Sustainability Appraisal: Shaping our District

Lichfield
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Contents

1 Introduction

1.1 The purpose of a sustainability appraisal is to promote sustainable development by embedding sustainable development within policies and plans. Sustainable development is generally considered as development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

1.2 The requirement to undertake a sustainability appraisal, which in this instance also incorporates the Strategic Environmental Assessment, arises from both Government guidance and from European Directive. This Sustainability Appraisal accompanies an emerging draft Core Strategy for consultation "Shaping our District" giving an assessment of the Spatial Strategy and developing policies to date. Although it is not a formal consultation stage in the plan making process, the requirements of the Government Guidance and the European Directive have been taken into consideration in the preparation of this appraisal. Whilst a Strategic Environmental Assessment and a Sustainability Appraisal are two separate requirements, they are referred to as SA for the remainder of this document.

1.3 For context, this document contains a short chapter on the character of the District. Analysis of the sustainability appraisals undertaken on the spatial strategy which compares the current Core Strategy to previous versions and then a chapter which considers the SA of the policies within the "Shaping our District" consultation document against the policies contained within the Policy Directions consultation document.

1.4 The SA requirements ask for the identified effects to be split between environmental, economic and social impacts, as well as for the consideration of the impacts of the plan in the short, medium and long term. For the purposes of the "Shaping our District" consultation these have been taken respectively as the effects up to 2016, 2016-2021 and after 2021-2026 which is the end of the plan period. The effects have been informed by the Infrastructure Delivery Plan. Other effects which have to be considered are the cumulative impacts of the plan and the synergistic impacts. Synergistic impacts are those which arise because policies can have impacts upon matters to which they are not directly related; an example of this would be the benefits of a new play area with tree planting which not only provides play space, but also provides an opportunity for biodiversity and shading, which can have a beneficial impact upon urban cooling if in a town centre. The SA requirements also seek consideration of effects which will be both temporary and permanent and these would include for instance the construction phases of development, mineral extraction and reclamation projects.

1.5 The Sustainability Appraisal has been part of the plan making process for this Core Strategy since 2007. The procedure includes firstly a scoping report, which identified the baseline issues and character of the District, reviewed relevant plans and programmes which influence the District and set a framework for appraising the impacts of the plan. The framework is called the Sustainability Framework and contains objectives and questions against which plans and policies are appraised. These are listed in Appendix A: Appendix A 'Sustainability Framework'. The sustainability framework has been utilised for all the appraisals undertaken of the various stages in the preparation of the Core Strategy. The Scoping Report was prepared, consulted upon and agreed with the appropriate statutory consultation bodies.

1.6   A Sustainability Appraisal has been undertaken by a group entitled the "Lichfield Sustainability Working Group"; a multi-disciplinary group of officers and technical experts from Lichfield District Council, Staffordshire County Council and other stakeholders. In order to ensure that sustainable development is achieved, the plans have to be assessed against a "Do Nothing" scenario, as set out in the 5 'Findings' chapter of this document. In addition, the plan has to be monitored on an annual basis and this will be undertaken as part of the Annual Monitoring Report (AMR).

1.7   The findings of the group in relation to the previous stages of the Core Strategy preparation have been published in the Scoping Report (2007). This has subsequently been amended and an Interim Core Strategy Sustainability Appraisal was published in 2008. All were made available for comment via various mechanisms and have helped inform subsequent LDF documents. However, it should be noted that whilst the sustainability appraisal can help identify where development will have positive benefits or negative impacts, it is only one aspect of the plan making process.

1 Introduction

2 Character of Lichfield District

2.1   Lichfield District had a population of approximately 97,900 at 2008, and is situated in southern Staffordshire, on the north eastern edge of the Birmingham and Black Country conurbation. There are two large urban settlements, Lichfield City and Burntwood, accommodating approximately 30% of the population each, with the remaining 40% of the population living in villages and the wider rural area.

2.2   Within the District, environmental considerations include landscape, biodiversity, historic environment, effects of climate change, natural resources and the need to reduce flood risk. Our District is characterised by settlements generally all surrounded by attractive landscape, with many having conservation areas at their heart. The urban environments have both areas of high quality and low quality, which are in need of improvement, some of which are residential areas as well as town centres and employment areas. There are many listed buildings and other heritage assets which need to be safeguarded and enhanced. There are large tracts of open countryside and potential for landscape improvement through projects such as the Central Rivers Initiative. Areas such as the Cannock Chase SAC, Cannock Extension Canal SAC, and SSSI, need to be safeguarded for their national and international importance in relation to biodiversity assets, as well as many locally important sites which, if linked through initiatives such as the Biodiversity Enhancement Areas, could have benefits beyond the District in addressing the issues of climate change and species migration. There is also potential within the District to contribute toward national targets for carbon reduction and renewable energy generation and the ability to safeguard other natural assets, such as water and minerals, and reduce the likelihood of flooding.

2.3   Generally economic challenges for the District involve the diversification of changing economy from manufacturing to public administration, education and health and distribution to hotels and restaurants. It's geographic location means that the District is attractive to employers and has a low rate of unemployment. The workforce skill level is relatively strong with a high level of degree qualified persons and knowledge workers and it is important to retain these highly skilled individuals who can contribute to the entrepreneurial development of the local economy. There is a significant amount of out migration and commuting to higher paid jobs outside the District and jobs based within the District are often lower paid. There is a need to secure investment in our town centres to safeguard their vitality and viability and as this will also help to deliver sustainable communities and support the tourism element of our economy.

2.4   During the period of the Core Strategy (up to 2026), and beyond, there are many social considerations for the plan. The biggest issue facing the District will be its ageing population. While the majority of its residents will be within working age category, this is predicted to fall during the plan period and those of age 65+ are expected to rise, with the number of residents over 75 years of age set to double. This is expected to have implications upon a number of public service issues, as the elderly are more reliant on public transport and also have more reliance on health facilities, local amenities and community facilities and can often require different types of housing.

2.5   Property values in the District will be a further major consideration, with house prices on average more expensive than the most neighbouring authorities and higher than the West Midlands average. Local people are being forced out of the area due to the low wages

compared to the high house prices and there are already issues of affordability. Interventions are needed to improve the range and quality of the housing stock, especially for an increasing ageing population and there are specialist accommodation needs, such as those for gypsies, travellers and travelling showpeople.

2.6 Whilst the District has good strategic highway and rail connectivity with neighbouring authorities and the Region, it does have a relatively poor public transport system in the rural areas and a high dependency on car use. Although it is seen as an attractive place to live, there are issues of anti-social behaviour and fear of crime. There are also issues surrounding health and obesity, and there are local deficiencies identified in the ability to access open space, sport and recreational facilities, all of which can influence well being. There are many cultural assets within the District and places where people can become involved in their community such as community centres, the Garrick theatre and allotments. The development and maintenance of such facilities will help create mixed and balanced communities and contribute to a good quality of life for our residents and visitors alike.

2 Character of Lichfield District

3 Appraisal of Shaping our District Spatial Strategy

3.1   The Spatial Strategy has been developing since December 2007, when an Issues and Options Core Strategy document was published for consultation, which incorporated four options for directing growth within the District. These were: town focused development; town and key rural village focused development; dispersed development; and new settlement. A sustainability appraisal was undertaken on the options and a "do nothing" scenario was also appraised. The findings of this SA was published in an Interim Core Strategy Sustainability Appraisaldocument published in December 2008, alongside a consultation document on Preferred Options for the Core Strategy. The Interim Sustainability Appraisal also appraised various directions of growth, which informed the Preferred Options consultation document.

3.2   A "Policy Directions" consultation was undertaken in April 2009 and an amended preferred spatial strategy was incorporated within the consultation document. The findings of the sustainability appraisal of the Policy Directions have not been published previously but are considered alongside the current sustainability appraisal of the draft policies set out in the "Shaping our District" document.

3.3   The "Shaping our District" consultation document incorporates a revised preferred spatial strategy with Strategic Development Locations (SDLs) and a Broad Development Location (BDL) for the delivery of key housing sites. Detail on the Strategic Development Locations, phasing and delivery of infrastructure and facilities such as highway, education, transport and community facilities is also given through concept plans, statements and the Infrastructure Delivery Plan (IDP).

3.4   It is intended that the strategy will be implemented in accordance with the emerging policies also contained within the "Shaping our District" consultation document.

3.5   The strategy was appraised and was scored as having a generally positive impact upon the sustainability issues which had been identified in the Scoping Report. A sustainability appraisal needs to consider many types of effects, these include: environmental, economic and social impacts and should also consider these effects in the short, medium and long term. Other effects which should be considered are temporary effects, permanent effects, cumulative effects and synergistic effects. All these are considered later in this chapter. An explanation of what infrastructure is anticipated during the short, medium and long term has been identified from the Infrastructure Delivery Plan (IDP) and incorporated at the start of each of the short, medium and long term appraisals.

3.6   **Environmental impacts**: The strategy is considered to have positive impacts with regard to landscape, and a mixed impact upon conservation areas due to the potential impact of development upon the Lichfield City Conservation Area. It was considered that more could be done to achieve high quality and sustainable design for buildings space and the public realm, and changes have now been incorporated into the draft policy to reflect this. With regard to the effects upon biodiversity, the strategy was considered to have either no or a positive impact upon the biodiversity of the District, where this could be appraised from the information provided. Sustainability Framework Objective C considers the effects upon the historic environment and it was considered that due to the policies there should be no impact upon archaeology. However, as with conservation areas, there was a potential mixed effect upon listed buildings by focusing development into centres such as Lichfield City, where

these buildings are concentrated, although this could have positive impacts by ensuring the buildings are utilised. This would assist in having the positive effect of enabling access to and an understanding of heritage assets. The sustainability framework objective which seeks to mitigate and adapt to the effects of climate change (SFO: D) concluded that the strategy would positively impact upon encouraging the prudent use of energy and had potential for enabling opportunities for renewable energy through the allocations of SDLs; although, there would be a negative impact upon reducing waste (as more development would generate more waste). The strategy was considered to have a positive impact upon preventing the sterilisation of mineral deposits and potentially a positive impact upon encouraging greater use of alternatives to primary resources. The effects upon other factors such as air quality, the efficient use of water and alternative methods of waste reuse and recovery were considered as impossible to ascertain from the spatial strategy itself, but will be influenced by policies and programmes of the Core Strategy and others.

3.7   Economic impacts: There were no negative economic impacts identified as arising from the strategy. Positive impacts included providing opportunities to reduce trips by car, encouraging business to use more sustainable forms of transport; encouraging higher skilled economic sectors; and encouraging new employment consistent with local needs and indigenous business. The strategy was appraised as having a clear and strong positive impact upon providing for local retail needs and as having potentially positive impacts upon improving levels of housing consistent with local employment needs, local retail needs and encouraging home based business.

3.8   Social impacts: The appraisal of social effects was mainly positive. The strategy was considered to have positive impacts upon increasing opportunities for walking and cycling; providing access to new developments for those without a car and reducing the overall impact upon traffic sensitive areas; providing affordable housing for local people in need of a home; improving service provision in particular transport; encouraging cultural activity; improving transport provision and accessibility; and improving transport choice. The strategy was considered to have clear and strong positive impacts upon supporting healthy lifestyles. The strategy was also considered as having potentially positive impacts upon providing specialist housing requirements, encouraging crime sensitive design, reducing anti-social behaviour, improving health care particularly for the elderly, through infrastructure identified for the SDLs, and set out in the IDP. Effects upon addressing the sport and recreation needs of children and under represented groups like girls/women, the disabled and the elderly, targeting, reducing and sustaining a reduction in burglary, reducing the use of drugs and alcohol, reducing health inequalities and enabling improved community participation are too detailed to be addressed in a district wide spatial strategy. The only negative impact arose from the aim of helping to reduce road casualties, however both positive and negative influences were determined due to the increase traffic arising from new development and the ability to mitigate for such impacts through investment from new development.

3.9   Mitigation & Minimisation: The strategy seeks to minimise the impacts of development and create opportunities for sustainable patterns of living for residents and workers, which will encourage healthy lifestyles, as well as improve the existing environment by focusing development in areas of greatest accessibility by sustainable means of transport, namely Lichfield City, Burntwood and the key rural settlements. To minimise the impacts upon sensitive areas for biodiversity, landscape and mineral deposits by avoiding these areas and by incorporating policies which seek mitigation where this has not been possible. Detailed

work has been undertaken on the Strategic Development Locations (SDLs) to identify constraints and opportunities. For example on the East of Lichfield (Streethay) SDL landscape impact from the north has been mitigated through the provision of a community woodland. To retain local distinctiveness it was considered that the effects on the historic environment and settlement coalescence has been avoided and minimised where this has not been possible.

3.10　　The unknown element at the moment is the impact of development within Chasewater Country Park, as no housing numbers or boundaries have been identified, and thus is difficult to appraise the impact in this sensitive area. An SA of this option will be undertaken and the results published at a later date.

Short term impacts

3.11　　Short term impacts are considered as those up to 2016. These have been considered as incorporating health facilities in Burntwood and Fradley; a Skate Park in Lichfield City serving the District; completion of Lichfield Southern Bypass, completion of Friarsgate shopping centre in Lichfield City Centre, as well as investment in arts and culture and infrastructure or retrofitting that may result from the Carbon Investment Fund.

3.12　　**Environmental impacts:** In the short term the openness of the countryside and landscape at Fradley will be changed by developing on the land. However, this will also have some positive impact as some brownfield land will be reclaimed, and the areas of highest landscape quality will be protected. The impact upon the conservation area and listed buildings in Lichfield City centre may be both positive and negative, although there will be an increased opportunity for access to further understanding of heritage arising from the Friarsgate development. There will be opportunities arising to enhance green corridors, the number and diversity of habitats and there should be a positive or no effect upon the protected sites and priority habitats. An exception to this is in Burntwood, where development at Church Street will involve some negative impact upon priority habitats and locally important sites, while development of the sites is underway and the mitigation measures are established. Through new development there should be opportunities for renewable energy and using alternatives to primary resources, and also a positive impact upon the prudent use of energy. However, there will be a negative impact upon reducing the amount of waste requiring treatment and disposal due to the increases in population and development. The impacts upon air quality, using water efficiently and encouraging alternative methods of waste reuse and recovery are impossible to assess, but will be influenced by policies and programmes of the Core Strategy and others.

3.13　　**Economic impacts:** The short, medium and long term economic impacts were considered to be largely similar. No negative impacts were foreseen and there should be a positive impact upon reducing trips by car, encouraging business to use sustainable forms of transport and encouraging business in general, including home based business and retail. There may be a positive impact upon improving levels of housing consistent with local employment opportunities. There is no effect envisaged on encouraging ebis (e-business), encouraging local supply chains or on encouraging distribution and warehousing to be close to main transport networks. The congestion in the City Centre will be relieved following completion of the Southern Bypass making the City Centre more accessible and attractive to shoppers, tourists and business.

3.14 **Social impacts:** The short, medium and long term social impacts were considered to be largely similar. Generally, positive impacts were foreseen, with the only mixed impact arising from the strategy's ability to ensure safe journeys and reduce road casualties, due to the increase in journeys arising from increased population and development levels. Positive impacts were considered to arise by improving the availability of sustainable transport options to jobs and services; provision of affordable housing for local people; improving service provision for the young, elderly and disabled, in particular transport; encouraging cultural activity; improving transport choice, provision and accessibility; and supporting healthy lifestyles. Potentially positive impacts were considered to be through the provision of specialist housing; encouraging crime sensitive design; reducing the likelihood of violence; and improving the standard of health care, particularly for the elderly. It was considered that the impacts could be positive, as there will be an increase in the provision of facilities such as health centres. However, the question is very specific referring to the "standard of health care provided", which is more difficult to appraise at this stage as this will depend upon the services offered by the new facilities. It was recognised that the provision of a greater range of cultural facilities and sport and recreation opportunities can help tackle issues of anti-social behaviour. However effects were considered to be unknown at this stage. The impacts upon improving community participation and reducing health inequalities and reducing the use of drugs and alcohol were considered impossible to predict, as whilst new facilities are proposed, much will depend how these facilities are utilised.

Medium term impacts

3.15 Medium term impacts are considered as those which would occur between 2016 and 2021. Implementation of the Lichfield Canal project is expected to start during this period, as part of the greater Lichfield and Hatherton Canal restoration project. The impacts arising from the Carbon Investment Fund and arts and culture will continue to accumulate.

3.16 **Environmental impacts:** During this period will be largely similar to the effects during the short term. Changes during this time will be both positive and negative, as more land is lost to development changing the landscape and the positive effects achievable through landscape enhancement are not realised yet, due to the immaturity of the landscaping. The effects upon the historic environment, our conservation areas and listed buildings, as development continues in Lichfield City centre and other centres, is predicted as having a mixed impact. However, no impact upon archaeology is predicted, apart from when development occurs at the East of Lichfield (Streethay) SDL, as this is close to an ancient monument and could be potentially harmful. Only positive impacts are envisaged on biodiversity, as opportunities for increasing habitat arise through new development and none of the protected sites or priority habitats are identified for development and are protected and enhanced by policies within the core strategy. As identified for the short term effects, through new development there should be opportunities for renewable energy and using alternatives to primary resources, and a positive impact upon the prudent use of energy. However, there will be a negative impact upon reducing the amount of waste requiring treatment and disposal due to the increases in population and development levels. The impacts upon air quality, using water efficiently and encouraging alternative methods of waste reuse and recovery are impossible to assess but will be influenced by policies and programmes of the Core Strategy and others.

3 Appraisal of Shaping our District Spatial Strategy

3.17   Economic impacts: Within this period the economic impacts will be as those identified for the short term effects. However, one clear difference is that of the effect upon the provision for local retail needs, on which there will be a clear and strong positive impact following the completion of town centre schemes for Lichfield City and Burntwood.

3.18   Social impacts: Within this period these will be as for those identified for the short term effects.

Long term impacts

**3.19   **Long term impacts are considered as those which occur post 2021 and up to 2026, which is the end of the plan period. Major infrastructure that will be realised during this period include indoor sports provision in Lichfield City and improvements to Lichfield Trent Valley railway station. Effects from the Carbon Investment Fund and arts and culture would also continue.

3.20   Environmental impacts: Within this period these should result in positive impacts upon landscape and biodiversity, as the benefits of the Central Rivers Project, National Forest, Lichfield and Hatherton Canal and the Biodiversity Enhancement Area begin to be realised. Also the landscaping planted on the SDL's will become established. The effects upon the protected site at Church Street, Burntwood will have been mitigated for and should by this stage result in no net effect upon biodiversity in this area. There should be a clear and positive impact upon encouraging the prudent and efficient use of energy, but a clear and strong negative effect upon reducing the amount of waste requiring treatment and disposal, due to the increase in population and development.

3.21   Economic impacts: Within this period will be as those identified for the medium term.

3.22   Social impacts: In the last phase of the plan period are considered to be the same as those identified for the short and medium term. A clear and strong impact on supporting healthy lifestyles, due to the ability to access healthy activities such as walking routes, green corridors, allotments and improved sport and recreation facilities also emerged.

Other effects

**3.23   **Temporary effects of the Spatial Strategy were considered to be net loss of biodiversity arising from development at Church Street until the compensatory habitats are established. Biodiversity may be temporarily negatively impacted upon on other sites during the construction phase of development until new habitats and green corridors are created. The increase in waste requiring treatment and disposal may also be a temporary situation, as technologies advance there is increasing opportunities to recycle more waste, and utilise it as a resource to generate energy; which are priorities for the emerging Joint Waste Core Strategy being prepared by Staffordshire County Council.

**3.24   **Permanent effects will be the positive loss of areas of brownfield and contaminated land and areas of lower landscape quality, which will have landscape enhancement benefits. Improvements to the transport network will come through the provision of enhancements at Trent Valley station, cycleways and footpaths, and through the provision of green corridors. Better shopping facilities will result and also a wider range of facilities for sport and recreation,

due to provision of a new leisure centre and the Lichfield Canal. Our local distinctiveness will be safeguarded through the protection of our historic, natural, cultural and tourist assets and encouraging local opportunities for employment.

3.25 Cumulative effects from an increased population will support a wider range of services and facilities - such as our town centres, sports centres, parks, open spaces and also in rural areas. An increased range of job opportunities through a wider employment base will be created. Additionally increased provision of housing will result, which will meet local housing need, including some which is affordable for local people and help address the existing deficiency for this type of home in the existing housing stock. Cumulatively, it is considered that there will be an increase in the amount of area for biodiversity, as new areas will be created in new developments, through multi-functional open spaces and the policies and initiatives will further increase provision and knowledge of what is locally important.

3.26 Synergistic effects will be achieved in a positive way through the creation of open space within new developments, which can be used to achieve play areas, SuDs, shade to mitigate against the effects of heat islands, and create green corridors which enable access to services, facilities and workplaces without utilising private cars. A choice of sustainable transport modes will enable less reliance upon petrol consumption and lead to positive effects upon reducing carbon emissions, and at a local level would improve air quality and water quality. Other synergistic impacts, which could be positive, are the provision of waste to support renewable energy generation. Linked benefits for health through the creation and enhancement of safer and more accessible public spaces could be achieved. By providing homes consistent with local employment opportunities and encouraging employment, which is consistent with the needs of residents, these will both encourage changes to travel behaviour, whilst reducing the need to travel.

Comparison to Policy Directions

3.27 The Spatial Strategy included within the Policy Directions consultation document has evolved. The spatial strategy in the Policy Directions document: retains the proposed SDL East of Lichfield (Streethay) for 850 homes. However there is the addition of new indoor sports provision to this site, which has been identified within the IDP. The SDL at south Lichfield has been reduced in size from 1,650 homes to 550 homes and with the Lichfield Southern Bypass deliverable via LTADS, incorporating this and other sites in the urban area. Sites at Hospital Road, Burntwood and Highfields Road, Burntwood (within Hammerwich Parish) have been removed from the strategy, with the site at Mount Road, Burntwood included; and land East of Burntwood Bypass/ Church Street retained for housing development. Extensive work has been carried out to identify the potential of this site and mitigate for the harm to the biodiversity which had been identified as an issue previously.

3.28 The changes to the strategy have enabled less greenfield land to be effected by development and the effect upon the landscape has been reduced. The advancement and use of concept plans for the SDL's has enabled the mitigation for the effects upon the landscape and biodiversity to be identified and incorporated within the policies for these sites. As further work has been undertaken upon the use of renewable energy, the potential benefits are now more evident and able to be incorporated within the strategy. Both strategies contained little on the detail of community participation and were impossible to appraise in this respect. However, elements such as promoting safe communities have been able to be

assessed at this stage due to the inclusion of policies which have the potential to positively influence crime sensitive design and the greater provision of facilities which could positively influence anti-social behaviour. There is potential for a mixed impact upon ensuring safe journeys and reducing road casualties due to the increase in traffic which may be offset by the increase in the provision in footpath and cycle routes.

Conclusion

3.29 The spatial strategy included within the "Shaping Our District" consultation seeks to achieve development which will retain the unique character of Lichfield District, safeguarding and enhancing it's many assets. It will set a framework to enable sustainable living patterns to become established. It is generally positive and has improved from the spatial strategy included within the Policy Directions consultation. However, certain elements of the strategy remain less sustainable then others, such as development in the rural areas where development may have detrimental impacts on the ability to access services, facilities and work without the use of the private car. Other aspects remain unable to be appraised such as the inclusion of a potential housing location at Highfields Farm, within Chasewater Country Park due to lack of information at this stage.

3.30 It is important to note that a sustainability appraisal has only limited scope and some of the questions within it are of greater relevance than others. Some questions are too detailed for a spatial strategy to address and will require non-land based solutions; for instance, questions such as encouraging local supply chains and reducing burglary. The Spatial Strategy can provide land in shared locations to encourage knowledge of potential local suppliers and can encourage safe design of new build and enhancement schemes in existing neighbourhoods through policies. Whether this alone is sufficient to reduce burglaries and encourage local supply chains is tenuous and such questions may never be able to be attributed with certainty to where, and the way, new development is built.

4 Appraisal of Shaping our District Policies

Introduction

4.1 This section contains the sustainability appraisal of the policies contained within the "Shaping our District" consultation document, and considers these against the sustainability appraisals undertaken on the policies contained within the Policy Directions consultation. As required by guidance on undertaking sustainability appraisal, the effects are separated into those which are environmental, economic and social impacts.

4.2 The appraisals have been undertaken on the topic-based chapters within the "Shaping our District" consultation document.

Sustainable Communities

4.3 The Sustainable Communities chapter now contains two core policies and two development management policies. There has been considerable re-writing of the policies within this section, in light of further evidence published as part of the LDF evidence base, which has resulted in a greater variety of scoring than seen in other policies.

4.4 Core Policy 2: Principles for Sustainable Development and Policy SC2: Development and Sustainable Construction development management policy both contain elements comparable to the Sustainable Development policy direction for the Sustainability Appraisal.

4.5 The revised policies are considered to have more positive impacts than the previous sustainable development policy contained within the Policy Directions document.

Sustainability Appraisal

4.6 **Environmental impacts:** The group (LSWG) considered that the policies have strengthened the reference to built and historic assets, although the use of minimum standards for sustainable construction upon conservation areas is not specified. The group previously considered that this policy should consider waste. The revised policy has been appraised and is considered to have no effect upon waste issues, however the revised policy CP3 (considered separately) does incorporate waste.

4.7 **Economic impacts:** Comments made on the Policy Directions policy referred to the need to encourage businesses to use more sustainable means of travel. The revised policy is considered to incorporate this element in general terms rather than specifically refer to business, and is considered to have more positive economic impacts than the policy contained within the Policy Directions document.

4.8 **Social impacts:** At the Policy Directions appraisal the social impacts of the policy were considered as mainly impossible to assess and in need of being given further consideration. The revised policy refers to reducing the need to travel and optimising choice of sustainable modes of transport; improving the overall quality of life and promoting social cohesion; meaning that the policies are considered as to now have positive social impacts.

4.9   Mitigation & Minimisation: The policies seek to minimise the impact of development to meet the needs of the present, without compromising the ability of future generation to meet their own needs. It seeks to mitigate the impact of development on the amenity of our residents, safeguard the distinctiveness of the District and to enhance the quality of life of our residents.

4.10   Conclusion: The policies seek to have permanent effects which will have positive impacts within the short term, as the policy incorporates a higher percentage of carbon reduction post 2013. The positive influence on sustainability from the policy should increase and the impacts of development should be adequately mitigated, on the basis of current information. The synergistic impacts could potentially relate to those upon historic buildings, however these may be able to be clarified within the SPD referred to and utilisation of the Carbon Investment Fund. As the policy relates to development which generally can have negative effects, the policy seeks to minimise the cumulative impacts of development.

4.11   Core Policy 3: Use of Energy and Resources and Policy SC1: Renewable Energy development management policy contain elements comparable to the Energy Consumption and Renewable Energy policy direction.

4.12   The revised policies are considered to have the same or more positive impacts than the previous energy resource and consumption policy in the Policy Directions appraisal.

Sustainability Appraisal

4.13   Environmental impacts: The Policy Directions policy has been considerably redrafted and had previously been appraised as having many mixed effects. The addition of the criteria relating to wind and biomass energy development have enabled very specific comments and suggestions to be made. The environmental impacts of the core policy were generally positive. However Policy SC1: Renewable Energy development management policy resulted in some scoring which showed clear and strong positive impacts especially with regard to landscape and townscape quality (Sustainability Framework Objective (SFO: A). In relation to SFO: C, which considers impact on the historic and archaeological environment, the wind energy aspects of the policy scored well and also positive effects were found with regard to SFO: B regarding biodiversity. However scoring in relation to the biomass elements of the policy were considered to have a negative impact upon landscape and townscape quality and historic and archaeological features (SFO: A and SFO: C respectively).

4.14   Various wording changes were recommended by the group and alterations to the policy have been made prior to consultation, which have addressed some of the concerns expressed.

4.15   As would be expected the policy scored clear and strong positive impacts for SFO: D and SFO: E which relate to mitigating and adapting to the effects of climate change and encouraging the prudent use of natural resources respectively. Positive impacts upon SFO: F were also found in relation to reducing flood risk.

4.16   Economic impacts: Within the Policy Directions appraisal, the policy previously had no effect upon economic criteria. However, the revised policies now score positively as they support local supply chains and encourage businesses to use more sustainable forms of transport, by seeking to exploit the District's biomass resource and encourage new employment through new technologies, such as the renewable energy.

4.17   Social impacts: Within the Policy Directions appraisal the policy previously had no effect upon social criteria. The revised policies may have a positive impact upon healthy lifestyles through provision of greener energy leading to an improvement in air quality and therefore health benefits.

4.18   Mitigation & Minimisation: The policies seek to mitigate the effects of climate change through the prudent use of energy and resources and provision of renewable energy generation. Specific comments to further minimise the impacts of the policies were made by the group.

4.19   Conclusion: The policies incorporated within the "Shaping our District" document have been assessed as being more wide ranging and more detailed as information and evidence has become available.

Infrastructure Provision

**4.20   **The Policy Directions consultation incorporated a core policy and a development management policy which aimed to secure and co-ordinate the delivery of infrastructure across the District. The "Shaping Our District" consultation incorporates a core policy and 2 development management policies, IP1: Supporting and Providing our Infrastructure and IP2: Carbon Investment Fund; a new policy concept for the Core Strategy.

**4.21   **Policy IP2: Carbon Investment Fund seeks contributions in lieu of on-site provision for low/zero carbon technology and has the potential to deliver wider benefits to the communities in reducing carbon emissions. However, this will depend upon the details of implementation which is to come through supplementary guidance.

Sustainability Appraisal

4.22   Environmental impacts: Policies CP4 and IP1, have been appraised as having positive impacts upon the landscape and biodiversity within the district as they include reference to local infrastructure, including green infrastructure. No impact is anticipated on the historic environment, as no reference is included in the definitions of infrastructure to the historic environment. However the LSWG considered that there may be potential to broaden access to, and understanding of, the historic environment through reference to education.

**4.23   **Policy IP2 seeks contributions in lieu of on site provision and has potential to deliver wider environmental benefits. However, this will depend upon details set out in the future SPD and implementation. Its environmental effects were largely considered as impossible to assess, as they will be very site specific. It was considered however, that they should positively help to mitigate and adapt to the effects of climate change, by broadening the ability for development to be sustainable.

4.24 **Economic impacts:** At the time of the SA Policy CP4 and IP1 have a potentially negative impact upon providing for local retail needs, as the policy did not refer to retail in the definition of local infrastructure.

4.25 All three policies were considered to have only minor potential impact upon the economy, as the provision of infrastructure would make the employment areas more accessible and attractive to new investment.

4.26 **Social impacts:** Policies CP4 and IP1 score generally positively upon social impacts, as they incorporate provision of new infrastructure and facilities which may assist in reducing anti-social behaviour, and also refer to the provision of healthcare facilities which will have a positive impact on healthy lifestyles. The policies include reference to partnership working in decision making and thus score positively for SFO: L. This is similar to the previous score at the Policy Directions stage. There was a mixed impact upon reducing road casualties, as generally more development and greater use of facilities can create the potential for more areas of conflict, however, opportunities to improve road safety were also identified.

4.27 Policy IP2: Carbon Investment Fund has the potential to have positive social impacts, but was determined as being impossible to assess at this stage as much of its impact will depend upon implementation and the detail will come forward through an SPD.

4.28 **Mitigation & Minimisation:** The group recommended the addition of retail to the definition of local infrastructure, to strengthen the ability to retain local shops through planning policy.

4.29 **Conclusion:** The delivery and timing of infrastructure is fundamental to the delivery of new sustainable communities and improving the sustainability of the District as a whole. Short term delivery is vital to achieving this and the cumulative impacts of infrastructure should be beneficial to the achievement of sustainable communities and district. The effects should be permanent and have synergies with the aims and objectives of other policies and sustainability framework objectives. Whilst the physical effects of development can be negative due to the permanent loss of land, the delivery of infrastructure seeks to mitigate for this.

4.30 Changes made subsequently to the policy for the Core Strategy "Shaping our District" consultation have now included community engagement and retail.

Sustainable Transport

4.31 The sustainable transport policy now is Core Policy 5, accompanied by two development management policies : ST1 Sustainable Travel and ST2 Parking Provision.

Sustainability Appraisal

4.32 **Environmental impacts:** Overall the combined policies have resulted in a score similar to that of the previous appraisal at the Policy Directions stage. Policy CP5 will have positive environmental effects, as it seeks to reduce traffic within the historic city centre. However, there are missed opportunities for enhancing wildlife connectivity, SuDs and air

quality which could be improved by linkages to other policies. There will be clear and strong positive impacts on carbon reduction, arising from reducing petrol consumption and through supporting alternative fuel sources.

4.33 **Economic impacts:** The combined policies have scored the same at Policy Directions stage as at this appraisal. It still retains the objective to reduce trips by car and will have positive impacts by encouraging e-business, the growth of indigenous businesses and the growth of higher skilled economic sectors, to meet the needs of population and provide for local retail needs. Previous comments at the Policy Directions stage considered the need for the policy to encourage homeworking. This has been now incorporated into planning policy within the Economic Development and Enterprise chapter of the draft Core Strategy "Shaping our District".

4.34 **Social impacts:** As within the Policy Directions appraisal this policy has clear and strong statements to increase access, walking and reduce traffic impact in sensitive areas, which will have health benefits. Links to other policies in the built environment section could improve scoring in relation to reducing anti-social behaviour (SFO: K). In addition, reference to working with major development to achieve travel behaviour change, has enabled a positive score with regard to community participation (SFO: L), as employees are often a group which are hard to involve in consultation.

4.35 **Mitigation & Minimisation:** The culmination of the policies seeks to reduce the number and length of trips which will contribute greatly to sustainable development. New built development can have detrimental physical impacts, but these could be minimised by linking to other policies within the document, recognising opportunities such as the creation of green corridors and habitat corridors alongside new footpaths and cycle routes. Mitigation such as use of SuDs, can assist in balancing the creation of hard surfaces, such as roads, and this should be achievable through the requirements of the policies contained within the sustainable communities chapter.

4.36 **Conclusion:** Transport has a major influence upon the sustainability of development within Lichfield District, and a major focus of the LDF is to minimise the effects of the private car and mitigate for them. The plan polices seek to deliver a better network than exists at present and an alternative transport modes. As the effects of development will be permanent. The positive cumulative impacts should increase as the number and connectivity of footpaths and cycle routes increase. Long term benefits include improvements at Trent Valley Station. Some of the effects of development are temporary, during the construction phases. There is the potential of synergistic impacts and the achievement of positive benefits to biodiversity and flood risk reduction through SuDs, sustainable transport options and health benefits and through linkages to multi-functional openspace.

Homes for the Future

4.37 This section contains Core Policy 6: Housing Delivery, which apportions residential growth across the District during the plan period, within a range of Strategic Development Locations (SDLs), Broad Development Locations (BDLs) and other areas. Three development management policies are also included relating to a balanced housing market, the provision of affordable homes, and one on gypsies, travellers and travelling showpeople.

4.38   Separate appraisals were undertaken on the policies within the Policy Directions document, and separate comments have been made in relation to specific policies.

Sustainability Appraisal

4.39   **Environmental impacts:** Following the reappraisal, all of the housing policies scored similar to those assessed at Policy Directions stage and identified a need for greater cross referencing to other polices within the document, in order to safeguard landscape, biodiversity, historic views and avoid greater risk of flooding. These matters had been referred to generally in the Policy Directions document and it was advised that further detail should be included. The group recommended that the policies should be cross referenced to the other policies to address this issue. Affordable housing will have positive impacts upon improving air quality, enabling opportunities for renewable energy, but will have negative impacts on reducing waste, as more homes will generate more waste.

4.40   **Economic impacts:** As has been previously determined from the Policy Directions stages, the policies seek to reduce trips by car and provide for improved levels of housing consistent with local employment opportunities and therefore score positively.

4.41   **Social impacts:** The revised polices will deliver affordable and specialist housing needs and could therefore help to reduce health inequalities. Through the required provision of infrastructure there is the potential to deliver a wider range of positive impacts, however the effects of these policies, on reducing the impact on traffic sensitive areas, was considered to be negative.

4.42   **Mitigation & Minimisation:** The group considered that many of the impacts could be addressed through cross referencing to other policies within the 'Shaping our District' document.

4.43   **Conclusion:** The policies will provide additional homes across the District to meet a variety of needs identified. It was considered that the impacts arising from new development need to be addressed through cross referencing, as the synergistic possibilities identified in other plan policies are presently missing and the policies could be misinterpreted, and opportunities to ameliorate the negative effects of development overlooked. In some cases these will result in permanent losses, which will be cumulative and will have an increasing detrimental impact during the plan period. Minor rewording of the policies should address these issues.

Economic Development & Enterprise

4.44   Within this chapter there are three core policies: Employment and Economic Development; Our Centres and Tourism, and one development management policy which sets out thresholds for assessments of retail development.

4.45   Generally the policies were considered to have more positive impacts than those previously assessed as part of the Policy Directions consultation.

Sustainability Appraisal

4.46   Environmental impacts: The general direction of the policy was considered positive in relation to valuing and protecting locally distinctive settlement character. The policies were considered to have no impact upon landscape and mixed impact upon conservation areas, which will depend upon implementation. It was considered that the policies could be strengthened by linking to the policies on the built environment. It was determined that the tourism policy would have positive effects upon biodiversity in relation to the effects on green corridors and increasing the number and diversity of habitats of nature conservation value.

4.47   As previously established by the Policy Directions appraisal, there is potential for a negative impact upon archaeology due to the known locations and areas of importance within the City centre and other centres. However, there is also the potential, dependent upon implementation, for positive impacts by ensuring the continued use of listed buildings in centres and the potential for broadening access to and understanding of the historic environment. The policies will have little or no effect upon mitigating for the effects of climate change and the prudent use of natural resources, other than in relation to supporting the use of existing centres and by focusing development on the most sustainable locations. The policy had previously scored positively for safeguarding mineral resources. However, this element has now been addressed in Core Policy 3: Use of Energy and Resources.

4.48   Economic impacts: The revised policies are considered to contain clear and strong impacts upon all the economic sustainability framework objectives. This is an improvement upon the scoring resulting from the SA of the Policy Directions document.

4.49   Social impacts: The positive impacts identified at the Policy Directions stage, with regard to improving the availability of sustainable transport to jobs and services, have been improved and the policy now includes clear and strong positive impacts for this objective. Other social impacts will be mainly unaffected or positive due to increased opportunities for travel by sustainable means and better cross referencing will also assist this. As assessed at the Policy Directions stage, it was considered that there is the potential for greater anti-social behaviour, adverse traffic impacts in traffic sensitive areas and the negative impacts of drugs and alcohol by increasing activity in the town centres. Due to this these policies have been scored as having mixed impacts for these elements, and it was again considered that through cross referencing to other policies the impacts may be able to be minimised.

4.50   Mitigation & Minimisation: Overall the LSWG determined that better cross referencing to other policies would assist in enhancing the safety and quality of the built environment, and also assist in minimising the impacts of development arising from greater use of the town centres.

4.51   Conclusion: The group considered that Core Strategy consultation "Shaping our District" recognises the importance of safeguarding employment sites and encouraging new investment, especially within the short term when employers are under considerable pressure. By continuing to support our employers, centres and tourism, and by encouraging investment, our economy will be supported for the medium term. It is important to safeguard the reasons why people visit and invest in our area and the synergistic links to policies, which protect and enhance our attractive and quality environment, need to be recognised. This will ensure

4 Appraisal of Shaping our District Policies

that the permanent and cumulative impacts of vibrant and healthy centres are realised, to include a wide range of facilities and employment and tourist opportunities which are easily accessible by sustainable transport options.

Healthy & Safe Communities

4.52   This newly titled chapter of the "Shaping our District" document now incorporates the amended recreation and leisure policies from the Policy Directions consultation document. This chapter includes three Core Policies: Healthy and Safe Lifestyles; Participation in Sport and Cultural Assets, and a development management policy HSC1: Open Space Standards.

4.53   The combined sustainability appraisal of the four policies shows an improvement to those previously assessed in the Policy Directions document. The policies were determined to have a mostly positive impacts and has just one mixed impact relating to the historic environment.

Sustainability Appraisal

4.54   **Environmental impacts:** The group considered that the policies will have a clear and strong positive impact upon biodiversity and will have a positive impact upon landscape as they encourage semi-natural greenspace (which also therefore includes the RIGs site). It was considered that this could be further enhanced by linking the policy to policies to those within the Built Environment chapter. There was found to be a clear and strong positive impact upon air quality and there is the potential to enhance waste reduction through allotments and encouraging the prudent use of resources by encouraging increased walking within the green corridors. However, potential for a mixed impact with regard to the historic environment was identified, as no protection of historic assets is afforded by these policies and encouraging the greater use of sites of archaeological importance and historic buildings, such as Lichfield Cathedral, may lead to damage if not mitigated appropriately.

4.55   **Economic impacts:** The group considered there to be generally no economic effects arising from these polices, with the only impact identified as positive for reducing the number of trips by car as people will be able to access the workplace by utilising the green corridors created.

4.56   **Social impacts:** The previous appraisal of the Policy Directions recreation and leisure policies identified positive impacts on the creation of cultural activity arising from the use of new and existing green corridors and allotments. In the latest consultation document the wording has been improved, and clear and strong scoring has resulted for improving the health of the population, encouraging crime sensitive design and reducing anti-social behaviour. The policies also scored positively for community participation.

4.57   **Mitigation & Minimisation:** The policies seek to avoid the loss of open space and cultural assets and seek to mitigate the impact of losses where unavoidable. They also seek the creation of new spaces and facilities to address existing deficiencies. Concern had been raised with regard to potential damage to historic buildings from increased usage, and it was determined that consideration of this should arise through the built environment policy within the document and through partnership working.

4.58   Conclusion: The group considered that the short term benefits arising from these policies would be through restricting the loss of facilities which are important to our communities, and also through beginning to address deficiencies. The cumulative impact of the policies was considered to be positive as they require an increase in provision, and the benefits should be permanent, as future losses after they have been created will be prevented by the policies. It was considered that the synergistic impacts will arise from the benefits generated through multi-functional open spaces; from the use of SuDs; from the creation of greater opportunities for biodiversity; from improved transport and healthier lifestyle opportunities; through the creation of green corridors and improvements to homes and air quality.

Natural Resources

4.59   The natural resources chapter comprises core policy CP13 and seven development management policies NR1-7. These policies relate to: countryside management; biodiversity, protected species and their habitats; trees, woodland and hedgerows; natural and historic landscapes; linked habitat corridors and multi-functional greenspaces; Cannock Chase Special Area of Conservation (SAC) and water quality.

4.60   Overall the revised policies scored no negative impacts when appraised and were considered to have a positive impact for all sustainability framework objectives. Compared to the Policy Directions document there was an improvement for all but one of the objectives. Objective D: 'To mitigate and adapt to the effects of climate change' scored positively the same (positive) which is the same impact as previously appraised at the Policy Directions stage.

Sustainability Appraisal

4.61   Environmental impacts: The policies are considered to have clear and strong positive impacts on the biodiversity, under SFO: B. At Policy Directions stage the group made various suggestions to improve the policy which have been incorporated into the revised core policy and development management polices. Comments were also made with regard to reducing flood risk, the built and historic environment and promoting local distinctiveness. The changes now incorporated have generated a positive scoring for the "Shaping our District" document.

4.62   Economic impacts: The economic impacts identified potential positive impacts arising from the creation of green corridors and reducing the need to travel. The encouragement of local supply chains from sustainable woodland management, which has been added since the Policy Directions consultation, has moved these policies towards a more positive scoring.

4.63   Social impacts: Social impacts which were identified at the Policy Directions stage have now been incorporated into the policies. This has resulted in a greater positive impact than previously, particularly in relation to improved sports facilities arising from the provision of multi-functional open spaces giving opportunities for improved health and community participation.

4 Appraisal of Shaping our District Policies

4.64   **Mitigation & Minimisation:** Suggestions made during the SA have been incorporated to the benefit of the policies. These policies have great scope for mitigating the impacts of other policies, and maximising their potential, such as impacts upon biodiversity.

4.65   **Conclusion:** The policy impacts will be realised within the short, medium and long term and the cumulative impacts will have increasing benefits through the plan period and beyond. Whilst there may be temporary impacts during construction phases of development, the resultant effects should be positive and permanent. The Natural Resources policies refer to other policies which they need to work alongside to achieve beneficial synergistic impacts.

Built Environment

4.66   The built environment chapter of the "Shaping our District" document comprises of a core policy and a development management policy on high quality development (Policy BE1).

4.67   Overall the revised policies scored no negative responses when appraised and were considered to have a positive impact for all the sustainability framework objectives. This is an improvement for all objectives compared to scorings for this chapter given at the Policy Directions stage.

Sustainability Appraisal

4.68   **Environmental impacts:** Comments made previously identified a need to strengthen the policy in relation to areas of highest landscape quality and views; this has now been achieved. Other comments related to a need to link better to the climate change policies in relation to sustainable design and reusing existing buildings, which have now been addressed. Cross referencing to policies on biodiversity has also been addressed; although it was considered that further improvements could be made to improve reference to accessibility and education.

4.69   **Economic impacts:** Previously the group considered that there were no economic impacts arising from these policies. However, the revised policies now have clear and strong statements in relation to improving the availability of sustainable transport options to jobs and services.

4.70   **Social impacts:** Previously comments related to a need to strengthen the reference to safety and recognise partnership working. The group considered in the reappraisal that these aspects of the policies have been improved.

4.71   **Mitigation & minimisation:** The policies seek to minimise the impact of new development in sensitive areas, specifying these, and mitigating for impacts such as climate change. The Built Environment Core Policy as an overarching policy is important in mitigating the impacts of other policies, especially in the town centres.

4.72   **Conclusion:** The group considered that the policies have many positive benefits, all relating to permanent changes and that cumulatively they will enhance the sustainability of the built environment. The group recognised that the policy will need to work with other policies and that the inclusion of cross references will create beneficial synergistic effects.

5 Findings

5.1   The sustainability appraisal is one element of the decision making process in development plan preparation. The findings of the sustainability appraisal have helped improve and shape the policies and spatial strategy within the "Shaping our District" document. The aim of the sustainability appraisal is to make the Core Strategy more sustainable and identify areas where it does not promote sustainable development, or identify where more justification of the choices made is required. The greatest benefit throughout the evolution of the Core Strategy to date has been the identification of the need for greater justification and more information.

5.2   The process itself has not been without flaw. Questions have been modified and scoring mechanisms changed since the Scoping Report was first drafted in 2007. However, benefits have arisen by utilising the same questions throughout to assess the proposals, as this has enabled the strategy to be constantly improved, whilst still enabling consistent assessment of whether it meets the original aims/vision for the District. The limitations of a core strategy to influence aspects such as reducing anti-social behaviour and reducing and sustaining a reduction of burglaries, which had been issues identified by the scoping report, have been apparent.

5.3   The changes to the development plan system have not influenced the appraisals, as issues such as meeting Regional targets and Green Belt protection were deliberately avoided and it was the intentions of such policies which were considered, rather than the compliance of our Core Strategy with them.

Do Nothing Option

5.4   A "do nothing" scenario is required to be undertaken as part of the SA process to ensure that the plan promoted is better than a "do nothing" scenario.

5.5   The group determined that a "do nothing" scenario would result in a modest increase in the housing stock, as new housing would be provided through the conversion of buildings and use of brownfield land. House prices would rise due to the demand for housing not being met, increasing the inability of local people to buy a home. There would be increased pressure on sites of non-residential uses, such as open-space and employment sites, to be redeveloped for housing. There may be more issues of disturbance to existing residents due to pressure to "cram" developments into built up areas and resultant health issues relating to reductions in air quality standards and highway safety. There would be a decrease in the provision of new affordable housing for local people due to a lack of general housing available and no local policy mechanism to require such provision. There would be a lack of strategic infrastructure due to a shortage of funding, so existing problems such as congestion within the city centre would continue, with corresponding negative economic effects. In addition the accessibility of retail and office sites would be adversely affected, which could lead to derelict sites remaining undeveloped and unattractive. The potential for increased accessibility, due to enhancements from increased cycle and pedestrian routes and the potential for green corridors and multi-functional open spaces incorporating flood relief, would be restricted due to only ad hoc development. Local issues, such as the impacts from wind turbines upon landscape, would be harder to restrict due to the lack of adopted policy.

5.6   In the medium term those impacts identified for the short term would continue and pressure on greenfield sites would increase. In addition there would be further susceptibility to arbitrary large scale residential planning applications. Nature conservation and biodiversity may be harmed, as reliance would be on national policy only and no regard had to local designations and important assets. Many of our nationally recognised sites are close to our main centres of population, which are likely to be the areas under most pressure for development. This may result in planning appeals determining growth patterns in an unsustainable manner, leading to increased activity on biodiversity sites resulting in adverse impacts. Development would not be delivered to address local issues such as those affecting the ageing population, rural isolation and energy consumption. Greater pressure may result on the historic Lichfield City Centre and potentially on other conservation areas. Impacts on health and well being, through the lack of sufficient and appropriate sport and recreational facilities due to the unmet demand for a new leisure centre, would begin to be realised potentially leading to an increase in anti-social behaviour.

5.7   In the long term (post 2021) and beyond the end of the plan period, there would be a magnification of the impacts of the medium term and it will be a period of lost opportunity to address issues affecting the District. The assets and local distinctiveness of the District will not be preserved and enhanced. The District would be an expensive place to live with local people having to move out of the District for housing and employment opportunities. This would increase the distances needed to be travelled by families; impacting especially on families with young children and the elderly. There would also be fewer and poorer quality facilities and services.

The Findings

5.8   As discussed in the previous chapters the "Shaping our District" document should positively influence the sustainability of the District and help deliver the overall vision. The emerging Core Strategy seeks to safeguard the unique character of Lichfield District and protect and enhance its many assets. It also seeks to address the issues identified locally within the District, such as the need for increased connectivity of wildlife sites, and seeks to maximise their potential through multi functional open spaces, which can also incorporate SuDs and therefore contribute to the alleviation of flood risk. The group highlighted that there is potential for greater cross referencing, particularly of policies within the 'Homes for the Future' chapter of the document, which has now been addressed.

5.9   The provision of further evidence on renewable energy, biodiversity, water resources and infrastructure for example, has enabled fundamental concerns of the LSWG and issues raised in the Scoping Report to be considered as part of the process; some for the first time, and in some cases have also helped identify the positive influences that these make to the vision for the District.

5.10   Fundamental changes to the draft Core Strategy which have reduced the amount of green fields to be lost to development, have reduced the impact upon landscape and the concept plans for the SDLs have shown how the impact of large scale development can be mitigated and minimised. The detail added through these concept plans and statements has been very useful in enabling the fair and thorough appraisal of these sites. For example,

significant environmental effects were identified early in the process for the East of Burntwood Bypass SDL and the subsequent further information enabled a more comprehensive SA to be undertaken.

5.11 During the preparation of the plan the effects of different economic circumstances have become apparent and the addition of viability testing could be considered as weakening the policies. However this will enable the policies to remain flexible and valid during times of prosperity or economic decline.

5.12 Some minor wording changes suggested through the SA process have been able to be incorporated into the "Shaping our District" consultation document.

5.13 A further sustainability appraisal, in accordance with the appropriate Regulations, will be undertaken at the publication stage of the Core Strategy.

5 Findings

Appendix A Sustainability Framework

Appendix A Sustainability Framework

Sustainability Framework Objectives		SEA Directive Topics
Objective A	To maintain and enhance landscape and townscape quality.	• Material assets • Cultural heritage • Landscape
Objective B	To promote biodiversity and geodiversity through protection, enhancement and management of species and habitats.	• Biodiversity • Fauna • Flora
Objective C	To protect and enhance buildings, features and areas of archaeological, cultural and historic value and their settings.	• Material assets • Cultural heritage
Objective D	To mitigate and adapt to the effects of climate change.	• Climatic factors
Objective E	To encourage prudent use of natural resources.	• Soil • Water • Air
Objective F	To reduce flood risk.	• Water • Climatic factors
Objective G	To improve availability of sustainable transport options to jobs and services.	
Objective H	To encourage sustainable distribution and communication systems.	
Objective I	To create mixed and balanced communities.	• Population
Objective J	To promote safe communities, reduce crime and fear of crime.	
Objective K	To improve the health of the population.	• Human health
Objective L	To enable improved community participation.	

Table A.1 Sustainability Framework Objectives

Sustainability Objective	Detailed Criteria	Suggested Targets or Indicators
A. To maintain and enhance landscape and townscape quality	1. Will it promote and maintain an attractive and diverse landscape? 2. Will it protect areas of highest landscape quality? 3. Will it improve areas of lower landscape quality? 4. Will it preserve and enhance conservation areas including their settings? 5. Will it achieve high quality and sustainable design for buildings, spaces and the public realm sensitive to the locality? 6. Does it value and protect diverse and locally distinctive settlement and townscape character? 6a. Does it safeguard historic views and valuable skylines of settlements.	• Landscape character and townscape quality • loss or damage to historic view lines and vistas • loss of historic landscape features, erosion of character and distinctiveness (HLC) • extent and use of detailed characterisation studies informing development proposals (HLC) • improvements in the quality of the townscape, e.g. delivery of street/public realm audits, improvement works, de-cluttering works both in urban and rural areas • whether development meets design standards
B. To promote biodiversity and geodiversity through protection, enhancement and management of species and habitats.	7. What affect will there be on priority habitats? 8. What affect will there be on national and local sites, _including veteran trees_? 9. What affect will there be on green corridors/water courses_/_will it reduce/eliminate fragmentation/wildlife connectivity? 10. Will it improve the number and diversity of sites and habitats of nature conservation value in the District? 10a What affect will there be on the RIGS site?	• Amount of priority habitat created/recreated - Lowland Heathland • Amount of priority habitat created/recreated - Wet Grassland • Amount of priority habitat created/recreated - Rich Flower Grassland • Number of hectares of Local Nature Reserves • Number and type of internationally/nationally designated sites. • Number of Species relevant to the district which have achieved SBAP targets e.g otter and snipe • Veteran trees, ancient woodland
C. To protect and enhance buildings, features and areas of archaeological,	11. Will it safeguard sites of archaeological importance (scheduled or unscheduled) and their settings?	• Number of Conservation Areas with an up to date character appraisal and a

Sustainability Objective	Detailed Criteria	Suggested Targets or Indicators
cultural and historic value and their settings.	12. Will it preserve and enhance buildings and structures and their settings which contribute to the District's heritage? 13. Will it improve and broaden access to, and understanding of, local heritage, historic sites, areas and buildings?	published Management Plan • Number of sites subject to development where archaeology is preserved in situ compared with those scientifically recorded • Number of listed buildings on the 'Historic Buildings at Risk' register • number of Grade II Buildings considered to be of building at risk standard • number of buildings of historic or architectural interest brought back into active use • number of historic and archaeological sites, features and areas with improved management • number of historic assets providing greater understanding, enjoyment and access • number or % or area of historic buildings, sites and areas and their settings (both designated and non designated) damaged
D. To mitigate and adapt to the effects of climate change.	14. Will it encourage prudent and efficient use of energy? 15. Does it enable opportunities for renewable energy? 16. Will is maximise water efficiency in development? 17. Will it result in a reduction in the amount of waste requiring treatment and disposal? 18. Will it provide opportunities to reduce the number of car-borne trips?	• CO2 emissions per capita • Energy consumption • Average energy efficiency of housing stock • 20% of electricity produced from renewable sources • % developments with Sustainable Urban Drainage (SUDS)

Sustainability Objective	Detailed Criteria	Suggested Targets or Indicators
E. To encourage prudent use of natural resources.	19. Will it improve air quality? 20. Will it protect controlled waters? 21. Will it use water efficiently and with care? 22. Will it encourage greater use of alternatives to primary resources? 23. Will it prevent sterilisation of mineral resources? ~~24. Will it result in a reduction in the amount of waste requiring treatment and disposal?~~ 25. Will it encourage a move towards alternative methods of waste re-use and recovery e.g. energy?	• Indicator for air quality • Indicator for water quality • Sand and gravel • Crushed rock • National waste targets • Lichfield recycling targets • Increase in the % of municipal waste recycled • Reduction in the % of municipal waste landfilled • Target from renewables • CO2 emissions
F. To reduce flood risk.	26. Will there be an opportunity for flood risk reduction?	• Number and types of flooding incidents • Number of residential units granted permission contrary to an EA objection • % developments with Sustainable Urban Drainage (SUDS)
G. To improve availability of sustainable transport options to jobs and services.	27. Will it provide opportunities to reduce trips by car? 27a. Will it provide increased opportunities/facilities for walking and cycling? 28. Will it provide access to new developments for those without access to a car? 29. Will it reduce the overall impact of traffic sensitive areas?	• Traffic levels (million vehicle kilometres) on the local road network • Access to bus services • increased opportunities for walking and cycling
H. To encourage sustainable distribution and communication systems.	30. Will it encourage an increase in the provision and use of e-business? 31. Will it encourage local supply chains?	• Introduce Workplace Travel Plans in x% of companies by 20xx

Appendix A Sustainability Framework

Sustainability Objective	Detailed Criteria	Suggested Targets or Indicators
	32. Will it encourage business to use more sustainable forms of transport (e.g. ~~Green~~ Travel Plans)? 33. Will it encourage distribution and warehousing to be close to main transport networks?	
I. To create mixed and balanced communities.	34. Will it encourage higher skilled economic sectors in the District (e.g. R&D, high technology)? 35. Will it encourage new employment that is consistent with local needs? 36. Will it encourage the growth of indigenous businesses? 37. Will it encourage micro and small businesses? 38. Will it provide for affordable housing for local people in need of a home? 39. Will it provide housing that meets the needs of the young, elderly, those on limited incomes including within the rural areas and those with special accommodation requirements such as Gypsies and Travellers and disabled people? 40. Will it improve levels of housing consistent with local employment opportunities? 41. Will it encourage home-based businesses? 42. Will it improve service provision for the young, elderly and disabled, in particular transport? 43. Will it address the sport and recreational needs of children and under represented groups like girls/women, the disabled, the elderly? 44. Will it provide for local retail needs?	• Number of VAT registrations per 1,000 populations • % of Working Age Population with NVQ Level 4 and above • % of Working Age Population with NVQ Level 2 and above • Number of leavers achieving a skills for life qualification Entry Level 3 and above • Success rates for further education • Success rate for Work Based Learning (WBL) • % of 18-59 year olds attending Higher Education Institutions • % of new retail floorspace development in centres and on the edge of centres • % of new housing that is affordable • Employment rate • Mean household income attained in Targeted Wards • Increase numbers of businesses registered with Think Local in Lichfield District • Proportion of children and young people with good access to high quality leisure, cultural and sport experiences • Increase from 35.2% the % of the population within 20 mins travel time of a range of 3 different sports facilities

Sustainability Objective	Detailed Criteria	Suggested Targets or Indicators
	45. Will it improve public access to information and services?	one of which is quality assured
	46. Will it encourage cultural activity?	
	47. Will it improve public access to information and services?	
	48. Will it improve transport provision and accessibility?	
	49. Will it improve choice of transport mode?	
J. To promote safe communities, reduce crime and fear of crime.	50. Will it encourage crime-sensitive design? 51. Will it target, reduce and sustain a reduction of burglary? 52. Will it reduce the likelihood of violence and antisocial behaviour? 53. Will it help to ensure safe journeys and reduce road casualties?	• Reduction in overall British Crime Survey comparator recorded crime - Lichfield District • % of residents who say that they feel 'very' or 'fairly' safe when outside in Staffordshire during the day • % of residents who say that they feel 'very' or 'fairly' safe when outside in Staffordshire after dark • Public perceptions of high levels of Anti-Social Behaviour
K. To improve the health of the population.	54. Will it improve the standard of healthcare, particularly for the elderly? 55. Will it support healthy lifestyles? 56. Will it help to reduce the use of drugs and alcohol? 56a Will it help to reduce health inequalities?	• Reduction in health inequalities between population of most deprived super output areas and least deprived areas by narrowing the gap in all age, all cause mortality (age standardised rate per 1,000) • Number of adults aged 18-64 with physical disabilities helped to live at home, per 1,000 population • Life expectancy • Increase the level of physical activity from 22.4% of the population taking 3x30mins of moderate exercise a week (Active Peoples Survey)

Appendix A Sustainability Framework

Sustainability Objective	Detailed Criteria	Suggested Targets or Indicators
L. To enable improved community participation.	57. Will it empower all sections of the community to participate in decision-making and the impacts of those decisions? 58. Will it improve community capacity to enable engagement in community enterprise? 59. Is there a framework for engagement with communities, including novel approaches to reach particular groups/sectors?	

Table A.2 Detailed Framework of Sustainability Objectives

Appendix B Shaping our District SA Summary Matrix

Summary	A	B	C	D	E	F	G Ec	G Soc	H	I Ec	I Soc	J	K	L
CP1 Spatial Strategy	+/-/?	+	+/-/?	+/-/?	+/?	0	+	+	+	+/?	+/?	+/?/-	+/?	?
CP2 Sus Devt	++?	+?	+	+	+	+	+	+	+?	+?	+?	+	+?	+?
CP3 Energy Resources	+?	+?	+?	++?	++?	+?	0?	0?	+?	0	0	0	+?	0
SC1	++?	+?	+	+	+	0	0	0	+	+	0	0	0	0
SC2	+?	0	+/-	++	+?	++	+/-	+/-?	+?	0	0	0	0?	0
CP4 Infrastructure	+	+	+	+/+?	?	0?	0?	+?	+	-?	+	+/-	+	+?
CP 5 Sustainable Transport inc ST1 and ST2	+/-	+/-	+/-	+?	+	0?	++	++	+	+?	++?	+/-	+	+
Housing Delivery CP6	+/-/?	-/?	+/?	+/-/?	+/-/?	-	+/-	+/-/?	?/0	+/0/?	+/?	?	?	?

Appendix B Shaping our District SA Summary Matrix

Nat Dev Man policy NR1-7	++	+	++	+	0	0	++	++	++	++				
Ec Devt and Ent CP7-9	+/?	+	+/-	+?	0	0	++	++	++	++	+/?	+?/-?	+/-	0
CP10-12, HSC1	+	++	+/-	+?	+	0?	+	+?	0	0	+	+?	++	+?
Natural CP13	++?	++	+	+/?	0/+	+	+	+/?	0/+	0/+?	+/0	+?	+	+
Built CP14 BE1	++	+	++?	+	+?	+/?	++	++	+/0	0/+	+	++	+	0/+

Glossary

Affordable Housing		Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should: • Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices • Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.
Amenity Greenspace		Areas such as parks or recreational fields which can be used by all people either through visual amenity and/or for informal sport and leisure.
Annual Monitoring Report	AMR	A report submitted to Government by local planning authorities or regional planning bodies assessing Local Development Framework progress and policy effectiveness.
Area of Outstanding Natural Beauty	AONB	A statutory National Landscape designation to provide special protection to defined areas of natural beauty. These are designated by Natural England.
Biodiversity		The whole variety of life encompassing all genetics, species and ecosystem variations. This includes diversity within species, between species and of ecosystems.
Biodiversity Enhancement Area	BEA	An area that comprises important concentrations of biodiversity which are to be improved.
Biomass		The biodegradable fraction of products, wastes and residues from agriculture (including plant and animal substances), forestry and related industries.
Broad Development Location		A broad development location is a broad area of search, within which, allocations for development will be considered through the Allocations of Land and Site Development Policies DPD.
Brownfield Development or Sites **(Previously Developed Land)**		Site available for re-use which has been previously developed, and is either abandoned or underused. The definition covers the curtilage of the development. Planning Policy's Note 3 "Housing" has a detailed definition.
Central Rivers Initiative		A partnership approach to managing the River Trent and River Tame in the region between Tamworth and Burton upon Trent.
Climate Change		Long term change in weather patterns and increased global temperature, which is likely to be caused by an increase in Carbon emissions.
Combined Heat and Power	CHP	The use of waste heat from power generation to provide heating for a building or a neighbourhood.
Conservation Area		Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.
Core Strategy		A Development Plan Document setting out the spatial vision and objectives and strategy of the planning framework for an area, having regard to the Community Strategy (see also DPDs).

Glossary

Civic Spaces		An extension of the community or public institutions which form the spaces between buildings, such as market squares.
Developer Contributions		Monetary contributions which may be made by a developer as part of a legal agreement (S106 or CIL)when a planning permission is granted. Monies are used to provide local facilities and all types of infrastructure.
Development		Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land."
Development Management		The management or 'control' planning system which requires planning permission to be obtained, and in line with policy, before development can take place.
Development Plan		A document setting out the Local Planning Authority's policies and proposals for the development and use of land and buildings in the authority's area. It includes Unitary, Structure, and Local Plans prepared under transitional arrangements and Development Plan Documents prepared under the Planning & Compulsory Purchase Act of 2004.
Development Plan Document	**DPD**	DPDs are Local Development Documents that have development plan status. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. The DPDs which local planning authorities must prepare, include the core strategy, site-specific allocations of land and, where needed, area action plans. There will also be a proposals map, which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of an inspector's binding report.
Diversification of Rural Employment		The establishment of new enterprises in rural locations often re-using rural buildings and land that is no longer used for agriculture.
Evidence Base		The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
Flood plain		Generally flat-lying areas adjacent to a watercourse, tidal lengths of a river or the sea where water flows in times of flood or would flow but for the presence of flood defences.
Green Belt (not to be confused with the term 'greenfield')		A statutory designation of land around certain cities and large built-up areas, which aims to keep the defined area permanently open or largely undeveloped. Areas of Green Belt within Lichfield District form part of the West Midlands Green Belt. The purposes of Green Belt are to: • check the unrestricted sprawl of large built up areas; • prevent neighbouring towns from merging; • safeguard the countryside from encroachment; • preserve the setting and special character of historic towns; and • assist urban regeneration by encouraging the recycling of derelict and other urban land.
Green Infrastructure		The physical environment within and between our cities, towns and villages. It is a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside.

Green Networks or Corridors		Linking rights of way, cycle routes, canals, rivers, parks and woodland to create greater accessibility to the countryside and provide potential for improved biodiversity.
Greenfield Land or Site		Land (or a defined site) which has not been built on before or where the remains of any structure or activity have blended into the landscape over time.
Greenway		Part of green infrastructure, a corridor of undeveloped land, as along a river or between urban centres, that is reserved for recreational use or environmental preservation.
Gypsies & Travellers		Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently.
Historic Environment Character Area	HECA	An area of defined character in the landscape, such as medieval field patterns.
Historic Environment Record	HER	A system for recording information, such as known archaelogical sites & finds, designated sites, historic landscapes, historic buildings and other features in the landscape.
Historic Landscape Character		The identification of the historic development of today's landscape, and the resultant pattern of physical features due to geography, history and tradition.
Homeworking		Relates to the growing practice of working from home, especially when related to the use of Information Communication Technology.
Housing Market Area		A geographical area which is relatively self-contained in terms of housing demand
Housing mix		The provision of a mix of house types, sizes and tenures in an area.
Implementation		The practical delivery of a measures that form part of a plan.
Indices of Multiple Deprivation	IMD	The index combines a number of indicators which focus on a range of social, economic and housing issues, and are then used to provide an overall deprivation rank for these areas. Published by the Office of the Deputy Prime Minister.
Infrastructure		The basic structures and facilities needed to support a society or organisation.
Infrastructure Delivery Plan	IDP	A plan to implement the necessary social, physical and green infrastructure, required to create sustainable communities in line with a Core Strategy.
Issues, Options & Preferred Options		The "pre-submission" consultation stages on DPDs with the objective of gaining public consensus over proposals ahead of submission to Government for independent examination.
Key Rural Settlements		Defined settlements outside major towns/urban areas providing services and facilities.
Lichfield District Council	LDC	The local authority responsible for matters including planning, environmental health, waste collection, housing, parks and open space.
Lichfield Transport and Development Strategy	LTaDS	A package of measures to deliver road and public transport improvements for Lichfield City.
Local Centre		Small shops and perhaps limited services, serving a small catchment. Sometimes also referred to as a local neighbourhood centre.

Glossary

Local Development Document	**LDD**	These include Development Plan Documents, which will form part of the statutory development plan, and Supplementary Planning Documents, which do not form part of the statutory development plan. LDDs collectively deliver the spatial planning strategy for the local planning authority's area, and may be prepared jointly between local planning authorities.
Local Development Framework	**LDF**	The Local Development Framework is a non-statutory term used to describe a folder of documents, which includes all the Local Planning Authority's local development documents (comprised of development plan documents, which will form part of the statutory development plan, and supplementary planning documents). The Local Development Framework will also comprise the Statement of Community Involvement, the Local Development Scheme and the Annual Monitoring Report.
Local Planning Authority	**LPA**	The Local Authority or Council that is empowered by law to exercise planning functions. Often the local Borough or District Council.
Local Transport Plan	**LTP**	A five-year integrated transport strategy, prepared by local authorities in partnership with the community. The plan sets out the resources for delivery of the targets identified in the strategy.
Mitigation		Measures to avoid, reduce or offset the significant adverse effects of an external factor e.g. Lessening the effects of climate change.
National Forest		A national project for woodland creation, tourism and economic revival.
Mixed use (or mixed use development)		Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
Natural assets		Stocks of natural raw materials, including forests, fisheries, soil, and minerals; and the capacity of the environment media such as air and water to absorb and decompose the wastes from production and consumption.
Natural & Semi-natural Greenspace		Includes woodlands, wetlands, urban forestry, RIGs sites,scrub and grassland.
Nature Reserves		A protected area of wildlife or other geological interest. Can also be used to provide opportunity for special areas of research.
Neighbourhood Centre		An group of essential local services which may comprise a shop, post office, take away, health centre and a pharmacy. See also, local centre.
Offices		Defined by Class A2 of the Use Class Order, including financial and professional services, rather than businesses which are covered by Class B1 of the Use Class Order.
Open Space		All space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation. They can also act as a visual amenity and a haven for wildlife.
Other Rural Settlements		Smaller villages that do not have a good range of public services.
Pitch (Gypsy and Traveller Sites)		A designated place for a family of Gypsies or Travellers to live.
Phasing		Distinct stages of development implemented in a sequential manner appropriate to demand.
Primary Care Trust	**PCT**	An NHS primary care trust is a type of NHS trust, which is part of the National Health Service in England. The PCT provides some primary and community services or commissions them from other providers, and are involved in commissioning secondary care.

Regeneration		The economic, social and environmental renewal and improvement of rural and urban areas.
Regional Spatial Strategy	RSS	The RSS was a strategy for how a region should look in 15 to 20 years time and possibly longer. It identified the scale and distribution of new housing in region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Regional Spatial Strategies were revoked by the Secretary of State on 6th July 2010 and therefore the Regional Spatial Strategy for the West Midlands no longer forms part of the development plan.
Regionally Important Geological and Geomorphological Sites	RIGS	Non-statutorily protected sites of regional and local importance for geodiversity (geology and geomorphology) in the United Kingdom.
Renewable Energy		Energy produced from a sustainable source that avoids the depletion of the earth's finite natural resources, such as oil or gas. Sources in use or in development include energy from the sun, wind, hydro-power, ocean energy and biomass.
Retail Floorspace		Total floor area of the property that is associated with all retail uses. Usually measured in square metres.
Rural Regeneration		Careful development in rural areas to ensure local housing needs are met and that there are suitable opportunities for employment to ensure economic sustainability.
Safeguarding		to ensure that no harm is caused to a particular feature.
Section 106 Agreement		A legal agreement under Section 106 of the 1990 Town & Country Planning Act. It is a way of addressing matters that are necessary to making a development acceptable in planning terms such as providing highways, recreational facilities, education, health and affordable housing.
Site of Biological Importance	SBI	A non-statutory designation used to protect locally valued sites of biodiversity.
Site of Special Scientific Interest	SSSI	A site identified under the Wildlife and Countryside Act 1981 (as incorporated in the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).
Spatial Planning		Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This includes policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.
Spatial Strategy		The overview and overall approach to the provision of jobs, homes, and all infrastructure over the plan period.
Special Area of Conservation	SAC	Strictly protected sites for rare and threatened species and habitats on land or sea as designated under the EC Habitats Directive.
Staffordshire County Council	SCC	The local authority responsible for matters including education, transport, highways, minerals and waste.
Staffordshire Strategic Partnership	SSP	A framework for all agencies, sectors and partners to work collectively to promote the economic, social and environmental well being of the County.

Glossary

Strategic Centre		A local or town centre which provides a wide range of services and facilities such as shops, supermarkets, post office, banks, health centres etc.
Strategic Development Location	SDL	An area which has been identified as suitable for new development, which will be significant in the wider region.
Strategic Flood Risk Assessment	SFRA	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Supplementary Planning Document	SPD	An SPD is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' DPD.
Supported Housing		A housing service aimed at helping people live more stable lives, including those who may have suffered from homelessness, addiction or other serious challenges to life.
Sustainability Appraisal	SA	An assessment to establish if the plan is promoting sustainable development. An assessment to comply with Section 39(2) of the Planning and Compulsory Purchase Act 2004 and further guidance, and the requirements for Strategic Environmental Assessment from European Directive 2001/42/EC
Sustainable Communities		Central Government refers to sustainable communities as 'places where people want to live and work, now and in the future'. Creating communities that are more sustainable will generally mean seeking to provide a range of homes, jobs and facilities that enables people to meet more of their needs locally without the need to make long journeys by private transport.
Sustainable Community Strategy	SCS	A strategy prepared by a community to help deliver local aspirations, under the Local Government Act 2000.
Sustainable Development		A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Government has set out four aims for sustainable development in its strategy "A Better Quality of Life, a Strategy for Sustainable Development in the UK". The four aims, to be achieved at the same time, are: social progress which recognises the needs of everyone; effective protection of the environment; the prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.
Sustainable travel / Sustainable Transport		Often meaning walking, cycling and public transport (and in some circumstances "car sharing"), which is considered to be less damaging to the environment and which contributes less to traffic congestion than one-person car journeys.
Sustainable Drainage Systems	SuDS	A replicate natural system which aims to reduce the potential impact of new and existing developments on surface water drainage discharges such as permeable paving or on site retention basins.
Traffic Impact Assessment	TIA	An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.
Travelling Showpeople		Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently.
Unregulated energy		The expected energy use in a building which is not 'regulated' (see 'Regulated energy' above). Unregulated energy does not fall under Building Regulations, and most typically includes appliances and small electrical items.

Urban Cooling		The effect which can be achieved by increasing vegetation cover and reducing hard surface cover in built up areas to reduce very high temperatures.
Urban open space		Parks, play areas, sports fields, commons, allotments, green corridors alongside rivers/canals/railways and other open areas vital to the cultural, aesthetic and historic heritage of urban life.
Veteran Trees		Trees that are of interest biologically, culturally or aesthetically because of age, size or condition. Normally this means the tree is over 250 years old with a girth at breast height of over 3 metres. However, other factors must be considered such as the location and past management of the tree.
Viability		In terms of retailing, a centre that is capable of success or continuing effectiveness. More generally the economic circumstances which would justify development taking place.
Vibrancy		An area or street which is alive with activity.
Vitality		In terms of retailing, the capacity of a centre to grow or develop.
Waste Hierarchy		The waste hierarchy is the cornerstone of most waste minimisation strategies and refers to the 3Rs of reduce, reuse and recycle. The Staffordshire & Stoke-on-Trent Joint Core Strategy refers to 5 stages: eliminate, reduce, re-use, recycle, energy recovery & dispose. The aim of the waste hierarchy is to to generate the minimum amount of waste and to extract the maximum practical benefits from products.
Windfall Development or Site		A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context.