determined		No increase on baseline		
<b>Megawatts of renewable energy generated onsite at new development</b>	<b>To be determined</b>		To be determined		
<b>Code for Sustainable Homes - % of new residential development:</b> <ul style="list-style-type: none"> <li>▪ 3 star</li> <li>▪ 4 star</li> <li>▪ 5 star</li> <li>▪ 6 star</li> </ul>	<b>To be determined</b>		<ul style="list-style-type: none"> <li>▪ 3* = 100%</li> <li>▪ 4* = 75%</li> <li>▪ 5* = 50%</li> <li>▪ 6* = 25%</li> </ul>		
<b>BREEAM rating - % of new commercial and industrial development "very good"</b>	<b>To be determined</b>		100%		

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Indicator	Baseline (2006)	Current (Year)	Threshold/Target Criteria	Analysis of change	Action Required?
Transport by mode all weekday journeys (Broadland): <ul style="list-style-type: none"> <li>• Walking</li> <li>• Cycling</li> <li>• Public Transport</li> <li>• Power Two Wheeler</li> <li>• Homeworking</li> <li>• Car</li> </ul>	<ul style="list-style-type: none"> <li>• 12%</li> <li>• 3%</li> <li>• 9%</li> <li>• 1%</li> <li>• 1%</li> <li>• 74%</li> </ul>		<ul style="list-style-type: none"> <li>• No decrease in walking</li> <li>• No decrease in cycling</li> <li>• No decrease in public transport</li> <li>• No decrease PTW</li> <li>• No decrease in homeworking</li> <li>• No increase car journeys</li> </ul>		
% Traffic growth per annum Broads Area	2.5%		Reduce traffic growth or limit to current levels at 2.5% per annum		
Number of passengers on Broads Authority sustainable boat trips	9882		10,000 by 2009/10 (BA C6)		
<b>% of leisure and tourism development with Green Travel Plans</b>	<b>Unknown</b>		To be determined		
Number of Air quality Management Areas	0		No increase in the number of AQMAs		
Length of path improved to allow easier access for those with disabilities	13%		22% by 2009/10 (BA C1)		
% Employment level	61%		No decrease in employment levels		
Total number of volunteer days spent on projects led and/or supported by the Broads Authority	4,404		4,300 by 2009/10 (BA C4)		
Number of community volunteer groups supported by the Authority	12		15 by 2009/10 (BA C5)		

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<b>Indicator</b>	<b>Baseline (2006)</b>	<b>Current (Year)</b>	<b>Threshold/Target Criteria</b>	<b>Analysis of change</b>	<b>Action Required?</b>
% of footpaths/rights of way that are easy to use by the public	78%		85% by 2009/10 (NPA RM1)		
% of land within the Broads open for public access	1.6%		2.4% by 2009/10 (BA C3)		
Length of frontage provided for public short term /overnight mooring owned or operated by the Authority	5,969.1m		7,439m by 2009/10 (BA D4)		
Estimated no. of Visitor Days	5.4 million		No decline below baseline		
Estimated visitor spend	£120.5 million		No decline below baseline		
Length of navigable waterway	190 km		No decline below baseline		
Number of hours of training provided for specialist skills	To be determined		To be determined		
% of new buildings using local materials	To be determined		To be determined		

## **9 CONCLUSION**

Under the Planning and Compulsory Purchase Act and the Development Plan Regulations, there is a requirement for local planning authorities to undertake a Sustainability Appraisal (SA) of its Local Development Documents. In July 2004, an assessment of the effects of certain plans and programmes on the environment, known as Strategic Environmental Assessment (SEA), became a requirement under European Directive 2001/42/EC.

In accordance with the Act, the Directive, and Government guidance, a combined SA/SEA has been undertaken on the Broads Development Management Policies DPD. By carrying out an SA/SEA on the Development Management Policies DPD, the Broads Authority aimed to:

- identify alternative policy options for delivering sustainable development in Broads Executive Area
- identify and describe the environmental, social and economic effects of alternative policy options
- further enhance beneficial environmental, social and economic effects of the plan
- reduce and minimise the adverse environmental, social and economic effects that may result from the implementation of the plan

This is the *Final Sustainability Appraisal Report* for the SA/SEA on the Broads Development Management Policies DPD. This report accompanies the autumn 2011 final *Development Management Policies DPD*, which is likely to be adopted in November 2011. In accordance with the Act, the SEA Directive, and Government guidance, a combined SA/SEA has been undertaken on the Broads Development Management Policies DPD, which is the subject of this report.

The Authority has arrived at this final version of the DPD having taken account of representations received during previous stages of consultation over a number of years, as well as the Examination in Public, which took place in July 2011, and the Inspector's Report (October 2011). This final version of the Development Management Policies DPD incorporates the minor suggested post-publication changes made by the Broads Authority, as well as the post-examination changes recommended by the Inspector. It constitutes the Authority's final version of this DPD and includes detailed development management policies that set out the criteria against which development in the Broads will be assessed, providing clear guidelines on the circumstances in which planning permission will be granted or refused.

The majority of the policies for development management show either no significant effect or a beneficial effect. This is most likely due to the nature of development management to mitigate the adverse effects and enhance the beneficial effects of development. However, a few adverse effects were identified, relating mainly to flood risk and affordable housing.

Mitigation recommendations were drafted for consideration and inclusion in the final policy wording during previous stages of the plan's development process and some of these suggestions have now been taken on board and incorporated into the final submission policies. Additionally, a monitoring regime and reporting schedule has been established in order to monitor the effects implementation of the plan has on sustainability over the plan period.

Overall, this SA/SEA has been influential in informing the further refinement of the Development Management Policies DPD by identifying potential sustainability effects of the preferred options. This has allowed for sustainability considerations to be fully integrated into the final development management policies as they were refined during each stage of the DPD production process.

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**APPENDIX A: RELEVANT PLANS, POLICIES AND PROGRAMMES**

Relevant plan or programme	Relevant objectives or requirements of the plan or programme	How objectives and requirements might be taken on board for the Development Management Policies DPD and the Development and Flood Risk SPD
<b><i>International</i></b>		
Wetlands of International Importance 1971 (amended 1982)	Requires signatory States to designate important wetlands for conservation in particular waterfowl habitats. Designation of Ramsar Sites to be protected from development.	Ensure that the Development Management Policies DPD and the Development and Flood Risk SPD do not support development that may threaten designated wetland sites in the Broads Authority area.
The Convention on Biological Diversity, Rio de Janeiro, 1992	The main driver of the SEA Directive. Article 6A of the Convention requires each Contracting Party to develop national strategies, plans and programmes for the conservation and sustainable use of biological diversity.	Ensure that the Development Management Policies DPD and the Development and Flood Risk SPD do not support development that may threaten designated biodiversity sites.
Kyoto Protocol (1997)	Implemented measures to limit and / or reduce emissions of greenhouse gases. The protocol was ratified in 2004.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD contribute to greenhouse gas reduction targets by reducing the need to travel by car and requiring Code for Sustainable Homes to be met in development.
<b><i>European</i></b>		
European Climate Change Programme	To combat climate change by means of various cross-cutting measures in the fields of energy, industry and transport.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD contribute to greenhouse gas reduction targets by reducing the need to travel by car and requiring Code for Sustainable Homes to be met in development.
Air Quality Framework Directive 1996/62/EC	Establishes mandatory standards for air quality and sets limits and guides values for sulphur and nitrogen dioxide, suspended	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD

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Relevant plan or programme	Relevant objectives or requirements of the plan or programme	How objectives and requirements might be taken on board for the Development Management Policies DPD and the Development and Flood Risk SPD
and Council Directive 1999/30/EC on Ambient Air Quality Limits	particulates and lead in air. Establishment of limit values for concentrations of sulphur dioxide, nitrogen dioxide, particulate matter and lead in the ambient air.	contribute to improvements in air quality by reducing emissions from development and ensure that limit values are not exceeded due to traffic.
Council Directive 2002/49/EC on the Assessment and Management of Environmental Noise	To define a common approach intended to avoid, prevent or reduce noise on a prioritised basis including the harmful effects of exposure to environmental noise in built-up-areas, public parks or other quiet areas.	Locational policies for new development should allow for considerations for noise reductions.
Birds Directive 1979 79/409/EEC.	Imposes duty on Member States to sustain populations of naturally occurring wild birds by sustaining areas of habitats in order to maintain populations at ecologically and scientifically sound levels. Designation of SACs and use of Appropriate Assessment.	Ensure that the Development Management Policies DPD and the Development and Flood Risk SPD do not support development that may threaten SAC sites within the Broads executive area.
Habitats Directive 1992 Flora 92/43/EEC	Requires Member States to take legislative and administrative measures to maintain and restore natural habitats and wild species at a favourable conservation status in the Community.	Ensure that the Development Management Policies DPD and the Development and Flood Risk SPD do not support development that may threaten designated biodiversity sites.
The Water Framework Directive 2000 2000/60/EC	Establishes a framework for the protection of inland, coastal and ground waters by: <ul style="list-style-type: none"> <li>• Preventing further deterioration of aquatic ecosystems and terrestrial and wetland systems dependant on them</li> <li>• Promoting sustainable water use</li> <li>• Reducing discharges and emissions of hazardous or potentially hazardous substances</li> <li>• Reducing pollution of groundwater</li> </ul>	Consider using as opportunity to introduce necessary controls in the catchment to restore the rivers and broads to good status and help maintain navigation. Consider developing Supplementary Planning Document for the Broads and its catchment to augment the river basin management plan for this district.
EU Sustainable Development Strategy	This strategy proposes measures to deal with important threats to our well-being, such as climate change, poverty, and emerging health risks.	Include policies to manage flood risk at new development, reduce the need to travel by car and meet the Code for Sustainable Homes.
<b>National</b>		
The UK Government	The Government's Strategy for sustainable development aims to	Include the Development Management Policies

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Relevant plan or programme	Relevant objectives or requirements of the plan or programme	How objectives and requirements might be taken on board for the Development Management Policies DPD and the Development and Flood Risk SPD
Sustainable Development Strategy 2005	<p>enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations. The strategy contains four agreed priorities –</p> <ul style="list-style-type: none"> <li>• sustainable consumption and production,</li> <li>• climate change,</li> <li>• natural resource protection and</li> <li>• sustainable communities</li> </ul>	DPD and the Development and Flood Risk SPD to manage flood risk at new development, reduce the need to travel by car and meet the Code for Sustainable Homes.
Sustainable Communities: People, Places and Prosperity	<p>Sets outs the Governments strategy to:</p> <ul style="list-style-type: none"> <li>• Give people a say in the way rural and urban locations are run</li> <li>• Tackle areas of disadvantage</li> </ul>	Address areas of deprivation and disadvantage through development policies.
Transport White Paper 2004 – The Future of Transport	<p>Relevant objectives include:</p> <ul style="list-style-type: none"> <li>• Freer-flowing road network for personal travel and freight, with people able to make informed choices about how and when they travel</li> <li>• Bus services that are reliable, flexible, convenient and tailored to local needs</li> <li>• Making walking and cycling a real alternative for local trips</li> </ul>	Include the Development Management Policies DPD and the Development and Flood Risk SPD to ensure development reduces the need to travel by car and is accessible to sustainable modes of transport including walking, cycling and public transport.
10 Year Transport Plan 2000	<p>Government’s strategy to reduce pollution and congestion levels by improvements to existing transport infrastructure through integrated transport initiatives, development of new projects and public and private partnerships.</p> <ul style="list-style-type: none"> <li>• Increasing the rail freight share of the freight market by 2010</li> <li>• To improve air quality by meeting National Air Quality Strategy targets</li> <li>• To reduce greenhouse gas emissions by 12.5% from 1990 levels, and move towards a 20% reduction in carbon dioxide emissions by 2010</li> </ul>	Include the Development Management Policies DPD and the Development and Flood Risk SPD to ensure development reduces the need to travel by car and is accessible to sustainable modes of transport including walking, cycling and public transport.
National Air Quality	Sets objectives and targets for the reduction of air pollutants in the	Ensure the Development Management Policies

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Relevant plan or programme	Relevant objectives or requirements of the plan or programme	How objectives and requirements might be taken on board for the Development Management Policies DPD and the Development and Flood Risk SPD
Strategy 2000	UK to protect health, vegetation and ecosystem. Objectives must be met by varying dates between 2003 and 2008.	DPD and the Development and Flood Risk SPD give consideration to air quality issues arising from or near to new development and contribute to improvements in air quality by reducing emissions from new development. Consider requiring air quality assessment where new development will generate traffic.
Our Energy Future – Creating a Low carbon Economy 2003	White Paper which includes the following major objectives: <ul style="list-style-type: none"> <li>• Cutting carbon dioxide emissions by 60% by 2050</li> </ul>	Include the Development Management Policies DPD and the Development and Flood Risk SPD to manage flood risk at new development, reduce the need to travel by car and meet the Code for Sustainable Homes.
Wildlife and Countryside Act 1981 (as amended)	Addresses the problem of species protection and habitat loss by setting out the protection that is afforded to wild animals and plants in Britain.	Include the Development Management Policies DPD and the Development and Flood Risk SPD to facilitate habitat creation and restoration, where applicable.
The Conservation Regulations, 1994 ('Habitats Regulations')	Transposes requirements of the Habitats Directive. Builds on existing legislation for the protection of species and habitats listed in the Directive.	Ensure that the Development Management Policies DPD and the Development and Flood Risk SPD do not support development that threaten or have an adverse impact on designated biodiversity sites.
Countryside and Rights of Way Act 2000	Extends the public's ability to enjoy the countryside. Section 74 sets Government duties: to have regard to the purpose of the conservation of biological diversity in the exercise of Government functions; and to take, or promote the taking by others, of steps to further the conservation of the habitats and species in the wider countryside. Gives additional protection to Sites of Special Scientific interest (SSSI).	Include the Development Management Policies DPD and the Development and Flood Risk SPD to facilitate habitat creation and restoration, where applicable and also ensure that new development maintain, promote and enhance public rights of way.

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Relevant plan or programme	Relevant objectives or requirements of the plan or programme	How objectives and requirements might be taken on board for the Development Management Policies DPD and the Development and Flood Risk SPD
UK Biodiversity Action Plan	UK Biodiversity Steering Group 1995 set a goal to 'Conserve and enhance biological diversity within the UK and to contribute to the conservation of biodiversity through all appropriate mechanisms'. National BAP produces a series of action plans for priority species and habitats.	Include the Development Management Policies DPD and the Development and Flood Risk SPD to facilitate habitat creation and restoration, where applicable.
Working with the grain of nature': A Biodiversity Strategy for England 2002	Aims to ensure that biodiversity consideration become embedded in all main sectors of economic activity. It is the principal means by which the UK Government will comply with duties under Section 74 of the Countryside and Rights of Way Act (CRoW) Act 2000. Has established a target that 95% of SSSIs will be brought into favourable condition by 2010 to reverse the decline in bird populations. Key sustainability indicators include progress with national and local biodiversity action plans, biological quality of rivers and public attitudes to biodiversity.	Include the Development Management Policies DPD and the Development and Flood Risk SPD to facilitate habitat creation and restoration, where applicable.
Urban and Rural White Papers	To promote good design and planning which makes it practical to live in a more environmentally sustainable way, with less noise, pollution and traffic congestion and a protected countryside in which the environment is sustained and enhanced, and which all can enjoy.	Include the Development Management Policies DPD and the Development and Flood Risk SPD to manage flood risk at new development, reduce the need to travel by car and meet the Code for Sustainable Homes.
The Historic Environment: A Force for Our Future	Aims include: <ul style="list-style-type: none"> <li>• The historic environment is accessible to everybody and is seen as something with which the whole of society can identify and engage</li> <li>• The historic environment is protected and sustained for the benefit of our own and future generations</li> </ul>	Include policy to protect cultural heritage from damage arising from development and promoting access to historic sites.
UK Climate Change Programme 2006	Target for the UK to cut its emissions by 12.5% below 1990 levels by 2008 – 2012.	Include the Development Management Policies DPD and the Development and Flood Risk SPD to manage flood risk at new development, reduce the need to travel by car and meet the Code for Sustainable Homes.

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Relevant plan or programme	Relevant objectives or requirements of the plan or programme	How objectives and requirements might be taken on board for the Development Management Policies DPD and the Development and Flood Risk SPD
Heritage Protection for the 21st Century - White Paper 2007	Preserving our heritage for people to enjoy now and in the future, based around three core principles: <ul style="list-style-type: none"> <li>• Developing a unified approach to the historic environment;</li> <li>• Maximising opportunities for inclusion and involvement; and</li> <li>• Supporting sustainable communities by putting the historic environment at the heart of an effective planning system.</li> </ul>	The Development Management Policies DPD will need to reflect the principles for protecting cultural heritage and historic assets through the application of Development policies consistent with the white paper and planning circular.
Strong and Prosperous Communities: The Local Government White Paper	The main aims are for: <ul style="list-style-type: none"> <li>▪ Responsive services and empowered communities</li> <li>▪ Effective, accountable and responsive local government</li> <li>▪ Strong cities, strategic regions</li> <li>▪ Local government as a strategic leader and place-shaper</li> <li>▪ A new performance framework</li> <li>▪ Efficiency - transforming local services</li> <li>▪ Community Cohesion</li> </ul>	Ensure that the Development Management Policies DPD and the Development and Flood Risk SPD require new development to contribute to sustainable growth objectives and improve local quality of life.
Earth Science Conservation in Great Britain: A Strategy 1990.	Strategic goals for Earth heritage conservation, including developing statutory and non-statutory designated sites.	Include the Development Management Policies DPD and the Development and Flood Risk SPD to conserve various categories of Earth heritage site.
<b><i>Planning Policy Guidance</i></b>		
PPG 13: Transport	The objectives of the PPG are to: <ul style="list-style-type: none"> <li>• Promote more sustainable transport choices for both people and for moving freight</li> <li>• Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling</li> <li>• Reduce the need to travel, especially by car</li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD encourages development only in locations that reduces the need to travel and has good access to sustainable modes of transport. Consideration should be given to the movement of freight via waterways.
PPG15: Planning and The Historic Environment	Government policy on the identification and protection of historic buildings and conservation areas for local planning authorities.	Ensure guidance is taken into consideration by ensuring that the impacts of development on

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	Objectives are for effective protection for all aspects of the historic environment.	historic assets are minimised through Development Policies.
PPG24: Planning and Noise	Guidance to local authorities in England on the use of their planning powers to minimise the adverse impact of noise, It: Outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which will generate noise; <ul style="list-style-type: none"> <li>• Introduces the concept of noise exposure categories for residential development, encourages their use and recommends appropriate levels for exposure to different sources of noise;</li> <li>• Advises on the use of conditions to minimise the impact of noise.</li> </ul>	Include Development Policies policy to mitigate noise impacts arising from new development.
<b><i>Planning Policy Statements (PPS)</i></b>		
PPS1: Delivering Sustainable Development	Sets out the Government's overarching planning policies on the delivery of sustainable development through the recently revised planning system. It is based on the following key principles: <ul style="list-style-type: none"> <li>• Regional planning bodies and local planning authorities should contribute to global sustainability by addressing the causes and potential impacts of climate change.</li> <li>• Development plans should be clear, comprehensive and include inclusive access policies.</li> </ul>	Include the Development Management Policies DPD and the Development and Flood Risk SPD to manage flood risk at new development, reduce the need to travel by car, and meet the Code for Sustainable Homes.
PPS3: Housing	PPS3 underpins the delivery of the Government's strategic housing policy objectives and our goal to ensure that everyone has the opportunity to live in a decent home, which they can afford in a community where they want to live.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD is entirely consistent with this PPS.
PPS6: Planning for Town Centres	PPS6 sets out the Government's policy on planning for the future of town centres.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD is entirely consistent with this PPS.
PPS7: Sustainable	PPS7 sets out the Government's planning policies for rural areas.	Ensure the Development Management Policies

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Development in Rural Areas		DPD and the Development and Flood Risk SPD is entirely consistent with this PPS.
PPS9: Biodiversity and Geological Conservation	PPS9 sets out planning policies on protection of biodiversity and geological conservation through the planning system.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD is entirely consistent with this PPS.
PPS12: Local Development Frameworks	PPS12 sets out the Government's policy on the preparation of local development documents which will comprise the local development framework.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD is entirely consistent with this PPS.
PPS 22: Renewable energy.	Sets out the Government's policies for renewable energy, which planning authorities should have regard to when preparing local development documents and when taking planning decisions.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD is entirely consistent with this PPS.
PPS23: Planning and Pollution Control	PPS23 is intended to complement the new pollution control framework under the Pollution Prevention and Control Act 1999 and the PPC Regulations 2000.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD is entirely consistent with this PPS.
PPS25: Development and Flood Risk	Planning Policy Statement 25 (PPS25) sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.	<p>Broads Authority should undertake Strategic Flood Risk Assessment to support this SA and all DPDs. the Development Management Policies DPD and the Development and Flood Risk SPD and the SPD should:</p> <ul style="list-style-type: none"> <li>• reduce flood risk to and from new development through location, layout and design, incorporating sustainable drainage systems (SUDS);</li> <li>• use opportunities offered by new development to reduce the causes and impacts of flooding e.g. surface water management plans; making the most of the benefits of green infrastructure for flood storage, conveyance and SUDS; re-creating functional floodplain; and setting back defences;</li> <li>• set out policies for the allocation of sites and</li> </ul>

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		the control of development which avoid flood risk to people and property where possible and manage it elsewhere, reflecting the approach to managing flood risk in this PPS and in the RSS for their region and sustainability of the Broads economy and society.
<b>Regional</b>		
Regional Spatial Strategy (RSS) for East of England ' <i>East of England Plan</i> ' (including Regional Transport Strategy)	<p>Policy ENV1: Green Infrastructure</p> <p>Relevant objectives include:</p> <ul style="list-style-type: none"> <li>▪ Opportunities should be taken to develop green infrastructure so that, as part of a package of measures, it contributes to achieving carbon neutral development. Assets of particular regional significance for the retention, provision and enhancement of green infrastructure include the Norfolk and Suffolk Broads;</li> <li>▪ Planning authorities and other agencies in their plans, policies, programmes and proposals will, in accordance with statutory requirements, afford the highest level of protection to the East of England's nationally designated landscapes (see Figure 3) - the Norfolk and Suffolk Broads</li> <li>▪ Within the Broads priority will be given to conserving and enhancing the natural beauty of the area, promoting public enjoyment and protecting the interests of navigation.</li> <li>▪ Local development documents and other strategies should: <ul style="list-style-type: none"> <li>• Promoting radical change in the economy by building on the area's established sectors and key attributes and through diversifying into new and emerging sectors including:</li> <li>• the renewable energy cluster, utilising existing offshore</li> </ul> </li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD is entirely consistent with and delivers policy objectives, particularly those set out for the Broads.

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Relevant plan or programme	Relevant objectives or requirements of the plan or programme	How objectives and requirements might be taken on board for the Development Management Policies DPD and the Development and Flood Risk SPD
	engineering skills; <ul style="list-style-type: none"> <li>• a more diverse tourism cluster, based on the resort and leisure role of the towns, and proximity to the Broads;</li> </ul>	
'A Shared Vision' Regional Economic Strategy for the East of England	The Regional Economic Strategy is the framework within which many different organisations can work with businesses, communities and individuals to improve the region's economic performance and the quality of life of those who live and work here Goal 8 states that the region should be an exemplar for the efficient use of resources.	The Develop Control Policies DPD should promote economic development, public well-being and contribute to efficient resource use.
'Our Environment, Our Future' The Regional Environmental Strategy for the East of England	It sets out a vision for the region that celebrates, protects and enhances the natural, historic and built environment. Relevant objectives include to: <ul style="list-style-type: none"> <li>• Maintain and strengthen landscape and townscape character.</li> <li>• Enhance biodiversity.</li> <li>• Conserve and enhance the historic environment</li> <li>• Reduce vulnerability of the region to climate change</li> </ul>	Considering including climate change policy and policies to protect and enhance landscape, townscape, biodiversity and cultural heritage.
Regional Sustainable Communities in the East of England – Building for the future	This regional programme of action sets out proposals for maintaining and creating sustainable communities in the East of England. To create sustainable communities in which people want to live and: <ul style="list-style-type: none"> <li>• Safeguard the countryside</li> <li>• Enjoy a well-designed, accessible and pleasant living and working environment</li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD encourages and supports sustainable development planning approaches.
<b>Local</b>		
Norfolk Ambition (Community Strategy)	This document aims to improve the quality of life for all of the people of Norfolk. Specifically relevant: <ul style="list-style-type: none"> <li>• To reduce carbon dioxide emissions by reducing energy consumption, promoting low-emission technology and increasing the use of renewable resources</li> <li>• To find an acceptable means of managing floodwaters</li> </ul>	Considering including climate change policies to support low emission technology and renewable/alternative fuels. The Broads Authority is well placed for managing floodwaters in Norfolk and as such should ensure delivery of this objective through their Local Development

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Relevant plan or programme	Relevant objectives or requirements of the plan or programme	How objectives and requirements might be taken on board for the Development Management Policies DPD and the Development and Flood Risk SPD
	<ul style="list-style-type: none"> <li>• To adopt a holistic approach to land and heritage management, land use and biodiversity enhancement.</li> <li>• Norfolk retains an attractive and sustainable blend of rural villages, market towns and urban areas with a range of good quality, affordable housing, a significantly improved transport infrastructure to, from and within Norfolk, and accessibility to broadband throughout the county.</li> </ul>	Framework, specifically through the Development and Flood Risk SPD Development and Flood Risk.
Norfolk Biodiversity Action Plan	Contains Action Plans for 29 Species and 9 Habitats.	Ensure that development does not threaten species or habitats identified in the Biodiversity Action Plan.
Suffolk Local Transport Plan 2006-2011	Minimise the impact of traffic and transport infrastructure (including air quality) in market towns, villages, tourism honeypots and rural areas to protect the county's environment and built heritage.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD are consistent with and support this Local Transport Plan.
Second Local Transport Plan for Norfolk 2006-2011	<ul style="list-style-type: none"> <li>• Improve local air quality in line with the National Air Quality Standards</li> <li>• Mitigate climate change by reducing carbon dioxide emissions from road transport</li> <li>• Minimise the adverse impacts of transport provision on the built and natural environment</li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD are consistent with and support this Local Transport Plan
Broads Area Transportation Strategy 2006-2011	Aims to provide a safe, secure and accessible transport system that supports sustainable tourism, enhances economic vitality and liveability of the Broads Area, whilst minimising the adverse impacts of transport and climate change on the Broads unique environment.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD are consistent with and support this strategy.
Norwich's Environment Strategy 2003-2008	Relevant objectives include: <ul style="list-style-type: none"> <li>• To significantly reduce activities in the city that contribute to climate change</li> <li>• To protect and enhance the natural built and historic environment</li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD are consistent with and support these objectives.

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	<ul style="list-style-type: none"> <li>• To work toward sustainable resource use</li> <li>• To develop sustainable transport</li> <li>• To protect and improve health and well-being</li> <li>• To further integrate social, economic and environmental decision-making by promoting the principles of sustainable development</li> </ul>	
Norwich Local Plan	The aim of the plan is to create the conditions for sustainable long-term regeneration of the City, taking account of the needs of the present population without threatening the viability of the environment or services on which future generations will depend.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD are consistent with and support this Local Plan.
Broadland Community Plan	<ul style="list-style-type: none"> <li>• To reduce the amount of carbon dioxide we pump into the atmosphere as a way of tackling climate change and associated environmental issues</li> <li>• To increase people's ability to access the countryside by walking, cycling and other appropriate transport means</li> <li>• To promote the culture and leisure sector more</li> <li>• To provide new education courses to support lifelong learning based around the distinctive culture and heritage of Broadland, both built and natural</li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD are consistent with and support this community plan.
Broadland District Local Plan	One of the aims of the plan is to minimise the adverse effects of traffic on people and the environment.	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD consider cross boundary issues in relation to this Local Plan.
North Norfolk Local Plan	Relevant aims for SA include: <ul style="list-style-type: none"> <li>• To reduce greenhouse gas emissions by guiding new developments to locations that will reduce the need for car journey's and the distances driven, or which permit the choice of more energy-efficient public transport, cycling or walking.</li> <li>• The appearance and character of the Area of High Landscape Value will be conserved and enhanced. Development proposals that would</li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD consider cross boundary issues in relation to this Local Plan.

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Relevant plan or programme	Relevant objectives or requirements of the plan or programme	How objectives and requirements might be taken on board for the Development Management Policies DPD and the Development and Flood Risk SPD
	be significantly detrimental to its appearance or character will not be permitted.	
Waveney Local Strategic Partnership - Community Strategy	Protect and improve Waveney's distinctive environment	Ensure Strategy is consistent with and supports this community strategy.
Waveney Local Plan	Relevant aims include: <ul style="list-style-type: none"> <li>• The environment is protected and enhanced</li> <li>• Natural resources are conserved</li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD consider cross boundary issues in relation to this Local Plan.
Community Strategy for South Norfolk 2004-2007	Relevant objective include to: <ul style="list-style-type: none"> <li>• Make South Norfolk a place where carbon dioxide emissions are reduced and alternative methods of energy production are supported.</li> <li>• Implement our Environmental Strategy, which aims to improve quality of life using sustainable development to maintain the quality of our natural environment whilst delivering social progress and economic growth.</li> <li>• Protect South Norfolk's countryside landscape and the species and habitats.</li> </ul>	Ensure Strategy is consistent with and supports this community strategy.
South Norfolk Local Plan	Aims that are relevant to this SA include: <ul style="list-style-type: none"> <li>• In making due provision for development, the principal aim is to protect the essential character of the District, its biodiversity and the wealth of its main environmental assets.</li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD consider cross boundary issues in relation to this Local Plan.
Great Yarmouth 2020 Vision	A clean and safe environment	Ensure Strategy is consistent with and supports this community strategy.
Great Yarmouth Local Plan	Relevant objectives include: <ul style="list-style-type: none"> <li>• Minimisation of the impact of new development on the environment</li> <li>• Having full regard to the principle of sustainability</li> </ul>	Ensure the Development Management Policies DPD and the Development and Flood Risk SPD consider cross boundary issues in relation to this Local Plan.

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	<ul style="list-style-type: none"> <li>• The protection and enhancement of the natural and built heritage of the Borough, including the countryside, the coast, lands bordering the Broads Executive Area, historic buildings and areas of archaeological remains</li> </ul>	
Broads Plan 2004	<ul style="list-style-type: none"> <li>• social progress that recognises the needs of everyone;</li> <li>• effective protection of the environment;</li> <li>• wise use of natural and cultural resources; and</li> <li>• maintenance of economically and socially thriving communities.</li> </ul>	The Development Management Policies DPD and the Development and Flood Risk SPD must wholly encompass these objectives and as such policies should reflect ways of achieving these.
Suffolk Geodiversity Action Plan / Norfolk Geodiversity Action Plan	Set out the scope of geo-conservation and enhancement in Suffolk and Norfolk.	Ensure that development does not threaten geodiversity features highlighted in the Geodiversity Action Plans.

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**APPENDIX B: BASELINE DATA SOURCES**

Indicators	Data Source	Data Year
Number and extent (ha) of designated sites for nature conservation: <ul style="list-style-type: none"> <li>• Ramsar</li> <li>• Special Areas of Conservation</li> <li>• Special Protection areas</li> <li>• Sites of Special Scientific Interest</li> <li>• Geological SSSIs</li> <li>• RIGS</li> <li>• National Nature Reserves</li> <li>• Local Nature Reserves</li> </ul>	Natural England <a href="http://www.naturalengland.org.uk">www.naturalengland.org.uk</a>	2005/06
% of SSSIs in favourable or recovering condition	Natural England <a href="http://www.naturalengland.org.uk">www.naturalengland.org.uk</a>	January 2007
% of geological SSSIs in favourable or recovering condition	Natural England <a href="http://www.naturalengland.org.uk">www.naturalengland.org.uk</a>	May 2008
Total area (ha) of fen in favourable ecological condition/under appropriate management	Broads Authority <i>Annual Report 2005/06</i>	2005/06
Total area of the Broads managed in line with the Authority's conservation objectives	Broads Authority <i>Annual Report 2005/06</i>	2005/06
% of the broads managed in line with the Authority's conservation objectives	Broads Authority <i>Annual Report 2005/06</i>	2005/06
Countryside Quality Counts: % land having marked changes inconsistent with character	Countryside Quality Counts Countryside Agency <a href="http://www.countryside-quality-counts.org.uk">www.countryside-quality-counts.org.uk</a>	1990-1998
Agricultural land classifications: <ul style="list-style-type: none"> <li>• Grade 1</li> <li>• Grade 2</li> <li>• Grade 3</li> <li>• Grade 4</li> <li>• Grade 5</li> <li>• Non agricultural</li> <li>• Urban</li> </ul>	DEFRA <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>	2002
% of new homes built on previously developed land	Broads Authority <i>Annual Report 2005/06</i>	2005/06
% of listed buildings 'at risk'	Broads Authority <i>Annual Report 2005/06</i>	2005/06
% of conservation areas with published management proposals	Broads Authority <i>Annual Report 2005/06</i>	2005/06
% conservation areas with an up to date character appraisal	Broads Authority <i>Annual Report 2005/06</i>	2005/06
% of Chemical River Quality Grade B or above (good or very good)	Environment Agency	2004
% of Biological River Quality Grade B or above (good or very good)	Environment Agency	2004

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Indicators	Data Source	Data Year
Number (%) of permanent water bodies within the Broads in "good" condition	Broads Authority <i>Annual Monitoring Report 2005 -2006</i>	2004
Number (%) of planning permissions granted contrary to the advices of the Environment Agency on either flood defence grounds or water quality	Broads Authority <i>Annual Monitoring Report 2005 -2006</i>	2005/06
<i>Number of properties damaged by flooding</i>	<i>To be determined</i>	<i>N/A</i>
<i>Number of properties within 1:100 flood zone</i>	<i>To be determined</i>	<i>N/A</i>
CO <sub>2</sub> emissions by sector tonnes (%): <ul style="list-style-type: none"> <li>• Commercial, Institutional and Residential Combustion</li> <li>• Industrial Combustion</li> <li>• Road Transport</li> <li>• Other Transport</li> <li>• Waste Treatment and Disposal</li> <li>• Agriculture</li> <li>• Nature</li> <li>• Individual Point Sources</li> </ul>	National Atmospheric Emissions Inventory Data Warehouse <a href="http://www.naei.org.uk">www.naei.org.uk</a>	2004
CO <sub>2</sub> Emissions per capita (tonnes)	Census & National Atmospheric Emissions Inventory	2004
Number of Air Quality Management Areas	Norfolk County Council and Suffolk County Council Local Transport Plans <a href="http://www.norfolk.gov.uk">www.norfolk.gov.uk</a> <a href="http://www.suffolk.gov.uk">www.suffolk.gov.uk</a>	2006
Transport by mode all weekday journeys (Broadland): <ul style="list-style-type: none"> <li>• Walking</li> <li>• Cycling</li> <li>• Public Transport</li> <li>• Power Two Wheeler</li> <li>• Homeworking</li> <li>• Car</li> </ul>	Norfolk County Council <i>Transport Monitoring Report 2006</i> <a href="http://www.norfolk.gov.uk">www.norfolk.gov.uk</a>	2003
% Traffic growth per annum Broads Area	Norfolk County Council <i>Transport Monitoring Report 2006</i> <a href="http://www.norfolk.gov.uk">www.norfolk.gov.uk</a>	2005
Number of passengers on Broads Authority sustainable boat trips	Broads Authority <i>Annual Report 2005/06</i>	2005/06
Length of path improved to allow easier access for those with disabilities	Broads Authority <i>Annual Report 2005/06</i>	2005/06
% Employment level	Census	2001
Total number of volunteer days spent on projects led and/or supported by the Broads Authority	Broads Authority <i>Annual Report 2005/06</i>	2005/06
Number of community volunteer groups supported by the Authority	Broads Authority <i>Annual Report 2005/06</i>	2005/06
% of footpaths/rights of way that are easy to use by the public	Broads Authority <i>Annual Report 2005/06</i>	2005/06
% of land within the Broads open for	Broads Authority	2005/06

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Indicators	Data Source	Data Year
public access	<i>Annual Report 2005/06</i>	
Length of frontage provided for public short term/overnight mooring owned or operated by the Authority	Broads Authority <i>Annual Report 2005/06</i>	2005/06
Estimated no. of Visitor Days	Broads Authority <i>Broads Plan 2004</i>	Unknown
Estimated visitor spend	Broads Authority <i>Broads Plan 2004</i>	Unknown
Length of navigable waterway	Broads Authority <i>Broads Plan 2004</i>	Unknown
<i>Number of hours of training provided for specialist skills</i>	<i>To be determined</i>	N/A
<i>% of new buildings using local materials</i>	<i>To be determined</i>	N/A

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### APPENDIX C: SIGNIFICANCE CRITERIA

The following pages relate to how assessment scores for issues and options and preferred options appraisal scores will be arrived upon in terms of the significance of the effects identified. Each objective has a set of sub-objectives with linked indicators and a description of what constitutes a predicted beneficial (v) or an adverse (X) change against the baseline. Significance is primarily based on thresholds, benchmarking and targets. The "no significant impact" (O) assessment rating is not included in the significance criteria, as this by default requires that no significant effect on the baseline is predicted.

The magnitude of the effect, whether adverse or beneficial, requires professional judgements and consideration of each indicator individually. For example, if a beneficial effect requires meeting a minimum target, the surpassing a target by 10% or more would be a very beneficial (vv) effect. Conversely, if a target is not met, the effect is significant and adverse. Moving further away from a target by 10% or more would be very adverse (XX).

Objective	Indicators	Beneficial (v)	Adverse (x)
<b>SA1: To protect and enhance the natural and cultural environment of the Broads whilst improving its ability to respond to environmental change</b>			
Will the plan protect areas designated for nature conservation from damaging effects?	Number and extent of designated nature conservation sites: SAC, SPA, SSSI, NNR, Ramsar, RIGS, LNR	Increase in the number or extent of nature conservation designated areas	Any loss or destruction in the number or extent of designated nature conservation sites
Will the plan contribute to the achievement of favourable condition of SSSIs?	<ul style="list-style-type: none"> <li>▪ % of SSSIs in favourable or recovering condition</li> <li>▪ % of geological SSSIs in favourable or recovering condition</li> </ul>	Increase in the proportion of SSSIs in favourable or recovering condition by 4% or more annually	Any decrease in the proportion of SSSIs in favourable or recovering condition
Will the plan affect the extent of maintenance and enhancement of Broads's biodiversity?	<ul style="list-style-type: none"> <li>▪ Nos. of Broads in favourable ecological condition</li> <li>▪ Numbers and areas of designated sites, including local nature reserves</li> </ul>	Improvement in ecological condition of the Broads in line with annual targets	Any reduction in ecological condition of the Broads
Will the plan contribute towards maintaining and enhancing important habitats	<ul style="list-style-type: none"> <li>▪ Total area (ha) of fen in favourable ecological condition/under</li> </ul>	<ul style="list-style-type: none"> <li>▪ Increase in total area or % of fen in favourable ecological condition in line with annual targets</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any reduction in the total area of fen in favourable ecological condition</li> <li>▪ Any reduction in the total area or %</li> </ul>

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Objective	Indicators	Beneficial (v)	Adverse (x)
and species?	<ul style="list-style-type: none"> <li>▪ appropriate management</li> <li>▪ Total area or % of the Broads managed in line with the Authority's conservation objectives</li> </ul>	<ul style="list-style-type: none"> <li>▪ Increase in the total area or % of the Broads managed in line with the Authority's conservation objectives in line with annual targets</li> </ul>	<ul style="list-style-type: none"> <li>▪ of the Broads managed in line with the Authority's conservation objectives</li> </ul>
Will the plan contribute to a high quality visual environment and reinforce landscape character?	Countryside Quality Counts	None – the Broads area currently meets highest standard.	Increase in the proportion of land having marked changes inconsistent with character
Will the plan conserve and enhance historic character?	<ul style="list-style-type: none"> <li>▪ % of listed buildings at risk</li> <li>▪ % of conservation areas with published management proposals</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reduction in the proportion of listed buildings at risk in line with annual targets</li> <li>▪ Increase in the proportion of conservation areas with management proposals in line with annual targets</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any increase in the proportion buildings at risk</li> <li>▪ Any reduction in the proportion of buildings at risk rescued</li> <li>▪ Any reduction in the proportion of conservation areas with management proposals</li> </ul>
<b>SA2: To achieve sustainable resource use through the efficient use of land, water, energy and materials</b>			
Will the plan increase the proportion of development on previously developed land?	% of new homes built on previously developed land	Increase in the proportion of new homes built on previously developed land in line with annual targets	Any reduction in the proportion of new homes built on previously developed land
<b>SA3: To improve water quality</b>			
Will the plan improve the chemical and biological quality of inland waters?	<ul style="list-style-type: none"> <li>▪ % Biological River Quality Grade B or above (good or very good)</li> <li>▪ % Chemical River Quality Grade B or above (good or very good)</li> <li>▪ Number of permanent water bodies within the Broads in good condition</li> </ul>	<ul style="list-style-type: none"> <li>▪ Increase in the proportion of rivers with good or very good biological water quality to 91%</li> <li>▪ Increase in the proportion of rivers with good or very good chemical water quality to 91%</li> <li>▪ Any increase in the number of Broads with good water quality</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any reduction in the proportion of rivers with good or very good biological water quality</li> <li>▪ Any reduction in the proportion of rivers with good or very good chemical water quality</li> <li>▪ Any reduction in the number of Broads with good water quality</li> </ul>
<b>SA4: To reduce vulnerability to climate change and flooding</b>			
Will the plan reduce carbon	<ul style="list-style-type: none"> <li>▪ CO<sub>2</sub> emissions total and %</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reduction in total CO<sub>2</sub> emissions of 10% or</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any increase in total CO<sub>2</sub> emissions</li> </ul>

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<b>Objective</b>	<b>Indicators</b>	<b>Beneficial (v)</b>	<b>Adverse (x)</b>
dioxide emissions?	<ul style="list-style-type: none"> <li>by sector</li> <li>▪ Per capita CO<sub>2</sub> emissions</li> </ul>	<ul style="list-style-type: none"> <li>more</li> <li>▪ Reduction in per capita CO<sub>2</sub> emissions of 10% or more</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any increase in per capita CO<sub>2</sub> emissions</li> </ul>
Will the plan reduce vulnerability to flooding?	<ul style="list-style-type: none"> <li>▪ Number (%) of planning permissions granted contrary to Environment Agency advice</li> <li>▪ Number of properties damaged by flooding</li> <li>▪ Number of properties within 1:100 zone</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reduction in the number of planning permissions granted contrary to Environment Agency advice of 10% or more</li> <li>▪ Any reduction in the number of properties damaged by flooding</li> <li>▪ Any reduction in the number of properties in the 1:100 zone</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any increase in the number of planning permissions granted contrary to Environment Agency advice</li> <li>▪ Any increase in the number of properties damaged by flooding</li> <li>▪ Any increase in the number of properties in the 1:100 zone</li> </ul>
Will the plan improve air quality?	Number of Air Quality Management Areas	None – currently meeting all air pollution threshold limit values in the Broads Area	Any declaration of an Air Quality Management Area
<b>SA5: To provide safe access for all to facilities, services and sites of natural and cultural interest</b>			
Will the plan improve accessibility by foot?	% of footpaths/rights of way that are easy to use by the public	Increase in the proportion of footpaths/rights of way that are easy to use by the public in line with annual targets	Any reduction in the proportion of footpaths/rights of way that are easy to use by the public
Will the plan improve accessibility by water?	<ul style="list-style-type: none"> <li>▪ Number of passengers on Broads Authority sustainable boat trips</li> <li>▪ Length of frontage provided for public short term/overnight mooring owned or operated by the Broads Authority</li> </ul>	<ul style="list-style-type: none"> <li>▪ Increase in the number of passengers on Broads Authority sustainable boat trips in line with annual targets</li> <li>▪ Increase in the length of frontage provided for public short terms/overnight mooring owned or operated by the Broads Authority in line with annual targets</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any reduction in the number of passengers on Broads Authority sustainable boat trips</li> <li>▪ Any reduction in the length of frontage provided for public short terms/overnight mooring owned or operated by the Broads Authority</li> </ul>
Will the plan improve accessibility for disabled people?	Length of path improved to allow easier access for those with disabilities	Increase in the length of path improved to allow easier access for those with disabilities in line with annual targets	Any reduction in the length of path improved to allow easier access for those with disabilities
<b>SA6: To facilitate opportunities for affordable housing within or adjacent to the Broads for those who live and work in the Broads</b>			
Will the plan increase the number of affordable	% of permanent residential dwellings classified as	<i>To be determined</i>	<i>To be determined</i>

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Objective	Indicators	Beneficial (v)	Adverse (x)
dwelling?	affordable		
<b>SA7: To encourage safe and healthy recreational activities for all Broads users and residents</b>			
Will the plan increase the provision of recreational facilities?	<ul style="list-style-type: none"> <li>▪ Length of frontage provided for public short term/overnight mooring</li> <li>▪ % of land within the Broads open for public access</li> </ul>	<ul style="list-style-type: none"> <li>▪ Increase in the length of frontage provided for public short term/overnight mooring</li> <li>▪ Increase in the % of land within the Broads open for public access in line with annual targets</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any reduction in the length of frontage provided for public short term/overnight mooring</li> <li>▪ Any reduction in the % of land within the Broads open for public access</li> </ul>
<b>SA8: To engage communities within and adjacent to the Broads in the work of the Broads Authority</b>			
Will the plan facilitate or increase the level of community involvement?	Total number of volunteer days spent on projects led and/or supported by the Broads Authority Number of community volunteer groups supported by the Authority	Increase in the total number of volunteer days spent on projects led and/or supported by the Broads Authority in line with annual targets Increase in the number of community volunteer groups supported by the Authority in line with annual targets	Any reduction in the total number of volunteer days spent on projects led and/or supported by the Broads Authority Any reduction in the number of community volunteer groups supported by the Authority
<b>SA9: To maintain and enhance the infrastructure of the Broads in support of business activity</b>			
Will the plan improve the maintenance of the navigation?	Length of navigable waterways	Increase in the length of navigable waterway, up to the maximum	Any reduction in the length of navigable waterways
Will the plan improve the maintenance of the network of access roads and ROWs?	% of footpaths/rights of way that are easy to use by the public	Increase in the % of footpaths/rights of way that are easy to use by the public in line with annual targets	Any reduction in the % of footpaths/rights of way that are easy to use by the public
<b>SA10: To support a flourishing and healthy Broads economy</b>			
Will the plan provide support for the tourism industry?	<ul style="list-style-type: none"> <li>▪ Number of visitor days</li> <li>▪ Estimated visitor spend</li> </ul>	<ul style="list-style-type: none"> <li>▪ 10% increase in the number of visitor days</li> <li>▪ 10% increase in the estimated visitor spend</li> </ul>	<ul style="list-style-type: none"> <li>▪ 10% reduction in the number of visitor days</li> <li>▪ 10% reduction in the estimated visitor spend</li> </ul>
<b>SA11: To encourage public transport use, cycling and walking</b>			
Will the plan increase public	% of weekday journeys by	Increase in the % of weekday journeys by	Any reduction in the % of weekday

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<b>Objective</b>	<b>Indicators</b>	<b>Beneficial (v)</b>	<b>Adverse (x)</b>
transport use?	public transport	public transport	journeys by public transport, unless shifting to walking or cycling
Will the plan reduce the need to travel by car?	<ul style="list-style-type: none"> <li>▪ % traffic growth per annum</li> <li>▪ % of weekday journeys by car</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any reduction in the % traffic growth per annum</li> <li>▪ Any reduction in the % of weekday journeys by car</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any increase in the % traffic growth per annum</li> <li>▪ Any increase in the % of weekday journeys by car</li> </ul>
Will the plan increase levels of cycling and walking?	% of weekdays journeys by cycling and walking	Increase in the % of weekday journeys by cycling and walking	Reduction in the % of weekday journeys by cycling and walking
<b>SA12: To sustain skills to maintain local crafts and improve the quality of local products</b>			
Will the plan increase the level of activity in local craft industries?	<i>Number of hours of training provided for specialist skills</i>	<i>To be determined</i>	<i>To be determined</i>
Will the plan help to enhance the quality of local products?	<i>% of new buildings using local materials</i>	<i>To be determined</i>	<i>To be determined</i>

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**APPENDIX D: FINAL POLICY ASSESSMENT WORKSHEETS**

DP1: Natural Environment		
SA Objective	Description of Effects	Assessment
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy will work to protect international, national and local biodiversity designations and geodiversity in the Broads area from damaging development.	<b>++</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	The natural environment of the Broads is a major asset to the local tourist economy and protection and enhancement of biodiversity designations may have the secondary benefit of contributing towards increasing the number of visitor days and spend in the Broads area.	<b>+<sup>S</sup></b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP2: Landscape and Trees**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy will work to protect significant landscape features and heritage, such as trees and hedgerows, for their contribution to wildlife, geodiversity and the Broads landscape character and also supports landscaping proposals to provide ecological enhancements.	<b>++</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	Encouragement for incorporating the use of Sustainable Drainage Systems into new development may work to improve water quality.	<b>0/+<sup>S</sup></b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	Preserving trees and hedgerows may have the secondary benefit of minimising some CO <sub>2</sub> emissions from the land use, land use change and forestry sector. Additionally, the policy supports the use of climate change adaptation measures, such as Sustainable Drainage Systems.	<b>+<sup>S</sup></b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	This policy requires landscaping proposals to have regard to their impact on the navigation of the waterway.	<b>0/+</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	The natural environment of the Broads is a major asset to the local tourist economy and protection of trees and hedgerows for their biodiversity and landscape value may have the secondary benefit of contributing towards increasing the number of visitor days and spend in the Broads area.	<b>+<sup>S</sup></b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP3: Protection of Water Resources</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	Protection of water quality and quantity in accordance with the Water Framework Directive and Habitats Regulations is likely to have secondary beneficial effects on biodiversity.	<b>+<sup>S</sup></b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy will work to ensure the sustainable use of water resources by not permitting development which would result in an unacceptable risk to the quantity or quality of water resources.	<b>++</b>
<b>SA3:</b> To improve water quality	This policy will work to protect water quality and resources from the adverse impacts of development, which will protect and enhance the ecological condition of the Broads and overall water quality in accordance with the Water Framework Directive.	<b>++</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	As water resources may become scarce as a result of climate change, protection of water quantity and quality will have the secondary benefit of reducing this type of vulnerability to climate change. Additionally, the policy supports the use of Sustainable Drainage Systems.	<b>+<sup>S</sup></b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	Protection of water quality from development should provide the secondary benefit of a safer and healthier recreational water environment for Broads users and residents.	<b>+<sup>S</sup></b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	Protection of the Broads water quality and water resources should enhance the local economy, as the tourist industry is dependant on a high quality water environment.	<b>+<sup>S</sup></b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP4: Design**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy ensures that development reinforces and complements landscape character and will work to protect and enhance the natural and cultural environment of the Broads. It also promotes design principles that promote and enhance biodiversity.	<b>++</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy supports the reuse of materials from demolished structures and appropriate waste management facilities, as well as the use of sustainable building materials and techniques.	<b>+</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	This policy ensures that development is designed to reduce flood risk and to adapt to climate change impacts. It also requires the provision of sustainable transport facilities, which may have a secondary impact on reducing CO <sub>2</sub> and air pollution emissions from transport.	<b>++</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This policy requires that development proposals give consideration to the prevention of crime at new development, which will work to provide safe access to such developments. It also requires the provision of sustainable transport infrastructure at new development and that design principles promote good access to services.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy requires that development proposals give consideration to the prevention of crime at new development, which will work to provide safe access to such developments. It also requires the provision of sustainable transport infrastructure at new development.	<b>+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>

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**DP4: Design**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	The landscape character of the Broads is a major asset to the local tourist economy and protection and enhancement of the landscape by requiring high quality, complementary design may have the secondary benefit of contributing towards increasing the number of visitor days and spend in the Broads area.	<b>+<sup>S</sup></b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	This policy requires the inclusion of provision for storage of bicycles, connection to virtual communication networks and, if feasible, off-site provision for a bus shelter and/or a bus service serving the development, all of which will work to reduce the need to travel and increase travel by walking, cycling and public transport to/from new development.	<b>+</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	This policy promotes the use of locally sources materials which may support local craft and trade in the building industry.	<b>0/+<sup>S</sup></b>

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**DP5: Historic Environment**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	The policy will ensure that the historic character of the Broads is conserved and enhanced by ensuring that the Broads' historic assets are protected from significant adverse effects of development and requires that development on sites containing historic assets contribute to improving that asset.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	Cultural heritage in the Broads is an important economic asset for the tourist industry and protection of historic and cultural assets from adverse development may work to support the local economy.	<b>0/+<sup>5</sup></b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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DP6: Re-use of Historic Buildings		
SA Objective	Description of Effects	Assessment
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy specifically works to ensure that significant historical, cultural and architectural buildings are conserved and enhanced in with regard for the historic and landscape character of the Broads area. This policy may help to convert these buildings and ensure their long-term maintenance. It also protects species and habitats from adverse effects.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy will support development on previously developed land, by setting out criteria through which conversion of historic buildings will be permitted.	<b>+</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	This option restricts residential development by focusing on reuse of historic buildings for economic purposes and by restricting such development for permanent residential accommodation. This will restrict housing supply, increasing prices and adversely impact on affordability.	<b>-</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	This policy would support the local economy by favouring economic uses for the redevelopment of historic buildings.	<b>+</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	This policy works to ensure that the form of historic buildings are appropriately preserved, which is likely to increase the use of local building craft industries.	<b>0/+<sup>S</sup></b>

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<b>DP7: Energy Generation and Efficiency</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	The Code for Sustainable Homes includes measures to promote ecology, and therefore encouragement for its use and application in residential development may have secondary benefits to local biodiversity.	<b>0/+<sup>S</sup></b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	The encouragement of Code for Sustainable Homes and BREEAM design standards for development should support more efficient use of land, water, energy and materials at new development.	<b>0/+</b>
<b>SA3:</b> To improve water quality	The requirement for incorporation of water conservation and sustainable drainage methods into new development should work to help improve water quality. Code for Sustainable Homes and BREEAM standards include water efficiency and surface water run-off measures, and encouragement for the use of these design standards may work to further protect and improve water resources.	<b>0/+</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	This policy should work to minimise CO <sub>2</sub> emissions from new development by requiring minimum energy efficiency standards be met, energy conservation measures incorporated and on site renewable energy generation. Adaptation to climate change may improve through the application of surface water run-off measures arising from encouraging the use of Code for Sustainable Homes and BREEAM standards, as well as the water conservation and sustainable drainage required by this policy.	<b>+</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	Homes that meet high standards for energy efficiency and incorporate energy conservation measures may cost more to build and therefore be sold at a premium, making them less affordable.	<b>0/-</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business	No significant effect.	<b>0</b>

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<b>DP7: Energy Generation and Efficiency</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
activity		
<b>SA10:</b> To support a flourishing and healthy Broads economy	No significant effect.	<b>0</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP8: Renewable Energy**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy specifically works to ensure that renewable energy development does not have adverse impacts on the natural and cultural environment of the Broads.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy supports renewable energy development on previously developed land. Permitting renewable energy development should increase opportunities for sustainable energy resource use and generation.	<b>+</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	Permitting renewable energy development should work to reduce CO <sub>2</sub> emissions from the energy use and generation.	<b>+</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This policy specifically works to protect recreational experiences for Broads users from unacceptable impacts that may result from renewable energy developments.	<b>0/+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy specifically works to protect recreational experiences for Broads users from unacceptable impacts that may result from renewable energy developments.	<b>0/+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	This policy will help to protect the Broads environmental assets from renewable energy development, and these play a major role in the Broads tourist economy. However, the policy generally restricts the expansion of a “low carbon” economy in the Broads area.	<b>+<sup>s</sup>/-</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP9: Telecommunications Development</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy specifically works to ensure that telecommunications development does not have adverse impacts on the natural and cultural environment of the Broads. It restricts telecommunications development, therefore protecting the visual amenity, as well as protected species and habitats, associated with the Broads landscape.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	No significant effect.	<b>0</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP10: Advertisements and Signs**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy specifically protects the character of the Broads landscape and tranquillity from the adverse impacts of advertisements.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This policy specifically looks to protect public safety from the detrimental impact of advertisements.	<b>0/+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy specifically looks to protect public safety from the detrimental impact of advertisements.	<b>0/+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	Protection of landscape and tranquillity against the visual impact of advertisements will support the local tourist economy, but may negatively impact on local businesses where advertising may be required to maintain viability and increase sales.	<b>+<sup>s</sup>/-</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP11: Access on the Land**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy will directly protect species and habitats from adverse effect that may arise from the provision of access to development. Additionally, encouragement for the use of sustainable modes of transport to new developments will reduce noise, vibration and emissions from transport to new development, which may have a tertiary beneficial effect on local biodiversity and protect tranquillity.	<b>+<sup>t</sup></b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	Encouragement for the use of sustainable modes of transport to new development may help mitigate CO <sub>2</sub> emissions from transport.	<b>+<sup>s</sup></b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This policy specifically works to improve sustainable access to all new development on land.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy specifically works to improve sustainable access to all new development on land.	<b>+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	This policy will work to increase Public Rights of Way in the Broads area.	<b>+</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	No significant effect.	<b>0</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	This policy will work to increase the use of sustainable transport modes in the Broads area through Travel Planning and the provision of increased opportunities for sustainable access to new developments.	<b>+</b>

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**DP11: Access on the Land**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP12: Access to Water</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy specifically works to protect the landscape and wildlife from developments that support and encourage use of the waterways.	<b>0/+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy encourages the redevelopment of brownfield land for new freight wharves and freight interchange, and therefore promotes the sustainable use of land.	<b>+</b>
<b>SA3:</b> To improve water quality	This option requires that use of slipways would not have adverse effects on the waterway such as water quality and navigation.	<b>+</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	This option requires that new access points to the water do not adversely affect flood risk. It also requires that slipway improvements or new slipways to ensure that access for cars and trailers is provided, which is likely to increase car travel to these sites and therefore may also increase CO <sub>2</sub> emissions. However the protection of freight wharves and facilities may work to increase water borne freight movements, reducing CO <sub>2</sub> emissions from HGVs.	<b>-/+</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	Improvements to staithes and new slipways would increase access to the waterways and to waterside services and facilities along the waterway.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	The policy looks to pursue opportunities to improve staithes and provide new slipways, which are essential infrastructure for the Broads tourist economy. It also encourages the safeguarding of freight wharves, which also provides infrastructure in support of business activity.	<b>++</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	The policy looks to pursue opportunities to improve staithes and provide new slipways, which are essential infrastructure for the Broads tourist economy. It also encourages the safeguarding of freight wharves, which also provides infrastructure in support of business activity.	<b>++</b>

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**DP12: Access to Water**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	This policy requires slipways improvements or new slipways to ensure that access for cars and trailers is provided, which is likely to discourage the use of sustainable transport to access these sites. Increased access by car to the waterway may work to increase traffic growth in the Broads area.	-
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP13: Bank Protection</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy protects waterways from bank erosion, which can have a significant impact on the appearance and ecological value of the waterways in the Broads. Promoting the use of natural or “soft” engineering techniques as a matter of preference should work to further protect the rural waterside landscape character and biodiversity by preventing the adverse visual impacts and damage to riverbank habitats associated with hard engineering measures.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	This option allows for piling of banks for compliance with the Water Framework Directive, which requires that all inland water reach good status by 2010 and therefore may work to improve water quality. Additionally, prevention of soil erosion will work to protect water quality.	<b>+</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	This option allows for piling and quay heading of banks for flood defence requirements, which will reduce vulnerability to flooding.	<b>+</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This option may restrict mooring on banks that have been piled and may therefore limit access by water to facilities, services and sites of interest.	<b>-</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	Allowing bank protection to prevent bank erosion will help maintain the navigation of the waterway and the policy also requires that proposals take account of safe navigation of the waterway.	<b>+</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	Protecting of the waterways from bank erosion will help to support the Broads water-based tourist economy.	<b>+<sup>S</sup></b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and	No significant effect.	<b>0</b>

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**DP13: Bank Protection**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
improve the quality of local products		

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<b>DP14: General Location of Sustainable Tourism and Recreation Development</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy will protect the open countryside and greenfield land from tourism and recreational development.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy works to encourage the sustainable and efficient use of land by restricting tourism and recreational development away from greenfield sites and towards brownfield land in need of enhancement and regeneration.	<b>+</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This option will ensure access to new tourism and recreational development is good by encouraging such development to take place within an existing development or where it is closely associated with an existing tourism site, group of holiday dwellings or boatyard.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy allows recreational facilities in the open countryside through criteria that protect that landscape and ecology that the Broads, ensuring that such facilities are in keeping with the area and its economy.	<b>+/-</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	Permitting new recreational and tourism development should support the local tourist economy and increase visitor spend and the number of visitor days.	<b>+</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	Encouraging new tourism and recreational development within or adjacent to existing developments may reduce the need to travel to facilities, and may lead to increases in walking, cycling and public transport use.	<b>0/+</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP15: Holiday Accommodation**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	No significant effect.	<b>0</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	Restricting the sale of holiday or second homes to the open market will work to keep the supply of permanent housing low and the demand high, which is likely to restrict the overall affordability of housing in the area.	-
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	The provision of holiday letting accommodation is essential infrastructure in support of tourist business activity in the Broads area.	<b>+</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	Permitting new holiday lettings whilst limiting the development of holiday homes will work to maintain and develop tourism infrastructure and the local economy as it will increase the visitor capacity of the area. Restricting the conversion of visitor accommodation into permanent residential accommodation should work to maintain availability of holiday accommodation and support the local economy.	<b>+</b>
<b>SA11:</b> To encourage the use of public transport,	No significant effect.	<b>0</b>

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**DP15: Holiday Accommodation**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
cycling and walking		
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP16: Moorings**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy explicitly protects European habitats and species from the potential adverse effects of mooring basins developments.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	This policy will ensure that new moorings must give consideration to the requirements of the Water Framework Directive, and the prevention of pollution from entering the waterway.	<b>+</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	The requirement for an adequate provision of car parking may increase CO <sub>2</sub> emissions from transport in the Broads area.	- <sup>5</sup>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This policy sets out criteria for permitting new moorings, which will work to increase the length of frontage provided for visitor/temporary mooring, increasing access by water to services, facilities and sites of interest.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy sets out criteria for permitting new moorings, which will work to increase the length of frontage provided for visitor/temporary mooring, increasing recreational facilities for Broads users and residents.	<b>+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	The policy sets out criteria for permitting new moorings which are an essential element of infrastructure in the Broads that supports waterside business activity and requires new moorings do not impact adversely on navigation.	<b>+</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	This policy sets out criteria for permitting new moorings and as such will work to enhance the local economy by increasing the capacity and availability of moorings.	<b>+</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	This policy requires an adequate provision of car parking at new moorings, rather than requiring that new moorings are accessible via public transport, walking and cycling. Additional car parking in the Broads and increased mooring availability may lead to increases in traffic growth.	<b>-</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP17: Leisure Plots**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy will protect the character and ecology of the Broads by restricting buildings and structures on Leisure Plots, which would otherwise compromise the waterside character of the Broads.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	The policy encourages the provision of renewable energy for electric charging points for boating, which may lower reduce water pollution from conventional boating fuels.	<b>0/+<sup>s</sup></b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	The policy encourages the provision of renewable energy for electric charging points for boating, which may lower CO <sub>2</sub> emissions from the boating sector.	<b>0/+<sup>s</sup></b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	Permanent caravans provide an affordable alternative option for those wishing to reside in the Broads either seasonally or permanently. Restriction of this type of development will reduce this unusual type of affordable housing	<b>0/-</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	Protection of the waterside character of the Broads will have secondary beneficial effects on the Broads tourist economy.	<b>0/+<sup>s</sup></b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP18: Protecting General Employment</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	No significant effect.	<b>0</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This policy allows for redevelopment of employment sites and properties in the second instance where reuse would be for tourism, recreation, leisure or community facilities and services. Increasing the number of these types of development will also work to increase access to facilities, services and sites of interest.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	Safeguarding and restriction of redevelopment away from residential uses may limit the supply of housing, which may work to make housing less affordable in the area.	<b>-</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy allows for redevelopment of employment sites and properties in the second instance to reuse for tourism, recreation, leisure or community facilities and services.	<b>+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	This policy will protect redevelopment of employment sites and properties which provide infrastructure in support of business activity.	<b>+</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	This policy proposes to safeguard employment sites to ensure that reuse and redevelopment continue to contribute to the local economy.	<b>++</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP19: Employment Diversification</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	Ensuring the economic viability of rural businesses and farming through diversification may contribute to managing the special landscape character of the Broads and help maintain biodiversity.	<b>0/+<sup>S</sup></b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy explicitly prioritises the reuse of brownfield buildings for employment diversification.	<b>0/+</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This policy works to ensure that diversification does not lead to any loss of local or visitor facilities, and will therefore work to protect accessibility to facilities, services and sites of interest.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	Ensuring the economic viability of rural businesses and farming through diversification will help to sustain the local economy.	<b>+</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP20: Development on Waterside Sites in Commercial Use, including Boatyards</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	Waterside developments in commercial use are an integral part of the riverside scene and make an essential contribution to the character of the Broads.	<b>0/+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	This policy will work to ensure that the storage of polluting material at waterside developments is safe from entering the waterway during flood events.	<b>0/+</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	Waterside development may increase exposure to flood risk.	<b>0/-</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This policy will ensure no loss of visitor and boating facilities and that access to the waterside is maintained.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy protects and maintains visitor and boating facilities, moorings and access to the waterside, in support of business activity.	<b>+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	This policy protects and maintains visitor and boating facilities, moorings and access to the waterside, in support of business activity.	<b>++</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	This policy protects waterside developments in commercial use which make an essential contribution to the local economy. It also ensures no loss of visitor and boating facilities, which are an important element of the tourist economy.	<b>+</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP21: Conversion of Buildings in the Countryside</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy allows for reuse of countryside buildings provided that it is redeveloped without an adverse effect of the character of the Broads landscape or setting, therefore protecting and enhancing the character of the Broads. It also requires that conversions maintain, enhance, restore or add to biodiversity.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy fully supports development on previously developed land, outlining criteria through which to permit the reuse of buildings in the countryside.	<b>+</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	This policy prioritises employment uses in what are likely to be remote rural locations, which may increase the need to travel to work by car and therefore CO <sub>2</sub> emissions from transport.	<b>0/-<sup>s</sup></b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	This policy does allow for residential development in the countryside, but only as a measure of last resort. Keeping residential development as the lowest priority may restrict supply, leading to increased property prices in the area and adversely affecting housing affordability.	<b>0/-</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy supports the development of recreational facilities in the countryside for Broads users and residents.	<b>+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	This policy prioritises the use of employment, tourism and recreation development in rural locations in support of the local economy.	<b>+</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	This policy prioritises employment uses in remote rural locations, which may increase the need to travel to work by car.	<b>-</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP22: Residential Development within Defined Settlements Boundaries</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy protects rural areas from large scale residential developments, but allows larger scale residential developments in exceptional circumstances where substantial environmental enhancement would result, particularly on previously developed land.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy encourages the use of previously developed land for new residential development.	<b>0/+</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	Requiring new residential development within existing development boundaries should provide better access to services and facilities by walking, cycling and public transport, which may have the secondary benefit of reducing CO <sub>2</sub> and air pollution emissions from transport.	<b>0/+<sup>5</sup></b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	Allowing new residential development only within existing development boundaries is likely to provide good access to existing services and facilities within that development.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	No significant effect.	<b>0</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP23: Affordable Housing**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	No significant effect.	<b>0</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	Requiring the provision of affordable housing with access to local services and facilities may have a tertiary beneficial effect in reducing CO <sub>2</sub> emissions from transport and travel.	<b>0/+<sup>T</sup></b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	Part of this policy requires affordable housing development to be located sustainably with adequate access to local services and facilities.	<b>0/+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	This policy will ensure that housing development is required to make a contribution toward the provision of affordable housing in the area, which should work to increase the proportion of permanent residential dwellings classified as affordable in the area.	<b>+</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	No significant effect.	<b>0</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	Requiring the provision of affordable housing with access to local services and facilities may have a secondary beneficial effect in encouraging sustainable transport and travel to such facilities.	<b>0/+<sup>S</sup></b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP24: Replacement Dwellings**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	The policy protects the countryside character of the Broads by requiring that replacement dwellings in the countryside use design and external materials that are appropriate to the setting and landscape character. It also works to ensure that historic and culturally significant residences are not unduly replaced.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy allows for replacement dwellings in the countryside provided previously developed land is used. This will work to increase the proportion of new development on previously developed land and encourage the efficient use of land in a sustainable way.	<b>+</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	This policy allows for replacement dwellings to be relocated to an alternative location with a lower risk of flooding.	<b>0/+</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	This policy limits the replacement of residential dwellings in the countryside, which may restrict housing supply and may adversely affect affordability.	<b>0/-</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	No significant effect.	<b>0</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP25: New Residential Moorings**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	The policy requires that new residential moorings are in keeping with the surrounding character of the area that bank erosion is adequately mitigated.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	This policy requires that bank erosion is adequately mitigated and that adequate provision is made for waste, sewage disposal and the prevention of pollution at new residential moorings, which will help to protect water quality in accordance with the Water Framework Directive.	<b>+</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	This policy ensures that new residential moorings have adequate provision for cars, which may increase travel by car in the Broads Area, leading to increase CO <sub>2</sub> emissions from transport.	<b>-</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	This policy ensures that new residential moorings incorporate appropriate facilities to allow safe and secure access between vessels and the land without interfering or endangering those using walkways.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy ensures that new residential moorings incorporate appropriate facilities to allow safe and secure access between vessels and the land without interfering or endangering those using walkways.	<b>0/+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	This policy protects length of frontage provided for visitors and temporary users and the use of the waterway from adverse impacts that may otherwise arise from the provision of new residential moorings.	<b>0/+</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	This policy protects the economic interests of the tourist economy from adverse impacts that may arise from the provision of new residential moorings.	<b>0/+</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	This policy ensures that new residential moorings have adequate provision for cars, which may increase travel by car in the Broads Area.	<b>0/-</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP26: Permanent and Temporary Dwellings for Agricultural, Forestry and Other Workers</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy would protect landscape character and biodiversity by minimising the development of new dwellings in the countryside. These criteria would protect the countryside from new development by requiring that accommodation in nearby towns and villages is sought first and foremost.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	This policy may improve access to employment on foot and reduce the need to travel by car for those who meet the criteria, which may minimise CO <sub>2</sub> and air pollution emissions from transport. However, these criteria require that accommodation in nearby towns and villages is sought first and foremost and this may increase the need to travel to work by car and increase CO <sub>2</sub> emissions.	<b>+/-</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	This policy makes a small allowance for the development of residential dwellings under specific circumstances for essential local workers.	<b>0/+</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	This policy may work to support the local economy by requiring evidence that agricultural and forestry businesses are capable of being sustainable for a reasonable period of time. This policy provides for accommodation for essential staff at tourist or recreational facilities in support of the local economy.	<b>+</b>

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**DP26: Permanent and Temporary Dwellings for Agricultural, Forestry and Other Workers**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	This policy may improve access to employment on foot and reduce the need to travel by car for those who meet the criteria, which may minimise CO <sub>2</sub> and air pollution emissions from transport. However, these criteria require that accommodation in nearby towns and villages is sought first and foremost and this may increase the need to travel to work by car and increase CO <sub>2</sub> emissions.	<b>+/-</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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<b>DP27: Visitor and Community Facilities</b>		
<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy ensures that visitor and community facilities do not adversely affect protected species, habitats and landscape character.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	This policy requires that community facilities accessible by sustainable modes of transport which make work to reduce CO <sub>2</sub> emissions from transport and travel to these sites.	<b>0/+<sup>5</sup></b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	Allowing development for community uses and facilities will work to improve access to services by increasing the supply. The policy also ensures that such proposals support the social viability of a community.	<b>+</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	This policy protects existing visitor and recreational facilities that support the local tourist economy	<b>0/+<sup>5</sup></b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	This policy requires that visitor and community facilities accessible by sustainable modes of transport.	<b>0/+</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP28: Amenity**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	Minimisation of noise, light, and air pollution from development may protect sensitive biodiversity from these adverse impacts.	<b>0/+<sup>S</sup></b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	No significant effect.	<b>0</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	No significant effect.	<b>0</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	No significant effect.	<b>0</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	No significant effect.	<b>0</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	No significant effect.	<b>0</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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DP29: Development on Sites with High Probability of Flooding		
SA Objective	Description of Effects	Assessment
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	Allowing the relocation of existing development to locations with a lower flood risk probability and to restore a naturally functioning flood plain could improve the Broads ability to adapt to environmental change and create new habitats.	<b>0/+<sup>5</sup></b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	This policy allows certain development in flood risk areas where development would make use of previously developed land, contributing towards increasing the proportion of new development built on previously developed land.	<b>+</b>
<b>SA3:</b> To improve water quality	Allowing for development within the floodplain is likely to encourage waterside construction, which can produce sediment, adversely impacting on water quality in the short-term.	<b>0/-</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	<p>This policy should work to ensure that climate change vulnerability to flood risk is minimised as much as feasible whilst allowing for economic development. It requires that development within flood risk areas incorporate flood risk reduction and resilience measures. Although it does allow for development in flood risk areas to be acceptable under certain criteria, the policy ensures that flood risk is decreased both on and off the site.</p> <p>As the policy allows for development only on previously developed land, it should work to reduce flood risk in some circumstances, particularly on brownfield sites that are currently developed. However, exposure to flood risk to people and property may increase on brownfield sites that are currently vacant. Overall, <i>vulnerability</i> to flood risk is likely to be minimised, although <i>exposure</i> to flood risk may increase.</p>	<b>+/-</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	Permitting facilities and services development in high probability flood risk areas could compromise the desired objective to provide “safe access” to such sites and is likely to increase exposure to flood risk at these sites.	<b>0/-</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	No significant effect.	<b>0</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	Permitting recreational development in flood risk areas could compromise the desire to provide safe and healthy recreational activities for Broads users and residents and is likely to increase exposure to flood risk at these sites.	<b>0/-</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads	No significant effect.	<b>0</b>

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**DP29: Development on Sites with High Probability of Flooding**

SA Objective	Description of Effects	Assessment
Authority		
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	No significant effect.	<b>0</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	The policy should work to ensure that flood risk is minimised as much as feasible whilst allowing for economic development. However, allowing for economic development in areas of high probability flood risk could also have negative economic impacts on businesses as a result of increased <i>exposure</i> to flood risk. Whilst many of the measures proposed will reduce flood damage overall to the structure and risk to people, adverse economic impacts to businesses affected by flooding are likely to remain.	<b>+/-</b>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	No significant effect.	<b>0</b>
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	<b>0</b>

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**DP30: Developer Contributions**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA1:</b> To protect and enhance the natural and cultural environment of the Broads, whilst improving its ability to adapt to environmental change	This policy will work to facilitate the provision of new green infrastructure, biodiversity, geodiversity and landscape enhancement and management schemes, as well as the conservation or enhancement of heritage assets.	<b>+</b>
<b>SA2:</b> To achieve sustainable resource use through the efficient use of land, water, energy and materials	No significant effect.	<b>0</b>
<b>SA3:</b> To improve water quality	This policy will work to support the provision of surface water drainage schemes and sewerage systems at new development, therefore maintaining and possibly enhancing water quality.	<b>+</b>
<b>SA4:</b> To reduce vulnerability to climate change and flooding	The provision of surface water drainage and flood management and mitigation schemes should reduce vulnerability to climate change by reducing flood risk and recharging groundwater supplies. Additionally, developer contributions towards public transport and the funding of Travel Planning may work to reduce CO <sub>2</sub> emissions from transport and travel.	<b>+</b>
<b>SA5:</b> To provide safe access for all to facilities, services and sites of natural and cultural interest	The policy seeks developer contributions towards community infrastructure, such as emergency services, community halls, sports facilities, libraries, schools, open space, children's play facilities and police services. It also seeks contributions to provide access to such sites through improved public footpaths, rights of way, green links, signing and maintenance, as well as the transport measures necessary to provide for access to a wider area and/or bus service and facility provision.	<b>++</b>
<b>SA6:</b> To facilitate opportunities for affordable housing adjacent to, and in exceptional circumstances within, the Broads for those who live and work in the Broads	The policy seeks developer contributions towards affordable housing, which should work to increase the supply of affordable housing in and adjacent to the Broads.	<b>+</b>
<b>SA7:</b> To encourage safe and healthy recreational activities for all Broads users and residents	This policy should work to encourage developers to contribute towards creating recreational open spaces, increasing the amount of land within the Broads open for public access.	<b>0/+</b>
<b>SA8:</b> To engage communities within and adjacent to the Broads in the work of the Broads Authority	No significant effect.	<b>0</b>
<b>SA9:</b> To maintain and enhance the infrastructure of the Broads in support of business activity	The approach to developer contributions should work to deliver the necessary infrastructure required in support of business activity, such as public footpaths, rights of way, green links, signing, dredging and maintenance, as well as sewage works, water supply and surface water drainage schemes.	<b>+</b>

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**DP30: Developer Contributions**

<b>SA Objective</b>	<b>Description of Effects</b>	<b>Assessment</b>
<b>SA10:</b> To support a flourishing and healthy Broads economy	Contributions towards infrastructure in support of business activity may have the secondary effect on supporting the local economy.	+ <sup>5</sup>
<b>SA11:</b> To encourage the use of public transport, cycling and walking	This policy seeks contributions to provide sustainable access to development through improved public footpaths, rights of way, green links, signing and maintenance, as well public transport and Travel Planning.	+
<b>SA12:</b> To sustain skills to maintain local crafts and improve the quality of local products	No significant effect.	0