

**Sustainability Appraisal Report**

**Broxtowe Borough Council:  
Beeston Town Centre Area Action Plan**

**Sustainability Appraisal / Strategic  
Environmental Assessment**

**December 2006**

# Broxtowe Borough Council: Beeston Town Centre Area Action Plan

## Sustainability Appraisal / Strategic Environmental Assessment

### Sustainability Appraisal Report

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## GLOSSARY

Abbreviation	Definition
AAP	Action Area Plan
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BBC	Broxtowe Borough Council
BREEAM	Building Research Establishment Environmental Assessment Method
BVPI	Best Value Performance Indicator
CEEQUAL	Civil Engineering Environmental Quality Assessment and Award Scheme
DCLG	Department for Communities and Local Government
DPD	Development Plan Document
EA	Environment Agency
EIA	Environmental Impact Assessment
EU	European Union
GHG	Greenhouse Gas
GOEM	Government Office for the East Midlands
IMD	Index of Multiple Deprivation
IRS	Integrated Regional Strategy
LDD	Local Development Document
LDF	Local Development Framework
LDS	Local Development Scheme
NCC	Nottinghamshire County Council
NET	Nottingham Express Transit
NNR	National Nature Reserve
NO <sub>2</sub> ; NO <sub>x</sub>	Nitrogen Dioxide; Oxides of Nitrogen
ODPM	Office of the Deputy Prime Minister
PPS	Planning Policy Statement
PPG	Planning Policy Guidance
PM <sub>10</sub>	Fine Particles
PSA	Primary Shopping Area
RSDF	Regional Sustainable Development Framework
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAM	Scheduled Ancient Monument
SAP	Standard Assessment Procedure
SAR	Sustainability Appraisal Report
SEA	Strategic Environment Assessment
SPD	Supplementary Planning Document
SUDS	Sustainable Urban Drainage Systems
SSSI	Site of Special Scientific Interest

## COMPLIANCE WITH THE SEA REGULATIONS

<b>Information to be included in the Environmental Report under the SEA Regulations (Regulation 12 and Schedule 2)</b>		<b>Where covered in Sustainability Appraisal Report</b>
1.	An outline of the contents, main objectives of the plan, and of its relationship with other relevant plans and programmes	Sections 3 and 4, respectively
2.	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan;	Section 5
3.	The environmental characteristics of areas likely to be significantly affected	Section 5
4.	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Section 5
5.	The environmental protection objectives, established at International, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation	Section 6
6.	The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; the interrelationship between the above factors	Section 10
7.	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan	Section 11
8.	An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Sections 9 and 10
9.	A description of measures envisaged concerning monitoring in accordance with Regulation 17	Section 12
10.	A non-technical summary of the information provided under paragraphs 1 to 9	Section 1

## **1. SUMMARY AND OUTCOMES**

- 1.1 This section presents a non-technical summary of the Sustainability Appraisal Report (SAR), setting out the Sustainability Appraisal (SA) process for the Beeston Town Centre Area Action Plan (AAP), its key findings and recommendations, and what changes it has brought about. For further details reference should be made to relevant sections of the report. The SAR should be read in conjunction with the Final SA Scoping Report, published in March 2006.

### **KEY FINDINGS AND RECOMMENDATIONS OF THE APPRAISAL**

- 1.2 While the AAP aims were assessed as broadly compatible with most of the economic and social sustainability objectives, there were a number of notable conflicts with the environmental sustainability objectives, and these results were borne out in the more detailed assessment work.
- 1.3 The assessment of initial options developed for each of the AAP's six policy themes was used to indicate which options performed best in terms of overall sustainability, and the results used to inform the development of preferred options.
- 1.4 For the purposes of the SA, a set of 13 Policy Areas was used to group the development policies and proposals contained in the draft AAP. The results of the assessment indicated that, in general, the Policy Areas performed well against the SA objectives, with a total of 25 significant beneficial, only three significant adverse effects, and the majority of minor effects also beneficial. The Student Accommodation and Pedestrianisation / Pedestrian Links Policy Areas performed best and the Car Parking Policy Area performed worst.
- 1.5 Significant beneficial direct effects were identified in respect of all Policy Areas with the exception of Employment – Other Uses (B1A, B2) and Cycling. The cumulative, synergistic and indirect effects of several Policy Areas were considered likely to augment beneficial effects in respect of economic prosperity and encouraging private sector investment within the AAP area and the wider area, boosting access to and provision of jobs and essential facilities; and increasing community safety and well-being, accessibility and employment opportunities.
- 1.6 Significant adverse direct effects were identified for the Road Traffic and Car Parking Policy Areas. Cumulative, synergistic and indirect adverse effects of several Policy



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Areas were considered likely with regard to reduction in air quality and increasing noise and vibration during the construction stage; potential increase in housing affordability pressures; rising overall greenhouse gas (GHG) emissions and waste generation; increased pressure upon water supply and utilities infrastructure; and increased pressure on minerals and primary resources required within construction.

- 1.7 Many adverse effects identified can be minimised to a satisfactory degree through the identified, and possible additional, mitigation measures. The assessment has highlighted the potential adverse cumulative effects of the proposals on overall energy use and waste generation. In this context, the importance of ensuring implementation of the AAP Sustainability Policy across all land use, public realm and transport proposals, together with the need for integration between all proposals, but transport proposals in particular, cannot be overemphasised.
- 1.8 Specific recommendations have been made on how the sustainability performance of the AAP may be further improved with regard to:
- ◆ combating climate change and moving towards a low carbon economy;
  - ◆ achieving more efficient resource use and better waste management; and
  - ◆ stronger emphasis on pro-actively encouraging public transport in preference to private transportation.

### **HOW THE SA HAS INFLUENCED THE STRATEGY PREPARATION**

- 1.9 The draft Town Centre AAP has been subject to SA throughout its development and the SA process has played an important role in shaping the draft plan, with the SA team working closely with the planning team at all stages.
- 1.10 The SA provided a critical contribution to the assessment of strategic options. By highlighting the key limitations of certain features of the options from a sustainability perspective, the SA played a strong role in informing decisions on which elements of the options would be taken forward for development of the draft Town Centre AAP.
- 1.11 In response to the issues identified in the SA assessment of options and subsequent more detailed assessment of draft policies and proposals, an overarching Sustainability Policy was developed for the AAP, with criteria covering a range of key issues.

### **APPRAISAL METHODOLOGY**

- 1.12 The approach used in the SA of the draft Town Centre AAP is based on the process set out in the guidance<sup>1</sup> from the Office of the Deputy Prime Minister (ODPM – now the Department for Communities and Local Government (DCLG)) on SA of Regional

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<sup>1</sup> Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005.

Spatial Strategies (RSSs) and Local Development Documents (LDDs). The SA has been conducted to also meet the requirements of the Strategic Environmental Assessment (SEA) Regulations<sup>2</sup>. The purpose of SA is to promote sustainable development through better integration of sustainability considerations in the preparation and adoption of plans.

- 1.13 An assessment rationale was developed setting out key assumptions with the regard to the SA objectives developed in the scoping stage of the SA, and this was used to underpin all subsequent assessment work.
- 1.14 An initial compatibility matrix was developed to identify to what extent the aims of the AAP are compatible with the SA objectives, and vice versa. An assessment of the initial options developed for each of the AAP's six policy themes was then conducted to inform the development of the preferred options which would form the basis of the draft AAP.
- 1.15 The development policies and proposals contained in the draft AAP were then grouped under a set of 13 Policy Areas which effectively form further subdivisions of proposals under some of the AAP policy themes. A detailed assessment was conducted of each of the Policy Areas using a separate assessment sheet, and the results then brought together in a single sheet summarising the assessment across all policies and proposals. The detailed assessment involved systematic prediction of the effects of the development policies and proposals for each of the SA objectives, followed by assessment of the significance of each effect using a seven point scoring scheme. The detailed assessment of effects was augmented with a separate assessment of cumulative, synergistic and indirect effects.

## THE SA PROCESS

- 1.16 The requirements to carry out SA and SEA are distinct, but guidance from the DCLG<sup>3</sup> states that it is possible to satisfy both through a single appraisal process and provides a methodology for doing so. According to the same guidance, the main stages in the SA process in respect of LDDs are as follows:
  - ◆ **Stage A** – Setting the context and objectives, establishing the baseline and deciding on the scope of the sustainability appraisal;
  - ◆ **Stage B** – Developing and refining options and assessing effects;
  - ◆ **Stage C** – Preparing the Sustainability Appraisal Report;
  - ◆ **Stage D** – Consultation on the preferred options of the DPD and the Sustainability Appraisal Report;

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<sup>2</sup> Environmental Assessment of Plans and Programmes Regulations July 2004, which transposed EU Directive 2001/42/EC on assessment of effects of certain plans and programmes on the environment (the 'SEA Directive') into UK law.

- ◆ **Stage E** – Monitoring the significant effects of implementing the DPD.

## **CONTENTS AND MAIN OBJECTIVES OF THE AAP**

- 1.17 In 2004-2005 the Council commissioned work to prepare a Masterplan to cover redevelopment of key sites within Beeston Town Centre. In 2005 the Council identified the need for an AAP for the town centre to provide the appropriate statutory policy and development control framework for the proposals to be set out in the Masterplan.

- 1.18 Beeston Town Centre AAP identifies the following vision for the town centre:

*Beeston Town Centre will provide a welcoming image, promote choice and design quality. It will attract new investment and create a high quality environment which is vibrant, attractive where people will want to live, work, shop and visit. There will be a wide range of national retailers, local shops, pubs, and restaurants providing a range of places to eat, drink and shop. Pedestrians and cyclists will enjoy improved accessibility to the town centre and the public realm incorporating public art will be of a high quality and inspiring. The redevelopment of The Square accommodating larger retail units, cafes, and new residential development linked to a proposed new transport interchange will help to revitalise the heart of the town centre.*

- 1.19 The overall purpose of the AAP is to develop and support this vision through specific aims and objectives focused on the town centre requirements. The aims for Beeston Town Centre AAP were developed through discussion with the client group and are based on the original aims set out by BBC in the AAP study brief. The five AAP aims are:

1. Enhance the quality and diversity of Beeston Town Centre's retail provision to ensure its future vitality and diversify Town Centre uses to maintain its role as a Major District Centre;
2. To promote activities that can develop a sustainable evening economy;
3. To ensure the Town Centre is readily accessible by all modes of transport, whilst maximising access by foot, cycle and public transport in the context of a sustainable transport strategy;
4. To promote high quality Town Centre developments and public realm improvements that combine to create a good image for the Town Centre; and
5. To ensure that development of the Town Centre and adjacent areas are done so in a coordinated manner to maximise benefits to the Town Centre and local residents.

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<sup>3</sup> Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005

- 1.20 A number of specific objectives were developed to translate each aim into a set of specific projects, and further details of these are provided in Section 3 of the main report.

## **OTHER PLANS AND PROGRAMMES**

- 1.21 Relevant international, national, regional and local plans and programmes that might influence the AAP were identified. The identified relevant plans and programmes were analysed to derive a set of key sustainability themes relevant to the national, regional and local context. This analysis, presented in Table 4.2 of the main report, was closely informed by the East Midlands Integrated Regional Strategy and the Broxtowe Community Strategy, and formed the first step in the development of the SA framework (see paragraph 1.25 below).

## **BASELINE KEY FEATURES**

- 1.22 The SEA Directive places a requirement to establish the current state of the environment. In addition the new statutory SA process requires the collection of additional information on social and economic characteristics of the plan area.
- 1.23 Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them. Sufficient information about the current and likely future state of the plan area is required to allow the plan's effects to be adequately predicted. Key features of the baseline for Beeston and surrounding area were identified as follows:
- ◆ **Overview** - The Borough of Broxtowe lies between Nottingham City and the Erewash Valley, with the River Trent forming the southern boundary. The southern areas of the Borough are part of the Greater Nottingham conurbation and include the towns of Beeston and Stapleford. Beeston is the Borough's main administrative centre and a large district shopping centre.
  - ◆ **Population** - The Census 2001 indicated that Broxtowe had a population of 107,570 with Beeston having a population of 21,000. In the 10 years between 1991 and 2001 the population of Broxtowe reduced by 0.6% compared with an increase of 4% for the East Midlands region as a whole.
  - ◆ **Local Economy and Employment** - Beeston is identified as a commercial centre within Broxtowe Borough. The town relies heavily on the retail and service sectors for local employment. Beeston is the most important centre in Broxtowe in terms of retail. Beeston North ward contains the highest percentage (41.6%) of retail businesses within the Borough, significantly higher than the other three Beeston wards: West (27%), Central (17%) and Rylands (13.8%). Whilst Beeston's Rylands and West wards have overall rates of employment comparable to the East Midlands average of 75%, the Central and North wards have overall rates which are around 10% lower. Within the Borough, Beeston

West has the highest share of employment, with 13.4% of the total, and the lowest unemployment levels at 3.8% compared with the regional level of 4.5% and national level of 5.7%, Central has the highest unemployment level at 6.3%.

- ◆ **Housing** - In 2001, Beeston Central had the lowest percentage (48%) of owner occupied dwellings of all the Broxtowe wards. Percentages for both Central and North (60%) wards were lower than the average in Broxtowe which is 76%, the regional average of 72% and the national average of 68%. In the rental sector approximately 5% of the population in all four wards rent from a social landlord. Nationally 31% of households are rented 19% of households are rented from social landlords and 12% from a private owner.
- ◆ **Human Health** - Life expectancy in Broxtowe is comparable with regional and national levels. In 2001 the average male in Broxtowe was expected to live 76.9 years, whilst the average female 81.2 years, compared to 76.2 (male) and 80.5 (female) nationally. 9% of the Broxtowe population considered their health 'not good' in the 2001 Census. Within the Beeston wards North, West and Rylands were all below this level with only Central being higher than the Broxtowe, regional and national level. In terms of the population who consider their health as 'good', all the Beeston wards are comparable with the Broxtowe, regional and national level of around 67%.
- ◆ **Education and Skills** - Educational attainment within Broxtowe is generally good. In 2001, the proportion of the Borough's workers with no qualifications was, at 29%, higher than the regional average (24%) but slightly lower than the national average (31%). The proportion with high level qualifications (degree level or above) is higher (20% in Broxtowe compared to 16% regionally and 19% nationally). Within Beeston's wards general educational attainment is higher than the Broxtowe average: Beeston West has the lowest percentage (19%) of people of working age with no qualifications.
- ◆ **Crime** - In 2001 Broxtowe had considerably higher levels of crime per 1,000 populations than national, regional and county averages. Vehicle crime (20.9 per 1,000 in Broxtowe and 14 regionally and nationally) and burglary (25 per 1000 in Broxtowe and 17 regionally and 14.7 nationally) are the most frequent types of crime. Beeston Central and Beeston North are both target areas for crime and disorder reduction partnerships.
- ◆ **Deprivation** - The 2004 Indices of Multiple Deprivation (IMD) show that the four Beeston wards were 4th (North) 10th (Central), 11th (Rylands) and 14th (West) out of the 21 wards in Broxtowe. The Borough ranks 22nd in the East Midlands and 198th nationally.
- ◆ **Biodiversity, Flora and Fauna** - There are a number of designated sites within the Borough including five Sites of Special Scientific Interest (SSSIs) and two Local Nature Reserves (LNRs). SSSI designations cover approximately 7% of the Borough. None of these designations fall within the four Beeston wards; the

closest designation is the Attenborough gravel pits SSSI. There is limited green space within the town centre.

- ◆ **Cultural Heritage** - There are two conservation areas within Beeston, and 14 within the Borough. Broxtowe has 16% of the listed buildings in Nottinghamshire, and 6.9% of these are on English Heritage's Buildings at Risk register.
- ◆ **Air Quality** - An Air Quality Management Area (AQMA) is declared when pollutants are expected to exceed air quality objectives set in the National Air Quality Strategy, in line with EU requirements. There are four designated AQMAs in Broxtowe. All of these focus either on the M1, which runs to the west of Beeston or other major road junctions to the north of the Borough.
- ◆ **Greenhouse Gas Emissions** - For 2003, Broxtowe CO<sub>2</sub> emissions totalled 867 kilotonnes (kT). For the East Midlands the figure was 41,488 kT. The biggest contributors to CO<sub>2</sub> emissions in Broxtowe were the domestic and road transport sectors. This reflects the proximity to the national road network and larger urban areas.
- ◆ **Water Quality and Flood Risk** - The River Trent forms the southern boundary of the Borough. The other main watercourses which run through the south of the district are the Beeston Nottingham Canal and the River Erewash which runs to the West of the district. Any flooding within Beeston town centre will arise from fluvial flooding. The hydrology of the Borough is dominated by the River Trent floodplain which extends to the south of Broxtowe. High levels of development within the floodplain have led to the built up areas to the south of Broxtowe, including the southern wards of Beeston, being at risk from flooding.
- ◆ **Waste Management** - Broxtowe produced 40,000 tonnes of waste in 2004. There is one landfill site within the Borough which lies to the north-west of Beeston at Stapleford, classed as a small site by the Environment Agency (EA). Household waste recycling within Broxtowe has increased considerably in the past five years, from 4% in 2001 to 17.5% in 2003/04, and 27.69% in 2004/05. Of this, over 10,865 tonnes has been recycled through the twin bin scheme, blue bag scheme, garden waste collection and recycling sites.
- ◆ **Transport** - In 2004, within the East Midlands region households had on average 1.15 cars, whilst nationally the figure was 1.09. Car ownership per household within the four Beeston wards for the same year ranged from 0.77 in Central ward to 1.04 in West.

## KEY SUSTAINABILITY ISSUES

- 1.24 The SEA Directive places a requirement upon the Environmental Report to identify sustainability problems which are relevant to the plan or programme. An analysis of key sustainability issues relevant to the AAP was carried out. This work was based on consultation and discussion with key Broxtowe Borough Council officers, review of



previous SA work for the wider Broxtowe and East Midlands area, the review of relevant plans and programmes, analysis of responses from consultations on the issues and options for the AAP and the SA Scoping Report, and analysis of the baseline data. In total nine social, environmental and economic issues were identified of relevance to the town centre. These are illustrated in Table 6.1 of the main report.

## **SUSTAINABILITY APPRAISAL FRAMEWORK**

1.25 The SA is carried out by examining the content of the AAP against a framework of objectives. This SA framework was developed using an iterative analytical process, based on the review of relevant plans and programmes, the evolving baseline, and developing analysis of key sustainability issues. This work was informed throughout by the results of previous relevant SA work at the local and regional level. The resultant list of SA objectives is as follows:

- 1 To improve the health and well being of the population and reduce health inequalities
- 2 To improve accessibility to key services and employment areas within Beeston town centre
- 3 To improve housing affordability
- 4 To minimise opportunities for crime and reduce the fear of crime
- 5 To reduce social exclusion and improve equality of opportunity amongst social groups
- 6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity
- 7 To improve air quality
- 8 To respond to climate change through reduced GHG emissions
- 9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings
- 10 To protect and enhance areas of green space within the town and increase their usage
- 11 To protect and enhance water resources
- 12 To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk
- 13 To increase the proportion of journeys made by sustainable modes
- 14 To reduce growth in road traffic
- 15 To maintain and enhance the quality and distinctiveness of the townscape and the built environment
- 16 To maximise the use of previously used land in future developments
- 17 To conserve and enhance wildlife habitats and species
- 18 To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy
- 19 To promote energy efficiency and use of renewable energy sources to address issues of climate change
- 20 To improve the image of Beeston by upgrading the retail services offered within the town centre
- 21 To improve employment opportunities
- 22 To sustain the local economy

1.26 A preliminary analysis was undertaken of the fundamental characteristics of the baseline (current conditions, current trends, and sensitivity to change) against the SA objectives using a simple three-point normative scale as follows:

- ◆ Current Conditions - good/moderate/poor;
- ◆ Current Trends – improving/stable/declining;
- ◆ Sensitivity to Change – high/medium/low.

1.27 The quality of the information base gives an indication of the certainty with which the other three parameters are known, and this is presented in Table 7.2 of the main report using a similar colour-coded three-point scale (high/medium/low).

### **COMPATIBILITY BETWEEN DPD AND SA OBJECTIVES**

- 1.28 An initial compatibility matrix was developed to identify to what extent the aims and objectives of the AAP are compatible with the SA objectives, and vice versa. The results of the initial assessment are presented in Table 8.2 of the main report. Overall, AAP Aim 3 (accessibility by all modes) showed the greatest compatibility with the SA framework, while AAP Aim 2 (sustainable evening economy) showed the greatest potential for conflict.
- 1.29 The assessment indicates that the AAP aims are all broadly compatible with the economic SA objectives (nos. 20 – 22) and also generally perform well against the social SA objectives (nos. 1 – 6). This is not unexpected given that the regeneration agenda is being driven by the need for economic and social improvements. The performance of the AAP aims against the environmental SA objectives shows some potential conflicts, in particular for SA objectives 11 (water resources), 12 (flood risk) and 17 (wildlife habitats and species), which are concerned with localised impacts on the natural environment, and SA objectives 8 (greenhouse gases) and 14 (road traffic growth), which are concerned with the broader effects of the development on resource and energy efficiency and climate change.

### **PLAN ISSUES AND OPTIONS**

- 1.30 The SEA Directive requires that the Environmental Report should consider ‘reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme’ and give ‘an outline of the reasons for selecting the alternatives dealt with’.
- 1.31 Policy options have been identified for achieving each of the AAP aims. The options are grouped under the six AAP policy themes:
- ◆ Employment;
  - ◆ Housing;
  - ◆ Leisure and Culture;
  - ◆ Public Areas;



- ◆ Retail; and
  - ◆ Transport.
- 1.32 Table 9.1 of the main report presents a series of sub-tables, each supported by a brief commentary that summarises the assessment of the options against the SA objectives, arranged under these policy themes. The full assessment tables are presented in Appendix B.
- 1.33 Key general issues which emerged from the assessment are as follows:
- ◆ The majority of the options fail to address the issues raised under the following SA objectives:
    - 3 - To improve housing affordability
    - 7 - To improve air quality
    - 8 - To respond to climate change through reducing GHG emissions
    - 9 - To protect and enhance places, buildings and sites of cultural and historic value, and their settings
    - 12 - To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk
    - 17 - To conserve and enhance wildlife habitats and species
    - 18 - To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy
  - ◆ Most of the options performed well against the economic SA objectives 21 (employment ) and 22 (local economy); and
  - ◆ In most cases the 'Do Nothing' option performs worse than the other options.

## **ASSESSMENT OF PLAN POLICIES**

- 1.34 Draft policies and development proposals are set out in the Beeston Town Centre AAP as preferred options, grouped under the six policy themes. For the purposes of the assessment the development policies and proposals have been grouped under a set of 13 Policy Areas, which effectively form further subdivisions of proposals under some of the AAP policy themes. A detailed assessment of the potential effects of the draft AAP predicted to arise from implementation of the policies and proposals for each Policy Area was undertaken. The sections below present an analysis of the detailed assessment in terms of the significance of direct effects and potential cumulative, synergistic and indirect effects.

### **Significant Direct Effects**

- 1.35 In general, the Policy Areas performed well against the SA framework, with a total of 25 significant beneficial, only three significant adverse effects, and the majority of minor effects also beneficial. Policy Areas 4 (Student Accommodation) and 9 (Pedestrianisation and Pedestrian Links) performed best against the SA framework, each with four significant beneficial effects. Policy Area 4 scored significant beneficial effects against SA objectives 2 (housing affordability), 13 (sustainable transport), 14 (road traffic growth) and 22 (local economy). Policy Area 9 scored significant beneficial effects against SA objectives 8 (greenhouse gas emissions), 13 (sustainable transport), 14 (road traffic growth) and 22 (local economy). Policy Area 13 (Car Parking) performed worst against the SA framework, with two significant adverse effects (against SA objectives 8 and 19 – concerned with greenhouse gas emissions and promotion of energy efficiency and renewables, respectively), and a majority of minor adverse effects across the remaining SA objectives.
- 1.36 Most Policy Areas performed well against the two economic SA objectives, with no adverse effects recorded and SA Objective 22 (local economy) recording the highest number of significant beneficial effects across all Policy Areas. However, SA Objective 22 (employment) recorded a significant beneficial effect for only three of the Policy Areas: 1 (Office (B1)), 5 (Leisure and Culture) and 7 (Smaller Retail Units). These results are unsurprising given that a key driver for the AAP is economic regeneration.
- 1.37 With the exception of SA Objective 3 (housing affordability) performance against the social SA objectives was largely beneficial across all Policy Areas, with four significant beneficial effects, no significant adverse effects and a majority of beneficial minor effects. These results reflect the AAP's strong focus on economic regeneration and improvements to the public realm.
- 1.38 Although generally beneficial, performance against the environmental objectives was more mixed, with the strongest performance recorded against SA objectives 13 (sustainable transport) and 14 (road traffic growth). Nine of the 13 environmental SA objectives recorded no significant effects and some only a handful of minor effects. The assessment results firstly reflect the relative lack of environmental and historic assets in the town centre, thus reducing potential impacts, but also highlight the generally beneficial effect of the proposals in seeking to create a more pedestrian friendly, high quality urban environment.

### **Cumulative, Synergistic and Indirect Effects**

- 1.39 The AAP generally performs well in terms of cumulative, synergistic and indirect effects identified in relation to increasing economic prosperity and encouraging private sector investment within the AAP area and the wider area; boosting access to

and provision of jobs and essential facilities; and increasing community safety and well being, accessibility and employment opportunities.

- 1.40 However, there are also a number of adverse effects highlighted by the assessment. These include: reduction in air quality and increasing noise and vibration during the construction stage; potential increase in housing affordability pressures; rising overall GHG emissions and waste generation; increasing demand for minerals and resources; and placing increased pressure upon water supply and utilities infrastructure. The potential severity of several of these effects is dependent upon the degree to which relevant mitigation measures are implemented. The assessment therefore serves to highlight the need for these elements to be addressed more overtly as part of the AAP and wider LDF process and supported by effective mitigation as appropriate.

## MITIGATION

- 1.41 The SA Report recommends a number of mitigation measures aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. These fall into two categories – the first category concerns common elements of the policy implementation (e.g. construction works and practices; and consideration of impact on flora and fauna), which are termed **generic mitigation measures**; and the second considers mitigation measures that are relevant to specific SA objectives and Policy Areas, termed **objective-specific mitigation measures**. Mitigation measures are set out in Section 11 of the main report, with cross-references included in the detailed assessment tables in Appendix C. All of the measures proposed share the common goals of minimising adverse effects and maximising beneficial effects.

## IMPLEMENTATION AND MONITORING

- 1.42 Monitoring the significant sustainability effects of implementing the AAP is an important ongoing element of the SA process. SA monitoring will cover significant social and economic effects as well as significant environmental effects and it involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant sustainability effects (both beneficial or adverse) being monitored. This will allow the identification of any unforeseen adverse effects and enable appropriate remedial action to be taken.
- 1.43 The following significant effects (against SA objectives, as well as cumulative, synergistic and indirect) have been identified by the assessment and form the basis of the proposed monitoring programme:

### **SA Objectives (identified significant effects)**

- ◆ 2 - To improve accessibility to key services and employment areas within Beeston town centre;
- ◆ 3 - To improve housing affordability;
- ◆ 5 - To reduce social exclusion and improve equality of opportunity amongst social groups;
- ◆ 8 - To respond to climate change through reduced GHG emissions;
- ◆ 13 - To increase the proportion of journeys made by sustainable modes;
- ◆ 14 - To reduce growth in road traffic;
- ◆ 19 - To promote energy efficiency and use of renewable energy sources to address issues of climate change;
- ◆ 20 - To improve the image of Beeston by upgrading the retail services offered within the town centre;
- ◆ 21 - To improve employment opportunities; and
- ◆ 22 - To sustain the local economy.

### **SA Objectives (a watching brief)**

- ◆ 11 - To protect and enhance water resources;
- ◆ 17 - To conserve and enhance wildlife habitats and species; and
- ◆ 18 - To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy.

### **Beneficial Cumulative, Synergistic and Indirect Effects**

- ◆ Contribution to attractiveness for investment and increased economic prosperity;
- ◆ Increased provision of essential facilities;
- ◆ Positive interaction between Policy Areas to effect generate positive cumulative and synergistic effects including community safety and well being, accessibility and employment and leisure/cultural opportunities; and
- ◆ Increased access to jobs and key services.

### **Adverse Cumulative, Synergistic and Indirect Effects**

- ◆ Increased levels of noise and decreased air quality during construction activities;
- ◆ Declining housing affordability;
- ◆ Increasing energy use and waste generation;
- ◆ Increased pressure on water and wastewater utilities; and

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- ◆ Increased pressure on minerals and primary resources required within construction.

## 2. APPRAISAL METHODOLOGY

### OVERVIEW OF APPROACH

- 2.1 The approach used in the SA of the draft Beeston Town Centre AAP is based on the process set out in the ODPM's guidance of November 2005. The SA has been conducted to also meet the requirements of the SEA Regulations.
- 2.2 A detailed appraisal was conducted of each of the development policies using a separate appraisal sheet, and the results then brought together in a single sheet summarising the appraisal across all policies.

### Prediction of Effects

- 2.3 Using the baseline data and supporting information the effects of the development policies and proposals have been predicted for each of the SA objectives. A six point scale was used to characterise the magnitude of predicted effects in terms of the change to the current baseline. Effects were also characterised in terms of their geographical extent, whether they are likely to be temporary or permanent, and the degree of certainty with which the prediction was made. Predictions were made using the evidence of the baseline data wherever possible. A separate prediction was made for both short term and long term effects. Short term effects were defined as those predicted to commence within the first five years from implementation of the AAP. Long term effects were defined as those predicted to commence within or extend into the period from five years after the implementation of the AAP.
- 2.4 Table 2.1 details the scoring scales used to characterise the various features of the predicted effects.

**Table 2.1 – Sustainability Effects Scoring**

Magnitude	Scale	Permanence	Certainty
✓✓ Major Positive	Local Within, or in close proximity to, Beeston	Temp Temporary	Low Low
✓ Minor Positive	Sub Reg Broxtowe and surrounding districts	Perm Permanent	Med Medium
- No effect	Reg/Nat East Midlands and beyond		High High
? Unclear effect			
x Minor Negative			
xx Major Negative			

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- 2.5 Magnitude of effects was defined in terms of progress towards achieving the relevant SA objective:

*Major Positive* - Likely to result in substantial progress towards the objective  
*Minor Positive* - Likely to result in limited progress towards the objective  
*Major Negative* - Likely to be substantially detrimental to achieving the objective  
*Minor Negative* - Likely to be to the limited detriment of achieving the objective

### Assessment of the significance of effects

- 2.6 The effects predicted for each SA objective for each Policy Area were assessed for significance using a simple, systematic process. An assessment score was calculated for each objective as the product of the scores for each effect characteristic (*magnitude* × *scale* × *permanence* × *certainty*) for short term and long term effects, which were then summed. The assessment scores for each set of predicted effects were categorised using the scale of significance shown in Table 2.2.

**Table 2.2 – Sustainability Assessment Scoring**

▽▽	Significant Adverse
▽	Minor Adverse
↘	Negligible Adverse
•	No effect
↗	Negligible Beneficial
▲	Minor Beneficial
▲▲	Significant Beneficial

### PROGRAMME AND RESPONSIBILITY

- 2.7 The SA of the draft AAP was undertaken between December 2005 and December 2006. The timing of the key SA tasks and outputs is outlined in Table 2.3.

**Table 2.3 – Key SA Tasks and Outputs**

Task	Timing
Preparation of the SA Scoping Report	January - March 2006
Consultation on the SA Scoping Report by statutory consultees and key stakeholders	April – May 2006
Analysis of responses to scoping consultation	May 2006
Appraisal of draft development policies and proposals	August - November 2006
Preparation of Sustainability Appraisal Report	November - December 2006

- 2.8 The SA has been undertaken by Atkins Limited independently of Broxtowe Borough Council.

## **CONSULTATION**

- 2.9 Consultation on the scope of this SA was conducted between April and May 2006. Appendix D details the responses received from the consultees. Responses were received by letter, fax and email.
- 2.10 Formal consultation on this SA Report is being undertaken alongside that for the draft AAP.



### 3. BACKGROUND

- 3.1 Broxtowe Borough Council (BBC) is preparing a series of Local Development Documents (LDDs) which will form part of the Local Development Framework (LDF) for Broxtowe, as required under the provisions of the Planning and Compulsory Purchase Act 2004. The LDDs will set out spatial and other development strategies for the Broxtowe area. LDDs include Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).
- 3.2 Further explanation of the different types of LDDs and their relationship to each other is detailed in the Local Development Scheme (LDS) for Broxtowe. The key aims of the new system include ensuring *‘that local development documents are prepared with the objective of contributing to the achievement of sustainable development’*.

#### REQUIREMENT FOR STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

- 3.3 The EU Directive 2001/42/EC on assessment of effects of certain plans and programmes on the environment (the ‘SEA Directive’) came into force in the UK on 20<sup>th</sup> July 2004 through the Environmental Assessment of Plans and Programmes Regulations 2004. The Directive applies to a variety of plans and programmes including those for town and country planning and land use and applies to the Beeston Town Centre AAP as it: a) sets the framework for future development consent; and b) is likely to have a significant effect on the environment.
- 3.4 The overarching objective of the SEA Directive is:
- ‘To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans... with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans... which are likely to have significant effects on the environment.’*  
(Article 1)
- 3.5 SEA is an iterative assessment process which plans and programmes are now required to undergo as they are being developed to ensure that potential significant environmental effects arising from the plan/programme are identified, assessed, mitigated and communicated to plan-makers. SEA also requires the monitoring of significant effects once the plan/programme is implemented.

## REQUIREMENT FOR SUSTAINABILITY APPRAISAL

3.6 Under the new regulations<sup>4</sup> implementing the provisions of the Planning and Compulsory Purchase Act 2004, a Sustainability Appraisal (SA) is required for all LDDs. The purpose of SA is to promote sustainable development through better integration of sustainability considerations in the preparation and adoption of plans. The regulations stipulate that SA of LDDs should meet the requirements of the SEA Directive.

3.7 Planning Policy Statement 1 (PPS1) describes Sustainability Appraisal in Paragraph 9 of Annex B:

*‘A Sustainability Appraisal is intended to assess the impact of plan policies from an environmental, economic and social perspective. It is intended to test the performance of a plan against the objectives of sustainable development and thereby provide the basis for its improvement. Guidance on carrying out the Sustainability Appraisal will show how they can comply with the requirements of the Strategic Environmental Assessment (SEA) Directive’.*

3.8 SA thus helps planning authorities to fulfil the objective of contributing to the achievement of sustainable development in preparing their plans.

3.9 There are many definitions of sustainable development. However, the most commonly used and widely accepted is that coined by the World Commission of Environment and Development in 1987 as:

*‘Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.’*

3.10 The UK Strategy for Sustainable Development ‘A Better Quality of Life’ published in March 2005 outlines a set of shared UK principles which will be used to achieve the goal of sustainable development. The guiding principles have been agreed by the UK government, Scottish Executive, Welsh Assembly Government and the Northern Ireland Administration. They bring together and build on the various previously existing UK principles to set out an overarching approach. The five guiding principles will form the basis for policy in the UK. For a policy to be sustainable, it must respect all five of these principles in order to integrate and deliver simultaneously sustainable development:

- ◆ **Living within environmental limits** – respecting the limits of the planet’s environment, resources and biodiversity to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations;

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<sup>4</sup> Town and Country Planning (Local Development) (England) Regulations 2004. The Regulations came into force on 28 September 2004.

- ◆ **Ensuring a Strong, Healthy and Just Society** – meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all;
- ◆ **Achieving a Sustainable Economy** – Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays); and efficient resource use incentivised;
- ◆ **Promoting Good Governance** – Actively promoting effective, participative systems of governance in all levels of society – engaging people's creativity, energy and diversity; and
- ◆ **Using Sound Science Responsibly** – Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.

## THE SA PROCESS

- 3.11 The requirements to carry out SA and SEA are thus distinct, but the DCLG's guidance of November 2005<sup>5</sup> states that it is possible to satisfy both through a single appraisal process and provides a methodology for doing so.
- 3.12 According to the same guidance, the main stages in the SA process in respect of Local Development Documents are as follows:
- ◆ **Stage A** – Setting the context and objectives, establishing the baseline and deciding on the scope of the sustainability appraisal;
  - ◆ **Stage B** – Developing and refining options and assessing effects;
  - ◆ **Stage C** – Preparing the Sustainability Appraisal Report;
  - ◆ **Stage D** – Consultation on the preferred options of the DPD and the Sustainability Appraisal Report;
  - ◆ **Stage E** – Monitoring the significant effects of implementing the DPD.
- 3.13 The DCLG's guidance emphasises that SA is an iterative process which identifies and reports on the likely significant effects of the plan and the extent to which the implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined. The intention is that SA is fully integrated into the plan making process from the earliest stages, both informing and being informed by it. The current guidance also sets out a requirement for the preparation of the following reports:

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<sup>5</sup> Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005

- ◆ **Scoping Report** (summarising Stage A work) which should be used for consultation on the scope of the SA; and
- ◆ **Sustainability Appraisal Report** (documenting Stages A to C work) which should be used in the public consultation on the Preferred Options (Stage D).

### PURPOSE OF THE SA REPORT

- 3.14 The Act requires DPDs and SPDs to undergo SA as part of the process of ensuring that they will contribute to sustainable development. Planning Policy Statement 12: Local Development Frameworks (page 24 summary box) states:

*“The SA will play an important part in demonstrating if a Local Development Document is sound ensuring that it reflects sustainability objectives. The results of the sustainability appraisal will contribute to the reasoned justification of policies”.*

- 3.15 The primary task of this document is to report the findings of the SA of the Beeston Town Centre AAP prepared by Broxtowe Borough Council as part of the wider Broxtowe LDF which is to provide the strategic planning framework for the area.
- 3.16 The SA is needed to inform the decision making process during the preparation of the LDF. This will ensure that potential sustainable development implications of the Beeston Town Centre AAP are identified and recognised in the choices made by the local planning authority (LPA). The SA must also test the performance of the DPD in order to determine whether it appears to be appropriate for the task intended.

### SCOPE OF THE APPRAISAL

- 3.17 The SA does not consider the justification for developing the AAP. This is taken as a given since the background issues have already been considered at the strategic level.
- 3.18 The Scoping Report provided the basis for consultation on the results of the combined SA Stage A tasks, which was conducted in April and May 2006. Responses received from consultees are recorded in Appendix D, together with, as far as is possible, information on how consultation responses have been accommodated within the appraisal, or proposals for how they may be accommodated in future stages of the SA.

### THE LOCAL DEVELOPMENT FRAMEWORK

- 3.19 The Planning and Compulsory Purchase Act 2004 introduced wide ranging changes to the planning system, which seek to streamline the local planning process and promote a proactive, positive approach to managing development.

- 3.20 The Local Development Framework (LDF) is required to contain an integrated set of policies which are based on a clear understanding of the economic, social and environmental needs of the area and any constraints on meeting those needs. These policies are to be articulated in DPDs which should include a Core Strategy, Development Control and Site-Specific Policies along with Area Action Plans (where needed). A Proposals Map illustrating the spatial extent of policies must be prepared and maintained to accompany all DPDs. Supplementary Planning Documents (SPDs) may be prepared to add further detail or guidance to DPDs. They could include site specific briefs and district wide advice on topics such as design.
- 3.21 The Broxtowe Local Development Scheme (LDS) has been accepted by the Office of the Deputy Prime Minister and Planning Inspectorate and has been adopted by the Council. The scheme gives details of the documents that the council will be preparing which form part of the overall LDF.
- 3.22 Whilst new documents are being prepared, the Broxtowe Local Plan, 2004 will be carried forward for a period of three years, as the legislation allows. The programme of work and details of individual documents given in the LDS, with expected dates of key milestones throughout the process, indicates when consultation stages are expected to take place.
- 3.23 A revised LDS is expected to be prepared by the end of 2006, to reflect various changes in the status and expected timescale of its component documents.

### **THE DRAFT DEVELOPMENT PLAN DOCUMENT**

- 3.24 In 2004-2005 the Council commissioned work to prepare a Masterplan to cover redevelopment of key sites within Beeston Town Centre. In 2005 the Council identified the need for an AAP for the town centre to provide the appropriate statutory policy and development control framework for the proposals to be set out in the Masterplan. Work on the Masterplan has proceeded in parallel with preparation of the AAP. No specific AAPs are identified in BBC's current LDS. However, the Council is currently in consultation with the Government Office for the East Midlands (GOEM) to complete the necessary changes to the LDS for the Beeston Town Centre AAP.
- 3.25 Beeston Town Centre AAP comprises the first DPD to be prepared by BBC. Preparation of the Core Strategy DPD, with which the AAP should be in close conformity, is not due to commence until late 2006. Under the provisions of the new planning system Broxtowe Local Plan, which was adopted in September 2004 with an end date of September 2011, has been 'saved' for a period of three years to September 2007. The saved Local Plan will act as the Core Strategy until the latter is adopted. The new Core Strategy is required to be in conformity with the Regional Spatial Strategy for the East Midlands (RSS8) and also have regard to the Community Strategy and the saved Nottingham and Nottinghamshire Joint Structure

Plan, in so far as those are compatible with RSS. These requirements are also key considerations in the development of each of the other LDDs.

- 3.26 Beeston Town Centre AAP identifies the following vision for the town centre:

*Beeston Town Centre will provide a welcoming image, promote choice and design quality. It will attract new investment and create a high quality environment which is vibrant, attractive where people will want to live, work, shop and visit. There will be a wide range of national retailers, local shops, pubs, and restaurants providing a range of places to eat, drink and shop. Pedestrians and cyclists will enjoy improved accessibility to the town centre and the public realm incorporating public art will be of a high quality and inspiring. The redevelopment of The Square accommodating larger retail units, cafes, and new residential development linked to a proposed new transport interchange will help to revitalise the heart of the town centre.*

### AIMS AND OBJECTIVES

- 3.27 The overall purpose of the AAP is to develop and support this vision through specific aims and objectives focused on the Town Centre requirements.
- 3.28 The aims for Beeston Town Centre AAP were developed through discussion with the client group and are based on the original aims set out by BBC in the AAP study brief. An explanation of how the aims below have been developed is included in the Options Assessment Report produced by Atkins (October 2006). The AAP aims are:
1. Enhance the quality and diversity of Beeston Town Centre's retail provision to ensure its future vitality and diversify Town Centre uses to maintain its role as a Major District Centre;
  2. To promote activities that can develop a sustainable evening economy;
  3. To ensure the Town Centre is readily accessible by all modes of transport, whilst maximising access by foot, cycle and public transport in the context of a sustainable transport strategy;
  4. To promote high quality Town Centre developments and public realm improvements that combine to create a good image for the Town Centre; and
  5. To ensure that development of the Town Centre and adjacent areas are done so in a coordinated manner to maximise benefits to the Town Centre and local residents.
- 3.29 If the aims are to be delivered successfully, a number of specific objectives are required to translate each aim into a set of specific projects. The objectives for the Beeston Town Centre AAP are:

***Aim 1: Enhance the quality and diversity of Beeston Town Centre's retail provision to ensure its future vitality and diversify Town Centre uses to maintain its role as a Major District Centre***

*Objectives*

- ◆ To promote larger retail units within the Town Centre to satisfy modern retailing requirements and ensure that Beeston retains its reputation as a successful shopping centre
- ◆ To promote the need for independent shops for a healthy Town Centre and recognising their contribution to local character
- ◆ To increase the Town Centre's comparison goods floorspace
- ◆ To promote an increase in office / employment floorspace within the Town Centre due to the heavy reliance on the retail sector for jobs

***Aim 2: To promote activities that can develop a sustainable evening economy***

*Objectives*

- ◆ To promote the development of leisure and cultural uses within the Town Centre for local residents and visitors
- ◆ To promote good quality eating and drinking developments to encourage use of the Town Centre in the evening
- ◆ To promote Town Centre residential developments that can support an evening economy and increase the safety of the Town Centre

***Aim 3: To ensure the Town Centre is readily accessible by all modes of transport, whilst maximising access by foot, cycle and public transport in the context of a sustainable transport strategy***

*Objectives*

- ◆ To promote the development of a high quality bus / tram interchange to provide a high quality gateway for people accessing the Town Centre by public transport
- ◆ To re-examine Town Centre car parking locations in order to determine sustainable locations
- ◆ To provide a strategic transport strategy that aims to reduce unnecessary vehicle movements within the Town Centre
- ◆ To promote safe, attractive and overlooked pedestrian routes into and around the Town Centre
- ◆ To promote cycle access to the Town Centre through the provision of high quality strategic routes and provide adequate cycle parking provision in key locations



***Aim 4: To promote high quality Town Centre developments and public realm improvements that combine to create a good image for the Town Centre***

*Objectives*

- ◆ To promote high quality development at key locations within the Town Centre to create recognisable Town Centre gateways and local landmarks
- ◆ To promote increased use of Town Centre pedestrianised areas and green spaces by defining roles and creating / enhancing pedestrian links
- ◆ To reconnect the green spaces of Broadgate Recreation Ground and St John the Baptist's Church to the Town Centre

***Aim 5: To ensure that development of the Town Centre and adjacent areas are done so in a coordinated manner to maximise benefits to the Town Centre and local residents***

*Objectives*

- ◆ To promote an overall Masterplan that defines the relationships between future developments, avoiding piecemeal development
- ◆ To provide an implementation plan that defines the timescale and delivery issues associated with specific development / public realm projects.



## 4. OTHER RELEVANT PLANS AND PROGRAMMES

### INTRODUCTION

- 4.1 The SEA Directive states that the Environmental Report should provide information on:

*‘The plan’s relationship with other relevant plans and programmes’ and “the environmental protection objectives, established at international, [European] Community or national level, which are relevant to the plan... and the way those objectives and any environmental considerations have been taken into account during its preparation’ (Annex I (a), (e))*

### METHODOLOGY

- 4.2 Relevant international, national, regional and local plans and programmes that might influence the AAP have been identified and are outlined in Table 4.1 below. This includes existing development plans and other plans and policies prepared by Broxtowe Borough Council. Additionally, other plans and policies were identified following the DCLG guidance which lists plans and programmes which are likely to be relevant.
- 4.3 At the regional level the key documents are RSS8 together with the East Midlands Integrated Regional Strategy (IRS), the latter comprising the East Midland’s Regional Sustainable Development Framework. At the sub-regional level the Nottingham and Nottinghamshire Joint Structure Plan and the Nottinghamshire Community Strategy comprise the key references. At the local level, the adopted Broxtowe Local Plan, the Community Strategy and Broxtowe Local Agenda 21 form the key strategic references.
- 4.4 The identified relevant plans and programmes were analysed to derive a set of key sustainability themes relevant to the national, regional and local context. This analysis, presented in Table 4.2 was closely informed by the IRS, and the Broxtowe and Nottinghamshire Community Strategies in particular, and forms the first step in the development of the SA framework.

Table 4.1 – Relevant Plans and Programmes

Plan / programme	Data source
<b>International Plans and Programmes</b>	
Kyoto Protocol	<a href="http://unfccc.int/resource/docs/convkp/kpeng.html">http://unfccc.int/resource/docs/convkp/kpeng.html</a>
European Landscape Convention 2000	<a href="http://www.iccops.it/oceans21/documents/EU_landscape_convention.pdf">http://www.iccops.it/oceans21/documents/EU_landscape_convention.pdf</a>
European Directives	Framework Directive on Waste Disposal (75/442/EEC) amended by 91/156/EEC, 91/692/EEC 96/350EC and 96/59/EC; Hazardous Waste Directive (91/689/EEC), Directive on the Landfill of Waste (1999/31/EC), Directive on Packaging and Packaging Waste (94/62/EC), Directive on Waste Electrical and Electronic Equipment (Directive 2002/96/EC), Animal By-product Regulation 1774/2002/EC; Directive on End of Life Vehicles 2000/532/EC; Waste Incineration Directive 2000/76/EC; Integrated Pollution Prevention and Control Directive 96/61/EC; Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC), Noise Directive (86/188/EEC), Conservation of Wild Birds Directive (79/409/EEC), Urban Wastewater Treatment Directive (91/271/EEC), Water Framework Directive (2000/60/EC), Groundwater Directive (80/68/EEC); Air Quality Directive (96/62/EC) and their daughter directives.
EU 6th Environmental Action Plan, September 2002	<a href="http://www.europa.eu.int">www.europa.eu.int</a>
EU Biodiversity Strategy (covers 4 Action Plans), February 1998	<a href="http://europa.eu.int/comm/environment/docum/9842sm.htm">http://europa.eu.int/comm/environment/docum/9842sm.htm</a>
EU Sustainable Development Strategy, May 2001	<a href="http://www.europa.eu.int">www.europa.eu.int</a>
<b>National Plans and Programmes</b>	
Securing the Future - UK Government Sustainable Development Strategy, March 2005	Sustainable Development Unit, Defra: <a href="http://www.sustainable-development.gov.uk">http://www.sustainable-development.gov.uk</a>
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, January 2000 (as amended)	Department for the Environment, Food and Rural Affairs <a href="http://www.defra.gov.uk/environment/airquality/strategy/index.htm">http://www.defra.gov.uk/environment/airquality/strategy/index.htm</a>
Guidance on Municipal Waste Management Strategies, July 2005	Department for the Environment, Food and Rural Affairs <a href="http://www.defra.gov.uk/environment/waste/localauth/pdf/guidemunwaste-strategy.pdf">http://www.defra.gov.uk/environment/waste/localauth/pdf/guidemunwaste-strategy.pdf</a>
Learning and Skills - The Agenda for Change - The Prospectus 2005	<a href="http://www.lsc.gov.uk/National/Documents/Keyinitiatives/agenda-for-change_prospectus.htm">http://www.lsc.gov.uk/National/Documents/Keyinitiatives/agenda-for-change_prospectus.htm</a>
National Waste Development Framework	<a href="http://www.defra.gov.uk/environment/waste/strategy/leg_dir.htm">http://www.defra.gov.uk/environment/waste/strategy/leg_dir.htm</a>

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Plan / programme	Data source
Waste Strategy 2000, The UK National Waste Strategy	<a href="http://www.defra.gov.uk/environment/waste/strategy/cm4693/pdf/wastvol1.pdf">http://www.defra.gov.uk/environment/waste/strategy/cm4693/pdf/wastvol1.pdf</a>
Sustainable Development Policy Statement, March 2004	Department for Transport: <a href="http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_027569.hcsp">http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_027569.hcsp</a>
A New Deal for Transport White Paper, July 1998	Department for Transport: <a href="http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_021588.hcsp">http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_021588.hcsp</a>
The Future of Transport White Paper, July 2004	Department for Transport: <a href="http://www.dft.gov.uk/stellent/groups/dft_about/documents/divisionhomepage/031259.hcsp">http://www.dft.gov.uk/stellent/groups/dft_about/documents/divisionhomepage/031259.hcsp</a>
Transport 10 Year Plan 2000: Delivering better transport – Progress Report	Department for Transport: <a href="http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_023008.hcsp">http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_023008.hcsp</a>
Road Traffic Reduction Act 1997	Department for Transport: <a href="http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504929-08.hcsp">http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504929-08.hcsp</a>
Road Traffic Reduction Act 1997: Draft guidance to Local Transport Authorities	Department for Transport: <a href="http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504929.hcsp">http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504929.hcsp</a>
PPSs and PPGs	PPS1: Delivering Sustainable Communities, PPS6: Planning for Town Centres PPS9: Biodiversity and Geological Conservation, PPS10: Planning for Sustainable Waste Management, PPS12: Local Development Frameworks, PPS22: Renewable Energy, PPS23: Planning and Pollution Control,  PPG2: Greenbelts PPG3: Housing, PPG4: Industrial, Commercial Development and Small Firms, PPG8: Telecommunications, PPG13: Transport, PPG15: Planning and Historic Environment, PPG16: Archaeology and Planning, PPG17: Planning for Sport, Open Space and Recreation, PPG21: Tourism, PPG24: Planning and Noise, PPG25: Development and flood risk.
Environment Agency Plans and Programmes	<a href="http://www.environment-agency.gov.uk/aboutus/512398/?version=1&amp;lang=_e">http://www.environment-agency.gov.uk/aboutus/512398/?version=1&amp;lang=_e</a>
A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002)	Office of the Deputy Prime Minister <a href="http://www.neighbourhood.gov.uk/publications.asp?did=85">http://www.neighbourhood.gov.uk/publications.asp?did=85</a>
Communities Plan: Sustainable Communities: Building for the Future (Feb 2003)	Office of the Deputy Prime Minister <a href="http://www.odpm.gov.uk/index.asp?id=1139870">http://www.odpm.gov.uk/index.asp?id=1139870</a>
Sustainable Communities: Homes for All (Jan 2005)	Office of the Deputy Prime Minister

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Plan / programme	Data source
	<a href="http://www.odpm.gov.uk/index.asp?id=1122853#P25_621">http://www.odpm.gov.uk/index.asp?id=1122853#P25_621</a>
Sustainable Communities in the East Midlands: Regional Action Plan	Office of the Deputy Prime Minister <a href="http://www.odpm.gov.uk/index.asp?id=1139893">http://www.odpm.gov.uk/index.asp?id=1139893</a>
English Nature Position Statements	<a href="http://www.english-nature.gov.uk/news/position.asp">http://www.english-nature.gov.uk/news/position.asp</a>
English Heritage Regional Plans	<a href="http://www.english-heritage.org.uk/server/show/nav.1676">http://www.english-heritage.org.uk/server/show/nav.1676</a>
English Heritage Strategy 2005 - 2010	<a href="http://www.english-heritage.org.uk/server/show/nav.8755">http://www.english-heritage.org.uk/server/show/nav.8755</a>
National Waste Strategy 2000	<a href="http://www.defra.gov.uk/environment/waste/strategy/cm4693/">http://www.defra.gov.uk/environment/waste/strategy/cm4693/</a>
Wildlife and Countryside Act 1981	<a href="http://www.defra.gov.uk/wildlife-countryside/index">http://www.defra.gov.uk/wildlife-countryside/index</a> . <a href="http://www.naturenet.net/law/wca.html">http://www.naturenet.net/law/wca.html</a>
Countryside Agency Strategy	<a href="http://www.countryside.gov.uk/WhoWeAreAndWhatWeDo/strategy.asp">http://www.countryside.gov.uk/WhoWeAreAndWhatWeDo/strategy.asp</a>
Countryside and Rights of Way Act 2000	<a href="http://www.defra.gov.uk/wildlife-countryside/cl/">http://www.defra.gov.uk/wildlife-countryside/cl/</a>
Working with the Grain of Nature – A Biodiversity Strategy for England	<a href="http://www.defra.gov.uk/wildlife-countryside/biodiversity/biostrat/biostrategy1to4.pdf">http://www.defra.gov.uk/wildlife-countryside/biodiversity/biostrat/biostrategy1to4.pdf</a>
National Biodiversity Action Plan (UK Biodiversity Action Plan Steering Group 1994)	<a href="http://www.ukbap.org.uk">www.ukbap.org.uk</a>
UK Climate Change Programme	<a href="http://www.defra.gov.uk/environment/climatechange/02.htm#uk">http://www.defra.gov.uk/environment/climatechange/02.htm#uk</a>
Living Places: Cleaner, Safer, Greener, ODPM 2002	<a href="http://www.odpm.gov.uk/stellent/groups/odpm_urbanpolicy/documents/downloadable/odpm_urbpol_607950.pdf">http://www.odpm.gov.uk/stellent/groups/odpm_urbanpolicy/documents/downloadable/odpm_urbpol_607950.pdf</a>
ODPM: Safer Places: The Planning System and Crime Prevention, February 2004	<a href="http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_028449.pdf">http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_028449.pdf</a>
Accessible Natural Green Space Standards, English Nature	English Nature, 1995: Research Report No. 153, Accessible Natural Green Space in Towns and Cities - A Review of Appropriate Size and Distance Criteria. Updated info: <a href="http://www.english-nature.org.uk/pubs/publication/PDF/526.pdf">http://www.english-nature.org.uk/pubs/publication/PDF/526.pdf</a> <a href="http://www.english-nature.org.uk/pubs/publication/PDF/Accessgreenspace.pdf">http://www.english-nature.org.uk/pubs/publication/PDF/Accessgreenspace.pdf</a>
A Practical Guide to the Strategic Environmental Assessment Directive	<a href="http://www.odpm.gov.uk/pub/290/APracticalGuidetotheStrategicEnvironmentalAssessmentDirectivePDF776Kb_id1143290.pdf">http://www.odpm.gov.uk/pub/290/APracticalGuidetotheStrategicEnvironmentalAssessmentDirectivePDF776Kb_id1143290.pdf</a>
Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, November 2005	<a href="http://www.odpm.gov.uk/index.asp?id=1161341">http://www.odpm.gov.uk/index.asp?id=1161341</a>
Neighbourhood Renewal Unit Programmes	<a href="http://www.neighbourhood.gov.uk/page.asp?id=10">http://www.neighbourhood.gov.uk/page.asp?id=10</a>
Housing Market Renewal	<a href="http://www.civictrust.org.uk/policy%20and%20campaigns/campaigns/hmri.shtml">http://www.civictrust.org.uk/policy%20and%20campaigns/campaigns/hmri.shtml</a>
Securing the Future: Delivering the UK Sustainability Strategy, 2005	<a href="http://www.sustainable-development.gov.uk/documents/publications/strategy/SecFut_complete.pdf">http://www.sustainable-development.gov.uk/documents/publications/strategy/SecFut_complete.pdf</a>
House of Commons All Party Parliamentary Small Shops Group High Street Britain: 2015 Changing face of retail in 2015, Association of Small Business	<a href="http://news.bbc.co.uk/1/shared/bsp/hi/pdfs/15_02_06_highstreet.pdf">http://news.bbc.co.uk/1/shared/bsp/hi/pdfs/15_02_06_highstreet.pdf</a>

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Plan / programme	Data source
'Choosing Health: Making healthy choices easier 2004	<a href="http://www.dh.gov.uk/PublicationsAndStatistics/Publications/PublicationsPolicyAndGuidance/PublicationsPolicyAndGuidanceArticle/fs/en?CONTENT_ID=4094550&amp;chk=aN5Cor">http://www.dh.gov.uk/PublicationsAndStatistics/Publications/PublicationsPolicyAndGuidance/PublicationsPolicyAndGuidanceArticle/fs/en?CONTENT_ID=4094550&amp;chk=aN5Cor</a>
<b>Regional Plans and Programmes</b>	
East Midlands Development Agency Tourism Action Plan 2002-2005	<a href="http://www.emda.org.uk">www.emda.org.uk</a>
East Midlands Framework for Regional Employment and Skills Action Plan	<a href="http://www.esppartnership.org.uk/old-fresa-site/fresa-documents">http://www.esppartnership.org.uk/old-fresa-site/fresa-documents</a>
Regional Economic Development Strategy	<a href="http://www.emda.org.uk">www.emda.org.uk</a>
Workforce Development Strategy for Tourism and Cultural sector	<a href="http://www.emda.org.uk">www.emda.org.uk</a>
Regional Spatial Strategy for the East Midlands RSS8	<a href="http://www.emra.gov.uk/regionalplan/index.htm">http://www.emra.gov.uk/regionalplan/index.htm</a>
Regional Spatial Strategy for the East Midlands Draft Sustainability Appraisal Scoping Report	<a href="http://www.emra.gov.uk/regionalplan/documents.htm">http://www.emra.gov.uk/regionalplan/documents.htm</a>
Regional Freight Strategy for the East Midlands	<a href="http://www.emra.gov.uk/freight/">http://www.emra.gov.uk/freight/</a>
Regional Economic Strategy for the East Midlands	<a href="http://www.emda.org.uk/res/">http://www.emda.org.uk/res/</a>
Regional Transport Strategy for the East Midlands	<a href="http://www.gos.gov.uk/goem/transport/regtransstrategy/?a=42496">http://www.gos.gov.uk/goem/transport/regtransstrategy/?a=42496</a>
East Midlands Green Infrastructure Phase 1 September 2005	<a href="http://www.emra.gov.uk/a4e/publications/index.asp">http://www.emra.gov.uk/a4e/publications/index.asp</a>
Putting Wildlife back on the map – East Midlands Biodiversity Strategy (Draft)	<a href="http://www.emra.gov.uk/a4e/publications/index.asp">http://www.emra.gov.uk/a4e/publications/index.asp</a>
East Midlands Regional Environmental Strategy	<a href="http://www.actions4environment.org.uk/">http://www.actions4environment.org.uk/</a>
Inter-regional issues –Regional Futures: England's Regions in 2030 Smart growth the Midlands Way	<a href="http://www.emra.gov.uk/regionalplan/documents.htm">http://www.emra.gov.uk/regionalplan/documents.htm</a>
Draft Regional Energy Strategy for the East Midlands	<a href="http://www.energy4enterprise.org.uk/">http://www.energy4enterprise.org.uk/</a>
Housing Market Areas Report	<a href="http://www.emra.gov.uk/regionalplan/documents.htm">http://www.emra.gov.uk/regionalplan/documents.htm</a>
Regional Housing Strategy	<a href="http://www.goem.gov.uk/goem/psc/housing/?a=42496">http://www.goem.gov.uk/goem/psc/housing/?a=42496</a>
Integrated Regional Strategy for the East Midlands 2005	<a href="http://www.emra.gov.uk/irs/index.asp">http://www.emra.gov.uk/irs/index.asp</a>
Tourism Strategy for the East Midlands 2003-2010	<a href="http://www.emda.org.uk/uploaddocuments/emTourismStrategyFull.pdf">http://www.emda.org.uk/uploaddocuments/emTourismStrategyFull.pdf</a>
Midlands Drought Plan	Environmental Agency <a href="http://www.environment-agency.gov.uk/regions/midlands/567079/567098/635230/661295/?lang=_e">http://www.environment-agency.gov.uk/regions/midlands/567079/567098/635230/661295/?lang=_e</a>
Corporate Plan 2005-2008	<a href="http://www.emda.org.uk/uploaddocuments/CorporatePlan2005_2008.pdf">http://www.emda.org.uk/uploaddocuments/CorporatePlan2005_2008.pdf</a>
Investment for Health – Action Plan for the Midlands	<a href="http://www.investmentforhealth.org.uk/actions/index.asp">http://www.investmentforhealth.org.uk/actions/index.asp</a>
Sustainable Communities in the East Midlands	<a href="http://www.odpm.gov.uk/index.asp?id=1139892#P22_411">http://www.odpm.gov.uk/index.asp?id=1139892#P22_411</a>

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Plan / programme	Data source
Public Health Strategy for the East Midlands	<a href="http://www.emra.gov.uk/publications/documents/investment_for_health_full.pdf">http://www.emra.gov.uk/publications/documents/investment_for_health_full.pdf</a>
East Midlands Regional Cultural Strategy	<a href="http://www.ddep.co.uk/template_01.asp?PageID=20">http://www.ddep.co.uk/template_01.asp?PageID=20</a>
"A Flourishing Region" Consultation Draft Regional Economic Strategy for the East Midlands to 2020 (2006)	East Midlands Development Agency <a href="http://www.emda.org.uk/uploaddocuments/RESDraft_12Jan06.pdf">http://www.emda.org.uk/uploaddocuments/RESDraft_12Jan06.pdf</a>
"Destination 2010" Regional Economic Strategy for the East Midlands 2003-2010 (2003)	East Midlands Development Agency <a href="http://www.wellandssp.org.uk/Downloads/emda%20res%202003.pdf">http://www.wellandssp.org.uk/Downloads/emda%20res%202003.pdf</a>
"Prosperity through People" Regional Economic Strategy for the East Midlands (1999)	East Midlands Development Agency
Draft Regional Economic Strategy 2006	<a href="http://www.emda.org.uk/uploaddocuments/RESDraft_12Jan06.pdf">http://www.emda.org.uk/uploaddocuments/RESDraft_12Jan06.pdf</a>
The State of the Regional Economy	East Midlands Development Agency
Water Resources for the Future – A Strategy for the East Midlands 2001	<a href="http://www.emra.gov.uk/publications/documents/water_resources_strategy_em.pdf">http://www.emra.gov.uk/publications/documents/water_resources_strategy_em.pdf</a>
Towards a Regional Energy Strategy – A Sustainable Approach to Energy in the East Midlands	<a href="http://www.emra.gov.uk/e4e/publications/policy.asp">http://www.emra.gov.uk/e4e/publications/policy.asp</a>
Time for Culture: East Midlands Cultural Consortium Regional Strategy 2001	Culture East Midlands <a href="http://www.culture-em.org.uk/documents/uploads/TIMEFORCULTURE.pdf">http://www.culture-em.org.uk/documents/uploads/TIMEFORCULTURE.pdf</a>
Destination East Midlands – The East Midlands Tourism Strategy 2003-2010	<a href="http://www.emda.org.uk/uploaddocuments/emTourismStrategyFull.pdf">http://www.emda.org.uk/uploaddocuments/emTourismStrategyFull.pdf</a>
Business Support in the East Midlands - A Strategy for 2005-2008	<a href="http://www.emda.org.uk/uploaddocuments/BSstrategyandimplementation.pdf">http://www.emda.org.uk/uploaddocuments/BSstrategyandimplementation.pdf</a>
East Midlands Regional Housing Strategy 2004-2010	<a href="http://www.goem.gov.uk/goem/psc/housing/?a=42496">http://www.goem.gov.uk/goem/psc/housing/?a=42496</a>
East Midlands Regional Assembly Integrated Regional Strategy	East Midlands Regional Assembly
Quality of Employment Land Supply (QUELS)	EMRGLA
Regional Employment Land Study (RELP)	EMRGLA
England's East Midlands Integrated Regional Spatial Strategy: Sustainable Development Framework	<a href="http://www.emra.gov.uk/publications/documents/FinalIRS0205_1of2.pdf">http://www.emra.gov.uk/publications/documents/FinalIRS0205_1of2.pdf</a>
Investment for Health: A Public Health Strategy for the East Midlands	<a href="http://www.emra.gov.uk/publications/documents/investment_for_health_full.pdf">http://www.emra.gov.uk/publications/documents/investment_for_health_full.pdf</a>
'Investment in Housing in the East Midlands 2006-8 Consultation draft	<a href="http://www.emra.gov.uk/s_d_briefings/documents/EMidsInvestmentInHousingConsultationDraft060505.pdf">http://www.emra.gov.uk/s_d_briefings/documents/EMidsInvestmentInHousingConsultationDraft060505.pdf</a>
East Midlands Regional Environment Strategy	<a href="http://www.emra.gov.uk/publications/env_strategy.asp">http://www.emra.gov.uk/publications/env_strategy.asp</a>
East Midlands Urban Action Plan 2005-2011	<a href="http://www.emda.org.uk/uploaddocuments/UAP_bro.pdf">http://www.emda.org.uk/uploaddocuments/UAP_bro.pdf</a>
East Midlands Regional Waste Strategy	<a href="http://www.emra.gov.uk/waste/documents.htm">http://www.emra.gov.uk/waste/documents.htm</a>
Change 4 Sport: East Midlands Regional Plan for Sport	<a href="http://www.sportengland.org/east_midlands-regional_plan_for_sport.htm">http://www.sportengland.org/east_midlands-regional_plan_for_sport.htm</a>

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Plan / programme	Data source
<b>County and Sub-Regional Plans and Programmes</b>	
Greater Nottingham Local Transport Plan 2001-2006	<a href="http://www.nottinghamshire.gov.uk/local_transportplan-1.pdf">http://www.nottinghamshire.gov.uk/local_transportplan-1.pdf</a>
Greater Nottingham Local Transport Plan 2006/7 – 2010/11	<a href="http://www.nottinghamcity.gov.uk/provisionallocaltransportplan.pdf">http://www.nottinghamcity.gov.uk/provisionallocaltransportplan.pdf</a>
Greater Nottingham Economic Assessment 2002	<a href="http://www.gnpartnership.org.uk/gnp-documents">http://www.gnpartnership.org.uk/gnp-documents</a>
Nottingham and Nottinghamshire Joint Structure Plan	<a href="http://www.nottinghamshire.gov.uk/home/environment/planningmatters/structure_plan/proposedmodifications.htm">http://www.nottinghamshire.gov.uk/home/environment/planningmatters/structure_plan/proposedmodifications.htm</a>
Nottingham and Nottinghamshire Waste Local Plan	<a href="http://www.nottinghamshire.gov.uk/home/environment/planningmatters/mineralsandwasteplanning/wasteplan/adoptedplan.htm">http://www.nottinghamshire.gov.uk/home/environment/planningmatters/mineralsandwasteplanning/wasteplan/adoptedplan.htm</a>
Greater Nottingham Bus Strategy 2006/7 – 2010/11	<a href="http://www.nottinghamshire.gov.uk/busstrategy.pdf">http://www.nottinghamshire.gov.uk/busstrategy.pdf</a>
Nottinghamshire Parking provision for new developments	<a href="http://www.nottinghamshire.gov.uk/parkingprovision.pdf">http://www.nottinghamshire.gov.uk/parkingprovision.pdf</a>
All together better- Nottinghamshire Community Strategy 2005-2009	<a href="http://www.nottinghamshire.gov.uk/communitystrategy0509.pdf">http://www.nottinghamshire.gov.uk/communitystrategy0509.pdf</a>
Conservation Strategy for the City of Nottingham 2001-2005	<a href="http://www.nottinghamcity.gov.uk/view.pdf">http://www.nottinghamcity.gov.uk/view.pdf</a>
Nottinghamshire Agenda 21	<a href="http://www.nottsagenda21.org.uk/strategy/c_brox.shtml">http://www.nottsagenda21.org.uk/strategy/c_brox.shtml</a>
Nottinghamshire Education Strategy	<a href="http://www.nottinghamshire.gov.uk/educationdeptstrategicplan.doc">http://www.nottinghamshire.gov.uk/educationdeptstrategicplan.doc</a>
A Cultural Strategy for Nottinghamshire- Building on Success April 2001	<a href="http://www.nottinghamshire.gov.uk/culturestrategy.pdf">http://www.nottinghamshire.gov.uk/culturestrategy.pdf</a>
Biodiversity Action Plan (action for wildlife in Nottinghamshire)	<a href="http://www.nottsbag.org.uk/">http://www.nottsbag.org.uk/</a>
Nottinghamshire Community Safety Strategy 2003-2005	<a href="http://www.nottinghamshire.gov.uk/community_safety_strategy.pdf">http://www.nottinghamshire.gov.uk/community_safety_strategy.pdf</a>
Greater Nottingham Accessibility Strategy - 2006/7 – 2010/11	<a href="http://www.nottinghamshire.gov.uk/ltp-frameworkaccessstrategy.pdf">http://www.nottinghamshire.gov.uk/ltp-frameworkaccessstrategy.pdf</a>
Supporting People Strategy 2004	
All Together Better Nottinghamshire Local area Agreement Third Draft Submission December 2005	<a href="http://www.nottinghamshirepartnership.org.uk/laa-thirddraftsubmission.doc">http://www.nottinghamshirepartnership.org.uk/laa-thirddraftsubmission.doc</a>
<b>Local Plans and Strategies</b>	
<b>Broxtowe</b>	
Statement of Community Involvement 2005	<a href="http://www.broxtowe.gov.uk/final_draft_sci.pdf">http://www.broxtowe.gov.uk/final_draft_sci.pdf</a>
Tesco Planning Application	On request
Castle College – Business Plans	
Community Strategy- Making Broxtowe Better 2001-2006	<a href="http://www.broxtowe.gov.uk/community_strategy.pdf">http://www.broxtowe.gov.uk/community_strategy.pdf</a>

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Plan / programme	Data source
Nottinghamshire fire service plans	
Broxtowe Disability Strategy	earliest date available 14 <sup>th</sup> March 2006
Nottingham University – business/expansion plans	
Contaminated Land Strategy 2001	<a href="http://www.broxtowe.gov.uk/contaminated_land_strategy1.pdf">http://www.broxtowe.gov.uk/contaminated_land_strategy1.pdf</a>
Broxtowe Local Plan 2004-2011	<a href="http://www.broxtowe.gov.uk/index/planning/planning_localplan/planning_adopted_plan.htm">http://www.broxtowe.gov.uk/index/planning/planning_localplan/planning_adopted_plan.htm</a>
Economic bulletin for Broxtowe	<a href="http://www.broxtowe.gov.uk/text/ecstats_-_oct05.pdf">http://www.broxtowe.gov.uk/text/ecstats_-_oct05.pdf</a>
Air quality updating and screening assessment	<a href="http://www.broxtowe.gov.uk/index/environ/environ_pollution/pollution_air.htm">http://www.broxtowe.gov.uk/index/environ/environ_pollution/pollution_air.htm</a>
Broxtowe Housing Strategy 2005-2008	<a href="http://www.broxtowe.gov.uk/text/index/housing/housing_strategy.htm">http://www.broxtowe.gov.uk/text/index/housing/housing_strategy.htm</a>
Broxtowe Nature Conservation Strategy	<a href="http://www.broxtowe.gov.uk/nature_conservation_strategy_2005_appraising_the_resource.pdf">http://www.broxtowe.gov.uk/nature_conservation_strategy_2005_appraising_the_resource.pdf</a>
Nature Conservation Action Plan	<a href="http://www.broxtowe.gov.uk/5_year_implementation_plan_29_11.pdf">http://www.broxtowe.gov.uk/5_year_implementation_plan_29_11.pdf</a>
Interagency Homelessness Strategy 2002	<a href="http://www.homelesspages.org.uk/.%5Cprods%5Cproducts.asp?prid=1944">http://www.homelesspages.org.uk/.%5Cprods%5Cproducts.asp?prid=1944</a>
Broxtowe Safer Communities' Partnership: Crime, Disorder, Drug and Alcohol Reduction Strategy 2005-2008	<a href="http://www.broxtowe.gov.uk/crime_stratagey_part_1.pdf">http://www.broxtowe.gov.uk/crime_stratagey_part_1.pdf</a>
Air Quality Review and Assessment - Detailed	<a href="http://www.broxtowe.gov.uk/broxtowe_detailed_report__assessment_july_2005.pdf">http://www.broxtowe.gov.uk/broxtowe_detailed_report__assessment_july_2005.pdf</a>
Broxtowe Leisure Facilities Strategy	available 14/03/2006
Broxtowe Older Persons Strategy	available 11/04/2006
Improving Health in the East Midlands	<a href="http://www.empho.org.uk/viewResource.aspx?id=8810">http://www.empho.org.uk/viewResource.aspx?id=8810</a>
Business Crime Reduction Strategy for Greater Nottingham	<a href="http://www.gnppartnership.org.uk/gnp-documents">http://www.gnppartnership.org.uk/gnp-documents</a>
<b>Beeston</b>	
Beeston Business Forum	<a href="http://www.broxtowe.gov.uk/beeston_actionplan.pdf">http://www.broxtowe.gov.uk/beeston_actionplan.pdf</a>
Mobility Management Action Area Study	On request
Beeston Town Centre Action Plan	<a href="http://www.broxtowe.gov.uk/beeston_actionplan.pdf">http://www.broxtowe.gov.uk/beeston_actionplan.pdf</a>
Beeston Parking Strategy	On request
Beeston North Neighbourhood Group Action Plan 2005-2006	<a href="http://www.broxtowe.gov.uk/bnng_action_plan_2005_-2006.pdf">http://www.broxtowe.gov.uk/bnng_action_plan_2005_-2006.pdf</a>



Table 4.2 – Derivation of Key Sustainability Themes

Sustainability Theme	Source			Relevance to Appraisal	
	National/International	Regional	County and Borough	SEA Topics	Draft SA Objective Table 5.1
Promote the provision of community facilities, cultural facilities and leisure/sport provision	<ul style="list-style-type: none"> <li>PPS1</li> <li>PPS6</li> <li>Living Places; Cleaner, Safer, Greener</li> </ul>	<ul style="list-style-type: none"> <li>East Midlands Regional Cultural Strategy</li> <li>Sustainable Communities in the East Midlands</li> </ul>	<ul style="list-style-type: none"> <li>Nottinghamshire Community Strategy</li> <li>A Cultural Strategy for Nottinghamshire</li> <li>Broxtowe Community Strategy</li> <li>Broxtowe Local Plan</li> </ul>	Population Human Health Material Assets	15,20, 21,22
Promote sustainable transport links between Beeston and its surroundings	<ul style="list-style-type: none"> <li>PPG13</li> <li>Transport Ten Year Plan 2000; delivering better transport</li> <li>UK Climate Change Programme</li> </ul>	<ul style="list-style-type: none"> <li>Regional Transport Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Greater Nottingham Local Transport Plan</li> <li>Greater Nottingham Accessibility Strategy (provisional)</li> <li>Greater Nottingham Bus Strategy</li> <li>Broxtowe Community Strategy</li> <li>Broxtowe Local Plan</li> </ul>	Population Human Health Air Climatic Factors	7,8,13, 14
To minimise the opportunities for crime and disorder and reduce the fear of crime	<ul style="list-style-type: none"> <li>Safer Places; The planning System and Crime Prevention</li> </ul>	<ul style="list-style-type: none"> <li>Sustainable Communities in the East Midlands</li> </ul>	<ul style="list-style-type: none"> <li>Broxtowe Local Plan</li> <li>Broxtowe Community Strategy</li> <li>Nottinghamshire Community Safety Strategy</li> <li>Nottinghamshire Community Strategy</li> <li>Broxtowe Safe Community's Strategy</li> <li>Business Crime Strategy</li> </ul>	Population Human Health Material Assets	1,4

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Sustainability Theme	Source			Relevance to Appraisal	
	National/International	Regional	County and Borough	SEA Topics	Draft SA Objective Table 5.1
Protect maintain and enhance the vitality and vibrancy of Beeston as a district centre. Ensuring jobs, accessibility, facilities and services are retained and enhanced	<ul style="list-style-type: none"> <li>PPS6</li> <li>PPG4</li> </ul>	<ul style="list-style-type: none"> <li>Sustainable Communities within the East Midlands</li> <li>Regional Economic Strategy for East Midlands</li> <li>Tourism Strategy for the East Midlands</li> </ul>	<ul style="list-style-type: none"> <li>Beeston Business Forum</li> <li>Economic Bulletins for Broxtowe</li> <li>Broxtowe Community Strategy</li> <li>Greater Nottingham Economic Assessment 2002</li> </ul>	Population Human Health Material Assets	2, 10, 20, 22
To sustain and revive the town's image by increasing the awareness of the local residents		<ul style="list-style-type: none"> <li>Sustainable Communities in the East Midlands</li> <li>East Midlands Regional Cultural Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Broxtowe Local Plan</li> <li>Broxtowe Community Strategy</li> <li>A Cultural Strategy of Nottinghamshire</li> </ul>	Population Human Health Material Assets	2, 15, 20,22
To protect existing and potential open space from development also protecting local biodiversity, and character	<ul style="list-style-type: none"> <li>PPG2</li> <li>PPG3</li> <li>PPG4</li> <li>PPG7</li> <li>PPS9</li> <li>PPG21</li> <li>English Nature position statements</li> <li>Countryside Agency Strategy</li> <li>Wildlife and Countryside act</li> <li>National Biodiversity Action Plan</li> <li>Accessible Natural Green Space Standards</li> <li>Living places: Cleaner,</li> </ul>	<ul style="list-style-type: none"> <li>East Midlands Regional Environmental Strategy</li> <li>East Midlands Green Infrastructure</li> <li>Putting Wildlife back on the map- East Midlands BAP</li> <li>East Midlands Regional Environmental Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Broxtowe Local Plan</li> <li>Nature Conservation Strategy Broxtowe</li> <li>Biodiversity Action Plan- Action for wildlife in Nottinghamshire</li> </ul>	Biodiversity Population Human Health Fauna Flora Cultural Heritage Landscape	6, 10, 11, 17

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Sustainability Theme	Source			Relevance to Appraisal	
	National/International	Regional	County and Borough	SEA Topics	Draft SA Objective Table 5.1
	Safer, Greener				
To enhance the built environment whilst protecting and enhancing cultural and built environmental assets to strengthen local distinctiveness	<ul style="list-style-type: none"> <li>PPS1</li> <li>PPS6</li> <li>PPG3</li> <li>PPG16</li> <li>PPG15</li> <li>English Heritage Regional plans</li> <li>English Heritage Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Regional Spatial Strategy for the East Midlands</li> <li>Draft Regional Energy Strategy for the East Midlands</li> <li>Regional Spatial Strategy for the East Midlands</li> </ul>	<ul style="list-style-type: none"> <li>Broxtowe Conservation Strategy</li> <li>Built Conservation Area Reports for Beeston and Broxtowe</li> <li>Beeston Archaeological Urban Survey</li> <li>Conservation Strategy for the City of Nottingham</li> <li>A Cultural Strategy for Nottinghamshire</li> </ul>	Population Material Assets Cultural heritage	3, 9,15, 16
Encourage the provision of a wide range of housing types to meet the needs of all sections of the population.	<ul style="list-style-type: none"> <li>PPG3</li> <li>Living places, cleaner, safer, greener</li> <li>Neighbourhood Renewal Unit Programme</li> <li>Housing market renewable</li> </ul>	<ul style="list-style-type: none"> <li>Housing Markets area report</li> <li>Regional Housing Strategy</li> <li>Sustainable Communities in the East Midlands</li> <li>Regional Spatial Strategy for the East Midlands</li> </ul>	<ul style="list-style-type: none"> <li>Broxtowe Housing Strategy</li> </ul>	Population Human Health Material assets	1, 3, 5, 15
Promote health for individuals in terms of physical, social and mental wellbeing	<ul style="list-style-type: none"> <li>Living places, cleaner ,safer, greener</li> <li>Safer Places: The Planning System and Crime Prevention</li> </ul>	<ul style="list-style-type: none"> <li>Investment for Health- Action Plan for the East Midlands</li> <li>Public Health Strategy for the East Midlands</li> <li>Regional Spatial Strategy for the East</li> </ul>	<ul style="list-style-type: none"> <li>Nottinghamshire Community Strategy</li> </ul>	Population Human Health	1, 3, 4, 6, 21

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Sustainability Theme	Source			Relevance to Appraisal	
	National/International	Regional	County and Borough	SEA Topics	Draft SA Objective Table 5.1
Improve opportunities for access to education, raise educational achievement levels and develop opportunities for everyone to acquire the skills to find work.	<ul style="list-style-type: none"> <li>Learning and Skills Council Framework to 2004 Corporate Strategy</li> </ul>	Midlands <ul style="list-style-type: none"> <li>East Midlands Integrated Regional Strategy</li> <li>East Midlands Framework for Regional Employment and Skills Action Plan</li> </ul>	<ul style="list-style-type: none"> <li>Broxtowe Community Strategy</li> <li>Broxtowe Cultural Strategy</li> </ul>	Population	2, 5, 21, 22
Promote renewable energy and water conservation techniques within new development	<ul style="list-style-type: none"> <li>EU Sustainable Development Strategy</li> <li>Securing the Future Delivering the UK Sustainability Strategy</li> <li>PPS22</li> </ul>	<ul style="list-style-type: none"> <li>East Midlands Integrated Regional Strategy</li> <li>Draft Regional Waste Strategy for the East Midlands</li> <li>East Midlands Regional Environmental Strategy</li> <li>Sustainable Communities in the East Midlands</li> <li>Regional Spatial Strategy for the East Midlands</li> </ul>	<ul style="list-style-type: none"> <li>Broxtowe Community Strategy</li> </ul>	Air Quality Human Health Climatic Factors Biodiversity Material Assets	6, 13, 19
Protection of floodplains and prevention of flooding created by new development	<ul style="list-style-type: none"> <li>PPG25</li> <li>Environment Agency Plans and Programmes</li> </ul>	<ul style="list-style-type: none"> <li>East Midlands Regional Environmental Strategy</li> <li>Inter-regional issues-regional futures smart growth the</li> </ul>	<ul style="list-style-type: none"> <li>Broxtowe Local Plan</li> <li>Broxtowe Housing Strategy</li> </ul>	Population Human Health Fauna Flora Soil Water	3, 12, 16, 19

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Sustainability Theme	Source			Relevance to Appraisal	
	National/International	Regional	County and Borough	SEA Topics	Draft SA Objective Table 5.1
		Midlands way ▪ Sustainable Communities in the East Midlands		Material Assets Landscape	
Improve efficiency in land use through the re-use of previously developed land, and existing buildings, promoting site development that is easily accessible	▪ PPG3 ▪ PPG9 ▪ PPG15 ▪ Sustainable Development Strategy	▪ East Midlands Integrated Regional Strategy ▪ Regional Spatial Strategy for the East Midlands	▪ Broxtowe Community Strategy		16

## 5. BASELINE KEY FEATURES

### INTRODUCTION

- 5.1 The SEA Directive says that the Environmental Report should provide information on:

*‘relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan’ and the “environmental characteristics of the areas likely to be significantly affected’ (Annex I (b) (c)); and*

*‘any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC’ (Annex I (c)).*

- 5.2 In addition to the requirements of the SEA Directive, the statutory SA process requires the collection of additional information on social and economic characteristics of the plan area.

### METHODOLOGY

- 5.3 Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternatives ways of dealing with them. Sufficient information about the current and likely future state of the plan area is required to allow the plan’s effects to be suitably predicted.
- 5.4 The DCLG’s guidance emphasises that the collection of baseline data and the development of the SA framework should inform each other. The review and analysis of relevant plans and programmes will also influence data collection. The collection of baseline data should not be viewed as a one-off exercise conducted at Stage A only. It is likely that further data collection may well be needed at later stages as the SA develops. In deciding what and how much baseline data to collect, the key determining factor will be the level of detail required to appraise the plan against the SA objectives.

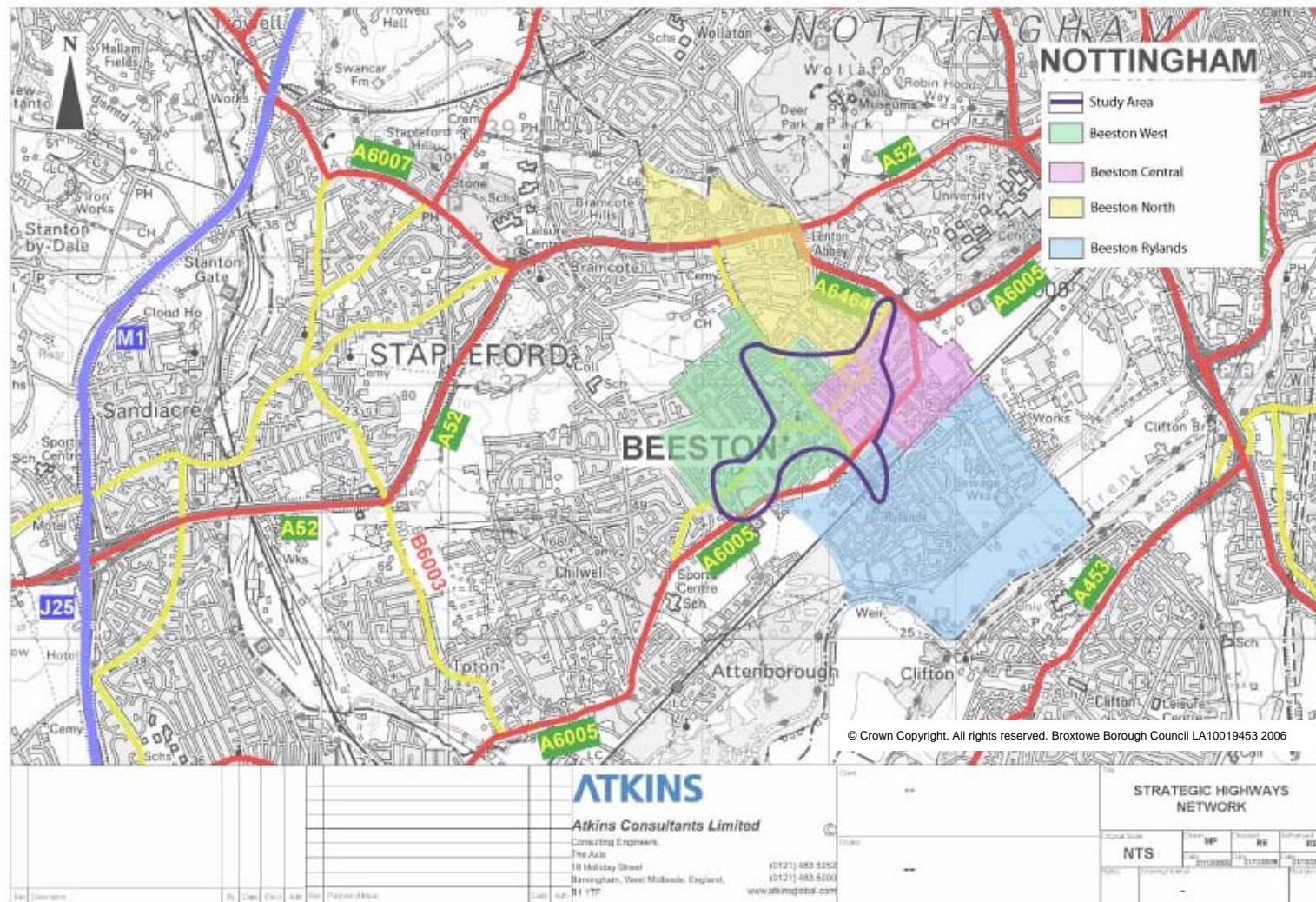
- 5.5 A preliminary set of baseline data has been extracted from a wide range of available publications and datasets. Sources have included, among others, national government and government agency websites, census data, Regional/Sub regional Plans and Strategies for the East Midlands, and County Level Plans and Strategies for Nottinghamshire. At the local level the adopted Broxtowe Local Plan, BBC website and reports have provided useful sources of data. No primary research has been conducted. To provide the level of detail required for the SA of the AAP, data available for the relevant wards have been used, in particular local economic and social indicators.
- 5.6 Baseline information and data have been summarised in this section and are presented in detail in Appendix A. The aim is to give an overview of the economic, social and environmental characteristics of the plan area and how these compare to the region and the rest of the country.

### **BASELINE KEY FEATURES**

- 5.7 The Borough of Broxtowe lies between Nottingham City and the Erewash Valley, with the River Trent forming the southern boundary. The borough includes four main urban areas: two in the north and two in the south. The southern areas are part of the Greater Nottingham conurbation and include the towns of Beeston and Stapleford. Beeston is the borough's main administrative centre and a large district shopping centre. The towns of Eastwood and Kimberley, in the northern part of the borough, were originally closely associated with coal mining activity, but now have a wider employment base, as well as seeing commuting to surrounding areas including Nottingham.
- 5.8 Housing in Broxtowe varies a great deal, from 19th century terraced cottages to modern housing schemes and purpose-built accommodation, for the young and the elderly. Industry offers employment ranging from large national companies, to a substantial number of industrial and commercial businesses across a wide range of services. The City of Nottingham exerts a considerable influence on the borough - for example, with a high proportion of Broxtowe's residents commuting into Nottingham to work, and visiting the city for shopping and other services. Green Belt covers the central more rural part of the borough and includes the open countryside beyond the urban areas; this is a constraint to development beyond existing built boundaries. The M1 Motorway bisects the borough and the main London to Nottingham railway runs through the south, with a regular London service from Beeston.



Figure 5.1 – Beeston – Strategic Location





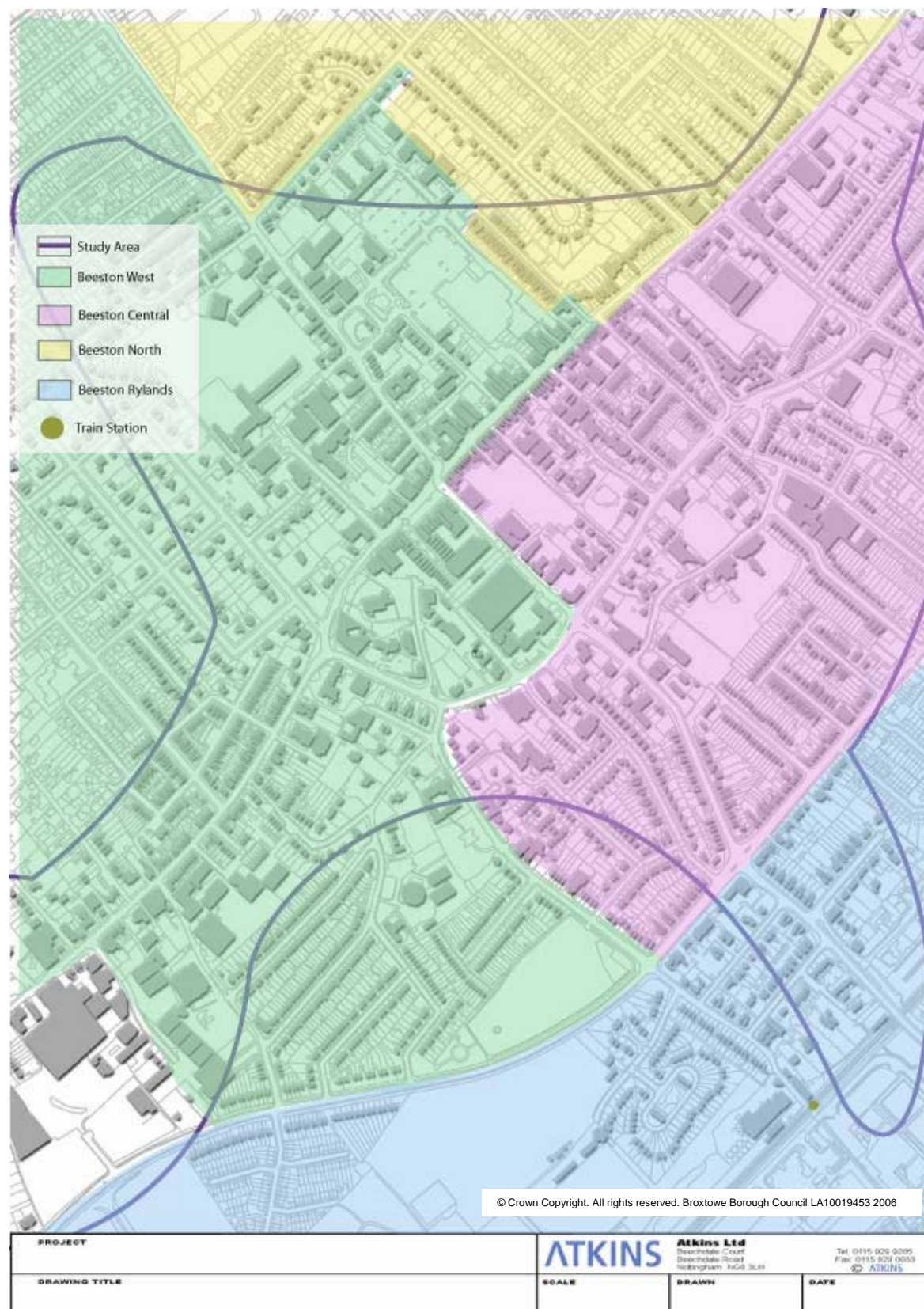
## **Population**

- 5.9 The Census 2001 indicated that Broxtowe had a population of 107,570 with Beeston having a population of 21,000. In the 10 years between 1991 and 2001 the population of Broxtowe reduced by 0.6% compared with an increase of 4% for the East Midlands region as a whole.
- 5.10 Population density per hectare is high in all four of the Beeston wards with both Central and North having density over 50 people per hectare, West having 44, but the Rylands ward is far lower at 21. This is in sharp contrast to the East Midlands average of 2.7 and national figure of 3.4 people per hectare.

## **Local Economy and Employment**

- 5.11 Beeston is identified as a commercial centre within Broxtowe Borough. The town relies heavily on the retail and service sectors for local employment. In terms of VAT registered companies, in 2004 Broxtowe had 23% registrations and 8.8% de-registrations in 2004. Compared to the East Midlands region and nationally, there were fewer registrations within Broxtowe. However, there were few de-registrations in comparison with the East Midlands and nationally, indicating low business turnover but a relative lack of dynamism in the local economy.
- 5.12 Beeston is the most important centre in Broxtowe in terms of retail. Beeston North ward contains the highest percentage (41.6%) of retail businesses within the Borough, significantly higher than the other three Beeston wards: West (27%), Central (17%) and Rylands (13.8%).
- 5.13 Whilst Beeston's Rylands and West wards have overall rates of employment comparable to the East Midlands average of 75%, the Central and North wards have overall rates which are around 10% lower.
- 5.14 Within the Borough, Beeston West has the highest share of employment, with 13.4% of the total; Central is third with 9% followed by Rylands in fourth with 8.7%. North has one of the lowest employment rates in the Borough (18th out of 21 wards) at 1.6%.
- 5.15 This is reflected in the levels of unemployment in the individual wards. West has the lowest unemployment levels at 3.8% compared with the regional level of 4.5% and national level of 5.7%, Central has the highest unemployment level at 6.3%. These figures indicate that there is considerable local variability in unemployment rates within Beeston.
- 5.16 In terms of the working age population who are in employment, Beeston North has the lowest percentage. Average gross weekly pay in Broxtowe is £453; this is higher than the East Midlands average of £412 and the national average of £433.

**Figure 5.2 – Beeston Town Centre AAP – Study Area and Wards**



## **Housing**

- 5.17 In 2001, Beeston Central had the lowest percentage (48%) of owner occupied dwellings of all the Broxtowe wards. Percentages for both Central and North (60%) wards were lower than the average in Broxtowe which is 76%, the regional average of 72% and the national average of 68%.
- 5.18 In the rental sector:
- ◆ Approximately 5% of the population in all four wards rent from a social landlord.
  - ◆ Rental from the Council is low in the Rylands (5%) and West (4%) wards, but higher in Central (18%) and North (15%).
  - ◆ Rental from private landlords is higher in the Central ward 25%, than in North 14%, Rylands 17% and West 19%.
- 5.19 Nationally 31% of households are rented; 19% from social landlords and 12% from a private owner.

## **Human Health**

- 5.20 Life expectancy in Broxtowe is comparable with regional and national levels. In 2001 the average male in Broxtowe was expected to live 76.9 years, and the average female 81.2 years, compared to 76.2 (male) and 80.5 (female) nationally.
- 5.21 9% of the Broxtowe population considered their health 'not good' in the 2001 Census. Within Beeston, the North, West and Rylands wards were all below this level with only Central being higher than the Broxtowe, regional and national level.
- 5.22 In terms of the population who consider their health as 'good', all the Beeston wards were comparable with the Broxtowe, regional and national level of around 67%.
- 5.23 The percentage of people with a long term illness in Beeston North, West and Rylands wards fell below the Broxtowe, regional and national averages (which were all 18%); however, Beeston Central at 21% was higher.

## **Education and Skills**

- 5.24 Educational attainment within Broxtowe is generally good. In 2001, the proportion of the Borough's workers with no qualifications was, at 29%, higher than the regional average (24%) but slightly lower than the national average (31%). The proportion with high level qualifications (degree level or above) is higher (20%) in Broxtowe compared to 16% regionally and 19% nationally. Within Beeston's wards general educational attainment is higher than the Broxtowe average: Beeston West has the lowest percentage (19%) of people of working age with no qualifications.

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- 5.25 The Beeston Campus of the former Broxtowe College, now named Castle College is located within Beeston West, whilst the University of Nottingham and the Queens Medical Centre (QMC) teaching hospital are situated to the east of Beeston Central ward.

### **Crime**

- 5.26 In 2001 Broxtowe has considerably higher levels of crime per 1,000 populations than national, regional and county averages. Vehicle crime (20.9 per 1,000 in Broxtowe and 14 regionally and nationally) and burglary (25 per 1000 in Broxtowe and 17 regionally and 14.7 nationally) are the most frequent types of crime.
- 5.27 Beeston West had the highest crime rate in Broxtowe in 2001-2002. However this fell in the period 2002-2004. Beeston North is one of Broxtowe wards with the highest rate of domestic burglary. In general, North Broxtowe has a higher rate of crime than the south of the Borough, which includes Beeston. A third of all crime was committed in six wards (out of 21 Broxtowe wards) which are all outside Beeston.
- 5.28 Beeston Central and Beeston North are both target areas for crime and disorder reduction partnerships.

### **Deprivation**

- 5.29 The 2004 Indices of Multiple Deprivation (IMD) show that the four Beeston wards were 4th (North) 10th (Central), 11th (Rylands) and 14th (West) out of the 21 wards in Broxtowe. The Borough ranks 22nd in the East Midlands and 198th nationally.

### **Biodiversity, Flora and Fauna**

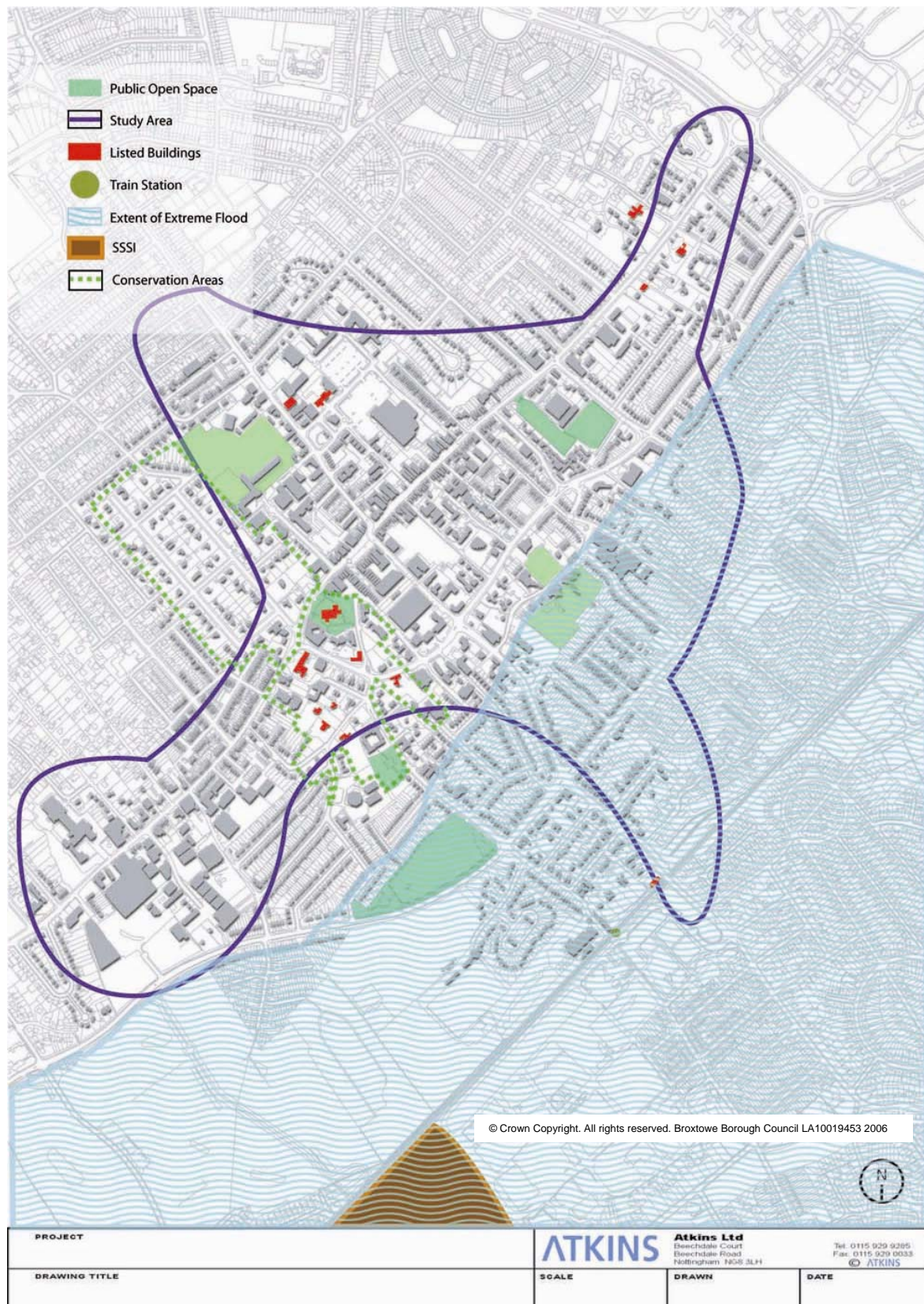
- 5.30 Within the County of Nottinghamshire the priority habitats identified within the Biodiversity Action Plan (BAP) include Species rich hedgerow, Cereal field margins, Standing water, Fen, Grassland, Heathland, Woodland pasture and parkland, Reed beds, Saline lagoons, and Wet woodland. The BAP identifies Barn owls, Bats, Dingy and Grizzled skipper, Water vole, Otter, Crayfish and Nightjar as priority species.
- 5.31 There are a number of designated sites within the Borough including five Sites of Special Scientific Interest (SSSIs) and two Local Nature Reserves (LNRs). SSSI designations cover approximately 7% of the Borough. None of these designations fall within the four Beeston wards; the closest designation is the Attenborough gravel pits SSSI. There is limited green space within the town centre.

### **Cultural Heritage**

- 5.32 There are two conservation areas within Beeston, and 14 within the Borough. Broxtowe has 16% of the listed buildings in Nottinghamshire, and 6.9% of these are on English Heritage's Buildings at Risk register.



**Figure 5.3 – Beeston Town Centre AAP – Environmental Constraints**



### **Air Quality and Noise**

- 5.33 An Air Quality Management Area (AQMA) is declared when pollutants are expected to exceed air quality objectives set in the National Air Quality Strategy, in line with EU requirements. There are four designated AQMAs in Broxtowe. All of these focus either on the M1, which runs to the west of Beeston or other major road junctions to the north of the Borough.

### **Greenhouse Gas Emissions**

- 5.34 Defra has recently published statistics on carbon dioxide (CO<sub>2</sub>) emissions, one of the primary causes of climate change, for all UK authorities for 2003. These are experimental statistics under development but give a good indicator of efforts to reduce carbon emissions.
- 5.35 For 2003, Broxtowe CO<sub>2</sub> emissions totalled 867 kilotonnes (kT) and for the East Midlands the figure was 41,488 kT. The biggest contributors to CO<sub>2</sub> emissions in Broxtowe were the domestic and road transport sectors. This reflects the proximity to the national road network and larger urban areas.

### **Water Quality and Flood Risk**

- 5.36 The River Trent forms the southern boundary of the Borough. The other main watercourses which run through the south of the district are the Beeston Nottingham Canal and the River Erewash which runs to the West of the district. Any flooding within Beeston town centre will arise from fluvial flooding. Figure 5.3 shows the indicative limit of extreme flood events as estimated by the Environment Agency (EA). The overall water quality in the canal, to the east of the district, is classed by the EA as 'Good'.
- 5.37 The hydrology of the Borough is dominated by the River Trent floodplain which extends to the south of Broxtowe. High levels of development within the floodplain have led to the built up areas to the south of Broxtowe, including the southern wards of Beeston, being at risk from flooding.

### **Waste Management**

- 5.38 Broxtowe produced 40,000 tonnes of waste in 2004. There is one landfill site within the Borough which lies to the north-west of Beeston at Stapleford, classed as a small site by the EA.
- 5.39 Household waste recycling within Broxtowe has increased considerably in the past five years, from 4% in 2001 to 17.5% in 2003/04, and 27.69% in 2004/05. Of this, over 10,865 tonnes has been recycled through the twin bin scheme, blue bag scheme, garden waste collection and recycling sites.

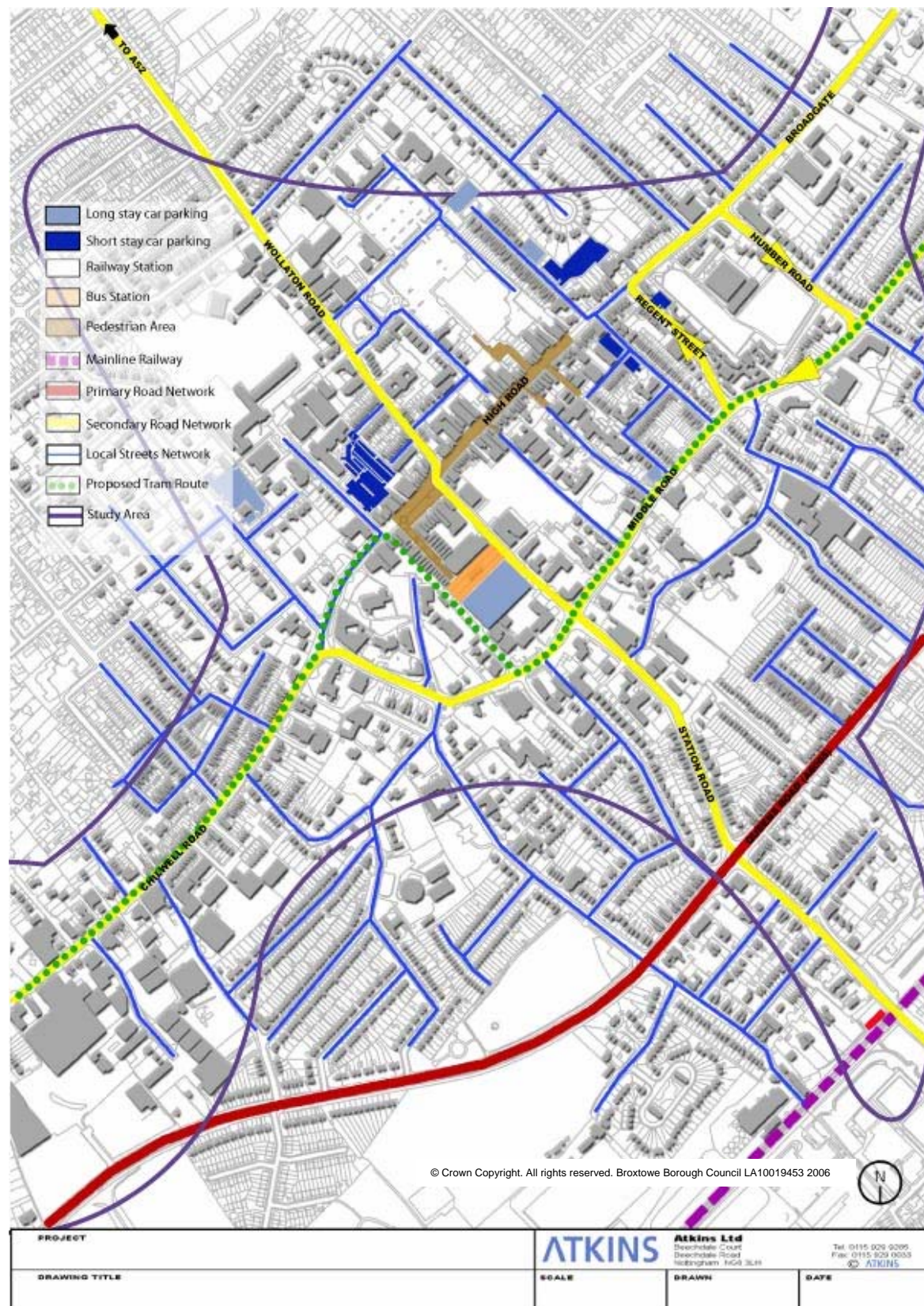
- 5.40 In 2001 the East Midlands had the fourth highest recycling rate of the regions, with 19 % of household waste recycled.

### **Transport**

- 5.41 In 2004, within the East Midlands region households had on average 1.15 cars, whilst nationally the figure was 1.09. Car ownership per household within the four Beeston wards for the same year ranged from 0.77 in Central ward to 1.04 in West.
- 5.42 In terms of travel to work approximately 50% of people from each ward use a car, 25% walk/cycle to work and the remaining 25% use public transport. The four Beeston wards are the lowest in Broxtowe for car usage, and the top four for walking/cycling. The four wards ranked between 2nd and 7th across the Borough for use of public transport.



Figure 5.4 – Beeston Town Centre – Main Transport Features





## 6. KEY SUSTAINABILITY ISSUES

### INTRODUCTION

- 6.1 The requirement to identify sustainability problems and issues arises from the SEA Directive, where the Environmental Report required under the Directive should include:

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

### METHODOLOGY

- 6.2 Analysis of key sustainability issues relevant to the Beeston Town Centre AAP has been carried out. This work has been based on consultation and discussion with key BBC officers, review of previous SA/SEA work, review of relevant plans and programmes, and analysis of the baseline data. The analysis of sustainability issues has been iterative and is ongoing. As the SA develops with further stakeholder involvement the analysis of key issues is likely to evolve. This will in turn influence the development of the baseline and the SA framework, in particular the identification and selection of indicators and targets.
- 6.3 Table 6.1 below presents the results of the analysis of key sustainability issues.

**Table 6.1 – Analysis of Key Sustainability Issues**

Key Issues / Problems		Implications for AAP	SEA Topics
<b>Leisure and Culture</b>			
<b>1</b>	<p><b><u>Lack of leisure facilities within the town centre</u></b></p> <p>Currently there is a lack of leisure facilities, primarily evening entertainment facilities, within the town centre. As a consequence there is a tendency for residents to travel out of Beeston to access facilities such as cinemas and restaurants rather than using local facilities.</p> <p>This is a two-fold issue with both an economic loss to the town as people are spending their money elsewhere and a social problem with the local population suffering from a lack of facilities/activities.</p>	<p>There is an opportunity for the AAP to promote provision of leisure services within the town centre, strengthening the evening economy in the town and addressing social issues related to the issue of lack of facilities.</p> <p>Lack of provision of these services leads to an increase in the competition from other town/city centres in the sub region.</p>	<p>Population</p> <p>Human Health</p> <p>Material Assets</p>
<b>Shopping</b>			
<b>2</b>	<p><b><u>Need to improve the image of Beeston</u></b></p> <p>There are a number of positive characteristics associated with Beeston town centre. These include an established retail centre with pedestrianised zone and a high number of independent retail outlets combined with high street brands.</p> <p>However, the town suffers from generally poor quality development in terms of character, and there are a number of areas which present a poor image, including:</p> <ul style="list-style-type: none"> <li>▪ Middle Street and the area to the south of the High Street</li> <li>▪ The railway station (due for refurbishment) and immediate surrounds.</li> </ul> <p>The image of Beeston is important, because retail and the service sector are the main employers within the town and a good image is vital to ensure that these businesses continue to attract people and provide jobs.</p> <p>A key issue is the need for promotion of services and facilities to local residents, encouraging better patronage and reducing unnecessary out of town travel. As a district centre many goods and services can be obtained from Beeston without the need to travel to surrounding centres.</p>	<p>The AAP also provides the opportunity to focus future land use. This can be facilitated in a number of ways:</p> <ul style="list-style-type: none"> <li>▪ The facilitation of new entertainment provision would add to the identity of Beeston as an activity centre and a destination in its own right</li> <li>▪ Within the AAP if key development sites are brought forward this will enable the realisation of improvements to the town centre and aid the promotion of the town</li> <li>▪ Revitalisation of the public space and street environment would improve the image of Beeston town centre and attract further interest in the town in terms of visitors and retail outlets thereby expanding the retail offer on the high street</li> </ul> <p>The AAP should also take into account The proposed NET route through Beeston which will improve the town's image as a destination for retail and entertainment and as an alternative destination to Nottingham.</p>	<p>Population</p> <p>Human Health</p> <p>Material Assets</p>

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Key Issues / Problems		Implications for AAP	SEA Topics
<b>Access</b>			
<b>3</b>	<p><b><u>Access to Beeston town centre</u></b></p> <p>Issues of access to the town centre fall under two main headings:</p> <ol style="list-style-type: none"> <li>1. Access to retail, leisure, cultural and other key services and facilities. This is of prime concern to local residents, with the majority of travel comprising short journeys. The key issue is encouraging modal shift from private car to public transport, walking and cycling, by parking restrictions, improving public transport and environment for pedestrians and cyclists.</li> <li>2. Employment - journeys to work originate from both within Beeston and further a field. Encouraging use of public transport is the key issue for these longer journeys.</li> </ol>	<p>To sustain the use of the town centre by local residents there needs to be sufficient parking within the town centre so as not to dissuade people from using the town centre whilst providing a viable alternative to the car by providing an improved public transport environment and facilities for pedestrians and cyclists.</p> <p>In terms of individuals who travel to Beeston for employment there may be a number of people who currently use their cars who could transfer to the train if links between the station and the town centre were promoted</p>	<p>Population</p> <p>Human Health</p> <p>Climatic Factors</p> <p>Air</p> <p>Material Assets</p>
<b>Public Space</b>			
<b>4</b>	<p><b><u>Lack of green space provision within the town</u></b></p> <p>In and around Beeston town centre there is only a small number of public open spaces and green areas, including:</p> <ul style="list-style-type: none"> <li>▪ Dovecote recreation ground</li> <li>▪ Broadgate recreation ground</li> <li>▪ Small pocket park (Dovecote lane)</li> <li>▪ Attenborough nature reserve – this is in close proximity to Beeston but is not directly accessible from the town centre</li> <li>▪ St John the Baptist churchyard</li> </ul> <p>There are also two school playing fields and one allotment area which cannot be accessed by the general public.</p> <p>Therefore there is an overall lack of public green space which can be accessed directly from the town centre.</p>	<p>The AAP provides an opportunity to increase and enhance the provision of green space within the town centre to improve the living environment within Beeston.</p> <p>Design and layout of development within the AAP should aim to encourage access and use of green space within the town.</p>	<p>Population</p> <p>Climatic Factors</p> <p>Human Health</p> <p>Flora</p> <p>Fauna</p>
<b>Employment</b>			
<b>5</b>	<p><b><u>Constraints on the local economy</u></b></p> <p>Key issues affecting the local economy are:</p> <ul style="list-style-type: none"> <li>▪ Lack of larger retail units and limited options for expansion.</li> </ul>	<p>The AAP should consider ways in which the image of Beeston as a business location could be improved and how new</p>	<p>Population</p> <p>Human Health</p>

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Key Issues / Problems		Implications for AAP	SEA Topics
	<ul style="list-style-type: none"> <li>Declining patronage of independent retail outlets and loss of character associated with them.</li> <li>Heavy reliance on retail for jobs and lack of other employment opportunities within the town centre.</li> </ul>	<p>employment development can best be facilitated, whilst retaining the independent retail sector.</p> <p>Opportunities for development of office and industrial space should also be investigated.</p>	
<b>Housing</b>			
<b>6</b>	<p><b><u>Housing provision</u></b></p> <p>79% of the students who live in Broxtowe reside in the Beeston area. This is due in part to its close proximity to the University of Nottingham campus and the Queens Medical Centre teaching Hospital. As a consequence this puts pressure on local housing provision.</p> <p>House prices in the south of the borough, including Beeston, are rising faster than incomes. Pressures in the local housing market, and demand for affordable housing, are particularly acute in Beeston.</p>	<p>The AAP should acknowledge the key issues with regard to housing in Beeston and Investigate opportunities for development of housing within Beeston town centre.</p>	<p>Population</p> <p>Human Health</p> <p>Material Assets</p>
<b>Other Issues</b>			
<b>7</b>	<p><b><u>Social issues within Beeston</u></b></p> <p>Crime and the fear of crime are significant issues in Broxtowe. Vehicle and burglary crime rates are substantially higher than both regional and national averages. However, crimes such as assault and racial abuse form a relatively low proportion of convictions.</p> <p>The local Broxtowe Partnership Bulletin questionnaire identified that there was a general poor street environment which may contribute to the fear of crime.</p>	<p>The AAP provides the opportunity to 'design out' crime in key hot spots, as well as improving overall service provision, and evening entertainment provision in particular. Such measures should be designed to support wider policies aimed at reducing incidence of anti social behaviour, etc.</p>	<p>Population</p>
<b>8</b>	<p><b><u>Addressing climate change and resource use</u></b></p> <p>National and regional policy guidance places strong emphasis on embedding targeted measures to address climate change in local plans. Reducing CO<sub>2</sub> emissions via more efficient use of fossil fuel energy and developing renewable sources are the key measures encouraged. Reducing the 'carbon footprint' of new development is one of the four key 'shared priorities' of the Government's 2005 Sustainable Development Strategy.</p> <p>Many of the buildings within the AAP area are</p>	<p>The AAP provides the opportunity to incorporate resource efficiency measures within new development in the town centre, both within sites and at a more integrated level, for instance with development of CHP schemes. The AAP should also explore the possibility to incorporate renewable energy generation/use, for instance with onsite micro generation.</p>	<p>Climatic Factors</p> <p>Material Assets</p>

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Key Issues / Problems	Implications for AAP	SEA Topics
<p>of an older design, and do not easily lend themselves to incorporating energy or water efficiency methods, or modern developments which were constructed prior to resource efficiency requirements for buildings.</p>	<p>Provision for such measures in the AAP might consider a requirement for developers to comply with a site-wide Sustainability Management Plan and accompanying EMS to operationally implement it.</p>	
<p><b>9 Minimising waste</b></p> <p>Waste minimisation and resource efficiency form one of the four key 'shared priorities' of the Government's 2005 Sustainable Development Strategy, and comprise an important component of Broxtowe's Community Strategy.</p> <p>In addition to household waste, construction and demolition as well as industrial and commercial are significant contributors to the waste stream.</p>	<p>The AAP should seek to minimise waste sent to landfill by incorporation of the following measures:</p> <p>Construction phase:</p> <ul style="list-style-type: none"> <li>Minimise construction and demolition waste.</li> <li>Ensure high eco-efficiency rating (e.g. BREEAM) for all buildings and facilities.</li> <li>Provide recycling infrastructure.</li> </ul> <p>Operational phase:</p> <ul style="list-style-type: none"> <li>Incorporate a robust waste management element into the site-wide developer sponsored SMS/EMS suggested under Issue 8 above.</li> </ul>	<p>Water</p> <p>Soil</p> <p>Air</p> <p>Human Health</p> <p>Population</p>

## **7. SUSTAINABILITY APPRAISAL FRAMEWORK**

### **INTRODUCTION**

- 7.1 The SEA Directive does not specifically require the use of objectives or indicators in the SEA process, but they are a recognised and useful way in which environmental effects can be described, analysed and compared at key stages in the DPD's development.
- 7.2 The SA approach described in the DCLG's guidance is very much objectives-led, and the SA framework comprises the key component in completing the remaining stages of the SA, providing a systematic and easily understood tool around which to structure both supporting information and the prediction and assessment of sustainability effects arising from the implementation of the DPD.

### **METHODOLOGY**

- 7.3 A SA framework was developed using an iterative analytical process, based on the review of relevant plans and programmes, the evolving baseline, and developing analysis of key sustainability issues. This work was informed throughout by the results of previous relevant SA/SEA work at the County and regional level, in particular the SEA of the Greater Nottingham Local Transport Plan and the East Midlands Integrated Regional Strategy.
- 7.4 The SA framework is presented in Table 7.1 below. The SA framework has been refined following responses from the scoping consultation. A set of 22 SA objectives have been developed, with indicators suggested for each objective. A single headline indicator has also been suggested for each objective. It is likely that the set of indicators will be further refined following related work in developing indicators within the Council. The availability and accuracy of data, both on current status and trends, as well as the availability of current or anticipated targets, plays an important part in this process of refining indicators. Developing a good balance of appropriate and reliable indicators across the set of SA objectives is also critical in the development of an effective but also practical monitoring programme.

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Table 7.1 – SA Framework

**Key to Data Availability for Indicators**

**Bold** = Known data for Beeston/Broxtowe Borough

*Italic* = Known data for East Midlands

Underlined = Data for Beeston/Broxtowe Borough and East Midlands currently unknown

No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
<b>Social</b>						
1	To improve the health and well being of the population and reduce health inequalities	<b><i>Life expectancy</i></b>	<b><u>Standard Mortality Ratio</u></b> <b><i>Suicide Mortality Rate</i></b> <b><i>Death Rate from coronary heart disease</i></b> <b><i>% of people who describe their health as not good</i></b> <b><i>% of people who describe their health as good</i></b> <b><i>% of population with limiting long-term illness</i></b>		Human Health, Population	<b><i>Issues 6 and 7</i></b> The general health of Beeston and Broxtowe residents compares favourably with the national trends, although perceived health levels are slightly lower within Beeston Central.  Health and well-being have important knock-on effects both in terms of participation in the labour market and community cohesion.
2	To improve accessibility to key services and employment areas within Beeston town centre	% of population within 1km of public transport links	<b>% of people who travel to work by different modes of transport i.e. car, cycle walk, and public transport</b> <u>Pedestrian crossings with facilities for disabled people</u> <u>Percentage of buildings accessible to disabled people</u>		Material Assets, Population	<b><i>Issue 3</i></b> Improving access to retail, leisure, cultural and other key services and facilities is a key issue for local residents, and could be improved with better public transport, walking and cycling facilities.

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
			<u>% of people of working age within 30 minutes of work by public transport</u>			Access by public transport to places of work within the town centre by employees living outside Beeston is hampered by availability of free parking and lack of adequate bus services.
3	To improve housing affordability	<b>House price/earnings ratio</b>	<b>% dwellings owner occupied by housing type</b>		Material Assets, Population Human Health	<b>Issue 6</b>  Due to Beeston's proximity to the Nottingham universities and Broxtowe college the town contains a large student population. As a result there is high demand for smaller rented units, which has led to market pressures on other types of accommodation such as owner-occupied family housing.
			Number of vacant homes per 1,000 dwellings			
			<b>% Affordable housing</b>			
4	To minimise opportunities for crime and reduce the fear of crime	<b>Overall crime rate</b>	<b>Burglaries per 1,000 population</b>		Population, Human Health, Material Assets	<b>Issues 1, 2 and 7</b>  Crime and fear of crime are significant issues within Broxtowe, with vehicle and burglary crime rates substantially higher than both regional and national averages.  In Beeston vehicle crime is identified as the major problem, and occurs most often within the town centre car parking areas.  The high level of this type of crime could be symptomatic of the lack of leisure facilities within the town and the need for younger people to find something to do. This type of crime
			<b>Robberies per 1,000 population</b>			
			<b>Vehicle crime per 1,000 population</b>			
			<b>Fear of crime</b>			
			<u>Community wellbeing</u>			



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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
						also contributes to the adverse image of Beeston as run down and in decline.
5	To reduce social exclusion and improve equality of opportunity amongst social groups	<b>Indices of deprivation – overall rank</b>	<u>Rank of Income Scale</u> <u>Rank of Employment Scale</u>		Population	<i>Issues 1, 5, 6 and 7</i> Beeston's wards IMD scores rank relatively highly within Broxtowe and the Borough ranks roughly average nationally. Access to education and jobs alongside access to facilities and services are the key considerations in targeting improvements in equality amongst social groups and wards within Beeston.
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Participation in sport and cultural activities	% population living with 1Km of sport, recreational or cultural facilities <b>Access to local green space</b>		Population, Human Health Material Assets	<i>Issues 1, 2, 4 and 6</i> A healthier, cleaner and safer living and working public environment contributes to greater community health and wellbeing, and improves the overall attractiveness of the town as a place to live, work and invest.
<b>Environmental</b>						
7	To improve air quality	<b>Levels of main air pollutants</b>	<b>Levels of main pollutants for national air quality targets</b> <b>Area of AQMAs and population within affected</b> <b>Industrial emissions levels</b>		Air Climatic Factors Human	<i>Issues 3 and 8</i> Whilst air quality is not an issue of concern within Beeston at the present time, continued road traffic growth may eventually lead to

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
			<u>Levels of main pollutants for national air quality targets</u> <u>Annual number of days of air pollution exceedances</u>		Health	problems, particularly in the town centre. Ensuring air quality standards are maintained is important to the health and well being of residents and contributes to overall environmental quality and attractiveness of the town as a place to live and work.
8	To respond to climate change through reduced GHG emissions	<b>Emissions of greenhouse gases</b>	<u>Greenhouse gas emissions by sector and per capita (tonnes per year)</u> <u>Vehicle miles travelled per year</u>		Climatic Factors	<i>Issue 8</i> In addition to encouraging more sustainable transport modes, redevelopment of the town centre offers opportunities to introduce measures both at the building and neighbourhood level to reduce energy consumption and emission of green house gases.
9	To protect and enhance places, buildings and sites of cultural and historic value , and their settings	<b>Number of listed buildings at risk</b>	<u>% of listed buildings in poor condition</u> <u>% of area of historic parks and gardens in poor condition</u> <u>% of scheduled monuments in poor condition</u> <u>% of buildings in conservation areas in poor condition</u>		Cultural Heritage, Material Assets	<i>Issue 2</i> Beeston town centre is based on a historic town core, with a number of known and potential assets requiring protection and, potentially, enhancement, both during and after redevelopment. The AAP presents opportunities to ensure the contribution of such assets in improving the town's image as well as maintaining its historic character.

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
10	To protect and enhance areas of green space within the town and increase their usage	<b>Number and area of designated sites</b>	<b>Areas of designated sites, and percentage in unfavourable condition</b> Amount of accessible natural green space less than 300 metres (5 minutes walk) from home <b>Proportion of total area which is green space 2001</b>		Biodiversity, Fauna, Flora, Population	<i>Issues 2 and 4</i> There is a general lack of green space and other natural recreational spaces in and around the town centre. Increased provision of green space should contribute to improvements in community health and well being as well as overall image and attractiveness of the town.
11	To protect and enhance water resources	<b>Water quality data</b>	<b>% of water courses classed as good or fair for Biological/Chemical indicators</b> <u>Number of new developments incorporating SUDS</u> <u>Average domestic water consumption (l/head/day)</u>		Population Water	<i>Issues 2 and 4</i> Whilst there is currently no specific issue in Beeston, the effective use of water resources is identified as a priority in the Broxtowe Community Strategy and the AAP represents an important opportunity to introduce measures to reduce impacts over the longer term.
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	<b>Properties at risk from flooding</b>	<u>Number of new developments incorporating SUDS</u>		Population Material Assets Cultural	<i>Issue 8</i> The wards of Beeston Central, Beeston Rylands and Beeston West are identified by the Environment Agency as at risk from flooding and

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
			% of development taking place within the flood risk area		Heritage	extreme flooding from the river Trent. Whilst there are flood defences in place these cannot prevent all flooding events. The AAP provides an opportunity to 'design out' flood risk with measures such as ground floor car parking provision.
13	To increase the proportion of journeys made by sustainable modes	Modal split	<u>Number of passenger journeys made on local buses</u> <u>Number of passenger rail journeys</u> <b>Travel to work mode</b> <b>% of households without a car</b> <u>Frequency/reliability of public transport</u> <b>Proportion of persons travelling to work on foot or by bicycle</b>		Population, Human Health, Climatic Factors	<i>Issues 2, 3, 8 and 9</i> Beeston has good provision of car parking within or close to the town centre, which acts as an encouragement to increasing private car use. Broxtowe Community Strategy emphasises the need for a combination of transport facilities and the integration of public transport. There are good bus services in to Beeston and access to the train station from the town centre is a 10 minute walk. However, owing to the ease of access by car alternative modes are under utilised, with public transport facilities currently under-promoted.
14	To reduce growth in road traffic	Road traffic volumes	<b>Percentage of homes with a car/ more than one car</b> <u>Annual average flow per 1,000km of principal roads</u>		Air, Climatic Factors, Human	<i>Issues 3 and 8</i> The reduction of traffic congestion is highlighted as a priority in the

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
			<b>% of car trips under 5 miles</b>		Health	Broxtowe Community Strategy. The Broxtowe Local Plan emphasises the need to promote and provide for cycling and walking as an alternative means of transport to the car.
			<u>Number of car trips</u>			
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Derelict properties and properties in poor condition	<b>Local designations for townscape and landscape</b>		Population, Material Assets, Human Health	<i>Issue 2</i>  Derelict or run down properties within the town centre have an adverse effect on the overall image of the town and are not an efficient use of land resources.
16	To maximise the use of previously used land in future developments	<u>% of new development built on previously developed land</u>	<u>Vacant industrial/commercial floor space</u>		Material Assets, Biodiversity, Flora, Fauna	<i>Issue 5</i>  Within town centres like Beeston the future use of land is constrained by existing buildings and specified land use; the challenge is to provide the required amenities and business units within this constraint.  Bringing previously developed land back into use would fulfil two priorities for the local area as outlined in the Broxtowe Community Strategy: improving the image of Beeston and managing the pressure on the natural environment from development. However, the potential biodiversity of Brownfield sites should be acknowledged as should the environmental benefits of the built environment.

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
17	To conserve and enhance wildlife habitats and species	<b><i>Number, area and condition of designated sites</i></b>	<u><b><i>Population of species</i></b></u> <u>Area and condition of local priority habitats</u> <u>Type, area and condition of designated sites</u>		Biodiversity, Flora, Fauna	<p><b><i>Issue 4</i></b></p> <p>Within Beeston town centre there are few opportunities to conserve habitats and species. The most likely locations for conservation are within the town's green spaces, and the AAP represents an opportunity to increase and enhance these.</p> <p>Development within the town centre may also have indirect effects on key sides of a wider area including for instance the designated areas to the south (Attenborough SSSI), both in terms of short term construction related effects and longer term effects due to increasing disturbance from recreational activities, incursion by pets, etc.</p>
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	<b><i>1. % of municipal waste generated disposed of to landfill</i></b> <b><i>2. % of total waste arisings from commercial, construction and demolition waste streams</i></b>	<b><i>Household and amenity waste generated per year (tonnes)</i></b> <u><b><i>% of all waste recycled</i></b></u> Number of businesses implementing a waste minimisation scheme		Water, Soil, Air, Human Health, Population	<p><b><i>Issue 9</i></b></p> <p>Waste minimisation forms one of the four key 'shared priorities' of the Governments 2005 Sustainable Development Strategy, and is identified in Broxtowe's Community Strategy as a key concern.</p> <p>In addition to household waste, waste generated from construction, industrial and commercial activities can be significant.</p>

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	<u>% of energy supplied from renewable sources</u>	<u>Domestic gas and electricity sales per consumer</u> <u>Commercial and industrial gas and electricity sales per customer</u> BVPI 63 – Energy efficiency of council housing stock <u>Energy consumption per capita</u> <u>% improvement in domestic energy efficiency</u> <b>Energy efficiency (SAP) rating of new development</b>		Climatic Factors, Material Assets	Issues 8 and 9  Energy efficiency and the use of renewable energy sources contribute to reducing the longer term impacts of climate change.  The Environment Strategy for the East Midlands highlights the need to reduce the environmental impact of energy in the region.  In line with the Local Government Association's energy hierarchy, the AAP provides an opportunity to reduce the need for energy as well as using energy more efficiently.  The East Midlands Development Agency has set a target of 8.3% of electricity in the region to be generated from renewable sources by 2010.
Economic						
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	<b>Zone A rental levels</b>	<u>Extent of Primary Shopping Area (PSA)</u> <u>Number of business applications granted planning consent</u> <u>No. of businesses financially assisted through the Council</u>		Population, Human Health, Material Assets	<i>Issue 2</i>  The Broxtowe Community Strategy prioritises the need to enhance Broxtowe's image as a business location. With retail and services the main employers within the town maintaining a good image is vital to ensuring these businesses continue

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Targets	SEA Topics	Issues and Cross Reference to Table 4.1
			<u>Vacant industrial/commercial floor space</u>			to attract customers and provide jobs and investment.
21	To improve employment opportunities	<b>Employment rate per 1,000 population</b>	<b><i>Unemployment number of claimants</i></b>		Population Material Assets Human Health	<b><i>Issue 5</i></b>  Within Beeston there is variability in employment levels between wards with levels in some significantly below regional and national averages. By increasing equality in employment there will be an increase in the equality of other factors such as car ownership/ home ownership.
			<b><i>% of Job Seekers Allowance claimant as a proportion of resident working-age population</i></b>			
			<b><i>% of economically active working age people</i></b>			
			<b><i>% of economically inactive working age people</i></b>			
			<u>% of employment by sector</u>			
22	To sustain the local economy		<u>Survival rates for VAT registered businesses</u>		Population Material Assets Human Health	<b><i>Issue 5</i></b>  Beeston's local economy is heavily reliant on the retail sector. The continued viability of retail offer within the town centre is hampered by lack of larger retail units. Provision of such units, forms a key element of the AAP.
			<b>Vacant industrial/commercial floor space</b>			
			<b><i>Measure of productivity</i></b>			



## **SA BASELINE DATA AND TRENDS**

- 7.5 The SA framework is the key tool used in the assessment of effects. The prediction of effects, in terms of their magnitude, frequency, duration, and spatial extent, is conducted via detailed analysis of the baseline data. It is thus important to ensure that critical aspects of the baseline can be directly related to the objectives and indicators of the SA framework. Determining the significance of predicted effects is perhaps the most critical task in the SA. The picture that the baseline presents in terms of the SA framework is the starting point for this.
- 7.6 Table 7.2 below presents an analysis of the fundamental characteristics of the baseline (current conditions, current trends, and sensitivity to change) against the SA objectives using a simple three-point normative scale as follows:
- ◆ Current Conditions - good/moderate/poor;
  - ◆ Current Trends – improving/stable/declining;
  - ◆ Sensitivity to Change – high/medium/low.
- 7.7 Sensitivity to change in the context of SA represents the extent to which, for instance, ecological thresholds may be close to being breached or carrying capacity exceeded, such that relatively small changes might be likely to induce disproportionately large effects, which in some instances might have wide-ranging and/or unexpected consequences. An example might be the decline of a particular wildlife population below the level at which it is viable in a particular habitat.
- 7.8 The quality of the information base gives an indication of the certainty with which the other three parameters are known, and this is presented in Table 7.3 using a similar colour-coded three-point scale (high/medium/low).

### **Future Baseline**

- 7.9 The SEA Directive requires the consideration of the likely evolution of the state of the environment without the implementation of the DPD.
- 7.10 Tables 7.4 and 7.5 present analyses of baseline trends over the short term and long term, which have been used in the assessment of options set out in Sections 9 and 10 below, and are referenced in the detailed tables of the assessment of preferred options in Appendix C.

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Table 7.2 – Summary of Baseline Conditions

SA Objective	Local Baseline		Sensitivity	Inf QI	Commentary
	Cond	Trend			
1 To improve the health and well being of the population and reduce health inequalities	Good	Impr	Med	High	Life expectancy for Broxtowe (M=76.9 F=81.2) is marginally higher than the regional and national average. Percentages with long term illness vary across wards, the average for Broxtowe (18.1%) is better than the regional average (18.4%). With the exception of Beeston Central, more people describe their health as being good compared to the national and regional average. There are notable health inequalities between wards.
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	Decl	High	High	52% of people travel to work by car compared with 20.5% travelling by public transport. Car ownership is below the regional (1.15) and national (1.09) rate in all Beeston wards (highest 1.04, lowest 0.77)
3 To improve housing affordability	Poor	Decl	Med	Med	Owner occupation in Broxtowe is 76.4%, national rate is 68.9%. Beeston Central has the lowest rate of owner occupation (48%) while Beeston West has the highest (72%). House prices are rising more quickly than incomes. The house price/income ratio is 5.56, compared to 3.42 for the region.
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Decl	Med	High	Robbery rate in Broxtowe is 0.7, compared to the regional rate of 1.8. Broxtowe vehicle crime (20.9) and burglary rates (25) are higher than the national (14 and 14.7) and regional rates (14 and 17).
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Stable	Med	Med	Broxtowe is 194 most deprived local authority area in England and Wales. Beeston's wards IMD scores rank relatively highly within Broxtowe and the Borough ranks roughly average nationally.
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	Decl	High	Med	The town centre is lacking in good quality public space, and greenspace in particular, with existing areas suffering decline. The town centre includes a pedestrianised shopping area, but this is perceived as in need of improvement.
7 To improve air quality	Mod	Stable	Med	Med	The Council has declared four AQMA's in Broxtowe. There are no AQMAs in Beeston.
8 To respond to climate change through reduced GHG emissions	Mod	Decl	Low	Low	Biggest contributors to CO2 emissions in Broxtowe are the domestic and road transport sectors. The high usage of private transportation has the potential to increase GHG emissions in the area.
9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Stable	Low	Med	Two Conservation Areas in Beeston, St Johns Grove & West End. St. John the Baptist Church listed building located close to The Square in the town centre.
10 To protect and enhance areas of greenspace within the town and increase their usage	Poor	Stable	Med	Med	Two Local Nature Reserves and SSSI in the vicinity of town centre. Few green open spaces in Beeston town centre, which compares poorly with the rest of Broxtowe.
11 To protect and enhance water resources	Good	Stable	Low	Med	Water quality in the canal at Beeston was classed as Chemical Grade B from 2002- 2004. Over half the river lengths in Midlands are classed as good or fairly good.
12 To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Stable	Med	High	The River Trent forms the southern boundary of the Borough. High levels of development within the floodplain have led to the built up areas to the south of Broxtowe, including the southern wards of Beeston, being at risk from flooding.
13 To increase the proportion of journeys made by sustainable modes	Poor	Decl	Med	High	In the four Beeston wards between 48% - 56% of people travel to work by car. Only 20% on average travel by public transport.
14 To reduce growth in road traffic	Poor	Decl	Low	Med	Local traffic is increasing owing to a reliance on private cars, in part due to plentiful town parking, lack of provision and awareness of alternative modes of travel.
15 To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Impr	Med	Low	The Broxtowe Local Plan highlights the importance of improving the townscape by encouraging attractive shop front designs and prime shopping frontage.
16 To maximise the use of previously used land in future developments	Mod	Stable	Med	Low	The existence of a greenbelt in Broxtowe and protection of greenspace and conservation areas in Beeston should ensure that new development is focused on previously developed land.
17 To conserve and enhance wildlife habitats and species	Poor	Stable	Med	Med	Biodiversity is low in Beeston town centre. Within close proximity there are two local nature reserves and SSSI's in Broxtowe Borough. The relative lack of greenspace in and around the town centre limits biodiversity.
18 To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Impr	Med	High	Household waste recycling within Broxtowe increased from 4% in 2001 to 17.5% in 2003/04, and 27.69% in 2004/05. The East Midlands has the fourth highest household recycling rate of the regions (19%), similar to national average of The East Midlands Development Agency's target is 8.3% of electricity in the region to be generated from renewable sources by 2010. The Local Plan also highlights the benefit of energy efficiency measures such as 'Passive Solar Design'.
19 To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Stable	Med	Low	
20 To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Stable	Med	Med	Beeston is the retail centre for the Borough, under commercial threat from alternative retail centres in the region. Low rates of VAT registrations (23%) and de-registrations (8.8%) in Broxtowe are indicative of overall decline.
21 To improve employment opportunities	Mod	Decl	High	High	Employment rates across Beeston vary from 78.1% in Beeston Rylands to 62% in Beeston North, compared to 75.6% regionally and 74.8% nationally. Employment relies heavily on the retail and services sectors.
22 To sustain the local economy	Good	Decl	High	Med	The measure of productivity is higher for Broxtowe (16,099) than the regional (14,729) and national (15,585) averages. Local economy relies heavily on retail and service sectors, in particular small and medium sized, independent businesses.

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Table 7.3 – Summary of Projected Baseline Conditions (Short Term)

SA Objective	Future Baseline - Short Term				Commentary
	Cond	Trend	Sensitivity	Inf QI	
1 To improve the health and well being of the population and reduce health inequalities	Good	Stable	Med	Med	Health inequalities likely to continue but will reduce owing to improvements in medical facilities. Sluggish local economy may restrain the positive trend.
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	Decl	High	Med	Accessibility is likely to decrease with growth in car ownership and use. A decline in the local retail services as a result of competition from nearby centres will reduce access.
3 To improve housing affordability	Poor	Decl	Med	Med	Housing market pressures and underprovision of affordable accommodation are likely to persist in the short term.
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Stable	Med	Med	In the short term relatively high crime rates are likely to persist, although there may be some localised improvements with targeted initiatives.
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Decl	Med	Low	With high population density, combined with declining employment opportunities and housing affordability, levels of social exclusion and deprivation are likely to increase.
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	Decl	High	Low	Without intervention, likely to be some gradual decline in the urban environment as the local economy falls into decline.
7 To improve air quality	Mod	Stable	Med	Med	Some slight decline in air quality probable with continuing congestion, although without town centre regeneration this is likely to be limited.
8 To respond to climate change through reduced GHG emissions	Mod	Stable	Med	Low	Owing to government targets, awareness raising campaigns and improvements to efficiency of buildings, GHG emissions should begin to reduce. This will however be limited by increasing vehicle use.
9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Stable	Low	Med	Current conservation designations should ensure sensitive sites are maintained.
10 To protect and enhance areas of greenspace within the town and increase their usage	Poor	Stable	Med	High	Greenspace areas likely to continue in under use, with current condition remaining stable.
11 To protect and enhance water resources	Good	Stable	Low	Med	The current good quality of local water courses is likely to remain stable in the short term.
12 To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Stable	Med	High	Unlikely to be significant alteration in flood risk with developments currently being taken forward in the short term.
13 To increase the proportion of journeys made by sustainable modes	Poor	Decl	Med	High	Without considerable investment in public transport it is unlikely that residents will adopt a modal shift. As competition rises from neighbouring retail areas, residents will increasingly travel to outlying areas, primarily by private car.
14 To reduce growth in road traffic	Poor	Decl	Low	High	Some growth in traffic is likely as reliance on private cars continues. Lack of diversified employment opportunities and increased retail competition from neighbouring centres will encourage residents to travel out of Beeston.
15 To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Stable	Med	Med	Initiatives to improve shop frontages will have some positive results. With a decline in the retail economy investment in the built environment is likely to decline.
16 To maximise the use of previously used land in future developments	Mod	Stable	Low	High	Current constraints should ensure that new development in the short term is focused on previously developed land.
17 To conserve and enhance wildlife habitats and species	Poor	Stable	Med	Med	Relative lack of greenspace limits biodiversity. With little new major development, current conditions likely to persist.
18 To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Impr	Med	Med	Current trends are likely to produce continued improvements in the short term.
19 To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Impr	Med	Med	Local, regional and national targets should ensure some limited improvements in renewable energy use and energy efficiency.
20 To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Decl	Med	Low	Competition from surrounding areas and lack of available land for retail development may stagnate the local retail economy. Without investment, the image of the town is likely to decline.
21 To improve employment opportunities	Mod	Decl	High	Med	Without regeneration, the current dependence of the local economy on declining retail and service sectors likely to result in reduced employment opportunities.
22 To sustain the local economy	Mod	Stable	High	Med	Without regeneration, the key retail sector is likely to suffer as a result of competition from outlying centres, with declining activity and falling investment producing negative knock-on effects for other local businesses.

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Table 7.4 – Summary of Projected Baseline Conditions (Long Term)

SA Objective	Future Baseline - Long Term				Commentary
	Cond	Trend	Sensitivity	Inf QI	
1 To improve the health and well being of the population and reduce health inequalities	Mod	Decl	Med	Low	A local economy in decline, with rising deprivation and social exclusion, combined with high population densities may lead to declining overall levels of health and well being.
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	Decl	High	Med	Without investment in transport provision and regeneration of the local economy, access to jobs and services is likely to deteriorate further.
3 To improve housing affordability	Poor	Stable	Med	Med	Without substantial regeneration long term stagnation of the local economy is likely to reduce overall pressures on the housing market, although localised affordability problems are likely to persist.
4 To minimise opportunities for crime and reduce the fear of crime	Mod	Decl	Med	Med	Without new investment to regenerate the local economy, increasing deprivation and social exclusion are likely to result in worsening crime problems.
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Decl	Med	Low	With declining employment opportunities from a stagnating local economy, social exclusion is likely to be exacerbated. Opportunities will be further reduced for poorer sections of society if the local retail economy declines and residents have to rely on travelling to neighbouring centres for leisure and retail services.
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	Decl	High	Med	Declining public and private investment in the built environment coupled with increasing social problems are likely to lead to long term deterioration.
7 To improve air quality	Mod	Impr	High	Med	Longer term, although decline in local retail and other services is likely to limit traffic growth and congestion in the town centre, trips to nearby centres are likely to increase. However, changes in vehicle technologies may reduce traffic related air quality problems.
8 To respond to climate change through reduced GHG emissions	Mod	Impr	Med	Med	Longer term, regional and national initiatives resulting from climate change pressures likely to produce reductions in GHG emissions from both road transport, residential and commercial/industrial sectors.
9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Decl	Low	Low	Long term stagnation of the local economy may result in neglect and poor maintenance of historic assets.
10 To protect and enhance areas of greenspace within the town and increase their usage	Poor	Decl	Med	Med	Underuse and under investment in maintenance likely to result in gradual deterioration.
11 To protect and enhance water resources	Mod	Stable	Low	Med	Without substantial new development, and with road transport reducing in the long term, the quality of water resources are likely to remain good.
12 To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Poor	Decl	High	Med	In the longer term, due to the effects of climate change it is likely that the area under threat from flooding will increase.
13 To increase the proportion of journeys made by sustainable modes	Poor	Stable	Med	Low	Without considerable investment in public transport substantial modal shift is unlikely. As competition rises from neighbouring retail areas, residents will increasingly travel to outlying areas, primarily by private car.
14 To reduce growth in road traffic	Poor	Decl	Med	Low	With continued decline of the town as a retail and service centre, and without investment in public transport, although road traffic in the centre is likely to decrease overall trip miles may increase as residents increasingly rely on nearby centres.
15 To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Stable	Med	Med	Although there may be some small localised decline in quality of the built environment due to neglect longer term, overall change is likely to be minor with townscape and distinctiveness largely unaltered.
16 To maximise the use of previously used land in future developments	Mod	Decl	High	Low	Longer term, pressures to release or redesignate greenbelt land are likely to increase.
17 To conserve and enhance wildlife habitats and species	Poor	Stable	Med	Low	Without development beyond that currently being taken forward, threats to local wildlife habits are likely to be limited to those associated with changing traffic patterns, which may reduce in the centre but increase in other parts of the Borough.
18 To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Good	Impr	Med	Med	Longer term, regional and national initiatives likely to produce substantial reductions both in waste arisings and the amount sent to landfill.
19 To promote energy efficiency and use of renewable energy sources to address issues of climate change	Mod	Impr	Med	Med	Regional and national initiatives resulting from climate change pressures are likely to see substantial increases in energy efficiency across all sectors and expansion of renewable energy generation, although the age and condition of much of the building stock in the town centre is likely to impede this.
20 To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Decl	Med	Low	Without regeneration to enable the town to compete with nearby centres, continued decline of the retail sector and overall image of the town centre is likely.
21 To improve employment opportunities	Poor	Decl	Med	Low	Continuing stagnation of the local economy, and the retail and service sectors in particular, is likely to result in further contraction of employment opportunities.
22 To sustain the local economy	Mod	Decl	Med	Low	Without regeneration and sectoral diversification, reliance on the declining retail sector is likely to result in further decline in the local economy. Changes in shopping habits with increasing use of online services may exacerbate this trend.

## 8. COMPATIBILITY BETWEEN DPD AND SA OBJECTIVES

- 8.1 An initial compatibility matrix was developed to identify to what extent the aims and objectives of the AAP are compatible with the SA objectives, and vice versa. It should be noted that this initial assessment is based on certain important assumptions with regard to the SA objectives, as set out in Table 8.1.

**Table 8.1 – Assessment Rationale**

SA Objectives		Assessment Rationale
1	To improve the health and well being of the population and reduce health inequalities	Effectiveness of proposals in encouraging physical activity such as walking, cycling and leisure activities which can contribute to improvements in health. Impact of proposals on health resulting from changes in air quality, noise and vibration, as well as impacts on stress levels and general well being from changes to the built environment. Effectiveness of proposals' in reducing health inequality via either increased health service provision or provision of easier access to health services via more sustainable transport choices.
2	To improve accessibility to key services and employment areas within Beeston town centre	Effects of proposals on improving access to and between main services and residential areas for all modes. This includes consideration of broader transport networks, including priority access into town centre, as well as the integration of transportation planning with development proposals.
3	To improve housing affordability	Effect of proposals in terms of provision of a range of different densities and types of housing, including appropriate provision of affordable housing. Includes consideration of the interaction between land and property prices, location, transport access and potential supply and demand for housing of different types.
4	To minimise opportunities for crime and reduce the fear of crime	Contribution of proposals to improving safety and security in the town centre, including provision of better designed public areas, increased lighting/CCTV/security measures/safety design. Considers how proposals address the safety requirements of pedestrians, cyclists and public transport users, and the extent to which natural surveillance is affected both during the day and evening. Also considers how proposals can improve perceptions of safety/security as well as actual improvements.

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SA Objectives		Assessment Rationale
5	To reduce social exclusion and improve equality of opportunity amongst social groups	The degree to which proposals support the development both of existing areas and new development through the provision of community, educational and/or leisure facilities, all of which should be accessible by sustainable transport infrastructure and the strengthening of linkages. Includes a consideration of measures that could help to improve image through enhanced safety, reduced crime and increased community involvement in development activities (e.g. through community engagement in public art).
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Assessment of the effectiveness of the proposals in encouraging the development of balanced communities where all housing areas are supported by accessible leisure, recreation and employment opportunities. Also requires consideration of the impact on improving the environment in terms of safety, biodiversity, and noise reduction and pollution control.
7	To improve air quality	<p>Considers effect of proposals in terms of reductions in traffic-derived pollutant concentrations. Such improvements would arise primarily from reduced volume of motorised road traffic (i.e. through modal shift to more sustainable modes), improved traffic flow and reduced congestion, with impacts being more acute in built up areas.</p> <p>Potential air quality issues arising from industrial and/or commercial activities are also considered where relevant information is available, as well as air quality issues associated with construction.</p>
8	To respond to climate change through reduced GHG emissions	Considered as a regional/national level effect, comprising an assessment of the degree to which the proposals will contribute to an increase or decrease in GHG emissions. In this context, the principal causal relationships are a positive correlation between increased road traffic volumes and increased GHG emissions; increased waste generation and increased GHG emissions; and increased use of carbon based energy sources and increased GHG emissions. Measures to reduce overall traffic volumes and/or promote the use of more sustainable transport modes would therefore be considered of benefit in terms of reducing GHG emissions, as would the establishment of energy efficient buildings and land uses, as well as provision of renewable energy generation.
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Impact on designated Conservation Areas, listed buildings, locally listed buildings, other nationally important archaeological remains, registered parks and gardens, including during construction. Extent of sympathetic integration of proposals, impact of conversion/re-development, impact of air pollutants, noise and vibration as well as consideration of the cumulative impact of incremental changes to the physical environment, particularly in the setting of sensitive sites/buildings.



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SA Objectives		Assessment Rationale
10	To protect and enhance areas of greenspace within the town and increase their usage	Considers the extent to which proposals will detrimentally affect areas of greenspace through removal from use, and inappropriate schemes, measures or usage of greenspace. Considers the effect of proposals in enhancing the human amenity and ecological value of greenspace, such as drainage improvements, safer access, better lighting, play areas, type and amount of vegetation coverage. Also considers the degree to which proposals contribute to increased use of greenspace areas, and whether this is likely to have detrimental effects from overuse.
11	To protect and enhance water resources	<p>Consideration of the effectiveness of the proposals in ensuring that new and intensified development is supported by adequate infrastructure, including waste water disposal and maximises opportunities for sustainable practices such as brown water recycling, rainwater use and SUDS.</p> <p>Considers the degree to which proposals impact on water resources such as through increased run-off (i.e. as a result of increased hard surfacing/built development), increases in potential sources of pollution arising from traffic growth, commercial development, residential development and proposals involving construction within watercourses (i.e. bridges) and potential for pollution incidents, particularly during construction. Impacts are likely to be more pronounced in the vicinity of open watercourses.</p>
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Considers how flood risk is managed through locational policies that protect flood plains and avoid known flood risk areas, together with the use of attenuation ponds, etc. as appropriate. Also considers the extent to which development has the potential to increase overall flood risk via impacts on surface drainage.
13	To increase the proportion of journeys made by sustainable modes	<p>Degree to which proposals support the development of infrastructure for sustainable transport modes (walking, cycling, bus, rail, tram) and identification of policies which actively 'promote' these modes with a view to increasing use of sustainable modes as opposed to private transport.</p> <p>Considers the extent to which land use proposals are integrated with sustainable transport provision.</p>
14	To reduce growth in road traffic	Impact of the proposals in reducing the rate at which road traffic grows across the Borough network. The primary consideration is impact on reducing the growth of private vehicles using the network, particularly in the context of planned population growth. However there may be a need to consider the effect of significant increases in public transport (i.e. buses) operating across the network, as well as increased freight movement, for example to service new development. Initiatives to encourage modal shift to non-road modes likely to be most effective in supporting this objective. Demand restraint through appropriate locational

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SA Objectives		Assessment Rationale
		policies is also an important contributor to slowing the rate of road traffic growth.
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	<p>Impact of the proposals on both local townscape and distinctiveness (including Conservation Areas), and wider landscape and historic environment (e.g. views into/out of the built up area to the surrounding rural hinterland) quality, either positively or negatively, including during construction.</p> <p>Extent of sympathetic integration of proposals, including design quality and the longer term impact of maturing landscaping as well as the potential intrusion of proposals on the landscape for example through the cumulative effects of built development (e.g. traffic management and/or public transport infrastructure, changes to overall building design, impact on skyline, signage, lighting, street furniture, parking arrangements, footways etc.).</p>
16	To maximise the use of previously used land in future developments	Effectiveness of proposals in supporting the redevelopment of vacant and underused sites and buildings within the town centre and accessible edge-of-centre locations, as well as increasing overall development densities, particularly residential densities in accessible locations. Includes a consideration of the contribution to delaying the need to develop greenfield land and/or sites, which would include a beneficial impact arising from more efficient use of existing transport infrastructure.
17	To conserve and enhance wildlife habitats and species	The degree to which the proposals result in the conservation, enhancement or creation of habitats, considering the extent of net gain in wildlife interest through creation of habitats and taking into account increased landscape maturity over time. Habitat severance and negative impacts of flora and fauna are associated with increased traffic volumes, levels of emissions, loss of habitat/wildlife corridors (e.g. through demolition of vacant buildings where bats may be nesting; or felling of trees that support birdlife). Construction on undeveloped, long term vacant and/or greenfield sites may also result in disturbance to established habitats.
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Considers effect of proposals on overall waste generation, both during construction / redevelopment and use. In particular, considers the extent to which proposals incorporate reuse of materials, reductions in the amount of material landfilled from domestic and commercial sources, and support for development of recycling and recovery infrastructure.
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Considers the extent to which proposals support increasing energy efficiency through, for instance, building design and material types, development layout and orientation, CHP, district heating and other energy reuse technologies. Also considers the extent to which development may induce growth in private motorised transport, as well as integration with sustainable transport



SA Objectives		Assessment Rationale
		measures.  Considers the extent to which proposals will contribute to an increase in energy generation from renewable sources, for example through the introduction of solar cells, building design and siting that maximises light and heat gain and retention from natural sources. Would also support the development of renewable energy infrastructure.
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Considers the extent to which proposals support the retail sector in enabling it to upgrade services to meet changing demand, such as with provision of larger units and better integration with other uses and transport facilities. Also considers the contribution of proposals in improving the overall image of the town as an attractive retail centre.
21	To improve employment opportunities	The degree to which proposals support the creation of new employment opportunities and the characteristics of employment provided, such as sectoral linkages, wage levels, skills requirements, seasonality, contribution to long term diversification of employment.
22	To sustain the local economy	Considers how proposals may help to support economic growth in a variety of different ways – availability of different employment sites of different types; enhanced access for all modes; enhancement of infrastructure to support development of new areas; secondary, multiplier or ‘seeding’ effects of particular types of development; measures to attract and retain a more diverse workforce; and enhancement of the landscape, townscape and/or other aspects of local ‘image’ to support investment.  A balanced approach to assessment is important – sustainable economic growth should not result in environmental and/or social trade offs that could be considered to outweigh economic benefits.

8.2 The results of the initial assessment are presented in Table 8.2. Overall, AAP Aim 3 (accessibility by all modes) showed the greatest compatibility with the SA framework, while AAP Aim 2 (sustainable evening economy) showed the greatest potential for conflict.

8.3 The assessment indicates that the AAP aims are all broadly compatible with the economic SA objectives (nos. 20 – 22). This is to be expected given that the regeneration agenda is being driven by the need for economic improvements. The AAP aims also generally perform well against the social SA objectives (nos. 1 – 6), although the assessment for SA Objective 4 (crime and fear of crime) shows considerable uncertainty, which is due to the fact that achievement of this objective is largely dependent upon the range and nature of specific implementation measures.


- 8.4 The performance of the AAP aims against the environmental SA objectives shows some potential conflicts, in particular for SA objectives 11 (water resources), 12 (flood risk) and 17 (wildlife habitats and species), which are concerned with localised impacts on the natural environment, and SA objectives 8 (greenhouse gases) and 14 (road traffic growth), which are concerned with the broader effects of the development on resource and energy efficiency and climate change.
- 8.5 It is important to note that the results of this initial assessment should be treated with an element of caution, as several of the AAP aims include interventions of different types, in particular AAP aims 3 (accessibility by all modes) and 4 (high quality developments and public realm improvements). However, the assessment indicated the highest levels of uncertainty against AAP aims 1 (retail provision) and 2 (sustainable evening economy). The uncertainty of potential outcomes is due to their dependence upon the range and nature of specific implementation measures, and this was most marked for SA objectives 4 (crime and fear of crime), 8 (greenhouse gas emissions), 18 (waste management) and 19 (energy efficiency and renewables).

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Table 8.2 – Compatibility Matrix between DPD and SA Objectives

Town Centre AAP Aims and Objectives	SA Objectives																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
<b>1 Enhance the quality and diversity of Beeston Town Centre's retail provision to ensure its future vitality and diversify town centre uses to maintain its role as a Major District centre</b>																						
1.1 To promote larger retail units within the town centre to satisfy modern retailing requirements and ensure that Beeston retains its reputation as a successful shopping centre		✓		?	✓	✓	?	X	?	✓	X	X	?	X	✓	✓	?	?	?	✓	✓	✓
1.2 To promote the need for independent shops for a healthy town centre recognising their contribution to local character																						
1.3 To increase the town centre's comparison goods floorspace																						
1.4 To promote an increase in office/employment space within the town centre due to heavy reliance on the retail sector for jobs																						
<b>2 To promote activities that can develop a sustainable evening economy</b>																						
2.1 To promote the development of leisure and cultural uses within the town centre for local residents and visitors		✓	?	?	✓	?	?	X	?	✓	X	X	✓	X	✓	✓	?	?	?	?	✓	✓
2.2 To promote good quality eating and drinking developments to encourage use of the town centre in the evening																						
2.3 To promote town centre residential development that can support an evening economy and increase the safety in the town centre																						
<b>3 To ensure the Town Centre is readily accessible by all modes of transport, whilst maximising access by foot, cycle and public transport in the context of a sustainable transport policy</b>																						
3.1 To promote the development of a high quality bus/tram interchange to provide a high quality gateway for people accessing the town centre by public transport				?				?														
3.2 To re-examine town centre parking locations in order to determine sustainable, key locations		✓	✓		✓	✓	✓		✓	✓			✓	✓		✓			✓		✓	✓
3.3 To provide a strategic transport strategy that aims to reduce unnecessary vehicle movement from the town																						
3.4 To promote safe, attractive and overlooked pedestrian routes into and around the town centre																						
3.5 To promote cycle access to the town centre through the provision of high quality strategic routes and provide adequate parking provision in																						
<b>4 To promote high quality town centre developments and public realm improvements that combine to create a good image for the town centre</b>																						
4.1 To promote high development at key locations within the town centre to create recognisable town centre gateways and local landmarks		✓	✓	?	✓		✓	?	✓	✓			✓	✓	✓	✓	X			✓	?	✓
4.2 To promote increased use of the town centre pedestrianised areas and green spaces by defining roles and creating/enhancing pedestrian links																						
4.3 To reconnect the green spaces of Broadgate Recreation Ground and St John the Baptist Church to the town centre																						
<b>5 To ensure that development of the town centre and adjacent areas are done so in a coordinated manner to maximise benefits to the town centre and local residents</b>																						
5.1 To promote an overall Masterplan that defines the relationships between future developments, avoiding piecemeal development		✓	✓	?	?	✓		?	✓	✓				✓	✓	✓		?	?	✓	✓	✓
5.2 To provide an implementation plan that defines the timescale and delivery issues associated with specific development/ public realm projects																						

 Broadly compatible
  Potential conflict
  Not relevant

 Dependent on nature of implementation measures

## **SA Objectives**

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- 1 To improve the health and well being of the population and reduce health inequalities
- 2 To improve accessibility to key services and employment areas within Beeston town centre
- 3 To improve housing affordability
- 4 To minimise opportunities for crime and reduce the fear of crime
- 5 To reduce social exclusion and improve equality of opportunities amongst social groups
- 6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity
- 7 To improve air quality
- 8 To respond to climate change through reduced GHG emissions
- 9 To protect and enhance places, buildings and sites of cultural and historic values and their settings
- 10 To protect and enhance areas of green space within the town and increase their use
- 11 To protect and enhance watercourses
- 12 To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk
- 13 To increase the proportion of journeys made by sustainable modes
- 14 To reduce growth in road traffic
- 15 To maintain and enhance the quality and distinctiveness of the townscape and the built environment
- 16 To maximise the use of previously used land in future development
- 17 To conserve and enhance wildlife habitats and species
- 18 To reduce waste and promote sustainable waste management practices in line with Broxtowe's community strategy
- 19 To promote energy efficiency and use of renewable energy sources to address issues of climate change
- 20 To improve the image of Beeston by upgrading the retail services offered within the town centre
- 21 To improve employment opportunities
- 22 To sustain the local economy

## 9. PLAN ISSUES AND OPTIONS

- 9.1 Stage B of the SA process seeks to assist the development and refinement of options following the initial compatibility assessment between the DPD Objectives and the SA objectives outlined in Section 8.
- 9.2 The SEA Directive requires that the Environmental Report should consider 'reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex I (h)).

### **ASSESSMENT OF STRATEGIC POLICY OPTIONS FOR DELIVERY OF CORE DPD OBJECTIVES**

- 9.3 Policy options have been identified for achieving the AAP objectives, arranged under six policy themes:
- ◆ Employment;
  - ◆ Housing;
  - ◆ Leisure and Culture;
  - ◆ Public Areas;
  - ◆ Retail; and
  - ◆ Transport.
- 9.4 Table 9.1 presents a series of sub-tables, each supported by a brief commentary that summarises the assessment of the options against the SA objectives, arranged under these policy themes. The full assessment tables are presented in Appendix B.

### **GENERAL OBSERVATIONS**

- 9.5 Key general issues which emerged from the assessment are as follows:
- ◆ The majority of the options fail to address the issues raised under the following SA objectives:
    - 3 - To improve housing affordability
    - 7 - To improve air quality

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- 8 - To respond to climate change through reducing GHG emissions
- 9 - To protect and enhance places, buildings and sites of cultural and historic value, and their settings
- 12 - To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk
- 17 - To conserve and enhance wildlife habitats and species
- 18 - To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy
- ◆ Most of the options performed well against the economic SA objectives 21 (employment ) and 22 (local economy); and
- ◆ In most cases the 'Do Nothing' option performs worse than the other options.

Table 9.1 – Summary of Assessment of Strategic Options

**Key for Performance**

+ positive      - negative      O neutral      ? uncertain  
 +/- minor      ++/-- major

Summary of Assessment of Options: Employment						
		Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site	Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)	Option C - Identify opportunities in the town centre for new office development	Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development	Option E - Do Nothing
No	Draft SA Objective	P	P	P	P	P
<b>Social</b>						
1	To improve the health and well being of the population and reduce health inequalities	+	+	+	+	-
2	To improve accessibility to key services and employment areas within Beeston town centre	+	++	++	+	O
3	To improve housing affordability	-	+	-	-	-
4	To minimise opportunities for crime and reduce the fear of crime	+	+	-	-	+
5	To reduce social exclusion and improve equality of opportunity amongst social groups	?	++	++	++	-
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	++	++	+	-

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Summary of Assessment of Options: Employment						
		Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site	Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)	Option C - Identify opportunities in the town centre for new office development	Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development	Option E - Do Nothing
No	Draft SA Objective	P	P	P	P	P
Environmental						
7	To improve air quality	-	+	+	+	-
8	To respond to climate change through reduced GHG emissions	-	--	-	-	+/-
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	O	O	?	O	O
10	To protect and enhance areas of green space within the town and increase their usage	O	+	?	+	O
11	To protect and enhance water resources	-	-	-	-	O
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	-	-	-	-	O
13	To increase the proportion of journeys made by sustainable modes	+	+	+	+	+
14	To reduce growth in road traffic	-	+	+	+	-
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	+	++	?/+	+	-
16	To maximise the use of previously used land in future developments	++	++	++	++	-
17	To conserve and enhance wildlife habitats and species	?	?	O	?	O



Summary of Assessment of Options: Employment						
		Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site	Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)	Option C - Identify opportunities in the town centre for new office development	Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development	Option E - Do Nothing
No	Draft SA Objective	P	P	P	P	P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	++	+	++	++	+
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	++	++	++	++	+
<b>Economic</b>						
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	O	+	+	+	-
21	To improve employment opportunities	++	++	++	++	-
22	To sustain the local economy	++	++	++	++	--

9.6 Of the four options proposed for the Employment policy theme, Option B performs best against the SA framework, although the other three options score similarly except against SA objectives 3 (housing affordability) and 4 (crime and fear of crime). All options performed well against environmental SA objectives 16 (previously used land), 18 (waste management) and 19 (energy efficiency and renewables). All options scored the same against the economic SA objectives (20 – 22), with the exception of Option A which performed less well against SA Objective 20 (retail image). All proposed options performed better than the 'Do Nothing' option.

## Sustainability Appraisal Report

Summary of Assessment of Options: Housing				
		Option A - Identify new high density housing sites and student accommodation	Option B - Redeveloping existing underutilised buildings and/ or make better use of space above existing shops.	Option C - Do Nothing
No	Draft SA Objective	P	P	P
<b>Social</b>				
1	To improve the health and well being of the population and reduce health inequalities	++	++	-/?
2	To improve accessibility to key services and employment areas within Beeston town centre	+	+	-
3	To improve housing affordability	++	+	--
4	To minimise opportunities for crime and reduce the fear of crime	+	+	-
5	To reduce social exclusion and improve equality of opportunity amongst social groups	++	+	--
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	++	-/+
<b>Environmental</b>				
7	To improve air quality	-	-	O
8	To respond to climate change through reduced GHG emissions	-	-	+
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	+	+	O
10	To protect and enhance areas of green space within the town and increase their usage	?	?	O
11	To protect and enhance water resources	-	-	O
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	-	-	O
13	To increase the proportion of journeys made by sustainable modes	?	+	+

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Summary of Assessment of Options: Housing				
		Option A - Identify new high density housing sites and student accommodation	Option B - Redeveloping existing underutilised buildings and/ or make better use of space above existing shops.	Option C - Do Nothing
No	Draft SA Objective	P	P	P
14	To reduce growth in road traffic	-	-	+
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	+	++	-
16	To maximise the use of previously used land in future developments	+	++	-
17	To conserve and enhance wildlife habitats and species	0	0	-
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	++	++	+/-
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	++	+	-
<b>Economic</b>				
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	+	+	--
21	To improve employment opportunities	+	+	-
22	To sustain the local economy	+	+	-

- 9.7 The two proposed options considered for the Housing policy theme comprised identification of new sites, to include student accommodation (Option A), and redeveloping existing underutilised buildings (Option B). Option A performed better than Option B, with major positive scores against most of the social SA objectives. Performance against the environmental SA objectives was similar for both options, with the exception of SA objectives 15 (townscape) and 16 (previously developed land) for which Option B performed better. Performance of each option against the economic SA objectives was identical. Both proposed options performed better than the 'Do Nothing' option.

## Sustainability Appraisal Report

Summary of Assessment of Options: Leisure and Culture				
		Option A - Provide an evening focal point through redeveloping The Square	Option B - Provide new evening activity at other key areas such as Broadgate Park	Option C - Do Nothing
No	Draft SA Objective	P	P	P
<b>Social</b>				
1	To improve the health and well being of the population and reduce health inequalities	+	+	-
2	To improve accessibility to key services and employment areas within Beeston town centre	+	+	-
3	To improve housing affordability	O	O	O
4	To minimise opportunities for crime and reduce the fear of crime	+/-	+/-	-
5	To reduce social exclusion and improve equality of opportunity amongst social groups	+	+	-
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	+	-
<b>Environmental</b>				
7	To improve air quality	+	+/-	O
8	To respond to climate change through reduced GHG emissions	+/-	+/-	-
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	+	+	O
10	To protect and enhance areas of green space within the town and increase their usage	+	+	O
11	To protect and enhance water resources	-	-	O
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	O	O	O
13	To increase the proportion of journeys made by sustainable modes	+	+	-
14	To reduce growth in road traffic	++	+	-

Summary of Assessment of Options: Leisure and Culture				
		Option A - Provide an evening focal point through redeveloping The Square	Option B - Provide new evening activity at other key areas such as Broadgate Park	Option C - Do Nothing
No	Draft SA Objective	P	P	P
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	+	+	-
16	To maximise the use of previously used land in future developments	++	?	O
17	To conserve and enhance wildlife habitats and species	O	-/?	O
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	-	-	+/-
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	+/-	+/-	?
<b>Economic</b>				
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	O	O	O
21	To improve employment opportunities	+	+	-
22	To sustain the local economy	++	++	-

9.8 The two options proposed for the Leisure and Culture policy theme performed very similarly across most of the SA objectives, and with relatively few major positive scores recorded. This reflects the relatively few features which distinguish the two options, which entail similar interventions in different locations. Option A showed better performance against environmental SA objectives 14 (road traffic growth), 16 (previously developed land) and 17 (wildlife habitats and species), reflecting the advantages against these objectives of the central location of The Square. Performance against the social and economic SA objectives was identical for both options. The 'Do Nothing' option performed markedly worse than the proposed options, with negative or neutral scores against most SA objectives.

## Sustainability Appraisal Report

Summary of Assessment of Options: Public Areas					
		Option A - Comprehensively re-design the pedestrianised areas, introducing new materials and street furniture	Option B - Retain existing styles in the pedestrianised area, introducing more public art	Option C - Retain and enhance the public open spaces in their present form	Option D - Do Nothing
No	Draft SA Objective	P	P	P	P
<b>Social</b>					
1	To improve the health and well being of the population and reduce health inequalities	++	+	+	-
2	To improve accessibility to key services and employment areas within Beeston town centre	++	+	+	-
3	To improve housing affordability	-	O	O	O
4	To minimise opportunities for crime and reduce the fear of crime	++	+/-	+	--
5	To reduce social exclusion and improve equality of opportunity amongst social groups	+	+	+	-
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	+	+	-
<b>Environmental</b>					
7	To improve air quality	+	O	O	-
8	To respond to climate change through reduced GHG emissions	+	O	O	O
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	++	O	+	O
10	To protect and enhance areas of green space within the town and increase their usage	+/-	O	++	-
11	To protect and enhance water resources	+/?	O	+	O



Summary of Assessment of Options: Public Areas					
		Option A - Comprehensively re-design the pedestrianised areas, introducing new materials and street furniture	Option B - Retain existing styles in the pedestrianised area, introducing more public art	Option C - Retain and enhance the public open spaces in their present form	Option D - Do Nothing
No	Draft SA Objective	P	P	P	P
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	+/?	O	+	O
13	To increase the proportion of journeys made by sustainable modes	+	O	-/?	-
14	To reduce growth in road traffic	+	O	+	-
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	++	+	+	-
16	To maximise the use of previously used land in future developments	++	+	O	-
17	To conserve and enhance wildlife habitats and species	O	O	+	-
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	O	O	+/?	+
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	O	O	O	O
<b>Economic</b>					
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	++	+	O	-
21	To improve employment opportunities	++	+	O	-
22	To sustain the local economy	++	+	O	-

- 9.9 Of the three options proposed for the Public Areas policy theme, Option A performed best against the SA framework, with consistently higher scores across most SA objectives. While Options B and C perform similarly against the social SA objectives, Option B performs less well against the environmental SA objectives, with a neutral score for many objectives. However, Option B performs better against the economic SA objectives. All three proposed options perform better than the 'Do Nothing' option.

## Sustainability Appraisal Report

Summary of Assessment of Options: Retail						
		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre	Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre	Option C - Relocation of the market to a more prominent central location	Option D - Encouragement of further shopping facilities outside the town centre.	Option E - Do Nothing
No	Draft SA Objective	P	P	P	P	P
<b>Social</b>						
1	To improve the health and well being of the population and reduce health inequalities	+	+	+	--	O
2	To improve accessibility to key services and employment areas within Beeston town centre	++	+	+	--	-
3	To improve housing affordability	--	--	O	+	+/?
4	To minimise opportunities for crime and reduce the fear of crime	+	+	?/+	+	-
5	To reduce social exclusion and improve equality of opportunity amongst social groups	+/-	+	?/+	-	-
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	+	+	--	-
<b>Environmental</b>						
7	To improve air quality	+	+	?	--	+
8	To respond to climate change through reduced GHG emissions	+/-	+/-	-/?	-	+
9	To protect and enhance places, buildings and sites of cultural and historic value , and their settings	+	++	-/?	-	-

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Summary of Assessment of Options: Retail						
		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre	Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre	Option C - Relocation of the market to a more prominent central location	Option D - Encouragement of further shopping facilities outside the town centre.	Option E - Do Nothing
No	Draft SA Objective	P	P	P	P	P
10	To protect and enhance areas of green space within the town and increase their usage	+	O	+/?	-	-
11	To protect and enhance water resources	-	-	O	-	+
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	+	+	O	-	O
13	To increase the proportion of journeys made by sustainable modes	++	+	+	-	-
14	To reduce growth in road traffic	++	+	+	--	-
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	++	++	+	--	-
16	To maximise the use of previously used land in future developments	++	++	+	?	O
17	To conserve and enhance wildlife habitats and species	-/+	+	O	-	O
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	-	-	?	-	+
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	++	+	O	+	-
<b>Economic</b>						
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	++	++	+	--	-

Summary of Assessment of Options: Retail						
		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre	Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre	Option C - Relocation of the market to a more prominent central location	Option D - Encouragement of further shopping facilities outside the town centre.	Option E - Do Nothing
No	Draft SA Objective	P	P	P	P	P
21	To improve employment opportunities	++	++	+	+/-	--
22	To sustain the local economy	++	++	+	+/-	--

- 9.10 Assessment of the three options proposed for the Retail policy theme indicated that Option A performs best overall in terms of sustainability outcomes, while Option D performed worst, with particularly poor scores against both the social and environmental SA objectives. The assessment reflects the sustainability problems inherent in bringing forward sites outside the existing town centre for retail development.
- 9.11 Options A and B performed similarly against most of the SA objectives, with Option B showing a slightly better performance overall against the social and environmental SA objectives. None of the proposed options performed well against SA objectives 11 (water resources) and 18 (waste management). All proposed options performed better than the 'Do Nothing' option, which showed particularly poor scores against the economic SA objectives, reflecting the current declining competitiveness of the town's retail offer.

## Sustainability Appraisal Report

Summary of Assessment of Options: Transport						
		Option A - To provide a separate bus station on Styning Street	Option B - To integrate the bus and tram routes and provide on-road stops	Option C – Relocation of current car parking to compensate for loss of MSCP	Option D - Design measures to slow down and discourage through traffic at pedestrian crossing points	Option E - Do Nothing
No	Draft SA Objective	P	P	P	P	P
<b>Social</b>						
1	To improve the health and well being of the population and reduce health inequalities	O	O	O	+	-
2	To improve accessibility to key services and employment areas within Beeston town centre	+	++	+	+	--
3	To improve housing affordability	O	O	O	O	O
4	To minimise opportunities for crime and reduce the fear of crime	+	++	+	O	-
5	To reduce social exclusion and improve equality of opportunity amongst social groups	+	+	O	+	-
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	++	+/?	++	-
<b>Environmental</b>						
7	To improve air quality	+	+	+	+	-
8	To respond to climate change through reduced GHG emissions	+	++	-/?	+	-
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	O	?	?	O	-
10	To protect and enhance areas of green space within the town and increase their usage	-	+/?	?	O	O
11	To protect and enhance water resources	+	+	-	+	-



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Summary of Assessment of Options: Transport						
		Option A - To provide a separate bus station on Styring Street	Option B - To integrate the bus and tram routes and provide on-road stops	Option C – Relocation of current car parking to compensate for loss of MSCP	Option D - Design measures to slow down and discourage through traffic at pedestrian crossing points	Option E - Do Nothing
No	Draft SA Objective	P	P	P	P	P
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	O	O	O	O	O
13	To increase the proportion of journeys made by sustainable modes	++	++	-	+	-
14	To reduce growth in road traffic	+	+	-	+	--
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	++	+	+/-	?	-
16	To maximise the use of previously used land in future developments	++	++	++	O	O
17	To conserve and enhance wildlife habitats and species	+	+	-	O	-
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	O	O	O	O	O
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	+	+	-	+	--
<b>Economic</b>						
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	+	+	+/?	+/?	-
21	To improve employment opportunities	+	++	+	+	--
22	To sustain the local economy	+	++	+	+	--

- 9.12 The results of the assessment of options for the Transport policy theme show clear support for Option B in terms of overall sustainability, which consistently outperformed the other three proposed options across social, environmental and economic SA objectives. Performance of Option C was weakest, in particular against the environmental SA objectives. This reflects the sustainability problems inherent in retaining central car parking provision. Performance of Option A was similar to that of Option B against many of the environmental SA objectives, but weaker against the social and economic SA objectives. All proposed options considerably outperformed the 'Do Nothing' option, which scored consistently poorly against most of the SA objectives.

## 10. ASSESSMENT OF PLAN POLICIES

- 10.1 Draft plan policies are set out in the Beeston Town Centre AAP as preferred options for the policy themes outlined in the preceding section of this report. The preferred options include a combination of policies and proposals, some of which are applicable across the plan area and others that are site specific. For the purposes of this assessment, the development policies and proposals have been grouped under a set of 13 Policy Areas, which effectively form further subdivisions of proposals under some of the AAP policy themes.
- 10.2 Table 10.1 details the policies that have been assessed, arranged according to Policy Areas.

**Table 10.1 – Draft DPD Policies**

Policy Area		Policy/Development Principles
<b>Employment</b>		
1	Office (B1)	<p>A key element of the Town Centre's future vitality is a diversification of the employment base. There is the need to develop the employment sector in Beeston to increase accessibility to jobs for the local population. The AAP includes proposals to substantially expand office space.</p> <p>The key historic employment area is Chilwell Road area. This area comprises mainly office and industrial uses which have become vacant. AAP proposals contain a number of potential office locations to provide choice and flexibility. A number of smaller office developments could be created around the town centre to support its economy. On all of the outlying sites office use forms part of the proposals for mixed use developments.</p> <p>The sites proposed for inclusion of office development are:</p> <ul style="list-style-type: none"> <li>♦ <i>Barton site, Chilwell Road</i> - expected to include approximately 9,300m<sup>2</sup> office space on either three or four storeys;</li> <li>♦ <i>The Square, stand alone unit northeast of Styring Street</i> - 390m<sup>2</sup> on second floor;</li> <li>♦ <i>Foster Ave Car Park</i> - 564 m<sup>2</sup> to the rear of the site;</li> <li>♦ <i>Sainsbury's Car Park North</i> - 777m<sup>2</sup> on ground floor;</li> <li>♦ <i>WEBS Training</i> - 420 m<sup>2</sup> per upper floor two to three storey above retail;</li> <li>♦ <i>Willoughby Garage</i> - 702m<sup>2</sup> per upper floor two to three storey above</li> </ul>

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Policy Area	Policy/Development Principles
	<p>retail;</p> <ul style="list-style-type: none"> <li>♦ <i>Albion Street/Wollaton St</i> - 583 m<sup>2</sup> office per upper floor two or three storey;</li> <li>♦ <i>Chilwell Road Tram Stop</i> - 780 m<sup>2</sup> office fronting Chilwell High Road; and</li> <li>♦ <i>Chilwell Road Tram Stop</i> – 863 m<sup>2</sup> per floor in additional block fronting Chilwell Road.</li> </ul>
<p>2      Employment - Other Uses (B1A, B2)</p>	<p>As the proposals have altered the balance of employment use to provide more office space the net employment floor spaces has fallen. One of the town's current employment sites, WEBS Training, is proposed for other uses. This could be moved to a purpose built facility within the Chilwell Road employment area.</p> <p>The main proposals represent a potential net loss in employment uses of 2,670 m<sup>2</sup> comprising:</p> <ul style="list-style-type: none"> <li>♦ Barton site, Chilwell Road – loss of approximately 2,300 m<sup>2</sup>;</li> <li>♦ WEBS Training – loss of 835 m<sup>2</sup>; and</li> <li>♦ Redevelopment of the Myford buildings at the rear of the Chilwell Road Tram Stop site – potential gain of 465 m<sup>2</sup>.</li> </ul>
<b>Housing</b>	
<p>3      Apartments and Town Houses</p>	<p>Demand for housing in Beeston is high and without increased provision there is a risk of social exclusion through increasing house prices and lack of quality housing provision. Where possible and appropriate, mixed use developments are suggested where retail or employment uses are located at ground floor level and residential on upper floors.</p> <p>New housing will be proposed on previously developed land (including former car parks) within walking distance of the town in order to support the local economy and provide amenities for all.</p> <p>Increasing the number of people living in the town centre will help support both the daytime and evening economy, as well as helping to create a safe environment due to higher numbers of people around the Town Centre at all times of the day.</p> <p>Throughout the whole Town Centre the proposals would provide up to 209 apartments and 57 townhouses over the following sites:</p> <p><u><i>The Square and Sainsbury's</i></u></p> <ul style="list-style-type: none"> <li>♦ <i>Foster Ave Car Park</i> - 61 residential apartments on first and second floors;</li> <li>♦ <i>Sainsbury's Car Park North</i> – 26 residential apartments over two upper floors fronting onto Albion Street;</li> <li>♦ <i>Villa Street</i> – 21 to 42 residential apartments over second and/or third storeys;</li> </ul> <p><u><i>Northern Gateway</i></u></p> <ul style="list-style-type: none"> <li>♦ <i>WEBS Training</i> - if all the office is not taken forward at this site then 7</li> </ul>

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Policy Area	Policy/Development Principles
	<p>to 14 residential apartments over second and/or third storeys;</p> <ul style="list-style-type: none"> <li>♦ <i>WEBS Training</i> - 28 to 42 residential apartments over two blocks to the rear of the site of two or three storeys;</li> <li>♦ <i>Willoughby Garage</i> - if all the office is not taken up at the site, 12 to 24 residential apartments over second and/or third storeys;</li> <li>♦ <i>Willoughby Garage</i> - 10 residential apartments fronting onto Broughton Street over two storeys;</li> <li>♦ <i>Willoughby Garage</i> - 14 townhouses two or three storey at the rear of the site;</li> <li>♦ <i>Albion St/Wollaton St</i> - if all the office not included 10 to 20 residential apartments over second and/or third storeys;</li> </ul> <p><u><i>Eastern Gateway</i></u></p> <ul style="list-style-type: none"> <li>♦ <i>Derby Street South</i> - 15 town houses on Derby St Car Park and 8 townhouses on Roberts Yard (next to Derby St CP);</li> <li>♦ <i>Derby Street/Albion Street</i> - 12 townhouses; and</li> <li>♦ <i>Chilwell Road Tram Stop</i> - if office or student accommodation not taken forward, 13 two bed residential apartments.</li> </ul> <p>None of these sites currently contain any residential uses. However, they are located adjacent to exiting residential areas. On all of the sites residential use forms part of the proposals for mixed use developments, with the exception of Derby Street South and Derby Street/Albion Street which are solely residential in use.</p>
<p>4     Student Accommodation</p>	<p>The nearby University of Nottingham has led to Beeston becoming a popular location for students to live and shop. Where appropriate, increased provision for student accommodation will ease pressure on the local housing market. Student accommodation will increase the vibrancy within the town centre and boost the local economy.</p> <p>A specific proposal of the AAP is to create a significant number of student apartments within the Town Centre. The purpose of this is to meet the market demand for student housing, provide a focus for student activity and ensure that rented accommodation in surrounding areas is balanced between students and employed people.</p> <p>Nearly all of the new student beds are proposed for the redeveloped Square, where the difficulty of vehicle access makes this type of accommodation more appropriate, and the concentration of student activity in this area will help support an evening economy that could be focused around the improved public space proposed for the site.</p> <p>The AAP proposals include provision for 658 to 720 student units at the following sites:</p> <ul style="list-style-type: none"> <li>♦ <i>The Square</i> - 658 student units, covering 7,500m<sup>2</sup> within The Square South and 9,000m<sup>2</sup> within The Square North, over first and second floors in each case; and</li> <li>♦ <i>Chilwell Road tram Stop</i> - if residential not taken forward, 31 to 62 student units over 2nd and/or 3rd floors.</li> </ul> <p>On each of these sites residential use forms part of the proposals for</p>

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Policy Area		Policy/Development Principles
		mixed use developments. All proposals comprise provision for student accommodation on upper floors.
<b>Leisure</b>		
5	Leisure and Culture	<p>There is a lack of leisure and cultural facilities in Beeston, with a need to increase the evening entertainment provision in the town. The introduction of restaurants and cafés will increase the evening activity of Beeston and improve accessibility to these services.</p> <p>The AAP proposals comprise:</p> <ul style="list-style-type: none"> <li>♦ <i>Stand alone unit at the Square</i> - ground floor uses would include a café. If office use is not taken forward, the second floor could be used for cultural/information use.</li> </ul> <p>At this point in time there is not considered to be demand for leisure uses such as cinema, bingo and bowling alley. However, there is scope and flexibility within The Square redevelopment to accommodate such uses if market conditions change.</p> <p>There is a need to enhance the cultural aspects of Beeston and this can be achieved through redevelopment. One of the key objectives is to enhance the attractiveness of St John the Baptist Church and the Broadgate Park area to emphasise the cultural and leisure quarters of the Town Centre.</p>
<b>Retail</b>		
6	Large Retail Units	<p>The need has been identified for larger retail units within the Town Centre to attract high quality retailers into the area and to relocate existing retailers. The area identified with the most potential to fulfil this need is adjacent to the proposed town centre bus and tram interchange. The redevelopment and extension of The Square Shopping Centre can provide the necessary unit sizes to meet market demand.</p> <p>The AAP proposals for redevelopment of The Square include:</p> <ul style="list-style-type: none"> <li>♦ <i>The Square South</i> - 4,774 m<sup>2</sup> at ground floor level. Two or three large landmark A1 retail stores with four or five smaller retail units.</li> <li>♦ <i>The Square North</i> - 4,202 m<sup>2</sup> comprising four or five medium comparison good stores and 9 or 10 smaller units. If viable then a greater amount of retail floor space could be provided at first floor level.</li> <li>♦ <i>Foster Ave Car Park</i> - 1,496 m<sup>2</sup> on ground floor for retail fronting onto the Square;</li> </ul> <p>The proposals provide for the relocation of the existing Wilkinson's, Argos and Somerfield outlets. The proposals for larger retail units within The Square redevelopment provide for a total net gain in the region of 4,380m<sup>2</sup> of retail uses.</p> <p>The redevelopment of the Square enables the historic town centre link of Church Street to be reopened, creating a direct access from the Beeston West End residential area into the Town Centre. Redevelopment of The Square North would replace the blank building facades adjacent to the bus station and Station Road with shop frontages and provide new uses on upper floors.</p>

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Policy Area	Policy/Development Principles
	<p>The proposals for redevelopment of The Square are also expected to:</p> <ul style="list-style-type: none"> <li>♦ Help create a high quality public transport interchange by ensuring the building is consistent in building design;</li> <li>♦ Create activity on all sides of the building through the provision of shop frontages;</li> <li>♦ Facilitate the creation of a tree-lined route on Station Road in order to enhance the public realm and create a high quality approach to the Town Centre; and</li> <li>♦ Create a landmark building on the corner of Station Road and Middle Street which would enhance legibility.</li> </ul>
<p>7 Smaller Retail Units</p>	<p>The AAP includes proposals for smaller retail units at a number of sites around the Town Centre which would offer relocation possibilities for the redeveloped sites or further expansion space. These proposals comprise:</p> <ul style="list-style-type: none"> <li>♦ <i>Town Centre Market</i> - relocate the existing market to the public space situated to the west of the proposed NET stop on String Street;</li> <li>♦ <i>Stand alone units at The Square</i> - construction of a standalone unit as two storeys, providing 390 m<sup>2</sup> retail used on ground floor;</li> <li>♦ <i>Villa Street</i> - 1,286 m<sup>2</sup> ground floor retail;</li> <li>♦ <i>WEBS training site</i> - 420 m<sup>2</sup> ground floor retail fronting Wollaton Road;</li> <li>♦ <i>Willoughby Garage</i> - 702 m<sup>2</sup> ground floor retail fronting onto Wollaton Road;</li> <li>♦ <i>Albion St/Wollaton St</i> - 583 m<sup>2</sup> ground floor;</li> <li>♦ <i>Broadgate</i> - refurbishment is promoted in this area; and</li> <li>♦ <i>Chilwell Road Tram Stop</i> - 780 m<sup>2</sup> fronting onto Chilwell High Road.</li> </ul> <p>The proposals for smaller retail units provide for a potential net gain in the region of 4,160 m<sup>2</sup> of retail uses within the town centre. With the exception of the relocation of the market, all of the new smaller retail units are included within proposals for mixed used development.</p>
<b>Public Areas</b>	
<p>8 Public Space</p>	<p>The quality of public spaces and gateways in the Town Centre needs to be improved. Much of this will be delivered through redevelopment and more attractive buildings. However, the change presented by the introduction of the tram and the redevelopment of key Town Centre sites opens up opportunities to create a better public realm.</p> <p>The enhancement of existing public spaces such as the Square and Broadgate Park can provide a better environment for people to live and work in Beeston. The importance of providing good links between the town centre/residential areas and open spaces has been identified.</p> <p>There are two key green open spaces in the Town Centre and they are Broadgate Park in the east and land surrounding St John the Baptist Church in the west. However, both these spaces have not been used to their full potential by the public. The recent improvements to the Broadgate / High Road (by NCC) have opened up the entrance to Broadgate Park through more attractive landscaping and provide an improvement. The Masterplan proposals aim to build on this concept and maximise the use of Broadgate Park for people who live, work and shop in</p>



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Policy Area	Policy/Development Principles
	<p>Beeston.</p> <p>The AAP proposals also seek to:</p> <ul style="list-style-type: none"> <li>◆ Ensure better use of the green spaces by creating new routes by: <ul style="list-style-type: none"> <li>○ Opening Church Street; and</li> <li>○ Creating an attractive route from Middle Street tram stop through Broadgate Recreation Ground.</li> </ul> </li> <li>◆ Enhance Styring Street and the area of The Square with provision of continued footway surfacing, street furniture and landscaping, and creation of a public space in front of the Church, to create an inviting, attractive and modern town centre; and</li> <li>◆ Create a public space adjacent to the Library and Town Hall maximising existing landscaping and improving the streetscape as appropriate to surrounding uses.</li> </ul>
<p>9 Pedestrian-isation and Pedestrian Links</p>	<p>The preferred option is to enhance the existing pedestrian routes and integrate new routes that increase accessibility and permeability through the Town Centre. New development can provide the opportunity for natural surveillance of pedestrian linkages. The quality of footways along key arrival points should be designed to a high quality appearance (along Station Road, Broadgate, Chilwell Road and Wollaton Road) to create a sense of arrival into the Town Centre for pedestrians.</p> <p>The most positive approach would be to comprehensively redesign the pedestrian area creating an enhanced public space and integrate the existing and proposed developments.</p> <p>The key AAP proposals are:</p> <ul style="list-style-type: none"> <li>◆ Extension of the pedestrianisation on High Road up to Regent Street involving closure of City Road and Derby Street at junctions with High Road. This will greatly enhance the area and assist in integrating Broadgate to High Road;</li> <li>◆ Provision of an improved pedestrian connection between the proposed new multi-storey on Albion Street and the High Road. It is proposed to provide a direct route through Sainsbury's car park following an existing route;</li> <li>◆ A tree lined boulevard is proposed on Station Road between Middle Street and High Road. The aim is to create an attractive pedestrian environment that will encourage shoppers between the High Road, Tesco, The Square redevelopment, the new bus / tram interchange and the Railway Station;</li> <li>◆ Removal of the perceived barrier between the two core shopping areas of The Square and the High Road by unifying the pedestrian area with continuous surfacing that continues across Station Road to enhance the pedestrian route;</li> <li>◆ A pedestrian link through the middle of The Square North and South developments, which will connect to a pedestrian crossing on Station Road through to Tesco and the High Road; and</li> <li>◆ Improved signage increasing legibility of the Town Centre.</li> </ul>

Policy Area	Policy/Development Principles
<b>Transport</b>	
10 Road Traffic	<p>The key traffic movement issues within Beeston are poor circulation relating to car park access, and the need for improved access and management of through traffic movement.</p> <p>In addition to pedestrianisation and public realm improvements which affect road traffic, the key AAP proposals comprise:</p> <ul style="list-style-type: none"> <li>◆ Reconfiguration of Broadgate/Humber Road/High Road junction to allow two way-traffic at Humber Road;</li> <li>◆ Conversion of Middle Street to two-way between Regent Street and Humber road;</li> <li>◆ Removal of central island at Middle Street/Regent Street Junction to create a right turning lane;</li> <li>◆ Regent Street and High Road downgraded as a local through route but retained for access to on and off street car parking along Regent Street and for buses;</li> <li>◆ Cross Street / Villa Street / Lace Road - Cross Street proposed as one way between the junction with Wollaton Road and Lace Road;</li> <li>◆ Foster Avenue to be stopped up at junction with High Road as part of the NET proposals, with overall aspirations to create a public space in this location;</li> <li>◆ Wilmot Avenue at the junction with Chilwell Road, and the western access to Ellis Grove (off Chilwell Road), will also be stopped up to accommodate proposed development and improve traffic management;</li> <li>◆ Commercial Avenue will provide a link from Wollaton Road to Foster Avenue to maintain vehicle access to and from residential properties on Foster Avenue; and</li> <li>◆ Reconfiguration of Albion Street / Wollaton Road junction and converting Albion Street to two-way to accommodate additional traffic attracted to a new multi-storey car park at Sainsbury's north.</li> </ul>
11 Cycling	<p>The AAP includes proposals to enhance the existing cycling provision with a more comprehensive network and increased cycle parking facilities.</p> <p>As part of the NET proposals some off street cycle lanes are provided adjacent to the tram routes. As a result of the proposed strategy to simplify cycle routes and access to and through Beeston, it may become unnecessary for NET to review provision of off street cycle routes.</p> <p>The main proposals are:</p> <p><i>Cycle Routes</i></p> <ul style="list-style-type: none"> <li>◆ Existing cycle routes around the perimeter of the Town Centre between University Boulevard and the Rail Station and the route from Devonshire Avenue through to Chilwell will remain, as will the routes along Broadgate and Fletcher Road.</li> <li>◆ Within the Town Centre there will be some changes to simplify cycle accessibility and to take into consideration the proposed NET route.</li> <li>◆ Broadgate – on street cycle lanes as existing</li> <li>◆ High Road between Station Road and Broadgate - as existing</li> </ul>








Policy Area	Policy/Development Principles
	<ul style="list-style-type: none"> <li>♦ Church Street / Dovecote Lane / Barton Street to Rail Station – aided by Toucan crossings at Queens Road and Middle Street – signed advisory route.</li> <li>♦ Fletcher Road through Broadgate Park to High Road</li> <li>♦ Middle Street between Church Street and High Road continuing across High Road to Devonshire Avenue – cycle lanes on street with incorporated ASLs at the junction with High Road.</li> <li>♦ Signed cycle route to Foster Avenue from either Nuart Street or Commercial Avenue - route to access Library, Town Hall etc. Cycle link between Foster Avenue and Devonshire Avenue if possible.</li> <li>♦ Removal of cycle routes along Middle Street between Church Street and Humber Road - direct cyclists to alternative routes where there would be less conflict with the tram and motor vehicles.</li> </ul> <p><i>Cycle Parking</i></p> <p>Covered Cycle Parking is to be included as part of public realm improvements. A total of a minimum of 56 new stands are proposed at locations on and near High Road; at Sainsbury's, Tesco's and the Railway Station; and on Church Street and Foster Avenue.</p>
12 Public Transport	<p>The proposed tram route through Beeston is a major change that could occur to the transport network. Through the development of The Square the existing bus station is to close and a new bus and tram hub is proposed for Styring Street which should provide a new focal point for Beeston.</p> <p>The design of the bus and tram interchange shows a split tram stop to allow easier access into the pedestrian areas and dual running of bus and tram on the same route. This design creates the potential for new public space and maximises adjacent development space.</p> <p>It is proposed to open up Church Street and provide a taxi rank that lies adjacent to the bus and tram interchange.</p>
13 Car Parking	<p>One of the key issues arising from the Beeston Masterplan Study is the need to rationalise car parking within Beeston to improve traffic circulation and simplify access to car parking spaces.</p> <p>The key aims of the Town Centre car parking proposals are:</p> <ul style="list-style-type: none"> <li>♦ Provide larger car parks along main movement corridors into the Town Centre to avoid unnecessary traffic circulation associated with small randomly located car parks;</li> <li>♦ Introduce variable message signing (VMS) that will indicate available car parking and direct traffic to available spaces from key arrival points to the Town Centre;</li> <li>♦ Provide a balance between long and short stay parking ;and</li> <li>♦ Establish legible secure and high quality walking routes from car parks to shopping area.</li> </ul> <p>There are several small car parks with poor access which contribute to traffic circulation in the Town Centre. And with the proposed redevelopment of The Square involving closure of the multi storey car park there is a need to identify alternative parking provision. Strategic car</p>

Policy Area	Policy/Development Principles
	<p>parking sites have been identified to replace spaces lost.</p> <p>The AAP proposals for car parking aim to provide more strategic car parks that could potentially reduce traffic circulation within the Town Centre. The location of proposed car parks has been carefully considered against demand.</p> <p>The major change to car parking is proposed through a new multi storey located off Albion Street replacing the existing Sainsbury's North car park. This has the potential to provide 500 spaces over four or five storeys with mixed use frontage onto Albion Street. The car parking strategy relies on the public use of the existing Sainsbury's car park (200 spaces) and the proposed Tesco car park (300 spaces). To replace spaces lost through the redevelopment of Derby Street car park, a car park is proposed on the east side of Regent Street (50 spaces) to compliment the existing Regent Street car park (17 spaces) and provide an improved car parking location to serve the west end of High Road and Broadgate. City Road north car park is to be converted to a blue badge car parking area providing approximately 15 spaces close to the High Road. Long stay car parking is retained in Middle Street (11 spaces) and Derby Street (21 spaces). This brings the total number of spaces provided during the week to 1124 with an additional 161 spaces provided on Council car parks for the public at weekends. A further 110 mostly short stay spaces would be provided at five additional small sites.</p> <p>The total number of proposed car parking spaces is approximately 50 less than existing provision. However, this reflects improvement to the sustainable transport network, especially the implementation of the tram. The main attractions in Beeston are and would be shopping and it is predicted that short stay parking would be in greater demand than long stay.</p>

- 10.3 Appendix C presents the results of detailed appraisal of the potential effects of the draft AAP predicted to arise from implementation of the policies for each policy area. The sections below present an analysis of the detailed appraisal in terms of the significance of direct effects and potential cumulative, synergistic and indirect effects.

## SIGNIFICANT DIRECT EFFECTS

- 10.4 Table 10.2 presents a summary of the significance of direct effects from the detailed appraisal. The significance of effects is denoted using the following system of symbols:

Key	
	Significant Adverse
	Minor Adverse
	Negligible Adverse
	No effect
	Negligible Beneficial
	Minor Beneficial
	Significant Beneficial

- 10.5 It should be emphasised that the information quality, and attendant uncertainties and assumptions required to address them, vary across both the sites and the evidence base for the SA objectives. This has been systematically recorded and taken into account in the detailed appraisal sheets (see Appendix C). Thus, where a major effect has been predicted for a particular SA objective, but the evidence base for this contains uncertainties or its interpretation requires a number of assumptions, the measure of information quality recorded in the appraisal has been reduced, and this is reflected in the calculation of the effect significance (see Section 2 for further details of the appraisal methodology).
- 10.6 Table 10.2 shows that, in general, the Policy Areas performed well against the SA framework, with a total of 25 significant beneficial, only three significant adverse effects, and the majority of minor effects also beneficial. Four of the Policy Areas were assessed with three or more significant effects, all beneficial: 1 (Office (B1)), 4 (Student Accommodation), 7 (Smaller Retail Units) and 9 (Pedestrianisation and Pedestrian Links). Two Policy Areas (2 – Employment – Other Uses (B1A, B2) and 11 – Cycling) were assessed with no significant effects.
- 10.7 Policy Areas 4 (Student Accommodation) and 9 (Pedestrianisation and Pedestrian Links) performed best against the SA framework, each with four significant beneficial effects. Policy Area 4 scored significant beneficial effects against SA objectives 2 (housing affordability), 13 (sustainable transport), 14 (road traffic growth) and 22 (local economy). Policy Area 9 scored significant beneficial effects against SA objectives 8 (greenhouse gas emissions), 13 (sustainable transport), 14 (road traffic growth) and 22 (local economy). Both Policy Area 4 and 9 also scored a majority of minor beneficial effects across the remaining SA objectives.
- 10.8 Policy Area 13 (Car Parking) performed worst against the SA framework, with two significant adverse effects (against SA objectives 8 and 19 – concerned with greenhouse gas emissions and promotion of energy efficiency and renewables, respectively), and a majority of minor adverse effects across the remaining SA objectives. Policy Area 10 (Road Traffic) was assessed with both significant beneficial effects (against SA Objective 22 – concerned with strength of the local economy) and adverse effects (against SA Objective 8 – reducing greenhouse gas emissions), and a balance of minor beneficial effects across the remaining SA objectives. The Policy Areas performed worst overall against SA Objective 8 (greenhouse gas emissions), in terms of significant adverse effects, although a number of minor adverse effects were also recorded against SA objectives 4 (housing affordability) and 11 (water resources).
- 10.9 Most Policy Areas performed well against the two economic SA objectives, with no adverse effects recorded and SA Objective 22 (local economy) recording the highest number of significant beneficial effects. However, SA Objective 22 (employment) recorded a significant beneficial effect for only three of the Policy Areas: 1 (Office

(B1)), 5 (Leisure and Culture) and 7 (Smaller Retail Units). These results are unsurprising given that a key driver for the AAP is economic regeneration.

10.10 With the exception of SA Objective 3 (housing affordability), performance against the social SA objectives was largely beneficial across all Policy Areas, with four significant beneficial effects, no significant adverse effects and a majority of beneficial minor effects. These results reflect the AAP's strong focus on regeneration and improvements to the public realm.

10.11 Although generally beneficial, performance against the environmental objectives was more mixed, with the strongest performance recorded against SA objectives 13 (sustainable transport) and 14 (road traffic growth). Nine of the 13 environmental SA objectives recorded no significant effects and some only a handful of minor effects. In several cases, this was a reflection of the contrast between short term and long term effects, with positive and negative effects counterbalancing each other. Four of the environmental SA objectives (7 – air quality, 12 – flood risk, 17 – wildlife and 18 – waste management) recorded a majority of negligible or no effects. For SA Objective 12 (flood risk) seven of the Policy Areas recorded no effect. The assessment results firstly reflect the relative lack of environmental and historic assets in the town centre, thus reducing potential impacts, but also highlight the generally beneficial effect of the proposals in seeking to create a more pedestrian friendly, high quality urban environment.

10.12 SA Objective 8 (greenhouse gas emissions) recorded significant adverse effects against Policy Areas 10 (Road Traffic) and 13 (Car Parking) and significant beneficial effects against Policy Areas 9 (Pedestrianisation and Pedestrian Links) and 12 (Public Transport). This is in part a reflection of the somewhat contradictory elements of the transport strategy, which simultaneously provides strong support for a shift to sustainable transport while also encouraging continued growth in private car use.

Table 10.2 – Summary of Significance of Direct Effects

SA Objective	Policy Area												
	1	2	3	4	5	6	7	8	9	10	11	12	13
1 To improve the health and well being of the population and reduce health inequalities	▲	▲	▲	▲	▲	↗	▲	▲	▲	▲	▲	↗	↗
2 To improve accessibility to key services and employment areas within Beeston town centre	▲▲	▽				↘		▲	▲	▲	▲	▲▲	▲
3 To improve housing affordability	▽	↘		▲▲	↘		▽		•	▽	•	▽	•
4 To minimise opportunities for crime and reduce the fear of crime	▲	▲	▲	▲	▲	↗	↗		▲	•	↗	▲	▽
5 To reduce social exclusion and improve equality of opportunity amongst social groups	▲	▲	▲	▲	▲	▲▲	▲	▲	▲	↘	↗	▲	•
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	↗					▲		↗	▲		▲	▲	↘
7 To improve air quality	↗	↗	↗	↗	•	↘	↗	↗	▲	↗	↗	▲	↘
8 To respond to climate change through reduced GHG emissions	▲	▲	▲	▲	↗	▽	▲	▲	▲▲	▽▽	▲	▲▲	▽▽
9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings	↗	↘	↘	▲	▲	↘	↗	▲	▲	↗	•	▲	↘
10 To protect and enhance areas of greenspace within the town and increase their usage	▲	▲	↗			↗	↗	▲	▲	↗	▲	↘	▲
11 To protect and enhance water resources	▽	▲	▽	▽	↘	▽	▽	•	▲	▲	↗	▲	▲
12 To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	↗	•	•	↘	▲	•	↘	•	•	•	•	↘	↘
13 To increase the proportion of journeys made by sustainable modes	▲	▲	▲▲	▲▲	▲	↗	▲	↗	▲▲	▽	▲	▲	▽
14 To reduce growth in road traffic	▲	▲	▲▲	▲▲	▲			↗	▲▲	▽	↗	▲	▽
15 To maintain and enhance the quality and distinctiveness of the townscape and the built environment	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	•	▽
16 To maximise the use of previously used land in future developments	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
17 To conserve and enhance wildlife habitats and species	↘	•	↘	▽	↘	↘	↘	▽	•	↗	▽	↘	↘
18 To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	↘	▲	↗	↗	↘	↘	↗	↘	↘	•	•	↘	↘
19 To promote energy efficiency and use of renewable energy sources to address issues of climate change	↗	▲	▲	▲	↗	↘	▲	▲	▲	▽	▲	▲	▽▽
20 To improve the image of Beeston by upgrading the retail services offered within the town centre	•	↗		▲	↗	▲	▲▲	▲▲	▲	•	↗	▲	▲
21 To improve employment opportunities	▲▲	▲	↗	▲	▲▲	▲	▲	▲	▲	▲	↗	▲	▲
22 To sustain the local economy	▲▲	▲	▲	▲▲	▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲	▲▲	▲▲

Key	
▽▽	Significant Adverse
▽	Minor Adverse
↘	Negligible Adverse
•	No effect
↗	Negligible Beneficial
▲	Minor Beneficial
▲▲	Significant Beneficial



## CUMULATIVE, SYNERGISTIC AND INDIRECT EFFECTS

10.13 The detailed assessment, the results of which are presented in Appendix C, was focused primarily on direct effects. As required by the SEA Regulations, cumulative, synergistic and indirect effects have also been recorded and analysed during the appraisal. Table 10.3 lists the results of this analysis.

**Table 10.3 – Summary of Cumulative, Synergistic and Indirect Effects**

Policy Area	Effect	SA Objective	Causes	Significance
<b>Beneficial</b>				
1, 2, 3, 4, 6, 7, 8	Cumulative effect on attractiveness for investment and economic prosperity.	8, 15, 20, 21, 22	<p>Cumulative effects of improvements to the environment and building stock within the town centre likely to have indirect effect on attractiveness of the town in terms of encouraging business.</p> <p>The provision of both large and smaller units will enable indigenous business growth as well as retention and expansion of the services offered.</p> <p>Increased office space provision, new housing and student accommodation likely to result in knock effects of increased patronage of existing businesses as well as attracting new businesses.</p>	Significant beneficial effects in the longer term. Effects likely to be long lasting and extending beyond the AAP area. Potential for shorter term effects also.
1, 5, 6, 7	Indirect effect of improved access on the provision of and access to essential facilities.	1, 2, 21, 22	Cumulative effect of proposals to attract investment and increase employment opportunities within the town centre is likely to have indirect effect upon the ability of the area to support increased essential facilities coupled with justifying investment in improved access to the area.	Significant beneficial effects in the longer term. Effects likely to be long lasting and provide better interrelationships between the AAP area and beyond. Potential for shorter term effects also.
All	Positive interaction between outcomes likely to generate positive cumulative and synergistic effects including community safety and well being, accessibility and employment opportunities.	1, 2, 4, 5, 6, 9, 10, 21	Mutually reinforcing interaction between environmental improvements, increase and diversification of uses, public realm and transportation proposals likely to produce cumulative and synergistic effects in terms of community safety and well being, accessibility and employment opportunities.	Significant beneficial effects in the longer term. Effects likely to be long lasting and provide better interrelationships between the AAP area and beyond. Potential for shorter term effects also.
1, 3, 4, 7, 9, 10, 11, 12, 13	Cumulative and synergistic effect of transport proposals	1, 2, 5, 13, 14, 21, 22	Cumulative and synergistic effect of enhanced and more integrated public transport provision,	Significant beneficial effect in the medium to long

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Policy Area	Effect	SA Objective	Causes	Significance
	and mixed use development on access to jobs and key services.		improved pedestrian links, better traffic management, parking provision consolidated at fewer, larger sites, and centrally located mixed use development should significantly improve overall access to jobs and services within the town.	term.
<b>Adverse</b>				
1, 2, 3, 4, 6, 7, 10, 13	Cumulative and synergistic effect of reducing air quality and increasing noise/vibration	1, 5, 6, 7, 8, 14	Cumulative effect of large scale redevelopment likely to lead to significant increase in noise/vibration as a result of construction activities and associated traffic in the short term.	Significant detrimental effect in the short to medium term and likely to require appropriate mitigation/phasing. Effect likely to lessen in the longer term if appropriate measures adopted.
All	Cumulative and synergistic effect of regeneration in the town centre on housing affordability	1, 2, 3, 11,	The combination of all land use and transport measures together is likely to have cumulative and synergistic effects in enhancing the image and attractiveness of the town as a place to live and work, and thus will likely indirectly affect housing market.	Longer term, likely to be significant adverse effect on housing affordability within the town.
1, 3, 4, 5, 6, 7	Cumulative effect of regeneration proposals on overall energy use and waste generation	8, 13, 18, 19	Substantial expansion of retail and office activity and growth across other sectors is likely to lead to a significant increase in both energy use and waste generation unless accompanied with implementation of extensive low carbon and sustainable waste management measures.	Significant adverse effects on GHG emissions and resource efficiency in the long term unless appropriate measures are implemented.
All	Cumulative effect of development upon ground water and utilities infrastructure	11, 13	The cumulative effect of redevelopment of the town centre leading to increasing activity will place increased pressure upon water supplies and utilities infrastructure.	Significant adverse effect in the medium to long term unless appropriate mitigation is undertaken. Effects may have repercussions beyond the Borough boundary.
1, 3, 4, 5, 6, 7	Cumulative effect of large scale new build development upon minerals and resource extraction.	18	The cumulative effect of new building within the town centre is likely to place increased pressure upon minerals and primary resources required as building materials.	Detrimental effect in the short term during construction stage. Effects likely to have national or international significance depending on where building materials are sourced.

- 10.14 As Table 10.3 illustrates, the AAP generally performs well in terms of cumulative, synergistic and indirect effects identified in relation to increasing economic prosperity and encouraging private sector investment within the AAP area and the wider area; boosting access to and provision of jobs and essential facilities; and increasing community safety and well being, accessibility and employment opportunities.
- 10.15 However, there are also a number of adverse effects highlighted by the assessment. These include: reduction in air quality and increasing noise and vibration during the construction stage; potential increase in housing affordability pressures; rising overall GHG emissions and waste generation; increasing demand for minerals and resources; and placing increased pressure upon water supply and utilities infrastructure. The potential severity of several of these effects is dependent upon the degree to which relevant mitigation measures are implemented. The assessment therefore serves to highlight the need for these elements to be addressed more overtly as part of the AAP and wider LDF process and supported by effective mitigation as appropriate.

## 11. MITIGATION

- 11.1 The term mitigation encompasses any approach that is aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. In practice, a range of measures applying one or more of these approaches is likely to be considered in mitigating any significant adverse effects predicted as a result of implementing the Beeston Town Centre AAP. In addition, it is also important to consider measures aimed at enhancing positive effects. All such measures are generally referred to as mitigation measures.
- 11.2 However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined should mitigation then examine ways of reducing the scale/importance of the effect.
- 11.3 Mitigation can take a wide range of forms, including:
- ◆ Change to the DPD alternatives, including bringing forward new alternatives to address specific elements that cause adverse effects, or adding or deleting alternatives;
  - ◆ Refining options in order to improve the likelihood of positive effects and to minimise adverse effects;
  - ◆ Technical measures (such as setting guidelines) to be applied during the implementation stage;
  - ◆ Identifying issues to be addressed in project environmental impact assessments for certain projects or types of projects;
  - ◆ Proposals for changing other plans and programmes; and
  - ◆ Contingency arrangements for dealing with possible adverse effects.
- 11.4 Mitigation measures for each Policy Area have been considered and the Preferred Options Assessment Tables (Appendix C) include cross-references to mitigation measures where appropriate.

- 11.5 Mitigation measures fall into two categories – the first category concerns common elements of the Policy Areas (e.g. construction works and practices; and consideration of impact on flora and fauna), which are termed **generic mitigation measures**; and the second considers mitigation measures that are relevant to specific SA objectives and Policy Areas, termed **objective-specific mitigation measures**. All of the measures proposed share the common goals of minimising adverse effects and maximising beneficial effects and are as follows:

#### **Generic Mitigation Measures**

- A. project level Environmental Impact Assessments, where applicable;
- B. use of ecological specialists at all stages of design and implementation in order to develop measures to protect biodiversity within designated and important habitats and integrate biodiversity into final scheme designs;
- C. identify 'critical' capital, the loss of which is not justified by any social/economic gains; avoid habitat fragmentation; provide green corridors for species seasonal movement where possible; offset the unavoidable loss by enhancing other existing habitats or by creating new ones;
- D. consider registering relevant and selected parts of the development for a CEEQUAL award, an awards scheme assessing the environmental quality of civil engineering projects that aims to deliver improved environmental performance in project specification, design and construction;
- E. require all developers to demonstrate that the feasibility of using SUDS has been explored in the design of their development and SUDS incorporation into the design whenever practicable (e.g. filter strips and swales, filter drains and permeable surfaces, infiltration devices, basins and ponds) to minimise the adverse effect on surface/groundwater quality and to minimise the risk of flooding; taking account of SUDS' land requirements when setting out density requirements for sites;
- F. consideration of groundwater protection zones during planning and construction phases; restriction of development in Source Protection Zones;
- G. micro-energy generation, substitution of conventional power sources for renewable sources, e.g. installation of solar panels or passive use of solar energy through building design and siting;
- H. the development of design guidelines for the use of sustainable/recycled materials in construction;
- I. definition of green technical specifications for procured construction materials; favour products that have smaller environmental footprints, e.g. containing recycled content, derived from sustainably managed resources and certified to certain standards, e.g. timber and timber products originated from sustainable and legal sources, in accordance with Government guidelines;

- J. the formulation and implementation of specific minimum requirements/standards for sustainable construction in line with the Proposals for a Code for Sustainable Homes or BREEAM standards;
- K. sympathetic integration and protection/enhancement of heritage assets in the proposed development; provision for the archaeological monitoring of site investigations to prevent the damage of unforeseeable archaeological remains – subject to the English Heritage opinion;
- L. measures to minimise the negative effect on landscape character, which could include the use of visual screening, planting, and the integration of schemes within the surrounding landscape based on the appropriate Landscape Character Assessment;
- M. controlling dust during reclamation and construction through water spraying and sweeping and the use of wheel washers when leaving the site;
- N. noise and vibration mitigation during construction can be minimised through an appropriate choice of plant and equipment, careful phasing of proposed operations and temporary barriers such as hoardings or mounds;
- O. provide clear transport strategy that favours non-car modes and public transport;
- P. secure sustainable transport access to jobs, key services and facilities, including from rural hinterland;
- Q. coordination between potential developers, and integration between proposals, should be pro-actively encouraged wherever possible;
- R. proactive consideration of cumulative effects on community security.

### **Objective-Specific Mitigation Measures**

- S. Policy Areas 1, 2, 5-7, 9, 11 and 12, *Objectives 8 (To respond to climate change through reduced GHG emissions), 1 (To improve the health and well being of the population and reduce health inequalities), 7 (To maintain and improve air quality) and 13 (To increase the proportion of journeys made by sustainable modes)* - secure sustainable transport access to new development and ensure new employment buildings have adequate provisions for those who use physically active means of transport, e.g. cycle racks, changing facilities, lockers and showers; improve infrastructure for non-motorised transport within the town centre; ensure that the car parking increase is compensated by an adequate quantitative and qualitative improvement of infrastructure for non-motorised transport.
- T. Policy Areas 1, 3 and 7, *Objective 3 (To improve housing affordability)* - as office and smaller retail unit development is based on mixed use sites which will also include housing, where possible housing provision should include a reasonable

proportion of affordable housing, so that the potential effects of increased wages brought by office jobs on housing affordability is offset.

- U. All Policy Areas, *Objective 11 (To protect and enhance water resources)* – a) Ensure that water quantity and quality modelling has been undertaken as part of a project level EIA, where applicable; and b) filter pollutants using proprietary systems, e.g. oil separators at car parks, before they reach the drainage system; good housekeeping practice (e.g. regular cleaning of car parks);
- V. All Policy Areas, *Objective 18 (To reduce waste and promote sustainable waste management practice in line with Broxtowe Community Strategy)* – Secure maximum use of reclaimed/recovered materials in new development. Favour conversion, reuse of existing structures/facades over demolition where possible. Ensure construction waste is reused/recycled whenever possible. Use excavated material on site if possible.



## 12. IMPLEMENTATION AND MONITORING

### PROPOSALS FOR MONITORING

- 12.1 The SEA Directive states that ‘member states shall monitor the significant environmental effects of the implementation of plans and programmes.....in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action’ (Article 10.1). In addition, the Environmental Report should provide information on a ‘description of the measures envisaged concerning monitoring’ (Annex I (i)) (Stage E).
- 12.2 SA monitoring will cover significant social and economic effects as well as significant environmental effects and it involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant sustainability effects (both beneficial or adverse) being monitored. This will allow the identification of any unforeseen adverse effects and enable appropriate remedial action to be taken.
- 12.3 Monitoring the significant sustainability effects of implementing the AAP is an important ongoing element of the SA process. These effects have been identified in Table 10.2 above. The appraisal of the draft AAP resulted in the identification of significant effects for ten of the SA objectives, as follows:
- ◆ 2 - To improve accessibility to key services and employment areas within Beeston town centre;
  - ◆ 3 - To improve housing affordability;
  - ◆ 5 - To reduce social exclusion and improve equality of opportunity amongst social groups;
  - ◆ 8 - To respond to climate change through reduced GHG emissions;
  - ◆ 13 - To increase the proportion of journeys made by sustainable modes;
  - ◆ 14 - To reduce growth in road traffic;
  - ◆ 19 - To promote energy efficiency and use of renewable energy sources to address issues of climate change;
  - ◆ 20 - To improve the image of Beeston by upgrading the retail services offered within the town centre;

- ◆ 21 - To improve employment opportunities; and
  - ◆ 22 - To sustain the local economy.
- 12.4 In addition to this, given the amount of uncertainty in predictions for certain SA objectives, it is recommended that monitoring of effects also be carried out in instances where adverse effects were identified in the majority of cases, or where the results were inconclusive, which includes the following:
- ◆ 11 - To protect and enhance water resources;
  - ◆ 17 - To conserve and enhance wildlife habitats and species; and
  - ◆ 18 - To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy.
- 12.5 Potential indicators for monitoring these effects have been identified as part of this appraisal and are listed under the relevant objective in the SA Framework set out in Table 7.1 above.
- 12.6 The SA guidance recommends SA monitoring is incorporated into the Council's existing monitoring arrangements. Under Section 35 of the Planning and Compulsory Purchase Act 2004 and Regulation 48 of the Town and Country Planning Regulations 2004 the Council is required to prepare an Annual Monitoring Report (AMR) to assess the implementation of the LDF. For monitoring efforts to be optimally effective, it will be important that the Council seeks to integrate the monitoring of the significant sustainability effects of the DPDs with the AMR process.
- 12.7 In order to reach a final framework of indicators for the AMR the Council will need to consider the indicators proposed in the SAs to identify those which can be most effectively used to monitor the sustainability effects of the LDF as a whole. This will need to be undertaken in dialogue with statutory consultees and other bodies, as in many cases the monitoring information may need to be provided by outside bodies.
- 12.8 The current AMR 2005/06 utilises three types of indicator:
- ◆ **Core Output Indicators** - The Government has set out in the ODPM publication 'Local Development Framework Monitoring: A Good Practice Guide' a set of Core Output Indicators that local planning authorities are required to monitor. They cover the following subject areas:
    - Business Development;
    - Housing;
    - Transport;
    - Local Services;
    - Flood Protection & Water Quality;
    - Biodiversity; and
    - Renewable Energy.

- ◆ **Local Output Indicators** – ‘Local Development Framework Monitoring: A Good Practice Guide’ advises that local output indicators should be identified to assess the effectiveness of policies not covered by the Core Output Indicators. It indicates that the choice of local output indicators will vary according to local circumstances and issues, and that sufficient numbers of local indicators should be developed to ensure a robust assessment of policy implementation.
- ◆ **Other Policy Performance** - Regulation 48 of the Town and Country Planning (Local Development) (England) Regulations requires that the AMR identify any policy which is not being implemented, the reasons why it is not being implemented, and whether the local planning authority intend to prepare a DPD or revision to a DPD to replace or amend the policy.

12.9 Of particular importance for sustainability monitoring will be the Local Output Indicators. Output indicators will be used to assess the performance of policies measuring quantifiable physical activities that result from the implementation of LDDs.

12.10 The following significant effects (against SA Objectives, as well as cumulative, synergistic and indirect) have been identified by the assessment and form the basis of the proposed SA monitoring programme:

**SA Objectives (identified significant effects)**

- ◆ 2 - To improve accessibility to key services and employment areas within Beeston town centre;
- ◆ 3 - To improve housing affordability;
- ◆ 5 - To reduce social exclusion and improve equality of opportunity amongst social groups;
- ◆ 8 - To respond to climate change through reduced GHG emissions;
- ◆ 13 - To increase the proportion of journeys made by sustainable modes;
- ◆ 14 - To reduce growth in road traffic;
- ◆ 19 - To promote energy efficiency and use of renewable energy sources to address issues of climate change;
- ◆ 20 - To improve the image of Beeston by upgrading the retail services offered within the town centre;
- ◆ 21 - To improve employment opportunities; and
- ◆ 22 - To sustain the local economy.

**SA Objectives (a watching brief)**

- ◆ 11 - To protect and enhance water resources;

- ◆ 17 - To conserve and enhance wildlife habitats and species; and
- ◆ 18 - To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy.

**Beneficial Cumulative, Synergistic and Indirect Effects**

- ◆ Contribution to attractiveness for investment and increased economic prosperity;
- ◆ Increased provision of essential facilities;
- ◆ Positive interaction between Policy Areas to effect generate positive cumulative and synergistic effects including community safety and well being, accessibility and employment and leisure/cultural opportunities; and
- ◆ Increased access to jobs and key services.

**Adverse Cumulative, Synergistic and Indirect Effects**

- ◆ Increased levels of noise and decreased air quality during construction activities;
- ◆ Declining housing affordability;
- ◆ Increasing energy use and waste generation;
- ◆ Increased pressure on water and wastewater utilities; and
- ◆ Increased pressure on minerals and primary resources required within construction.

12.11 At this stage, the monitoring programme as outlined below is preliminary, and will evolve over time based on the results of public consultation, dialogue with environmental and other consultees and the identification of additional data sources, as in many cases information will be provided by outside bodies.

Table 12.1 – Proposed Monitoring Programme

Effect to be monitored	Indicator(s) to be used	Mitigation to be considered	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
Effect on ground and surface waters	% of watercourse classified as good or fair biological quality	A, D, E, F, J	EA/Ongoing	Annual	EA reporting to BBC
	% of watercourse classified as good or fair chemical quality	A, D, E, F, J	EA/Ongoing	Annual	EA reporting to BBC
	Number of new developments incorporating SUDS	A, D, E, F, J	BBC/EA/Ongoing	Annual	EA/BBC
	Number of pollution incidents	A, D, E, F, J	EA/Ongoing	Annual	EA
	Ground Water Quality	A, D, E, F, J	EA/Ongoing	Annual	EA
Effect on water supply, water efficiency and flood risk	% of development schemes taking place within the flood plain	A, D, E, F, J, U	BBC/EA/Ongoing	Annual	EA/BBC
	New developments incorporating SUDS	A, D, E, F, J, U	BBC/Ongoing	Annual	BBC
	Extent of floodplain changing due to development	A, D, E, F, J, U	BBC/EA/Ongoing	Annual	BBC
	Properties at risk from flooding	A, D, E, F, J, U	BBC/Ongoing	Annual	BBC
	Average domestic water consumption (l/head/day)	A, D, E, F, J, U	Severn Trent/Ongoing	Annual	Severn Trent reporting to BBC
Effect on improving employment levels and diversity of opportunities and improving economic prosperity	New firms: registrations	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to BBC
	VAT registered businesses	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to BBC
	Employment rate per 1,000 population	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to BBC
	% of economically active working age	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	people				BBC
	Unemployment number of claimants	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to BBC
	% of Jobseekers Allowance claimants as a proportion of resident working-age people	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to BBC
	Number of economic sectors represented in the area	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to BBC
	Job density representing the ratio of total jobs to working age population	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to BBC
	Vacant industrial/commercial floor space	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to BBC
	Survival rates for VAT registered businesses	P, Q, R	Nomis/Ongoing	Annual	Nomis reporting to BBC
Effect on improving the provision of essential facilities	IMD and rank of Super Output Areas	R	Central Government/annual	Annual	Central government
Effect on GHG emissions	Greenhouse gas emissions by sector and per capita (tonnes per year)	A, D, G, J, S	Defra/Annual	Annual	Defra
	Vehicle miles travelled per year	O, P, Q	Defra/Annual	Annual	Defra
Effect on traffic growth	Level of peak traffic growth	O, P, Q	NCC/Annual	Annual	NCC
	Road traffic volume by vehicle type	O, P, Q	NCC/Annual	Annual	NCC
	% travel to work by mode	O, P, Q	NCC/Annual	Annual	NCC
	Length of road experiencing regular peak hour congestion.	O, P, Q	NCC/Annual	Annual	NCC
	Spatial distribution of roads experiencing regular peak hour congestion.	O, P, Q	NCC/Annual	Annual	NCC

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	Vehicle kilometres per average weekday	O, P, Q	NCC/Annual	Annual	NCC
Effect on proportion of journeys made by sustainable modes	Modal Split	O, P, Q	NCC/Central Government/Annual	Annual	NCC/Central Government
	BVPI 102: Number of passenger bus journeys	O, P, Q	NCC/Central Government/Annual	Annual	NCC/Central Government
	% households without a car	O, P, Q	Census	5 yearly	NCC/Central Government
Effect on conserving and enhancing habitats and species	Number, area and condition of designated sites	A, B, C	BBC/NCC/Periodically	Annual	BBC/NCC
Effect of construction on noise, vibration, pollution and congestion	No of complaints relating to construction disturbance.	A, D, M, N	BBC/Ongoing	Annual	BBC
	Mean concentrations of NO2 and particulates during construction	A, D, M, N	Not currently monitored.	Scheme by scheme with annual results	BBC
	Number of days air pollution	A, D, M, N	DEFRA/Ongoing	Annual	DEFRA and BBC
	Area of AQMAs and population within affected areas	A, D, M, N	DEFRA/Ongoing	Annual	DEFRA and BBC
	Levels of main pollutants for national air quality targets	A, D, M, N	DEFRA/Ongoing	Annual	DEFRA and BBC
Effect on affordability of housing	Average house price / earnings ration	T	BBC Housing Dept/ Ongoing	Annual	BBC
	Number of vacant homes per 1,000 dwellings	T	BBC Housing Dept/ Ongoing	Annual	BBC
	Number of affordable dwellings built per annum	T	BBC/Central Government/Annual	Annual	BBC/Central Government
Effect on energy efficiency and development of renewable energy production	BVPI 63 – Energy efficiency of council housing stock	G	BBC/Ongoing	Annual	BBC
	% of Renewable Energy Use	G	DTI/Annual	Annual	DTI



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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	Domestic gas and electricity consumption per customer	G	DTI/Annual	Annual	DTI
	Energy consumption per capita	G	DTI/Annual	Annual	DTI
	Percentage of domestic improvement in energy efficiency	G	DTI/Annual	Annual	DTI
Effect on waste generation and sustainable waste management	% of municipal waste generated disposed of to landfill	Q, R, V	BBC/Ongoing	Annual	BBC
	% of total waste arising generated from commercial, construction and demolition waste streams	Q, R, V	BBC/Ongoing	Annual	BBC
	Household and amenity waste generated per person per year (Kg)	Q, R, V	BBC/Ongoing	Annual	BBC
	% of all waste recycled	Q, R, V	BBC/Ongoing	Annual	BBC
	% of population resident in the authority's area served by kerbside recycling collection	Q, R, V	BBC/Ongoing	Annual	BBC
Effect on using materials and primary resources efficiently	% of recycled content in materials used in construction	D, H, I, J	Not currently monitored	Project specific	Constructors to BBC
Effect on community safety and the fear of crime	Overall crime levels	Q, R	Nottinghamshire Constabulary/Ongoing	Annual	Nottinghamshire Constabulary to BBC
Effect on access to key services and employment areas	% of population within 1km of public transport links	O, P, Q, R, S	NCC/Ongoing	Annual	NCC
	% of people who travel to work by different modes of transport i.e. car, cycle, walk and public transport	O, P, Q, R, S	NCC/Ongoing	Annual	NCC
	% of new development within 1km of main employment areas	O, P, Q, R, S	NCC/Ongoing	Annual	NCC
	% of buildings accessible to disabled people	O, P, Q, R, S	NCC/Ongoing	Annual	NCC

## 13. CONCLUSIONS

- 13.1 The draft Beeston Town Centre AAP has been subject to SA/SEA and significant sustainability effects have been identified.
- 13.2 Significant beneficial direct effects were identified in respect of all Policy Areas with the exception of 2 (Employment – Other Uses (B1A, B2)) and 11 (Cycling). The cumulative, synergistic and indirect effects of several Policy Areas were considered likely to augment beneficial effects in respect of economic prosperity and encouraging private sector investment within the AAP area and the wider area, boosting access to and provision of jobs and essential facilities; and increasing community safety and well-being, accessibility and employment opportunities.
- 13.3 Significant adverse direct effects were identified for Policy Areas 10 (Road Traffic) and 13 (Car Parking). Cumulative, synergistic and indirect adverse effects of several Policy Areas were considered likely with regard to reduction in air quality and increasing noise and vibration during the construction stage; potential increase in housing affordability pressures; rising overall GHG emissions and waste generation; increased pressure upon water supply and utilities infrastructure; and increased pressure on minerals and primary resources required within construction.
- 13.4 Many adverse effects identified can be minimised to a satisfactory degree through the mitigation measures.

### RECOMMENDATIONS

- 13.5 In general terms, the assessment has highlighted a considerable number of significant effects, with the great majority being beneficial. Mitigation measures have been proposed aimed at lessening adverse effects and enhancing beneficial effects. The AAP includes a general Sustainability Policy developed in response to the emerging findings of the SA, which has been taken into account in the assessment outlined above. However, recommendations on how the sustainability performance of the AAP could be further strengthened in key areas highlighted by the assessment are set out below.

### **Addressing Climate Change – Creating a Low Carbon Economy**

13.6 The major positive role LDFs can have in contributing to meeting national targets to address climate change is increasingly rapidly being recognised as a critical priority for the land use planning system, with a robust pro-active approach required in moving towards a low carbon economy. Reliance on building regulations and voluntary codes is unlikely to prove sufficient. Consequently, it is recommended that the Sustainability Policy is further developed to require developers to incorporate/conform to the following as standard:

- ◆ Require all new non-domestic buildings to achieve a BREEAM (or equivalent) rating of very good or excellent;
- ◆ Require all civil engineering projects to achieve a CEEQUAL (or equivalent) rating of very good or excellent;
- ◆ Standard area-wide targets (e.g. 20% of predicted on-site consumption) in respect of on-site renewable energy generation (e.g. external solar collectors, wind turbines, photo voltaic devices) within all new developments over a threshold size (e.g. site hectarages and/or number of units);
- ◆ Demonstrate how lower carbon technologies such as CHP schemes and shared renewable energy plant have been explored, both within sites and across adjacent or proximal sites; and
- ◆ Demonstrate maximum energy efficiency through careful siting, design, layout and buildings orientation to:
  - Maximise sunlighting and daylighting, avoidance of over-shadowing, and passive ventilation;
  - Minimise external wall surface extent and exposure by grouped building forms; and
  - Optimise screening and individual buildings' thermal performance through landscape or planting design.

### **Efficient Resource Use and Waste Management – Achieving 'One Planet Living'**

13.7 Living within the environmental limits of natural systems, or 'One Planet Living', is one of the five national sustainable development strategy guiding principles. The AAP can make an important contribution to ensuring more efficient resource use and better waste management, with inclusion of pro-active requirements for development proposals specifically tailored to the characteristics of the area. It is recommended that policies are included in the AAP to ensure all development complies with the following requirements as standard:

- ◆ Significant use of locally sourced, recycled, renewable or sustainably managed resources;

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- ◆ On-site reuse, recycling or sustainable treatment of construction/demolition wastes;
- ◆ Re-use or exchange waste materials between complementary businesses within the area;
- ◆ Provision for appropriate recycling infrastructure – on-site facilities wherever feasible; provision for separation, storage and collection facilities in all designs and layouts;
- ◆ Incorporation of on-site waste management facilities for bio-digestion or composting; and
- ◆ Adherence to site- or area-wide Sustainability Management Plan and accompanying Environmental Management System to operationally implement it.

### **Transport**

- 13.8 Increased levels of private transportation are projected across the UK, with attendant links to declining air quality, increased incidences of respiratory illness and general contribution to GHG emission levels. It is considered essential that the opportunity is taken for LDDs to strongly support the promotion of sustainable modes of transport over increased provision for private road transport, and reducing the overall need to travel wherever possible, demonstrating direct links with the Local Transport Plan for the area.
- 13.9 It is recommended that the transport strategy of the AAP is revisited with a stronger emphasis on pro-actively encouraging public transport in preference to private road transportation. Whilst sustainable modes are encouraged within the town centre itself, and the AAP proposals are well integrated with the planned NET development, there is still an assumption of extensive private car use, with parking provision close to current levels. Redevelopment of the town centre presents an important opportunity to build in measures which positively encourage public transport. Such measures are unlikely to succeed, however, without integration with associated demand management measures. Routing, signage, parking restrictions and pricing regimes aimed at discouraging car trips into the centre need to be closely coordinated and phased with flexible public transport measures.
- 13.10 The creation of opportunities for bus operators to expand the range and type of fleets and services targeted at different trip needs, careful design and siting of interchange points (e.g. short trip flexible pick-up 'hopper' vehicles, and larger scheduled service vehicles), close attention to access and security (both vehicles and stops), and flexible pricing arrangements, are likely to be the key elements which need to be closely integrated with introduction of demand management measures to provide a real, attractive alternative capable of competing with the convenience and flexibility of private car use.

## **APPENDIX A – BASELINE DATA TABLES**

## BASELINE TABLES

This section contains the baseline data that has been used to inform the identification of prevailing baseline conditions in Beeston for the purposes of SA/SEA. Data sources are referenced. No primary data collection has been undertaken.

**Table A.1: Baseline Data, Indicators and Trends for Social Issues**

Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
<b>Population</b>	4754	5913	4964	5376	21,009	107,570	East Midlands (EM)- 4,279,700 E&W 58,124,600	Within the East Midlands the population increased from 3,852,700 to 4,279,700 within the same period and nationally there was growth from 54,814,500 to 58,124,600.		Population	Mid-year population estimates NOMIS  2001 census
<b>Population density</b>	53.4	51.7	43.8	21.3	-	13.4	EM- 2.7 E&W- 3.4	Density within Broxtowe is far higher than the regional or national average, this is due in part to the urban characteristics of the borough and its location within the		Population	2001 Census ONS

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Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
								commuter belt of Derby and Nottingham			
<b>Changes in population 1991-2001</b>	-	-	-		-	-0.6%	EM 4.0% E&W- 2.5%	Over the ten years to 2001 the population of the regional and nationally increased whilst Broxtowe saw a reduction in it population numbers.  The Midlands region saw an increase which was nearly twice that of the national percentage.		Population	2001 Census ONS
<b>Average number of cars/vans per household</b>	0.77 21 <sup>st</sup> out of 21 wards	0.92 20 <sup>th</sup> out of 21 wards	1.04 14 <sup>th</sup> out of 21 wards	0.95 17 <sup>th</sup> out of 21 wards		Within Broxtowe the highest ward level is 1.51	EM- 1.15 E&W- 1.09	All of the Beeston wards are below both the regional and national average		Population	2001 Census ONS
<b>Life expectancy</b>						Males= 76.9 Females = 81.2	EM Males= 76.3 Females = 80.5  E&W Males 76.2 Females = 80.7	The data for males is comparable both locally, regionally and nationally, however for the females life expectancy is higher than both the regional and national trend		Population	2001 Census ONS
<b>Infant mortality rate 2002</b>							EM 5.6 E&W 5.2			Population	
<b>Standard Mortality Ratio</b>	-	-	-		-	98%	EM 100 E&W 100			Population	
<b>Death Rate from coronary heart disease</b>						86.6	EM 104.4 E&W 102.8	The rate has fallen from 124 in 1997 in Broxtowe, this		Human Health	NOMIS



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Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
								trend has also been mirrored regionally with the rate falling from 137.4 and nationally with the rate falling from 135.4		Population	
<b>Limiting long-term illness</b>	21%	17%	17%	16%		18.1%	E&W 18.2%	Only the Central ward has a higher percentage of residents with a limiting long term illness than the regional and national levels			
<b>Suicide Mortality rate</b>						2002 7.0	EM 8.7  England 8.7	The suicide rate within Broxtowe has risen from 6.0 in 1997, over the same period the rate has remained constant regionally and has fallen from 9.3 nationally over the same time period		Human Health  Population	FTI
<b>% of people who describe their health as not good-2001</b>	10.2%  5 <sup>th</sup> out of 21 wards	8.7%  12 <sup>th</sup> out of 21 wards	8.1%  16 <sup>th</sup> out of 21 wards	8.4%  14 <sup>th</sup> out of 21 wards		2001  9.0%	EM- 9.1% E&W 9.2%	All data sets are comparable with nearly 9% of the population describing their health as not good. The exception to this is the Beeston central SOA where the figure is over 10%		Human Health  Population	2001 Census ONS
<b>% of people who describe their health as good-2001</b>	66% 18 <sup>th</sup> out of 21 wards	69% 7 <sup>th</sup> out of 21 wards	71.2% 4 <sup>th</sup> out of 21 wards	68.5% 10 <sup>th</sup> out of 21 wards		2001  68.1%	EM 67.6% E&W 68.6%	All data sets are comparable with nearly 70% of the population		Human Health Population	2001 Census ONS

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Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
								describing their health as good, with the exception of the Beeston Central SOA where the figure is lower at 61%			
<b>% of people with a long term illness- 2001</b>	21% 3 <sup>rd</sup> out of 21 wards	16.6% 16 <sup>th</sup> out of 21 wards	17% 17 <sup>th</sup> out of 21 wards	18% 11 <sup>th</sup> out of 21 wards	-	2001 18.1	EM 18.4% E&W 18.2%	All data sets are comparable with nearly 20 % of the population with a long term illness, again with the exception being Beeston Central where the figure is 26%		Human Health  Population	2001 Census ONS
<b>Conception rates amongst women aged 15-17</b>						2002 27.0	EM 40.6 E&W 42.4	Within Broxtowe there was a fall from 36.4 in 1997, whilst the East Midlands there was a decline from 45.8 to 40.6 over the same period. Nationally there was a fall from 46 to 42.4 in the same period.		Human Health  Population	FTI
<b>Overall road casualty rate</b>						2003 4.3	EM 5.1 E&W 5.2	Within Broxtowe the rate fell from 5.5 in 1997 and over the same time period the rate fell from 5.8 regionally and 6 nationally.		Human Health  Population	FTI
<b>Number of people killed or seriously injured in road crashes</b>						2003 0.6	EM 0.7 EW 0.6	Within Broxtowe the rate fell from 1 in 1997, the rate also fell from 1 in the East Midlands and 0.8 nationally		Human Health  Population	FTI

## Sustainability Appraisal Report

Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
								over the same period			
<b>Qualification of working age people 16-74</b>	up to NVQ 3- 35.9%  NVQ 4 and above- 35.8%	up to NVQ 3- 36.9%  NVQ 4 and above- 30.9%	up to NVQ 3- 32.4%  NVQ 4 and above- 43.8%			NVQ4 30.0% NVQ3 44.9% NVQ2 66.2% NVQ1 80.8% Other 8% None 11.2%	East Midlands NVQ4 22.2% NVQ3 41.4% NVQ2 59.7% NVQ1 75.7% Other 7.6% None 16.6%  GB NVQ4 25.2% NVQ3 43.1% NVQ2 61.5% NVQ1 76.0% Other 8.8% None 15.1%	East Midlands The number of working age people with NVQ4 or higher rose from 20% in 1999 to 22.2% in 2004  In GB over the same time period the percentage rose from 22.5% to 25.2%		Population  Human Health	2001 Census
<b>% of the population with no qualification or level unknown</b>	28.4%	32.2%	23.8%			37.1%	GB 35.8%	The East Midlands have the highest percentage of the population with no qualification with the national and the district data comparable.  In terms of the relevant wards there is a wide range of percentages ranging from 17 to 35.		Population  Human Health	Nomis
<b>% of pupils achieving five or more GCSE A*-C</b>	-	-	-		-	2004 53%	EM 51% E&A 53.7%	All data sets are comparable. Since 1998 the percentage has risen from 46.6 in Broxtowe and nationally and 43%		Population  Human Health	2001 Census ONS

## Sustainability Appraisal Report

Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
<b>% of working people qualified to level 3- 2001</b>	13% - this has the highest percentage of all the 21 Broxtowe wards	10.5% this is the second highest within Broxtowe	9.6% this is the third highest of the Broxtowe wards	8% this is the eighth highest of the Broxtowe wards		Overall Beeston has the top three highest percentage of the working population achieving level 3 qualifications		regionally			EMDA
<b>People entering into full time education aged 18-20</b>	15	25	15			465	East Midlands 17,285				
<b>% of workers with no qualifications</b>	23% 17 <sup>TH</sup> out of 21 wards	26.5% 14 <sup>th</sup> out of 21 wards	19% 20 <sup>th</sup> out of 21 wards	29.5% 12 <sup>th</sup> out of 21 wards	-		EM 34.2% GB 31.2%	All the Beeston wards are below the national and regional highest, however Beeston Rylands is closest to the national average. The highest Broxtowe ward is 43%		Population Human Health	2001 Census ONS
<b>% of population qualified to degree level or higher</b>	11A 36.4%	9D 43.8% 9C 22.7%	11D 49%			20.9%	EM 16.6% E&W 19.8%	The Broxtowe district has a higher percentage of people with higher qualification than the regional or national statistics. In terms of the ward statistics there is a wide variety of results ranging from 22 to		Population Human Health	2001 Census ONS

## Sustainability Appraisal Report

Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
% of households without central heating						5%	EM 5.9% E&W 8.5%	49% Broxtowe has fewer households without central heating than regionally -1% and nationally -3.5%		Population Human Health	2001 Census ONS
Government index of multiple deprivation ranking 2004	16.2 average score- 10 <sup>th</sup> out of 21 wards in Broxtowe	19.7 average score 4 <sup>th</sup> out of 21 wards in Broxtowe	12.2 average score 14 <sup>th</sup> out of 21 Broxtowe wards	15.9 average score 11 <sup>th</sup> out of 21 Broxtowe wards		Broxtowe rates as the 194 most deprived local authority area		The East Midlands has 220 of the 10% most deprived areas in England. There are 2,732 areas in total. The deprived areas of the East Midlands are concentrated around the population centres of Leicester, Derby, and Nottingham. The former Nottinghamshire and Derbyshire coal field districts of Mansfield, Ashfield, Bassetlaw, Chesterfield and Bolsover all contain concentrations of areas suffering severe deprivation.		Population Human Health	2001 Census ONS EMDA
Percentage of households which are owner occupied	48% - lowest in Broxtowe wards (21 out of 21 wards)	60% - second lowest in Broxtowe, 20 out of 21 wards	72%- 15 <sup>th</sup> lowest out of 21 wards	70%- 16 <sup>th</sup> lowest out of 21 wards		76.4%	E&W 68.9%	Broxtowe has more owner occupied housing than the national figure		Population Material Assets	2001 Census EMDA
Proportion of households in rented occupation	52% - highest in Broxtowe	40%- second highest in Broxtowe	28%- 7 <sup>th</sup> out of 21 wards	30% - 6 <sup>th</sup> out of 21 wards			EM 28% EW 32%			Population Material Assets	

## Sustainability Appraisal Report

Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
	e 1 <sup>st</sup> out of 21 wards	2 <sup>nd</sup> out of 21 wards									
<b>Housing affordability</b>						5.56	EM 3.42			Material Assets	<a href="http://www.odpm.gov.uk">http://www.odpm.gov.uk</a>
<b>Vehicle crime rate per 1000 population</b>						20.9	2004/05 EM 14 England 14	The vehicle crime rate is higher than both the regional and national rate. In the East Midlands, since 1997 the rate has fluctuated from 19 to 14 with a peak in 2000/2001 at 20 on average the rate has remained at 18 up until 2004/2005  Within England the rate has been similar to that of the East Midlands however there has been a decrease year on year from 20 in 1999 to 14 in 2005		Population Material Assets	Broxtowe Crime and Disorder Audit 2004  2001 census
<b>Robberies per 1000 population</b>						0.7	2004/2005 EM 1.8 England 1.2	Data for Broxtowe shows that the robbery rate is lower than both the regional and national rate.  Within the East Midlands region there has been an increase since 1999 rising from 1.7 to 2.4 in 2003 then there has been a decline		Population Material Assets	Broxtowe Crime and Disorder Audit 2004  2001 census

## Sustainability Appraisal Report

Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
								to 1.8 in 2005. In the data for England there was a increase from 0.9 to 1.6 in 2003 however this fell to 1.2 in 2005			
<b>Recorded burglary per 1000 population</b>						25.0	2004/2005 EM 17.0 England 14.7	<p>The rate for Broxtowe is higher than the regional rate and almost 10% higher than the national rate. In the East Midlands where rates have fluctuated from 21.0 to 17.0 in 2005 the highest level was 23.4 in 2000/2001.</p> <p>Within England the rates fluctuated between 20.8 to 18.8 between 1999 and 2003 the rate then fell from 18.6 to 14.7 in 2005 to 2005</p>	<p>Within the Broxtowe partnership bulletin questionnaire, Burglary was top with 64% of respondents experiencing this type of crime. This was followed by vandalism (61) speeding vehicles (54) car crime (49) Drugs (26) Physical abuser (6) handling stole goods ( 3) and racial abuse (2)</p> <p>In 2005 39% of people surveyed were worried about being a victim of crime compared with 38% in 2004. Over the 2003-2005 9% were not</p>	<p>Population</p> <p>Material Assets</p>	<p>Derbyshire Dales Crime and Disorder Audit 2004</p> <p>NOMIS</p> <p>Broxtowe partnership bulletin questionnaire</p> <p>706 returns</p>



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Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Beeston	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
									worried about becoming a victim of crime. In 2005 32% of people had been a victim compares with 28% in 2004.		
<b><i>The most serious social problem areas</i></b>	The most serious problem areas were teenagers hanging around in groups (64) followed by rubbish/litter (45) vandalism (45) other issues identified include, motorbikes, drugs, drunkenness, noisy neighbours, poor street lighting, abandoned cars, and people sleeping rough										Broxtowe partnership bulletin questionnaire  706 returns
<b><i>Satisfaction with town centre</i></b>	21% of respondents were very satisfied with Beeston town centre compared with 14% in 2004. 63% were fairly satisfied in 2005 compared to 60 % in 2004, and 16% not satisfied compared to 25% in 2004 Beeston faired well compared with the other centres in Broxtowe Only 2% of respondents were very satisfied with Kimberley, 6% with Eastwood and 3% in Stapleford.										
<b><i>Satisfaction with the borough as a business location</i></b>	19% of respondents were very satisfied with Beeston in 2005 compared to 14% in 2004 Beeston again faired well compared to the other centres, with 8% very satisfied with Kimberley, 9% with Eastwood and 7 with Stapleford in 2005										

Table A.2: Baseline Data, Indicators and Trends for Environmental Issues

Indicator	Beeston	Broxtowe	Comparators (Quantified data for East Midlands, and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
<b>Number of built conservation areas</b>	St Johns Grove & West End	The following are designated as Conservation areas:  Attenborough Village Attenborough Barratt Lane, Beeston St John Grove, Beeston West End, Bramcote, Brinsley, Chilwell, Cossall, Eastwood, Kimberley, Nuthall, Stapleford Church Street, Strelley	1,000 Conservation areas are located within the East Midlands			Material Assets  Cultural Heritage	Broxtowe DC
<b>Number of listed buildings and proportion at risk</b>		Within Nottingham there are 4500 listed buildings, 150 of these are Grade I, 200 Grade II* and 4185 Grade II. In comparison, Broxtowe has 5 Grade I buildings, 10 Grade II and 129 Grade II* this is 16% of the listed buildings in Nottingham.  Of Broxtowe's listed buildings 6.9% are on the Buildings at Risk Register	Within the East Midlands there are almost 30,000 listed buildings representing 7.8% of the national total.  The East Midlands has 1,530 Scheduled Ancient Monuments, 1,000 Conservation areas and 138 Historic Parks and Gardens	4.8% of Grade I and II* buildings are at risk compared to the national level of 3.7%		Material Assets  Cultural Heritage	<a href="http://www.english-heritage.org.uk/upload/pdf/EastMidlands.pdf">http://www.english-heritage.org.uk/upload/pdf/EastMidlands.pdf</a>  <a href="http://www.nottinghamshire.gov.uk/bur-intro.pdf">http://www.nottinghamshire.gov.uk/bur-intro.pdf</a>
<b>Number and area of ecologically designated sites</b>	There are two Local Nature Reserves in the vicinity of Beeston, Beeston Sidings and Nottingham Canal	There are no National Nature Reserves within Broxtowe  There are 5 Sites of Special Scientific Interest within the borough ( Attenborough gravel pits,	Within the East Midlands there are 15 National Nature Reserves and one of these is found in Nottinghamshire this is the Sherwood Forest NNR	In terms of the status of the SSSI the trend is relatively good with the majority of site either in favourable condition or unfavourable recovering. There is only one site which is unfavourable no change		Biodiversity  Fauna  Flora  Landscape	English Nature  <a href="http://www.natureonthe-map.org.uk/identify.aspx">/www.natureonthe-map.org.uk/identify.aspx</a>

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Indicator	Beeston	Broxtowe	Comparators (Quantified data for East Midlands, and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
		<p>Willwell Cutting, Sledder wood meadows, Bulwell wood and Sellers wood) these cover 3% of the borough this includes Attenborough Nature Reserve</p> <p>The Sites of Important Nature Conservation cover approximately 7% of the borough</p>	<p>Within the East Midlands there are 94 LNR</p> <p>There are 395 SSSI within the East Midlands with 67 of these in Nottingham. The site at Attenborough is designated as a SSSI within the Broxtowe district</p>				
<b>Population of species and areas of priority habitat</b>		<p>Within Broxtowe there is a priority habitat of reed beds at Attenborough</p> <p>Other important habitats include Grassland, Woodland, lowland mixed deciduous Woodland and Wet Woodland-however these only cover a very low percentage of the district</p>	<p>Within Nottinghamshire the priority habitats identified within the BAP include, Species rich hedgerow, cereal field margins, standing water, fen, grassland, heathland, woodland pasture and parkland, reed beds, saline lagoons and wet woodland. In terms of species these include, barn owl, bat, dingy and Grizzled skipper, Water Vole, Otter, crayfish and Nightjar</p>	<p>Broxtowe Barn Owl project aims to monitor, manage and encourage breeding pairs of owls and enhance their habitats. Barn Owls are a local species within the BAP and have been identified as a species which Broxtowe borough council wish to increase numbers</p>		<p>Biodiversity</p> <p>Fauna</p> <p>Flora</p> <p>Landscape</p>	<p>Action for Wildlife for Nottinghamshire</p>
<b>Area of land at risk of flooding</b>	<p>According to the Environment Agency's flood map there are a series of flood defences along the River Trent and within Beeston.</p>	<p>Within the Broxtowe area the main flooding areas focus on the River Trent, and therefore the area of Beeston to the south of the area is worst effected</p>				<p>Population</p>	<p>Environment Agency</p>

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Indicator	Beeston	Broxtowe	Comparators (Quantified data for East Midlands, and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
	The area which is subject to flooding is south of Queens Road through Beeston in the Rylands area. In extreme flood events flooding is expected to reach Chilwell Road, to the north of Queens Road						
<b>Water quality biological and chemical quality classified under the GQA scheme</b>	<p>Water quality is tested by the Environment Agency, on the Nottingham Canal at Beeston the results for 2002-2004 are as follows,</p> <p>Chemical Grade B Biological- No Data</p> <p>The results are the same within the next stretch of the canal from Beeston STW to the A52 road bridge.</p>	Data is also collected from other local rivers these are the, River Erewash, Stanley Beck and River Leen	<p>UK 2003</p> <p>Chemical quality: 95 % of rivers were of good or fair quality Biological quality; 96% of rivers were assessed as being of good or fair quality</p>	<p><b>Chemical classification</b></p> <p><b>F = Bad</b>, very polluted rivers which may cause nuisance, severely restricted ecosystems</p> <p><b>E=Poor</b>, low grade abstraction for industry</p> <p><b>D=Fair</b>, Potable supply after advanced treatment, other abstractions, fair cyprinid fisheries, impacted ecosystems</p> <p><b>C= fairly good</b>, potable supply after advanced treatment other abstractions, good cyprinid fisheries, natural ecosystems</p> <p><b>B= Good</b>, all abstractions very good salmonid / cyprinid fisheries ecosystems at or close to natural</p> <p><b>A= very good</b>, all</p>		<p>Biodiversity</p> <p>Fauna</p> <p>Flora</p> <p>Water</p>	Environment Agency

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Indicator	Beeston	Broxtowe	Comparators (Quantified data for East Midlands, and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
				abstractions, very good salmonid/ cyprinid fisheries natural ecosystems			
<b>Ground water quality</b>	From the Environment Agency web page Beeston falls within the total catchment area for the Ground Water Protection Zone this means that it falls within the total area needed to support removal of water from the borehole, and to support any discharge from the borehole.	The catchment at Beeston forms part of a greater catchment which stretches north through Nottingham towards Mansfield. However its coverage in Broxtowe is restricted to the Beeston area.				Water	Environment Agency
<b>Household waste management</b>		40,000 tonnes of waste was produced within Broxtowe in 2004  The council also aim to produce a waste management strategy in 2005/2006 There is one landfill site within the borough this is north of Beeston at Stapleford, the EA class this as a small site. In 2001 % of household waste was recycled in Broxtowe, this was increased to 10% in 2003/04 and the aim is to reach 18% in 2005/06	On average, 526 kilograms of household waste were produced per person in the East Midlands in 2003-4 (England average 510 kilograms); an increase of 6 per cent compared with 1998-9 (England overall increase 6 per cent), but a slight decrease from 2002-3.  The East Midlands had the fourth highest recycling rate of the regions, with 19 per cent of household			Population  Human Health  Landscape	Corporate plan 2005/2006  EMDA

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Indicator	Beeston	Broxtowe	Comparators (Quantified data for East Midlands, and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
			waste recycled (England average 18 per cent).				
<b>Street cleaning</b>	The local authority carry out different street cleaning operations based on Zones, Zone 1 is Town Centres and major transport centres which would include Beeston, this involves litter picking twice daily, footway sweeping twice weekly and channel sweeping once weekly	The local authority has a tiered system of street cleaning from town centres to rural areas the intensity of cleaning varies throughout this tiered system.				Population	Broxtowe BC
<b>UK national air targets</b>		The Council has declared 4 AQMAs along the M1 corridor and associated properties in relation to exceedances of NO2		AQMA 1 – Encompassing properties on Iona Drive and Treet Avenue, Trowell AQMA 2 – Encompassing properties on Derbyshire Avenue, Trowell AQMA 3 Encompassing a property on Nottingham Road, Trowell AQMA 4 – Encompassing properties on Nottingham Road, Nottingham, Nottingham Road, Nuthall and Back Lane, Nuthall		Human Health Air Climatic factors	
<b>Proportion of persons travelling to work by Car</b>	Beeston North 55% Beeston West 56% Beeston Central	Within the 21 Broxtowe districts the four Beeston wards fall 18 <sup>th</sup> to 21 <sup>st</sup> with 1 being the highest proportion of people				Population	www.emda.localknowledge.co.uk

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Indicator	Beeston	Broxtowe	Comparators (Quantified data for East Midlands, and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
	48% Beeston Rylands 52%	travelling by car					
<b>Proportion of persons travelling to work on foot or by bicycle</b>	Beeston Central 27% Beeston North 21% Beeston West 19.5% Beeston Rylands 25%	Within the 21 Broxtowe districts the four Beeston wards fall in the top four, with 1 being the highest proportion of people travelling foot/bicycle				Population	www.emda.local knowledge.co.uk
<b>Proportion of persons travelling to work by public transport</b>	Beeston North 21.5% Beeston Central 21% Beeston West 19% Beeston Rylands 20.5%	Within the 21 Broxtowe districts the four Beeston wards fall 2 <sup>nd</sup> (north) 3 <sup>rd</sup> (Central) 6 <sup>th</sup> (Rylands) and 7 <sup>th</sup> (West) with 1 being the highest proportion of people travelling by public transport				Population	www.emda.local knowledge.co.uk
<b>Proportion of total area which is green space 2001</b>	Beeston North 18.6% Beeston Central 17% Beeston West 13% Beeston Rylands 37.8%	Within the 21 Broxtowe districts the four Beeston Wards fell at 14 <sup>th</sup> (Rylands) 18 <sup>th</sup> (North) 19 <sup>th</sup> (Central) 21 <sup>st</sup> (West)				Population	www.emda.local knowledge.co.uk

Table A.3: Baseline Data, Indicators and Trends for Economic Issues

Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
<b>Measure of Productivity</b>	-	-	-		2001 16,099	2001-2002 EM- 14,729 E&W- 15,585			Population Material Assets	www.fti.neighbourhood.gov.uk/indexdata.asp
<b>Working age population in employment</b>	58%-second lowest in the district, 20 <sup>th</sup> out of 21 wards	56%-lowest in the district (21 <sup>st</sup> out of 21 wards)	65% 11 <sup>th</sup> out of 21 wards	67% 9 <sup>th</sup> out of 21 wards	62.9%	2001 EM 61.7% GB 62.0%	All figures are comparable within the data sets however Broxtowe has a slightly higher working age population		Population Material Assets	Nomis  Census 2001  EMDA
<b>Overall employment rate</b>	68%	62%	77%	75%	78.1%	2004 EM 75.6% England 74.8%	Within Beeston there is consistence with the regional rate, within Beeston Rylands and West- however Beeston Central and Beeston North are 10% below this level- creating a split between the wards		Population Material Assets	www.fti.neighbourhood.gov.uk/indexdata.asp
<b>% of unemployment</b>	6.3%	5.7%	3.8%	5.1%	4.5%	GB 5.7%	The data sets for the regional and national level of employment are comparable with Broxtowe, however it can be seen that the specific Beeston Wards are at a lower level than the level in Broxtowe overall.		Population	2001 Census ONS
<b>% of unemployed</b>	5.1%	5.3%	3.1%	5%	3.7%	GB 4.8%			Population	2001 Census ONS



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Indicator	Beeston Central	Beeston North	Beeston West	Beeston Rylands	Broxtowe	Comparators (Quantified data for, East Midlands and England and Wales)	Trends and targets where identified	Issue identified	Associated SEA topics	Source
<i>based on economically active</i>										
<b>% of Job seekers allowance claimants as a percentage of resident working age population</b>	1.4%	1.8%	1.1%	2%	1.6%	2005 EM 2.1% GB 2.3%	Nationally there has been a decline in claimants from 6.4% to 2.3% over the same time period.		Population	NOMIS
<b>VAT registration 2004</b>	-	-	-		2004 23.4%	EM 35.3% GB 39.3%	There were less registrations within Broxtowe than both regionally and nationally		Population	<a href="http://www.fti.neighbourhood.gov.uk/indexdata.asp">www.fti.neighbourhood.gov.uk/indexdata.asp</a>
<b>VAT deregistration</b>	-	-	-		8.8%	EM 9.1% GB 9.9%	There were fewer deregistration in Broxtowe than both regionally and nationally		Population	NOMIS

## **APPENDIX B – STRATEGIC OPTIONS ASSESSMENT TABLES**

## STRATEGIC OPTIONS ASSESSMENT TABLES

This section presents the findings of the assessment of options presented in the Beeston Town Centre AAP in full tabular format. A Commentary/explanation for each of the assessment scorings is contained within the tables.

### **Key for Performance (P) – Strategic Options Assessment Tables**

+ positive	- negative	O neutral	? uncertain
+/- minor	++/-- major		

Table B.1 - Assessment of Strategic Options: Employment

		Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site		Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)		Option C - Identify opportunities in the town centre for new office development		Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
<b>Social</b>											
1	To improve the health and well being of the population and reduce health inequalities	+	Development may attract new employment opportunities the benefits of this option may arise from an increase in the number of jobs being created.	+	Redevelopment may attract new employment opportunities, which could have indirect, positive effects on well being. By providing some mixed use on the site the variety of jobs creates may increase.	+	Development may attract new employment opportunities, which could increase incomes and well-being and reducing health inequalities. A central location would make these jobs more accessible to more people.	+	Development may attract new employment opportunities, thus increasing incomes and well-being and reducing health inequalities.	-	Restricting future growth may limit employment opportunities reduce the well-being and increase health inequalities by excluding sections of society from appropriate employment.
2	To improve accessibility to key services and employment areas within Beeston town centre	+	Redevelopment would provide an opportunity to integrate public transport options throughout the site.	++	Mixed-use sites can greatly increase accessibility between service, residential and employment areas.	++	Employment areas situated within the town centre can provide easy access to services for employees.	+	These locations are within close proximity to existing and proposed public transport facilities.	O	No tangible effects.
3	To improve housing affordability	-	Increasing affluence as a result of diversified employment opportunities may increase pressures in the local housing market.	+	The option should increase the availability of housing, which could help to reduce house prices in the area.	-	Increasing affluence as a result of diversified employment opportunities may increase pressures in the local housing market.	-	Increasing affluence as a result of diversified employment opportunities may increase pressures in the local housing market.	-	Supply of affordable housing is already limited, without intervention this trend is likely to continue.
4	To minimise opportunities for crime and reduce the fear of crime	+	The redevelopment of employment sites and diversification of employment uses	+	Mixed use sites are often less prone to crime as the area is occupied throughout	-	Increasing employment opportunities may reduce crime in the	-	Increasing employment opportunities may reduce crime in the	+	There is evidence that crime levels are improving.

## Sustainability Appraisal Report

No	Draft SA Objective	Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site		Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)		Option C - Identify opportunities in the town centre for new office development		Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development		Option E - Do Nothing	
		P	Commentary/Explanation	P	Commentary/Explanation	P	Commentary/Explanation	P	Commentary/Explanation	P	Commentary/Explanation
			will creates opportunities to introduce measures to design out crime.		the day and evening, reducing the opportunities for burglaries. The fear of crime may also be reduced in occupied areas.		area by creating new opportunities to increase security.		area by creating new opportunities to increase security.		
5	To reduce social exclusion and improve equality of opportunity amongst social groups	?	Increasing diversity of employment opportunities is likely to reduce social exclusion by offering employment to a wider cross section of the population.	++	Increasing employment and housing opportunities could reduce social exclusion.	++	Increasing employment opportunities could reduce social exclusion by offering employment to a wider cross section of the population.	++	Increasing employment opportunities could reduce social exclusion by offering employment to a wider cross section of the population.	-	Limited potential for growth in employment opportunities risks isolating sections of society from the local economy.
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	Redevelopment should increase the use of the employment site. New buildings should enhance the amenity of the area improving the environs.	++	Mixed use sites can create a more pleasant environment in which to live and work.	++	Providing employment opportunities close to the town centre should increase the quality of the area. It will provide employment opportunities close to residential and service areas; this may improve work-life balance.	+	Redevelopment should increase the use of any employment sites, and new buildings should enhance the amenity of the area improving the environs.	-	Under-utilised employment sites may detract from surrounding areas.
<b>Environmental</b>											
7	To improve air quality	-	Although better utilised employment sites provide opportunities to enhance public	+	Mixed use sites could reduce the need to travel. But the beneficial impact would be minimised	+	Employment opportunities within the town centre will increase the possibility to travel	+	These sites are located close to public transport routes and nodes, reducing the need to travel by	-	The trend for car ownership is not decreasing therefore there is an ongoing negative

## Sustainability Appraisal Report

No	Draft SA Objective	Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site		Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)		Option C - Identify opportunities in the town centre for new office development		Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development		Option E - Do Nothing	
		P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
			transport systems, it is highly likely that air quality will be affected by increasing private car travel.		given the size of the site.		by public transport; this could have a beneficial effect on air quality.		private car.		impact on air quality.
8	To respond to climate change through reduced GHG emissions	-	Higher density employment is likely to increase the use of resources which will negatively affect the GHG emissions trend. However there is more opportunity to introduce energy efficient buildings and options of decentralised energy generation.  Also the redevelopment of existing poor standard buildings will reduce the GHG emissions on this site.	--	Higher density employment is likely to increase the use of resources which will negatively affect the GHG emissions trend. The introduction of residential use at this site will also increase the GHG emissions. However there is more opportunity to introduce energy efficient buildings and options of decentralised energy generation.	-	Redevelopment of existing poor standard buildings could reduce GHG emissions. By introducing energy efficient buildings and options of decentralised energy generation.	-	Higher density employment is likely to increase the use of resources which will negatively affect the GHG emissions trend. However there is more opportunity to introduce energy efficient buildings and options of decentralised energy generation.  Also the redevelopment of existing poor standard buildings will reduce the GHG emissions on this site.	+/-	GHG emissions are likely to decrease with improvements in energy efficiency.
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	O	No tangible effects.	O	No tangible effects.	?	Dependant on the design of the development, there may be impacts on the town centre conservation areas, listed buildings	O	No tangible effects.	O	The existing Conservation Areas will remain in their current condition. .

## Sustainability Appraisal Report

		Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site		Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)		Option C - Identify opportunities in the town centre for new office development		Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
							and/or their settings.				
10	To protect and enhance areas of green space within the town and increase their usage	O	No tangible effects.	+	Mixed use sites can provide opportunities to create green space.	?	Depending on the location of the sites, access to local green spaces may be improved.	+	Providing employment within the town will increase the opportunity to access local green areas.	O	No tangible effects. The green spaces are currently underused and not reaching their full potential, this is likely to continue if no development takes place.
11	To protect and enhance water resources	-	By redeveloping the employment area it is likely that water demand will increase due to higher density usage, however water reduction and reuse could reduce impact.	-	Redevelopment to incorporate some housing, retail and employment will increase the water demand at this site; however water reduction and reuse could reduce the impact.	-	It is unlikely that further development in the town centre will greatly increase the water consumption.	-	By redeveloping the employment area it is likely that water demand will increase due to higher density usage, however water reduction and reuse could reduce impact.	O	No tangible effects.
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	-	Parts of Chilwell road fall within the flood risk area, localised flooding from drainage could also arise as the site has high levels of impermeable surfaces Design solutions could minimise impact..	-	Parts of Chilwell road fall within the flood risk area, localised flooding from drainage could also arise as the site has high levels of impermeable surfaces Design solutions could minimise impact..	-	River flooding is unlikely within the town centre the most likely form of flooding is from drainage which can be prevented through good design.	-	Development is likely to increase the amount of impermeable surfaces, increasing surface run-off. Design solutions could minimise impact.	O	No tangible effects.
13	To increase the proportion of journeys made by sustainable	+	Redevelopment provides an opportunity to	+	Mixed use sites may reduce overall distances to travel to	+	Employment sites within the town centre should be	+	These employment sites will be easily reached by public	+	Current levels of public transport use and walking/ cycling

## Sustainability Appraisal Report

		Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site		Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)		Option C - Identify opportunities in the town centre for new office development		Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
	modes		increase public transport options.		jobs and services, increasing potential support for non-motorised transport.		more accessible by public transport.		transport.		are high. This trend should continue.
14	To reduce growth in road traffic	-	Redevelopment should create opportunities to encourage public transport use.	+	By reducing distances to jobs and services mixed use development can potentially reduce overall private car use and encourage walking and cycling.	+	Employees will inevitably travel by either bus or private car, thus increasing road traffic. However due to its location there will be more public transport choices such as the Tram/train available.	+	Due to location, it is possible to enhance the use of public transport to these sites. This will contribute to reducing traffic growth.	-	Although the trend of public transport use will increase in Beeston, national trends show that traffic growth is likely to grow.
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	+	Increased use of the current employment site should increase the quality of the area, reducing unused and deteriorating sites. Investment should further increase the quality of the area.	++	Mixed use sites are generally more attractive and create more distinctive built environments. Investment should further increase the quality of the area.	?/+	Impact depends on the nature of the buildings and location of the sites. Development will replace existing poor quality development.	+	Increased use of the current employment sites should increase the quality of the area, reducing unused and deteriorating sites. Investment should further increase the quality of the area.	-	Without investment and increased employment opportunities the townscape and built environment could decline.
16	To maximise the use of previously used land in future developments	++	Redeveloping existing employment areas decreases the pressure on greenfield sites.	++	Redeveloping existing employment areas decreases the pressure on Greenfield sites.	++	Sites within the town centre are likely to be located on previously used land.	++	These sites are located on previously used land.	-	Without intervention some of the employment sites identified will remain under utilised.
17	To conserve and enhance wildlife habitats and species	?	Design should seek to integrate wildlife corridors.	?	Design could provide the opportunity to integrate wildlife corridors and areas	O	No tangible effects.	?	Design should seek to integrate wildlife corridors these could be linked to the nearby Attenborough	O	No tangible effects.



## Sustainability Appraisal Report

No	Draft SA Objective	Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site		Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)		Option C - Identify opportunities in the town centre for new office development		Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development		Option E - Do Nothing	
		P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
					of green space.				Nature Reserve.		
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	++	Redevelopment is likely to increase to waste generated.  However it allows opportunities to improve on site processing and reuse of waste or to allow collection of recyclable material to be more viable.	+	Redevelopment provides opportunities to integrate sustainable waste initiatives. This may be more difficult in a mixed use site as different wastes streams will be involved.	++	Development within the town centre will allow new offices to utilise the existing waste disposal methods, and participate in sustainable waste initiatives.	++	Development in these areas will allow new offices to utilise the existing waste streams.	+	Current trends of sustainable waste management are improving.
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	++	It is likely that development will lead to an increase in energy use; this is due to higher density development. However redevelopment provides opportunities to encourage energy efficient design and initiatives. Increased use of employment areas makes decentralised energy (DE) generation more feasible.	++	New development provides opportunities to incorporate more energy efficient buildings and initiatives. Increased density of mixed use areas makes decentralised energy generation more feasible.	++	New development provides opportunities to incorporate more energy efficient buildings and DE initiatives.	++	New development provides opportunities to incorporate more energy efficient buildings and DE initiatives.	+	Current buildings are of lower energy efficiency than potential new builds. However, some measures which can be retro-fitted to the buildings could increase current efficiency levels such as insulation.
Economic											

## Sustainability Appraisal Report

		Option A - Redevelopment of the Chilwell Road employment area, to remain a full employment-only site		Option B - Chilwell Road employment area to be predominantly employment but with other uses (residential, retail, education etc)		Option C - Identify opportunities in the town centre for new office development		Option D - Identify opportunities in locations such as Chilwell Road or Siemens Site for new office development		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	O	N/A	+	Mixed use sites provide the opportunity for new and upgraded retail services. Employees also provide a market for these services.	+	Employees in these sites provide a greater market for the local retail services, increasing the opportunity to expand and upgrade.	+	Employees in these sites provide a greater market for the local retail services, increasing the opportunity to expand and upgrade.	-	Without new employment opportunities, retail services are unlikely to have increased markets or profits, making it unattractive and infeasible to upgrade.
21	To improve employment opportunities	++	Redevelopment should attract investment and improve employment opportunities.	++	Mixed use should provide a greater diversity of employment opportunities. Residential, retail and employment sites located in close proximity increases opportunities for residents to find work locally.	++	Encouraging office development increases employment opportunities.	++	Encouraging office development increases employment opportunities.	-	Existing employment opportunities are focused within retail and service sectors, with few office based jobs.
22	To sustain the local economy	++	Redevelopment should attract further investment and diversify the local economy.	++	Redevelopment should attract further investment and diversify the local economy.	++	New office development should attract further investment and diversify the local economy.	++	New office development should attract further investment and diversify the local economy.	--	The local economy is likely to face increasing competition from surrounding areas.

Table B.2 - Assessment of Strategic Options: Housing

		Option A - Identify new high density housing sites and student accommodation		Option B - Redeveloping existing underutilised buildings and/ or make better use of space above existing shops.		Option C - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary /Explanation
Social							
1	To improve the health and well being of the population and reduce health inequalities	++	New development provides opportunities to create well designed and built urban environments, helping to improve health and safety. Increasing opportunities for home ownership should result in a reduction in health inequalities.	++	Redevelopment provides opportunities to create well designed and built urban environments, helping to improve health and safety. Increasing opportunities for home ownership should result in a reduction in health inequalities.	-/?	Increasing high density and lack of home ownership opportunities could reduce overall conditions of health and increase inequalities.
2	To improve accessibility to key services and employment areas within Beeston town centre	+	Higher housing densities should increase overall access to key services and jobs in the town centre.	+	Providing housing within the existing urban infrastructure increases overall accessibility to local services and employment areas.	-	Continuing dispersal of student accommodation across the town reduces overall accessibility to key services.
3	To improve housing affordability	++	Increasing the housing stock can help to reduce the price of housing, especially with regard to provision of student accommodation which is an important factor in driving up prices. Development also provides opportunities to increase the proportion of affordable housing.	+	Increasing the housing stock can help to reduce the price of housing, although this option is assumed afford less flexibility in provision. Redevelopment also provides opportunities to increase the proportion of affordable housing.	--	Continuing high demand for housing is likely to result in increasing house prices, excluding sections of society from ownership.
4	To minimise opportunities for crime and reduce the fear of crime	+	New development provides the opportunity to 'design out' crime.	+	Redeveloping under utilised urban areas should help to increase security by removing empty sites which may provide access to properties, as well as increasing overall perception of security.	-	Underutilised sites can encourage criminal activity as well as contributing to a poor urban environment, which increases the potential for crime and the fear of crime.
5	To reduce social exclusion and improve equality of opportunity amongst social groups	++	Expanding the housing stock, particularly smaller higher density units and student accommodation,	+	Expanding the housing stock should help to reduce house prices and encourage greater access to	--	Current high demand for housing is likely to continue, with rising prices further excluding sections of society from the housing market

## Sustainability Appraisal Report

		Option A - Identify new high density housing sites and student accommodation		Option B - Redeveloping existing underutilised buildings and/ or make better use of space above existing shops.		Option C - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary /Explanation
			should help to alleviate housing market pressures, increasing access to good quality accommodation across a wider range of social groups.		the housing market across a wider range of social groups.		as well as reducing the standard of living.
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	New development provides the opportunity to design and build attractive, safe and clean environments.	++	Redevelopment of currently under utilised sites provides the opportunity to increase the quality of the built environment and create a more vibrant and pleasant environment.	-/+	If no further development is undertaken, while high value residential areas are likely to benefit from increasing protection and enhancement of buildings and the local environment, lower value areas may suffer neglect and decline.
<b>Environmental</b>							
7	To improve air quality	-	Without coordinated measures to encourage sustainable transport, the potential for localised traffic congestion and associated air quality deterioration is likely to increase with increasing housing provision. Higher density development should help make public transport more viable, and encourage more walking and cycling.	-	Without coordinated measures to encourage sustainable transport, the potential for localised traffic congestion and associated air quality deterioration is likely to increase with increasing housing provision.	O	Current air quality is threatened by traffic emissions but AQMA designations should ensure quality does not deteriorate further.
8	To respond to climate change through reduced GHG emissions	-	Increasing housing provision is likely to increase GHG emissions from the domestic sector. However, new development provides opportunities to reduce energy use per dwelling with introduction of energy efficient design and decentralised energy generation. Higher density development increases opportunities for energy efficient design.	-	An increase in housing is likely to increase GHG emissions from the domestic sector. However, redevelopment provides opportunities to reduce energy use per dwelling with introduction of energy efficient design, with some limited potential for decentralised energy generation. Higher density development increases opportunities for energy efficient design.	+	With no new housing development, in the longer term domestic emissions of CO2 from existing residential properties are likely to reduce as a result of national initiatives and targets in energy efficiency and distributed energy. In Beeston the age and condition of the existing housing stock is likely to significantly constrain such improvements.

## Sustainability Appraisal Report

		Option A - Identify new high density housing sites and student accommodation		Option B - Redeveloping existing underutilised buildings and/ or make better use of space above existing shops.		Option C - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary /Explanation
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	+	Current designations and planning restrictions should ensure new development does not impact negatively on sites of cultural/historic value. The general settings may be improved by appropriate design.	+	Redevelopment of underutilised buildings will reduce the need to develop areas in proximity to sites of cultural and historic value.	O	Current designations should protect areas of historic value.
10	To protect and enhance areas of green space within the town and increase their usage	?	The extent to which the new development would improve access to green space or itself create green space will be dependant on both its design and location.	?	Depending on the location of the redevelopment, it may allow for better access to and increased use of existing green spaces. Redeveloping underutilised buildings helps reduce pressure to develop green space sites.	O	Green space in Beeston is not well identified in relation to the town centre. Without intervention existing green space likely to continue to be underused and unconnected to housing.
11	To protect and enhance water resources	-	New housing units are likely to increase overall pressures on existing water resources and waste water provision. However, new development provides the opportunity to incorporate SUDS and water efficiency measures. Higher density development likely to result in higher water efficiency per dwelling, but SUDS is often less feasible.	-	Redevelopment of under utilised buildings is likely to increase overall pressures on existing water resources and waste water provision. Better use of space above shops should help increase water efficiency per dwelling, but limited opportunities for use of SUDS.	O	Local water resources currently not under pressure.
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	-	New development is likely to increase the area of impermeable surfaces, therefore increasing surface run-off. Dependant on location the development could be at risk from river flooding.	-	New development is likely to increase the area of impermeable surfaces, therefore increasing surface run-off.	O	No tangible effects.
13	To increase the proportion of journeys made by sustainable modes	?	Dependant on the location of the development. The Masterplan should seek to ensure new development is accessible by public transport. Higher density development increases the	+	Increasing the amount of residential units within the existing urban area can reduce the need to travel to services and increases patronage of local public transport.	+	Relatively high levels of public transport use and low levels of car ownership are likely to continue.

## Sustainability Appraisal Report

No	Draft SA Objective	Option A - Identify new high density housing sites and student accommodation		Option B - Redeveloping existing underutilised buildings and/ or make better use of space above existing shops.		Option C - Do Nothing	
		P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary /Explanation
			feasibility of public transport.				
14	To reduce growth in road traffic	-	Without coordinated measures encouraging sustainable modes of transport, increasing the residential population of the town centre is likely to lead to a growth in road traffic. The proximity of new housing development to employment sites and local service provision is also likely to influence potential road traffic increases.	-	Without coordinated measures encouraging sustainable transport, increasing the residential population of the town centre is likely to lead to a growth in road traffic.	+	Public transport use is currently relatively high, and this is likely to be sustained.
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	+	New development provides the opportunity to design and build distinctive urban environments.	++	Redevelopment of areas in the town centre is likely to enhance their quality by upgrading empty or deteriorating buildings.	-	The quality of the environment and built form could decline without future investment.
16	To maximise the use of previously used land in future developments	+	There is very little undeveloped land within the study area. The new development is likely to be on previously used land.	++	Redeveloping under-utilised areas reduces the pressure to develop greenfield sites elsewhere.	-	The Local authority has a target of utilising previously developed land for housing. Without intervention this objective is unlikely to be met.
17	To conserve and enhance wildlife habitats and species	0	Beeston has few protected habitats or areas of green corridor so an increase in the area of built form is likely to have minimal impact. Short term effects on undesignated habitats dependent upon location.	0	Redevelopment of existing buildings is likely to have minimal impacts.	-	Lack of green space has resulted in low biodiversity in the town centre. This is likely to deteriorate further without intervention.
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	++	High density housing provides greater opportunities to implement sustainable waste management initiatives. Short-term effects from construction waste can be minimised with implementation of sustainable waste management solutions.	++	High density housing provides greater opportunities to implement efficient sustainable waste management initiatives. Redevelopment within existing areas may allow more efficient use of existing waste collection systems. Short-term effects from construction waste can be	+/-	As with national trends waste generation is increasing. However Broxtowe has a good recycling rate, which is likely to continue.

## Sustainability Appraisal Report

		Option A - Identify new high density housing sites and student accommodation		Option B - Redeveloping existing underutilised buildings and/ or make better use of space above existing shops.		Option C - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary /Explanation
					minimised with implementation of sustainable waste management solutions.		
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	++	New development provides the opportunity to integrate renewable energy sources as well as construct energy efficient housing. However, overall energy use in the area is likely to increase.	+	Redevelopment provides opportunities to construct energy efficient housing. However, overall energy use in the area is likely to increase.	-	Without intervention, overall energy efficiency and uptake of distributed energy of existing housing stock likely to remain low.
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	+	New development should help to improve overall image of the town, potentially encouraging existing retailers to upgrade to serve the new residential areas.	+	Redevelopment should help to improve overall image of the town. Increasing residential density in the town centre may make it more sustainable for larger retail units.	--	Centre competition may affect the quality of the retail environment in the long term. The existing underutilised buildings within the town centre may detract from the overall image of the town centre which in itself could discourage investment.
<b>Economic</b>							
21	To improve employment opportunities	+	Increased housing units within the town centre should provide a larger market for retail businesses. A large student population will certainly provide a target market for retail and leisure businesses.  Increased housing opportunities should also enable businesses to attract employees.	+	Increased housing units within the town centre should provide a larger market for retail businesses.	-	Lack of affordability and limited housing stock may constrain accommodation opportunities for certain groups of workers, making expansion of some employment sectors unfeasible.
22	To sustain the local economy	+	Increased housing units within the town centre should provide a larger market for retail businesses. A large student population will certainly provide a target market for retail and leisure businesses.  Increased housing opportunities	+	Higher density housing with the town centre should provide a larger market for retail and other local businesses increased housing opportunities should also help increase the potential skills base available to employers.	-	Lack of affordability and limited housing stock may constrain accommodation opportunities for certain groups wage workers, potentially inhibiting the development of local businesses. Fewer residents also reduce demand for local services.

*Sustainability Appraisal Report*

		Option A - Identify new high density housing sites and student accommodation		Option B - Redeveloping existing underutilised buildings and/ or make better use of space above existing shops.		Option C - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary /Explanation
			should also help increase the potential skills base available to employers as well as expand demand for local services.				



Table B.3 - Assessment of Strategic Options: Leisure and Culture

		Option A - Provide an evening focal point through redeveloping The Square		Option B - Provide new evening activity at other key areas such as Broadgate Park		Option C - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
Economic							
1	To improve the health and well being of the population and reduce health inequalities	+	Improved provision with an evening focal point may help to improve overall well being by encouraging additional leisure options.	+	An increase in leisure activities should increase well-being.	-	Current opportunities for evening entertainment and leisure activities are limited. Without intervention this is unlikely to improve.
2	To improve accessibility to key services and employment areas within Beeston town centre	+	The provision of evening entertainment improves access for Beeston residents to services which are lacking currently.	+	The provision of evening entertainment improves access for Beeston residents to services which are lacking currently.	-	The town centre is unlikely to improve its provision of evening entertainment without further development.
3	To improve housing affordability	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.
4	To minimise opportunities for crime and reduce the fear of crime	+/-	Although new leisure facilities may help alleviate current crime problems, there is also a risk that an evening focal point may provide new opportunities for criminal activities. The redevelopment provides an opportunity to incorporate 'designing out crime' measures.	+/-	Although new leisure facilities may help alleviate current crime problem, there is also a risk that new evening outlets may provide opportunities for criminal activities. New development provides an opportunity to incorporate 'designing out crime' measures.	-	Lack of leisure activities contributes to problems of local petty crime. Without intervention this is likely to persist.
5	To reduce social exclusion and improve equality of opportunity amongst social groups	+	Improved evening activities within the town centre should allow greater access for more social groups.	+	Improved evening activities within the town centre should allow greater access for more social groups.	-	The lack of local evening activities excludes those who are unable to access facilities in surrounding areas.
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	Creating an evening focal point should improve the general quality of the area and help attract further investment.	+	Creating evening activities over the town centre, rather than concentrated in one focal point, should improve the general quality of the area and help attract further investment.	-	Without new investment, the local area will lack attractive environments for evening activities.
Environmental							
7	To improve air quality	+	Marginal improvements to air quality may occur as a result of a reduction in	+/-	Marginal improvements to air quality may occur as a result of a reduction in	O	No tangible effects.

## Sustainability Appraisal Report

No	Draft SA Objective	Option A - Provide an evening focal point through redeveloping The Square		Option B - Provide new evening activity at other key areas such as Broadgate Park		Option C - Do Nothing	
		P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
			the need to travel outside the area for leisure activities. Concentration of new facilities at The Square provides more opportunities for use of public transport and/or walking and cycling.		the need to travel outside the area for leisure activities. However, by increasing the activities in the town centre there could be an increase in the number of car movements to access these facilities, with potentially adverse effects on air quality.		
8	To respond to climate change through reduced GHG emissions	+/-	New leisure facilities open for longer through the day and evening likely to increase GHG emissions within the town centre. However, new development provides opportunity to incorporate energy efficiency and distributed energy technologies.	+/-	New leisure facilities open for longer through the day and evening, together with increased road traffic, likely to increase GHG emissions within the town centre. However, new development provides opportunity to incorporate energy efficiency and distributed energy technologies.	-	Continued and increased reliance on neighbouring areas for evening activities results likely to result in increasing travel by motorised transport.
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	+	A general improvement in the built environment by redeveloping the Square should improve the general urban landscape and enhance the settings of nearby sites with historical value.	+	A general improvement in the Broadgate environment should improve the settings of nearby historical assets.	O	No tangible effects.
10	To protect and enhance areas of green space within the town and increase their usage	+	New pedestrian route will pass a previously hidden green space around the church.	+	Usage of Broadgate Recreation Ground should increase when connected with the main retail area.	O	No tangible effects.
11	To protect and enhance water resources	-	Pressure on water resources may be increased by development. Incorporation of water saving technologies may mitigate this.	-	Pressure on water resources may be increased by development, which could be mitigated by incorporation of water saving technologies. Increased road transport may adversely affect surface run-off.	O	No tangible effects.
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	O	Leisure facilities will be located in existing built up area, outside of the flood risk area...The level of flood risk is unlikely to alter as a result of the development.	O	Leisure facilities will be located in existing built up area, outside of the flood risk area. The level of flood risk is unlikely to alter as a result of the development.	O	No tangible effects.

## Sustainability Appraisal Report

No	Draft SA Objective	Option A - Provide an evening focal point through redeveloping The Square		Option B - Provide new evening activity at other key areas such as Broadgate Park		Option C - Do Nothing	
		P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
13	To increase the proportion of journeys made by sustainable modes	+	Creating local areas for evening activities should increase opportunities for residents to access these services by sustainable modes. In addition, the option may reduce the need to travel to surrounding areas to access evening entertainment.	+	Creating local areas for evening activities should increase opportunities for residents to access these services by sustainable modes. In addition, the option may reduce the need to travel to surrounding areas to access evening entertainment, although there may be greater use of private motorised transport in locations less well served by public transport.	-	Continued and increased reliance on neighbouring areas for evening activities is likely to result in increasing private motorised transport.
14	To reduce growth in road traffic	++	Creating local areas for evening activities should reduce the need to travel to neighbouring areas as the central location can be readily accessed by foot or cycle.	+	Creating local areas for evening activities should reduce the need to travel to neighbouring areas, although there may be greater use of private motorised transport in locations less well served by public transport.	-	Continued and increased reliance on neighbouring areas for evening activities is likely to result in increasing private motorised transport.
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	+	Redevelopment of The Square offers the opportunity to increase the quality and distinctiveness of the townscape.	+	Investment in areas for evening activities offers the opportunity to increase the quality and distinctiveness of the townscape.	-	The town centre suffers from generally poor quality development in terms of character. Without intervention, the quality of the townscape is unlikely to improve.
16	To maximise the use of previously used land in future developments	++	Redevelopment of The Square maximises the use of previously used land and reduces the need to create out of town areas for evening entertainment.	?	Potential effects depend on the location and final design of the site(s). It is likely the Broadgate development will be on previously used land but it may infringe on the green space to the south.	O	No tangible effects.
17	To conserve and enhance wildlife habitats and species	O	No tangible effects.	-/?	Potential effects depend on the nature and location of the development. Biodiversity in Broadgate Park may be affected.	O	No tangible effects.
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	-	New development will create additional waste but will provide opportunities for incorporating sustainable waste management measures. Redevelopment of The	-	New development will create additional waste but will provide opportunities for incorporating sustainable waste management measures. Development may create construction waste in the	+/-	Waste generation is rising, but current trends of sustainable waste management are improving.

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No	Draft SA Objective	Option A - Provide an evening focal point through redeveloping The Square		Option B - Provide new evening activity at other key areas such as Broadgate Park		Option C - Do Nothing	
		P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
			Square may create construction waste in the short-term. It should be possible to mitigate effects with sustainable waste management practices.		short-term. It should be possible to mitigate effects with sustainable waste management practices.		
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	+/-	Overall energy use likely to increase. However, redevelopment provides opportunities to incorporate energy efficient design and decentralised energy initiatives.	+/-	Overall energy use likely to increase. However, new development provides opportunities to incorporate energy efficient design and decentralised energy initiatives.	?	The leisure/entertainment sector generally has a high level of energy consumption level. Within Beeston the level of energy consumed through this sector is currently low.
<b>Economic</b>							
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.
21	To improve employment opportunities	+	Evening activities will provide new employment and may stimulate further investment.	+	Evening activities will provide new employment and may stimulate further investment.	-	Employment in leisure/entertainment sector is currently low. Without new investment employment opportunities in this sector likely to remain limited.
22	To sustain the local economy	++	An improved evening economy should help to strengthen the local economy by enhancing the overall vitality and viability of the town centre.	++	An improved evening economy should help to strengthen the local economy by enhancing the overall vitality and viability of the town centre.	-	Currently poor provision of leisure and cultural facilities within the town centre reduces its ability to compete with other centres, contributing to potential long term decline of the local economy.

Table B.4 - Assessment of Strategic Options: Public Areas

		Option A - Comprehensively re-design the pedestrianised areas, introducing new materials and street furniture		Option B - Retain existing styles in the pedestrianised area, introducing more public art		Option C - Retain and enhance the public open spaces in their present form		Option D - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
<b>Social</b>									
1	To improve the health and well being of the population and reduce health inequalities	++	A redesign of town centre spaces may make it safer for pedestrians and other users. This would lead to a more appealing environment and improve well being.	+	Any improvement to public spaces should result in an increase in overall well being. However, as this option is only concerned with public art installation effects may be limited.	+	Enhancement of the open spaces will be positive, but without developing new links to these areas benefits are likely to be limited.	-	Under utilisation of green space likely to continue if the areas are not promoted or developed, with any benefits to health and well being unrealised.
2	To improve accessibility to key services and employment areas within Beeston town centre	++	Redesign of pedestrian areas should improve key movement routes between key services and areas. This would improve accessibility.	+	Retaining existing styles and introducing more public art will not improve accessibility to key services or employment in the town.	+	Should encourage use of existing public spaces but without developing new links to these areas benefits are likely to be limited.	-	If current underutilisation of public open space continues, potential improvements to accessibility likely to be hindered..
3	To improve housing affordability	-	Refreshing and updating the town centre should increase its desirability as a location to live. This could increase housing demand and push house prices higher, leading to less affordability.	O	Unlikely to have any tangible effect on affordability of housing.	O	It is unlikely that enhancing existing public open space will affect house affordability to any degree other than potential small changes in prices of immediately adjacent properties.	O	There is an issue of low housing affordability within Beeston. Public open space, however, is not a strong contributing factor to this.
4	To minimise opportunities for crime and reduce the fear of crime	++	Improving pedestrian areas should increase patronage. This may result in increased 'self	+/-	Although increased pedestrian patronage may result in increased 'self policing' as a result of introducing more public art, the art itself may become a	+	The option may present opportunities to ensure open spaces do not become areas of criminal activity or threatening	--	Street crime in terms of disorder and vandalism are high in Beeston Town centre. Without

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		Option A - Comprehensively re-design the pedestrianised areas, introducing new materials and street furniture		Option B - Retain existing styles in the pedestrianised area, introducing more public art		Option C - Retain and enhance the public open spaces in their present form		Option D - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
			policing' of the areas, both minimising opportunity for crime and reducing fear as a result of increased movement of people and fewer empty spaces.		focus for vandalism or graffiti.		environments.		intervention this is likely to persist or worsen.
5	To reduce social exclusion and improve equality of opportunity amongst social groups	+	Improving the pedestrian area may widen its appeal across a range of social groups, potentially encouraging more social interaction.	+	Improvements in the appearance of the area with the introduction of public art should help improve the visual amenity of the area, which may have some limited effects on social interaction.	+	Specific enhancements, such as improving lighting or visibility, may help increase use of public open space by certain groups, although effects will be dependent on implementation details.	-	Current under use of public open spaces due to problems of disorder and petty crime is likely to persist or worsen.
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	Redesigning the pedestrianised area should help improve the overall environment.	+	Retaining existing styles within the pedestrian area is unlikely to enhance recreational value or residential amenity. However, introducing public art may help enhance the overall environment.	+	Enhancing public open space in its existing format may have minor positive effects on recreational value, dependent on implementation details.	-	Without intervention, the current unattractive environments of Beeston's public spaces, with poor security and prevalence of crime and disorder are likely to persist or deteriorate.
<b>Environmental</b>									
7	To improve air quality	+	Improving pedestrian areas may encourage more journeys by foot, thereby helping to reduce motorised road traffic and associated emissions, although effects are likely to be	0	Introduction of public art may lead to increased pedestrian patronage, which may have minimal effects in helping to reduce motorised road traffic and associated emissions.	0	No tangible effects.	-	Without intervention, the pedestrian environment is likely to decline, reducing opportunities to encourage modal shift from private cars and reduce associated

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		Option A - Comprehensively re-design the pedestrianised areas, introducing new materials and street furniture		Option B - Retain existing styles in the pedestrianised area, introducing more public art		Option C - Retain and enhance the public open spaces in their present form		Option D - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
			limited.						emissions.
8	To respond to climate change through reduced GHG emissions	+	Improvements to the pedestrian environment may encourage modal shift from private car usage and help reduce associated GHG emissions. However, effects are likely to be relatively minor.	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	++	Refreshing and updating the area can enhance the settings of existing buildings of historic value.	O	No tangible effects.	+	Enhancing open space may also help enhance the setting of nearby historic assets.	O	No tangible effects.
10	To protect and enhance areas of green space within the town and increase their usage	+/-	By improving pedestrian areas there is the opportunity to increase the usage of green spaces.	O	Effects likely to be negligible	++	Enhancing green space in its present form will contribute to this objective.	-	If no action is taken the existing green spaces may come under pressure for development. And it is unlikely that the usage of these areas will be increased.
11	To protect and enhance water resources	+/?	If designs incorporate permeable surfaces and suitable pollutant intercepting technology there is the opportunity to reduce negative impact on water resources.	O	No tangible effects.	+	Retaining green space should help to protect water resources, in line with SUDS principles.	O	No tangible effects.

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		Option A - Comprehensively re-design the pedestrianised areas, introducing new materials and street furniture		Option B - Retain existing styles in the pedestrianised area, introducing more public art		Option C - Retain and enhance the public open spaces in their present form		Option D - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	+/?	The option could contribute positively towards this objective if the design of the pedestrian areas aims to minimise surface runoff e.g. minimise hard-standing areas, provide soak-away, etc.	O	No tangible effects.	+	Retaining green public open space will continue to contribute to soak away areas in the town centre. There may be opportunities to reduce effects of existing hard standing by introducing more permeable materials, soak-aways, etc.	O	No tangible effects.
13	To increase the proportion of journeys made by sustainable modes	+	Improving the pedestrian environment may encourage more walking and cycling.	O	Effects likely to be negligible	-/?	Maintenance of the status quo is unlikely to encourage more walking or cycling, although this depends on potential enhancements.	-	Without redevelopment and redesign, use of public spaces for walking and cycling is unlikely to increase, and may decline.
14	To reduce growth in road traffic	+	Improving the pedestrian environment may encourage more walking and cycling and help reduce road traffic.	O	Effects likely to be negligible	+	Enhancing public areas may encourage use of existing linking routes between areas.	-	With no intervention, use of public space for walking and cycling is unlikely to increase, thus potential to help reduce road traffic growth unlikely to be realised.
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	++	Redesign of pedestrian environment will increase the quality of the built environment. This could improve the distinctiveness of the town centre.	+	Retaining existing styles reduces the opportunity to enhance the built environment. Introducing public art should improve the distinctiveness of the town centre.	+	Maintaining existing open spaces should ensure these areas do not deteriorate.	-	Green space provision is perceived as a key issue for the quality of the Beeston townscape. Without intervention the current poor conditions may decline further.



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		Option A - Comprehensively re-design the pedestrianised areas, introducing new materials and street furniture		Option B - Retain existing styles in the pedestrianised area, introducing more public art		Option C - Retain and enhance the public open spaces in their present form		Option D - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
16	To maximise the use of previously used land in future developments	++	Redesign of the pedestrian areas will involve the reuse of previously developed land.	+	Enhancing existing public areas rather than developing new open spaces should lead to better use of previously used land.	O	No tangible effects.	-	Open spaces within the town centre are thought to be underutilised. This situation is unlikely to improve without redevelopment.
17	To conserve and enhance wildlife habitats and species	O	There is a possibility of minimal disturbance to nearby undesignated habitats, from increased use of pedestrian areas.	O	Effects likely to be negligible	+	Opportunity for proactive enhancement of identified wildlife habitats.	-	Wildlife biodiversity within the town centre is poor. More proactive options might provide more opportunities to improve this situation.
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	O	No tangible effects.	O	No tangible effects.	+/?	Opportunity to introduce recycling units as part of the public realm improvements	+	Current trends of sustainable waste management are improving.
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	O	There is potential for minimal increase in overall transport energy efficiency from modal shift.	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.
<b>Economic</b>									
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	++	Improving the pedestrianised areas in the town centre may help attract increased numbers of shoppers which may trigger investment in the retail	+	The option is less likely to improve the built environment and help attract increased numbers of shoppers to such an extent that it prompts investment in the retail sector.	O	This option is unlikely to help induce investment in retail services.	-	Without improvement to the public realm and general character of Beeston, current conditions are likely to detract from new investment in the retail

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		Option A - Comprehensively re-design the pedestrianised areas, introducing new materials and street furniture		Option B - Retain existing styles in the pedestrianised area, introducing more public art		Option C - Retain and enhance the public open spaces in their present form		Option D - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
			services.						sector.
21	To improve employment opportunities	++	By improving the overall attractiveness of the town centre for existing and new businesses, redesign of pedestrian areas may help stimulate the creation of new jobs.	+	Improvements under this option less likely to assist in inducing investment in retail or other jobs in the town centre.	O	This option is unlikely to have more than negligible effects in helping induce investment in retail or other jobs in the town centre	-	Without improvement to the public realm and general character of Beeston town centre, current conditions are likely to detract from new investment in retail or other jobs.
22	To sustain the local economy	++	This option should help support existing and attract new town centre businesses, helping to strengthen the local economy.	+	There maybe a contribution to attracting shoppers/visitors to Beeston. However this option alone is unlikely to have significant positive effects on the local economy.	O	There may be some minimal effect in attracting shoppers/visitors to remain in Beeston for retail and leisure activities. However effects on the local economy are likely to be negligible.	-	Without improvement to the public realm and general character of Beeston town centre, it is unlikely the economic situation will improve significantly, with increasing likelihood of long term decline.

## Sustainability Appraisal Report

Table B.5- Assessment of Strategic Options: Retail

		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre		Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre		Option C - Relocation of the market to a more prominent central location		Option D - Encouragement of further shopping facilities outside the town centre.		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
<b>Social</b>											
1	To improve the health and well being of the population and reduce health inequalities	+	There may be marginal benefits to overall well-being as a result of improvements to the built environment and retail services.	+	There may be marginal benefits to overall well-being as a result of improvements to the built environment and retail services.	+	Relocation of the market to a more central location should ensure that more people can access the goods and services, which could improve health and well being.	--	The option may result in the decline in town centre services. This is likely to reduce the opportunity to walk/ cycle to local shops and encourage residents to drive to out of town services with potential disadvantages to general health. A decline in community cohesion may also reduce overall well-being.	O	No tangible effects.
2	To improve accessibility to key services and employment areas within Beeston town centre	++	New, larger units should attract high street brands which may provide improved retail services and increased employment opportunities within the town centre .A new shopping centre would be adjacent to the public transport interchange making it highly accessible.	+	Owing to the central location of the High Street and The Square, the retail services located on these sites should be easily accessible for local shoppers and employees.	+	Moving the market to a more prominent location would improve its accessibility.	--	Out of town facilities are likely to limit accessibility to services and jobs to those who do not have the means to travel to out of town locations.	-	Currently access to jobs/services in the town centre is poor. Without intervention this situation is likely to persist or deteriorate..
3	To improve housing	--	New expansion and	--	New expansion and	O	May be some effect	+	Further shopping	+/?	Housing affordability

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		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre		Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre		Option C - Relocation of the market to a more prominent central location		Option D - Encouragement of further shopping facilities outside the town centre.		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
	affordability		development of the shopping facilities should enhance Beeston and may make it more desirable as a place to live, potentially increasing housing market pressures and reducing affordability.		development of the shopping facilities should enhance Beeston and may make it a more desirable location to live in, potentially increasing housing market pressures and reducing affordability.		on house prices in new location, but likely to be negligible.		facilities would enhance Beeston and may make it more desirable as a place to live. However, effects may be more limited with out-of-town facilities.		within Beeston is currently low due largely to high demand for student accommodation. However, without intervention the likely continued decline of the town's shopping facilities may lead to reduced housing market pressures.
4	To minimise opportunities for crime and reduce the fear of crime	+	Redevelopment provides the opportunity to reduce crime through careful design.	+	Redevelopment provides the opportunity to reduce crime through careful design.	?/+	Moving the market to a more prominent central location may provide opportunities to design out crime and provide more secure pedestrian access to surrounding sites.	+	New development provides the opportunity to include crime reduction measures in the design.	-	Current relatively high crime levels are unlikely to improve without intervention.
5	To reduce social exclusion and improve equality of opportunity amongst social groups	+/-	Redevelopment of The Square may result in improved employment opportunities with larger retail companies and access to a wider range of retail services. However, small businesses may be forced out, which may reduce the provision of services.	+	The option should expand the retail sector, providing increased employment opportunities as well as accessible retail services.	?/+	A more central location for the market may make it more accessible to more social groups.	-	Out-of-town shopping facilities are often more difficult to reach without access to a private car. This option is likely to disadvantage those sections of society that rely on public transport.	-	Without intervention, continuing decline of retail services is likely to result in increasing social exclusion for more disadvantaged groups.

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		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre		Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre		Option C - Relocation of the market to a more prominent central location		Option D - Encouragement of further shopping facilities outside the town centre.		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	Redevelopment of The Square shopping centre should provide a more pleasant environment than at present and should improve the living and working environment.	+	Increased retail choice in the town centre may improve residents' opportunities to shop and relax. Associated improvements in the urban landscape should create a more pleasant environment.	+	A new improved market should help enhance the town centre environment.	--	Out-of-town retail facilities may contribute to continuing decline of the town centre, owing to smaller retail units being unable to compete with the new development, with associated decline of the built environment and reduced amenities in the town centre.	-	Without intervention, the existing image of Beeston as being poorly maintained and under-utilised is likely to persist or decline further.
<b>Environmental</b>											
7	To improve air quality	+	Redevelopment of the town centre and associated improvements in public transport provision may encourage residents to remain in Beeston for their retail needs. This could result in a reduction in private motorised transport and thus benefit air quality.	+	Redevelopment of the town centre and associated improvements in public transport provision may encourage residents to remain in Beeston for their retail needs. This could result in a reduction of cars and thus benefit air quality.	?	A more central location for the market, with potentially improved services, may encourage people to remain in Beeston for shopping rather than travel to other locations, which could reduce car usage.	--	It is likely that out-of-town facilities would be accessed mainly by car, which would have the potential to create localised air quality problems in the vicinity of the development.	+	Continuing decline of retail provision and associated road traffic in the town centre may result in improvement to local air quality.
8	To respond to climate change through reduced GHG emissions	+/-	The option is likely to result in an overall increase in GHG emissions, due to the increase in retail floor space and shopper	+/-	The option is likely to result in an overall increase in GHG emissions, due to the increase in retail floor space and increased	-/?	To the extent that a more central location for the market and potentially improved services may encourage more	-	The option is likely to result in an overall increase in GHG emissions, due to the increase in retail floor space and shopper trip	+	Continuing decline of retail provision in the town centre is likely to result in more car trips by Beeston residents to other centres, resulting

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		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre		Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre		Option C - Relocation of the market to a more prominent central location		Option D - Encouragement of further shopping facilities outside the town centre.		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
			trip generation. However, redevelopment does provide the opportunity to encourage more sustainable transport as well as sustainable energy use and production.		trip generation. However, redevelopment does provide the opportunity to encourage more sustainable transport as well as sustainable energy use and production.		access by shoppers using sustainable transport, this option may result in some minimal reduction in GHG emissions.		generation. However, redevelopment does provide the opportunity to encourage more sustainable transport as well as sustainable energy use and production. Decline in town centre retail services is likely to encourage increasing reliance on private car for shopping journeys.		in an increase in overall GHG emissions.
9	To protect and enhance places, buildings and sites of cultural and historic value , and their settings	+	Redevelopment of The Square is expected to improve the condition of the built environment, which should help enhance the setting of historic assets.	++	More redevelopment opportunities should increase the quality of the built environment over a wider area, with correspondingly greater potential to help enhance the setting of historic assets.	-/?	The proposed market would be located adjacent to an existing church. There is the possibility of some minor negative impacts, although these may be mitigated by sensitive design.	-	The option may result in a decline of the town centre and therefore a decline in areas within the vicinity of culturally and historically valuable sites. Depending on location, the out-of - town development may also potentially detract from the setting of nearby heritage assets.	-	Without intervention, continuing decline of the town centre is likely to result in negative effects on the setting and perhaps the fabric of important historic assets.
10	To protect and enhance areas of green space within the town and increase their usage	+	Redevelopment of The Square provides an opportunity to improve access to the green spaces linked to the nearby church.	O	Owing to the location of the High Road in relation to green spaces, it is unlikely this option will have any tangible effect on this objective.	+/?	There may be some increase in usage of green space adjacent to the proposed new market location, which may encourage its enhancement.	-	The out-of-town development could result in the decline of the town centre. Nearby green spaces may suffer decline in both use and management.	-	Under-utilisation and poor maintenance of existing greenspaces is likely to persist or deteriorate.
11	To protect and enhance water	-	New retail units likely to result in increase	-	New retail units likely to result in increase	O	No tangible effects.	-	This option may result in an overall expansion	+	Without intervention, continuing decline in

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		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre		Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre		Option C - Relocation of the market to a more prominent central location		Option D - Encouragement of further shopping facilities outside the town centre.		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
	resources		overall water consumption in the town centre. There is the potential for redevelopment to include water saving options such as grey water recycling.		overall water consumption in the town centre. There is the potential for stores to include water saving options such as grey water recycling.				of impermeable surfaces thus increasing the risk of polluted surface run-off. Overall water consumption is also likely to increase. However, new development provides the opportunity to incorporate water efficiency measures such as grey water recycling and SUDS.		town centre activities may reduce pressures on water resources.
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	+	Expansion of The Square is unlikely to increase the area of impermeable surfaces within the town centre. Redevelopment provides the opportunity to incorporate SUDS measures to reduce the risk of flooding.	+	Owing to the location of these sites the option is unlikely to result in development on unused or green sites, and thus is not likely to create new areas of impermeable surfaces. Redevelopment provides the opportunity to incorporate SUDS to reduce the risk of flooding.	O	No tangible effects.	-	This option may result in an overall expansion of impermeable surfaces, thus increasing surface run-off. However, new development provides the opportunity to reduce the risk of flooding with incorporation of SUDS measures, which are likely to be more effective in less constrained sites.	O	No tangible effects.
13	To increase the proportion of journeys made by sustainable modes	++	Redevelopment and extension of The Square should increase its appeal to local residents. This	+	Redevelopment and extension of the retail offer in the town centre should increase its appeal to	+	A more central location for the market should encourage greater access by foot/public transport.	-	Out-of-town development is likely to lead to an overall increase in shopping trip miles by private car.	-	Continuing decline of retail provision in the town centre is likely to result in more car trips by Beeston residents to

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		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre		Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre		Option C - Relocation of the market to a more prominent central location		Option D - Encouragement of further shopping facilities outside the town centre.		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
			may encourage use of Beeston's services rather than travelling to other centres, leading to an overall reduction in shopping trip miles by private car. A proposed public transport interchange would be adjacent to The Square.		local residents. This may encourage use of Beeston's services rather than travelling to other centres, leading to an overall reduction in shopping trip miles by private car.				This may be ameliorated with the incorporation of good public transport links in any new development.		other centres, with a reduction in the proportion of journeys made by sustainable modes.
14	To reduce growth in road traffic	++	It is likely the new development will attract more shoppers. With fewer residents likely to travel to other centres, overall road traffic growth may reduce, and the adjacent public transport interchange should ensure easy access by sustainable modes.	+	It is likely the new development will attract more shoppers. With fewer residents likely to travel to other centres, overall road traffic growth may reduce.	+	A more central location for the market should encourage greater access by foot/public transport. However, effects on overall road traffic growth are likely to be relatively minor.	--	Out-of-town development is likely to lead to an overall increase in shopping trip miles by private car.	-	Continuing decline of retail provision in the town centre is likely to result in more car trips by Beeston residents to other centres.
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	++	It is expected that the redevelopment will improve the character of The Square and create a distinctive focus in the town centre.	++	Expansion of the retail offer is expected to result in investment in the general built environment, helping to create a high quality, distinctive townscape.	+	Relocating the market and improving its appearance should contribute to enhancements in the quality of the townscape.	--	The option may result in a decline in the town centre owing to competition from the new retail services. This may result in a deterioration of the townscape.	-	Continuing decline in town centre retail provision is likely to contribute to deterioration in the quality of the townscape.



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		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre		Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre		Option C - Relocation of the market to a more prominent central location		Option D - Encouragement of further shopping facilities outside the town centre.		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
16	To maximise the use of previously used land in future developments	++	The option aims to redevelop the existing site. Owing to the central location, it is likely even the extension will be on previously used land.	++	Owing to the location of the sites, it is likely that any new development would be on previously used land.	+	The relocated market will be on previously used land.	?	This depends upon the location of new development.	O	Existing brownfield land and underused sites are likely to remain undeveloped.
17	To conserve and enhance wildlife habitats and species	-/+	There is a possibility of some minor disturbance to nearby green space habitats, although likely to be short-term and/or easily mitigatable. A more viable town centre reduces pressure to develop greenfield land.	+	Due to the lack of green space in the immediate vicinity of these sites, it is unlikely that biodiversity would be affected. A more viable town centre reduces pressure to develop greenfield land.	O	Effects are likely to be negligible.	-	Out-of-town development, especially in greenfield locations, has more potential to affect adjacent wildlife.	O	No tangible effects.
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	-	It is likely that increasing capacity in the retail sector will create more waste overall. However, redevelopment provides an opportunity to incorporate more sustainable waste management measures.	-	It is likely that increasing capacity in the retail sector will create more waste overall. However, redevelopment provides an opportunity to incorporate more sustainable waste management measures.	?	Relocation of the market may provide an opportunity to improve waste management practices on the market.	-	It is likely that increasing capacity in the retail sector will create more waste overall. However, new development provides an opportunity to incorporate more sustainable waste management measures. On-site waste management options likely to be less constrained with out-of-town development.	+	Declining retail activity likely to result in less waste produced overall.

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		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre		Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre		Option C - Relocation of the market to a more prominent central location		Option D - Encouragement of further shopping facilities outside the town centre.		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	++	Redevelopment provides an opportunity to incorporate sustainable materials and renewable energy technology, in addition to encouraging energy efficiency. New development is likely to be more efficient in energy use than existing buildings, and increased use of public transport contributes to overall energy efficiency.	+	Redevelopment provides an opportunity to incorporate sustainable materials and renewable energy technology in addition to encouraging energy efficiency. New development is likely to be more efficient in energy use than existing buildings.	O	No tangible effects.	+	New development provides an opportunity to incorporate sustainable materials and energy technology in addition to encouraging energy efficiency. New development is likely to be more efficient in energy use than existing buildings, but increased reliance on private car reduces overall energy efficiency.	-	Without new development, improvements in energy efficiency and increase in use of renewable energy within retail sector likely to be limited. Greater use of private cars for travel to other centres reduces overall energy efficiency.
<b>Economic</b>											
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	++	Redevelopment and extension would upgrade the retail services provided, which is expected to improve Beeston's image.	++	The option aims to upgrade and expand the retail offer, which is expected to improve the image of Beeston.	+	Relocation of the market will improve the image of Beeston.	--	Although the option is upgrading the retail offer, it is not supporting the retail sector within the town centre. The option may reduce the role of the town centre.	-	The existing image of Beeston town centre would be likely to continue to deteriorate without intervention. .
21	To improve employment opportunities	++	The option aims to attract new stores and companies to Beeston, which should lead to a net increase in jobs.	++	The option aims to attract new stores and companies to Beeston, which should lead to a net increase in jobs.	+	Relocation may make the market more prominent and attract more stallholders creating more employment.	+/-	The retail development is likely to create new employment opportunities, but opportunities within the town centre are likely to	--	Without intervention no additional jobs would be created and existing town centre businesses would be likely to decline further.

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		Option A - Focus new larger units within potential expansion and redevelopment of The Square shopping centre		Option B - Examine opportunities for larger retail units in the High Road, as well as in The Square shopping centre		Option C - Relocation of the market to a more prominent central location		Option D - Encouragement of further shopping facilities outside the town centre.		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
									decline.		
22	To sustain the local economy	++	The redevelopment of The Square is likely to attract higher value retail outlets, which should improve Beeston's reputation as a retail centre and boost the local retail economy overall. However, smaller, independent shops may suffer as a result of the increased local competition.	++	The option aims to attract higher value retail outlets, which should improve Beeston's reputation as a retail centre and boost the local retail economy overall. However, smaller, independent shops may suffer as a result of the increased local competition.	+	Movement of the market to a more prominent location may make it more secure, enhancing its contribution to the local economy.	+/-	The option is likely to give a boost to the retail economy in the area surrounding and including parts of Beeston. However, the option is likely to negatively affect retail activity within the town centre.	--	Without new development and investment in the retail sector, the local economy may decline in the face of competition from surrounding centres.

Table B.6- Assessment of Strategic Options: Transport

		Option A - To provide a separate bus station on Styling Street		Option B - To integrate the bus and tram routes and provide on-road stops		Option C – Relocation of current car parking to compensate for loss of MSCP		Option D - Design measures to slow down and discourage through traffic at pedestrian crossing points		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
<b>Social</b>											
1	To improve the health and well being of the population and reduce health inequalities	O	Upgrading of the bus station's environment may minimally improve well-being.	O	Upgrading of the transport system may minimally improve well-being.	O	No tangible effects.	+	Ensuring pedestrians can move more easily about the town may increase well being.	-	Without improvements in public transport, increasing dominance of private cars may lead to negative effects on health and well being.
2	To improve accessibility to key services and employment areas within Beeston town centre	+	An upgraded bus station should attract more bus users. Increased demand may result in better services.	++	Integrating bus and tram stops should enable easier changes between public transport modes, encouraging better use.	+	This option should ensure travelling into the town centre by car remains a feasible option.	+	Reducing the dominance of cars around the town centre should improve accessibility for pedestrians.	--	Without improvements in public transport, accessibility is likely to gradually become more difficult. Dominance of private cars and growth of traffic likely to lead to increasingly congested transport routes and more car parking.
3	To improve housing affordability	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.
4	To minimise opportunities for crime and reduce the fear of crime	+	An improved and better-frequented bus station may provide fewer opportunities for crime.	++	Integrated public transport modes should create more activity throughout the day, helping to reduce car dependence and potentially alleviating associated crime issues.	+	Expansion and improvement of car parks provides an opportunity to introduce crime reduction measures to tackle vehicle crime.	O	No tangible effects.	-	Vehicle crime is a problem in Beeston, with no intervention the opportunity to reduce crime through careful design and redevelopment is lost.

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		Option A - To provide a separate bus station on Styling Street		Option B - To integrate the bus and tram routes and provide on-road stops		Option C – Relocation of current car parking to compensate for loss of MSCP		Option D - Design measures to slow down and discourage through traffic at pedestrian crossing points		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
5	To reduce social exclusion and improve equality of opportunity amongst social groups	+	Improving the public transport system should encourage better access by all social groups.	+	Improving the public transport system should better encourage access by all social groups.	O	No tangible effects.	+	Improving the pedestrian environment may encourage greater social interaction and improve access for certain social groups.	-	Restricted access to the town centre is a contributory factor in its decline and associated social problems. Without public transport improvements this situation is likely to persist or deteriorate
6	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	Improved public transport systems should directly improve the journey experience. Increasing public transport usage may reduce road traffic and improve the urban environment.	++	Improved public transport systems should directly improve the journey experience. Increasing public transport usage should help reduce road traffic and improve the urban environment.	+/?	Relocating car parks creates the opportunity to consider the most suitable locations in terms of accessibility and the environment.	++	Reducing the number and speed of motorised vehicles travelling through pedestrianised areas should help create safer, cleaner and more enjoyable urban areas.	-	Without plans to encourage modal shift, urban areas are likely to become increasingly dominated by motorised road traffic, leading to an overall deterioration in the town centre environment
<b>Environmental</b>											
7	To improve air quality	+	If the option results in increased bus services, localised air quality in the immediate vicinity of the bus station may decline. However, improvements to public transport may result in modal shift which should alleviate local air quality problems.	+	Integrating bus and tram services should encourage a modal shift from private car use, which should improve local air quality.	+	Relocating car parks, if coordinated with public transport improvements, creates the opportunity to identify better locations, which could reduce journey times and help alleviate local air quality	+	Reducing through traffic should improve air quality around the affected areas. If coordinated with public transport improvements, it may also help discourage private car journeys over a larger area with more extensive air quality benefits.	-	Without plans to encourage modal shift, air quality is likely to deteriorate owing to continued growth in motorised road traffic.

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		Option A - To provide a separate bus station on Styling Street		Option B - To integrate the bus and tram routes and provide on-road stops		Option C – Relocation of current car parking to compensate for loss of MSCP		Option D - Design measures to slow down and discourage through traffic at pedestrian crossing points		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
							problems.				
8	To respond to climate change through reduced GHG emissions	+	Improved public transport systems are likely to attract more users, which should result in modal shift from private motorised transport and a reduction in overall GHG emissions.	++	Integrating bus and tram services is likely to encourage greater public transport usage which should result in modal shift from private motorised transport and a reduction in overall GHG emissions.	-/?	Retaining current parking capacity is likely to encourage continued use of private motorised transport, although if new facilities located further out and coordinated with public transport improvements there may be some reduction in overall trip miles.	+	Reducing vehicular accessibility may discourage car use in urban areas, which may result in some reduction in GHG emissions.	-	Without plans to encourage modal shift, continuing road traffic growth is likely to result in rising GHG emissions.
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	O	Effects would be similar to existing bus station, with the location in close proximity to a conservation area.	?	Depends on location and designs due to the close proximity of a conservation area.	?	Dependant on location of proposed new car parking	O	No tangible effects.	-	Continued rise in road traffic likely to result in gradual deterioration in the settings of historic assets.
10	To protect and enhance areas of green space within the town and increase their usage	-	A separate bus station would require more land take, reducing the opportunity for new open space.	+/?	Integrating transport modes should reduce the amount of land needed for construction and increase the opportunity for new public space. Better public transport provision may make accessing the exiting green spaces easier for	?	Dependant on location of proposed new car parking	O	No tangible effects.	O	No tangible effects.

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		Option A - To provide a separate bus station on Styling Street		Option B - To integrate the bus and tram routes and provide on-road stops		Option C – Relocation of current car parking to compensate for loss of MSCP		Option D - Design measures to slow down and discourage through traffic at pedestrian crossing points		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
					some residents.						
11	To protect and enhance water resources	+	The option may encourage modal shift, reducing the use of motor vehicles and therefore reduce polluted surface runoff.	+	The option may encourage modal shift, reducing traffic growth and therefore reduce polluted surface runoff.	-	Option encourages private car usage, which is likely to result in higher levels of polluted surface run-off.	+	Option discourages private car usage, which may result in minor reductions in polluted surface run-off.	-	With intervention, continued growth in road traffic is likely to increase polluted surface run-off.
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.
13	To increase the proportion of journeys made by sustainable modes	++	Redevelopment of the bus station is likely to attract more users to the public transport system.	++	A more integrated public transport system should make it more efficient and attractive for users.	-	Maintaining the same capacity of car parking may continue to encourage the use of private vehicles, although if new facilities located further out and coordinated with public transport improvements there may be some reduction in overall trip miles.	+	Reducing accessibility by private motorised transport may encourage modal shift and make town centre areas safer and more popular for pedestrians and cyclists.	-	Without investment and development of the public transport system and improvement of pedestrian areas, reliance on private motorised transport is likely to persist or increase.
14	To reduce growth in road traffic	+	Redevelopment of the bus station may encourage greater use of public transport and a reduction in road traffic growth	+	A more integrated public transport system may encourage greater use of public transport and a reduction in road	-	Maintaining the same capacity of car parking may continue to encourage the use of private vehicles.	+	Reducing accessibility by private transport may encourage a modal shift away from vehicular travel and a reduction in road traffic growth.	--	Without investment and development of the public transport system, continued reliance on private motorised transport is likely to result in further road

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		Option A - To provide a separate bus station on Styling Street		Option B - To integrate the bus and tram routes and provide on-road stops		Option C – Relocation of current car parking to compensate for loss of MSCP		Option D - Design measures to slow down and discourage through traffic at pedestrian crossing points		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
					traffic growth.						traffic growth.
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	++	Improving the existing unattractive bus station should enhance the local built environment.	+	Creating a public transport interchange should reduce the negative impact on townscape quality of the existing facilities. Good design may further enhance the local environment.	+/-	Car parking is generally regarded as unsightly and multi-storey parking particularly unattractive. Potential effects will depend on location and design. However, there is an opportunity to incorporate additional land uses to improve appearance and use.	?	Depends upon the materials and design of the traffic measures.	-	The quality of the built form and environment could decline without investment to reduce traffic growth and encourage modal shift.
16	To maximise the use of previously used land in future developments	++	The proposed site is on previously used land.	++	The proposed site is on previously used land.	++	Proposed alternative car parking sites are on previously used land.	O	No tangible effects.	O	No tangible effects.
17	To conserve and enhance wildlife habitats and species	+	Potential decline in road traffic growth may reduce pressures on wildlife from road traffic related noise, vibration, poor air quality.	+	Potential decline in road traffic growth may reduce pressures on wildlife from road traffic related noise, vibration, poor air quality.	-	Continued encouragement of use of private vehicles may increase road traffic related pressures on wildlife.	O	No tangible effects.	-	Continued road traffic growth is likely to increase pressures on wildlife.
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.	O	No tangible effects.



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		Option A - To provide a separate bus station on Styling Street		Option B - To integrate the bus and tram routes and provide on-road stops		Option C – Relocation of current car parking to compensate for loss of MSCP		Option D - Design measures to slow down and discourage through traffic at pedestrian crossing points		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
	Community Strategy										
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	+	If the option results in modal shift from private motor vehicles overall transport energy efficiency should increase. Introduction of alternative fuels is easier for public transport fleets.	+	If the option results in modal shift from private motor vehicles overall transport energy efficiency should increase.. Introduction of alternative fuels is easier for public transport fleets.	-	Continued reliance on private motor vehicles is likely to result in less overall transport energy efficiency	+	If the option results in modal shift from private motor vehicles overall transport energy efficiency should increase	--	Continued reliance on motor vehicles to access the town centre likely to reduce overall transport energy efficiency and make introduction of alternative fuels more problematic.
<b>Economic</b>											
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	+	Improved bus facilities should increase accessibility to town centre retail services, which may lead to upgrading of the retail offer.	+	Improved, more integrated public transport facilities should increase accessibility to town centre retail services, which may lead to upgrading of the retail offer.	+/?	If coordinated with public transport improvements, this option should help increase overall accessibility to town centre retail services, which may lead to upgrading of the retail offer.	+/?	Greater ease of pedestrian movements may help to enhance the town centre shopping experience and increased patronage, creating incentives to upgrade retail offer.	-	Without improvements to public transport and pedestrian facilities, continuing restricted access to the town centre is likely to contribute to decline in retail services.
21	To improve employment opportunities	+	Improved bus facilities should increase accessibility to town centre services, which may improve employment opportunities.	++	Improved, more integrated public transport facilities should increase accessibility to town centre services, which may improve employment opportunities.	+	If coordinated with public transport improvements; this option should help increase overall accessibility to town centre services.  Which may	+	An improved pedestrian environment should lead to increased patronage of town centre services, , which may improve employment opportunities..	--	Without improvements to public transport and pedestrian facilities, continuing restricted access to the town centre is likely to lead to fewer employment opportunities...

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		Option A - To provide a separate bus station on Styring Street		Option B - To integrate the bus and tram routes and provide on-road stops		Option C – Relocation of current car parking to compensate for loss of MSCP		Option D - Design measures to slow down and discourage through traffic at pedestrian crossing points		Option E - Do Nothing	
No	Draft SA Objective	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation	P	Commentary/ Explanation
							improve employment opportunities				
22	To sustain the local economy	+	Improving accessibility by encouraging increased bus usage should aid the local economy.	++	Improving accessibility by encouraging increased public transport usage should aid the local economy.	+	If incorporates with public transport improvements, this option should help increase overall accessibility to the town centre services, which should benefit the local economy.	+	An improved pedestrian environment should lead to increased patronage of town centre services, which should benefit the local economy.	--	Without improvements to public transport and pedestrian facilities, continuing restricted access to the town centre is likely to be detrimental to the local economy.

## **APPENDIX C – PREFERRED OPTIONS ASSESSMENT TABLES**

## PREFERRED OPTIONS ASSESSMENT TABLES

This section presents the findings of the detailed assessment of Preferred Options set out in the Beeston Town Centre AAP, grouped according to the Policy Areas described in Table 10.1 above. Each table contains predictions and evaluation of effects for each SA objective, in accordance with the methodology described in Section 2, together with a commentary/explanation for the assessment and references to the mitigation measures detailed in Section 11. The condition and sensitivity of both the short term and long term future baselines (see Tables 7.4 and 7.5) are also detailed for reference against each objective. Table C.1 below explains the terms and symbols used in the tables.

**Table C.1 – Assessment Tables – Terms and Symbols**

<b>Terms</b>	<b>Effects</b>	<b>Scale</b>	<b>Permanence</b>	<b>Certainty</b>	<b>Significance</b>
<b>FB</b> Future Baseline	<b>Magnitude</b>				
<b>S/T</b> Short Term	✓✓ Major Positive	Local Within, or in close proximity to, Beeston	Temp Temporary	Low Low	Significant Adverse
<b>L/T</b> Long Term	✓ Minor Positive	Sub Reg Broxtowe and surrounding districts	Perm Permanent	Med Medium	Minor Adverse
<b>Cond</b> Future Baseline Condition	- No effect	Reg/Nat East Midlands and beyond		High High	Negligible Adverse
<b>Sens</b> Future Baseline Sensitivity	? Unclear effect				No effect
<b>Mag</b> Magnitude	x Minor Negative				Negligible Beneficial
<b>Scale</b> Geographic extent	xx Major Negative				Minor Beneficial
<b>T/P</b> Temporary/permanent					Significant Beneficial
<b>Cert</b> Certainty					
<b>Sig</b> Significance					

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## 1 - Office (B1)

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	High	Mod	Med	✓	Local	Perm	Med	▲	New office development may increase the number of jobs available in the town, widening the employment base and providing more, and better job opportunities. This may lead to improved income and associated improvements in health and well being.	L, M, N, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓	Sub Reg	Perm	High	Mod	High	✓✓	Sub Reg	Perm	High	▲▲	Increasing the amount of office space available in the town over several outlying sites is likely improve the accessibility to key employment areas.	O, P, Q
3 To improve housing affordability	Poor	Med	x	Local	Perm	Med	Poor	Med	x	Local	Perm	Med	▽	An increase in employment opportunities could lead to an increase in demand for housing. The affordability of housing will be influenced by the type of job and associated wage generated. The expansion higher wage office opportunities provided for in the AAP proposals is likely to have some effect on housing affordability.	Q, T
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Local	Perm	High	Mod	Med	✓	Local	Perm	High	▲	An overall improvement in the built environment around proposed office development could make them less prone to crime. New development should incorporate crime reduction measures.	R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	▲	Widening employment opportunities with more office jobs may help reduce inequality amongst different social groups. Mixed use within the proposed office sites may help promote social cohesion.	Q
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	x	Local	Perm	High	Mod	High	✓✓	Local	Perm	Med	↗	New office development should help improve the overall living and working environment in the long term. However, in the short term negative effects are likely due to the level of disruption during construction.	A, L, M, N, O, Q, R
7 To improve air quality	Mod	Med	x	Local	Temp	High	Mod	High	✓	Local	Perm	Med	↗	Likely to be some short term negative effects from construction related activities. Longer term, office development at outlying sites may help reduce traffic congestion and associated local air quality problems. Mixed use locations with offices closer to housing and shops may also help reduce reliance on car travel.	A, M, O, P

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8	To respond to climate change through reduced GHG emissions	Mod	Med	x	Reg/Nat	Temp	Med	Mod	Med	✓✓	Reg/Nat	Perm	Med	▲	In the short term increasing the number of office jobs could increase lead to an increase in commuter trip miles. Once public transport links are established and the employee base is located within the town, there could be a move to public transport and a reduction in GHG emissions from cars. By increasing the number of buildings within the town there is likely to be an increase in overall GHG emissions. Requirement to incorporate carbon reduction measures in design, layout and operation of new office units should help to minimise emissions.	D, G, H, I, J, O, P, S
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	x	Local	Temp	High	Good	Low	✓	Local	Perm	Med	↗	During construction the setting of historic buildings may be adversely effected by works. However, once complete the development should improve the overall appearance of the town and the setting of these buildings.	A, K, L,
10	To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	✓	Local	Perm	Med	Poor	Med	✓	Local	Perm	Med	▲	An increase in the numbers of office workers within the town could increase the usage of existing green space, particularly near St John the Baptist Church.	A, C, L
11	To protect and enhance water resources	Good	Low	x	Local	Perm	Med	Mod	Low	x	Local	Perm	Med	▽	Likely to lead to increased overall water demand as well as demand for waste water services. Requirement to incorporate water conservation techniques including SUDS and minimise waste generation should help reduce this. Increases in paved area may result in more polluted runoff which could affect local water quality.	A, D, E, F, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	✓	Local	Perm	Med	Poor	High	?	Local	Perm	Med	↗	None of the office development is located within the flood risk zone and most is on upper floors, minimising any impact from flooding. Longer term, risks are likely to increase due to escalating effects of climate change, particularly for the Chilwell Road sites.	A, C, D, E, F, J
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	x	Sub Reg	Temp	Med	Poor	Med	✓✓	Sub Reg	Perm	High	▲	In the short term a substantial proportion of journeys to work are likely to use private cars, and AAP car parking provision close to existing levels will encourage this. Longer term, uptake of new public transport should increase. Mixed use development with office workplaces closer to homes and shops should help to encourage walking and cycling.	O, P, Q, S

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14	To reduce growth in road traffic	Poor	Low	x	Sub Reg	Temp	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	In the short term the creation of new office jobs is likely to lead to some overall increase in road traffic with more commuting trips. In the longer term uptake of new public transport links to the new office areas, and with mixed use development reducing the need to travel, road traffic growth likely to decline.	O, P, Q, S
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓	Local	Perm	Med	Mod	Med	✓✓	Local	Perm	Med	▲	Developing key sites in the town is likely to improve their appearance. This will have an overall beneficial impact on the townscape and the quality of the built environment. The new office development is located at the East, West and North gateways of Beeston and should contribute to the creation of new flagship development in the town.	D, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	All proposed developments are on previously developed sites.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	x	Local	Temp	Low	Poor	Med	x	Local	Perm	Low	↘	None of the development proposal will affect designated wildlife sites or species. Construction related negative effects on existing greenspace habitats likely to be minimal. Once development complete, some possibility of increase in disturbance due to increased public use within existing green spaces which could have a negative effect on species using these areas.	A, B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	xx	Local	Temp	High	Good	Med	✓	Local	Perm	Med	↘	Short term, overall waste arisings likely to increase with more office activity in the town centre. Substantial waste generated during construction. However, new units should incorporate waste minimisation measures including recycling facilities which should reduce overall waste longer term, with coordinated schemes between smaller businesses developing.	A, D, H, J, N, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	x	Sub Reg	Temp	High	Mod	Med	✓	Sub Reg	Perm	Med	↗	New office activity may lead to some increase in overall energy consumption in the short term. The requirement to incorporate onsite renewable energy generation and energy efficiency measures in new units should help reduce carbon based energy use, with coordinated schemes between smaller businesses developing longer term. Greater use of sustainable transport should also help reduce carbon based energy use.	D, G, J, O, P, S

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20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	-	Sub	Reg	Perm	High	Mod	Med	-	Sub	Reg	Perm	Med	<ul style="list-style-type: none"> <li>Increasing the amount of office space will not improve the retail offer in the town centre, but should help to improve its image. Longer term, new office development should help increase local retail trade, potentially stimulating new investment.</li> </ul>	Q
21	To improve employment opportunities	Mod	High	✓✓	Sub	Reg	Perm	High	Poor	Med	✓✓	Sub	Reg	Perm	Med	<ul style="list-style-type: none"> <li>Increasing office provision should enhance and broaden the range of local employment opportunities.</li> </ul>	Q
22	To sustain the local economy	Mod	High	✓✓	Sub	Reg	Perm	Med	Mod	Med	✓✓	Sub	Reg	Perm	Med	<ul style="list-style-type: none"> <li>Increasing provision of office space should enhance attractiveness for new investment and create knock-on effects for other local businesses.</li> </ul>	



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## 2 - Employment - Other Uses (B1A, B2)

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	A decline in light industrial employment could lead to overall improvements in health and well being resulting from fewer lower wage jobs and relatively better working conditions, as well as an overall improvement in the town environment.	L, M, N, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	x	Sub Reg	Perm	Med	Mod	High	x	Sub Reg	Perm	Med	▽	The proposals comprise a net loss of B1A/B2 uses, with existing uses at Webs relocated. Overall access to this type of employment will thus decline.	O, P, Q
3 To improve housing affordability	Poor	Med	✓	Local	Temp	Med	Poor	Med	x	Local	Perm	Med	▾	To the extent that the proposals may lead to fewer lower wage employees seeking accommodation, the proposals may result in some alleviation of localised housing affordability problems, although effects are likely to be minor and may be offset by increasing housing market pressures from office development longer term.	Q, T
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	An overall improvement in the built environment of proposed employment areas should make them less prone to crime. New development should incorporate crime reduction measures.	Q, R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓	Local	Perm	High	Mod	Med	✓	Local	Perm	Med	▲	Reduction and consolidation of B1A and B2 employment allocations will reduce the amount of employment offered in these sectors. However, by freeing up these employment areas for office development there should be a wider range of job opportunities, which should help to reduce social exclusion.	Q
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	✓	Local	Perm	Med	Mod	High	✓✓	Local	Perm	Med	▲	Consolidation of existing underused B1A and B2 employment areas will allow partial redevelopment of these key sites. With careful design redevelopment should help improve the appearance and living environment in the town.	A, L, M, N, O, Q, R
7 To improve air quality	Mod	Med	✓	Local	Perm	Low	Mod	High	✓	Local	Perm	Low	↗	An overall decline in light industry in the town may help to improve local air quality, although effects are likely to be minor.	A, M, O, P
8 To respond to climate change through reduced GHG emissions	Mod	Med	✓	Reg/Nat	Perm	Low	Mod	Med	✓	Reg/Nat	Perm	Low	▲	Reducing and consolidating this employment type may result in reduced GHG emissions from light industry, and fewer employee car journeys.	D, G, H, I, J, O, P, S

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9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	×	Local	Temp	Med	Good	Low	?	Local	Perm	Med	⬇	Some temporary negative effects likely to result from construction works. Longer term, dependant on design, consolidation and redevelopment of sites may have some positive effects, although likely to be minimal as there are few nearby historic assets.	A, K, L,
10	To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	✓	Local	Perm	Med	Poor	Med	✓	Local	Perm	Med	▲	The main effect will be the removal of B2 operations from the proximity of the open space near the Webs site, which could help improve its usage.	A, C, L
11	To protect and enhance water resources	Good	Low	✓	Local	Perm	Med	Mod	Low	✓	Local	Perm	Med	▲	A reduction in B2 employment uses may reduce overall water consumption and potentially reduce polluted surface runoff.	A, D, E, F, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	-	Local	Perm	High	Poor	High	?	Local	Perm	High	▪	None of the sites are within the flood risk area, and proposals represent a net loss of uses. Unlikely to be any direct effects. Longer term, risks are likely to increase due to escalating effects of climate change, particularly for the Chilwell Road site.	A, C, D, E, F, J
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	✓	Sub Reg	Perm	High	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	Short term, reduction in employment use should result in fewer car journeys. Consolidation of employment uses at sites well served by public transport should help induce shift away from private car use longer term.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	✓	Sub Reg	Temp	High	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	Fewer commuter car journeys resulting from reduction in employment use, and consolidation at sites well served by public transport, should help reduce growth in traffic longer term.	O, P, Q, S
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓	Local	Perm	High	Mod	Med	✓	Local	Perm	Med	▲	The proposals should result in improvements to the overall quality of the built environment, at the Webs site in particular.	D, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	Consolidation of B1/B2 employment uses will free up existing previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	-	Local	Perm	High	Poor	Med	-	Local	Perm	High	▪	None of the proposals will directly affect designated wildlife sites or species. Removal of B1A/B2 employment uses from the Webs site may reduce disturbance to habitats in the nearby greenspace, although effects likely to be minimal.	A, B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	✓✓	Local	Perm	High	Good	Med	✓✓	Local	Perm	Med	▲	Reduction in B1A/B2 uses should lead to less waste. Consolidation of these uses at the Chilwell Road site provides the opportunity to introduce more efficient, integrated waste management facilities.	A,D, H, J, N, V

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19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	✓	Sub Reg	Temp	High	Mod	Med	✓	Sub Reg	Perm	Med	▲	A reduction in B1A/B2 uses should lead to less energy consumption within the town centre. Consolidation of these uses with partial redevelopment of the Chilwell Road site provides the opportunity to introduce more efficient, integrated energy technologies, with some potential for introduction of renewables	D, G, J, O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	-	Sub Reg	Temp	High	Mod	Med	✓	Sub Reg	Perm	Low	↗	Possibility of some minor positive effects longer term, particularly near the Webs site, with improvement to overall image of built environment.	Q
21	To improve employment opportunities	Mod	High	x	Sub Reg	Temp	High	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	Short term, the proposals will reduce B1A/B2 employment opportunities. However, longer term the reduction and consolidation of these uses will enable expansion of office development which is important to town centre regeneration and widening of employment opportunities.	Q
22	To sustain the local economy	Mod	High	x	Sub Reg	Temp	High	Mod	Med	✓✓	Sub Reg	Perm	Med	▲	Although in the short term the proposals are likely to result in some loss of B1A/B2 businesses, longer term the consolidation of these declining uses and replacement with office development should contribute to regeneration of the town centre economy.	

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### 3 - Apartments and Town Houses

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓✓	Local	Perm	Med	Mod	Med	✓✓	Local	Perm	Med	▲	Improving housing supply and standard could help to improve health and reduce health inequalities.	L, M, N, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	Med	▲	Increasing residential accommodation within the town centre via mixed use development should increase accessibility to services and employment.	O, P, Q
3 To improve housing affordability	Poor	Med	✓✓	Local	Perm	Med	Poor	Med	✓✓	Local	Perm	Med	▲	Increasing the quantity of housing stock could help alleviate local affordability pressures, particularly with the predominance of apartments.	Q, T
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	By increasing the number of people in the town through the day and night there is likely to be a degree of self-surveillance and policing, which could help reduce crime and fear of crime. Housing within mixed use development provides more opportunity for designing out crime and integrated security measures.	Q, R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	By increasing the housing stock to include accommodation types that are more accessible to lower income groups, such as apartments, the town centre is likely to become more accessible as a place to live by a wider range of social groups. Residential units within mixed use development should help encourage social cohesion.	Q
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	x	Local	Temp	High	Mod	High	✓✓	Local	Perm	High	▲	Short term construction related activity likely to have a negative effect on the local environment. In the longer term, development of key sites within the town and the provision of residential dwellings in the centre should make it more lively and improve it as a place to live and work.	A, L, M, N, O, Q, R
7 To improve air quality	Mod	Med	x	Local	Temp	Med	Mod	High	✓✓	Local	Perm	Med	↗	Short term, likely to be some construction related negative effects. Increased residential provision in the town centre may lead to increased car movements arising from an overall increase in town centre activity, which is likely to also adversely affect air quality in the short term. Longer term, as residents are encouraged to use public transport or walk/cycle to local amenities, local air quality could improve.	A, M, O, P

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8	To respond to climate change through reduced GHG emissions	Mod	Med	x	Reg/Nat	Temp	High	Mod	Med	✓✓	Reg/Nat	Perm	Med	▲	Short term, increased GHG emissions from construction likely to be limited to plant/machinery and travel to/from site of workers. Although additional dwellings likely to produce considerably more GHG, and continuing car use of residents likely to add to this, requirement to incorporate carbon reduction measures in design and layout of housing units, with higher density apartment development, should help to minimise. May also be some reduction in transport related emissions. Longer term, incentives to switch to public transport, walking/cycling could reduce transport related emissions.	D, G, H, I, J, O, P, S
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	x x	Local	Temp	High	Good	Low	✓	Local	Perm	Med	▾	Short term, could be some construction related negative effects. However, once complete, new housing units forming part of well designed mixed use development may help enhance settings.	A, K, L,
10	To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	x	Local	Temp	High	Poor	Med	✓✓	Local	Perm	Med	↗	Short term, likely to be some negative effects from construction. Longer term, by increasing the number of residents in the town centre the usage of these areas is likely increase.	A, C, L
11	To protect and enhance water resources	Good	Low	x	Sub Reg	Perm	Med	Mod	Low	x	Sub Reg	Perm	Med	▽	Likely to lead to increased overall water demand as well as demand for waste water services. Requirement to incorporate water conservation techniques including SUDS and minimise waste generation should help reduce this. Increases in paved area may result in more polluted runoff which could affect local water quality.	A, D, E, F, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	-	Local	Perm	High	Poor	High	?	Local	Perm	Med	•	The majority of the proposals are outside the flood risk area and/or on upper floors, minimising any impact from flooding. However, longer term, risks are likely to increase due to escalating effects of climate change and more areas could be affected.	A, C, D, E, F, J
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	✓✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲▲	High density mixed use development with more homes close to shops and workplaces should help to encourage walking and cycling. Areas are well served by buses, and this combined with increased constraints on parking should help reduce reliance on private car.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	High density mixed use housing should help reduce the number of car journeys within the town centre. This depends on parking and public transport provision.	O, P, Q, S

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15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	High	▲	Development of high quality housing within mixed use sites should help enhance the quality and distinctiveness of the built environment.	D, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	All proposed development is located on previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	x	Local	Temp	Med	Poor	Med	x	Local	Perm	Med	↘	None of the proposals will affect designated wildlife sites or species. Short term construction activities likely to have a negative impact on ecology and habitats within existing greenspace in the centre and North of the town centre. Once development complete, likely to be some increase in disturbance to wildlife habitats in these areas from pedestrians and greater activity nearby.	A, B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	x	Local	Temp	Med	Good	Med	✓	Local	Perm	Med	↗	Short term, overall waste arisings likely to increase with more housing in the town centre. Waste generated during construction. However, new units should incorporate waste minimisation measures including recycling facilities which should reduce overall waste longer term.	A, D, H, J, N, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	x	Sub Reg	Temp	Med	Mod	Med	✓✓	Sub Reg	Perm	Med	▲	New housing likely to increase overall energy consumption, although high density dwellings should be more energy efficient. The requirement to incorporate onsite renewable energy generation and energy efficiency measures in new units should help reduce carbon based energy use. Mixed used development should also encourage more sustainable transport leading to improved energy efficiency.	D, G, J, O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	▲	Increasing the number of residents within the town could make it more attractive for retailers to locate, leading to an increased retail offer.	Q
21	To improve employment opportunities	Mod	High	✓	Local	Temp	Med	Poor	Med	-	Local	Perm	Med	↗	Short term, some construction related opportunities. Longer term, unlikely to be any direct tangible effects.	Q
22	To sustain the local economy	Mod	High	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Low	▲	Increasing the number of residents within the town centre should help to support the local economy with increased patronage of local businesses.	

# Sustainability Appraisal Report

## 4 - Student Accommodation

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Provision of purpose built student accommodation in central locations close to popular local amenities and public transport links could help improve overall health and well-being.	L, M, N, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓	Sub Reg	Perm	Med	Mod	High	✓	Sub Reg	Perm	High	▲	Rented accommodation aimed at students could reduce the pressure on services in other areas of the town currently occupied by students and increase the accessibility to key services and employment opportunities for all social groups.	O, P, Q
3 To improve housing affordability	Poor	Med	✓✓	Sub Reg	Perm	High	Poor	Med	✓	Sub Reg	Perm	High	▲▲	By providing purpose built student accommodation the existing dwellings used by students could become available for other sections of the community.	Q, T
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Local	Perm	High	Mod	Med	✓	Local	Perm	Med	▲	By locating more of the population within the town centre there is likely to be less opportunity for crime with increased levels of natural surveillance. New development also provides opportunities for the inclusion of security measures in design and layout.	Q, R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓✓	Sub Reg	Perm	Med	▲	Providing purpose built student accommodation could increase availability of rental accommodation to other sectors of society. This could reduce accommodation pressures for lower income groups and help foster more balanced, inclusive communities.	Q
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	x	Local	Temp	High	Mod	High	✓✓	Local	Perm	High	▲	Short term, construction related activity likely to have a negative impact on the town centre environment. Longer term, improved build quality and visual appearance, better utilisation of key development sites, together with increased activity in the town centre could help improve the overall living environment.	A, L, M, N, O, Q, R
7 To improve air quality	Mod	Med	x	Local	Temp	High	Mod	High	✓	Sub Reg	Perm	High	↗	Short term, likely to be some construction related negative effects. However, once development is complete there should be a reduction in private motorised transport use due to the close proximity of the dwellings to the town centre and public transport links.	A, M, O, P

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8	To respond to climate change through reduced GHG emissions	Mod	Med	x	Reg/Nat	Temp	High	Mod	Med	✓✓	Reg/Nat	Perm	Med	▲	Short term, increased GHG emissions from construction likely to be limited to plant/machinery and travel to/from site of workers. New development is intended to replace existing student accommodation, with the aim of no net increase in overall student numbers. High density apartments likely to more energy efficient and opportunity for incorporation of site-wide decentralised energy initiatives. Concentration of student accommodation close to central amenities and public transport links likely to reduce use of private cars. Thus, longer term improvements should result.	D, G, H, I, J, O, P, S
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	x	Local	Temp	High	Good	Low	✓✓	Local	Perm	High	▲	Short term, could be some construction related negative effects. However, once complete, new housing units forming part of well designed mixed use development may help enhance settings.	A, K, L,
10	To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	x	Local	Temp	Med	Poor	Med	✓✓	Local	Perm	High	▲	Short term, could be some construction related negative effects. Concentrating higher density accommodation in the town centre could reduce pressure on green space in other parts of the town, and could make the town centre green space more liveable. Increasing the number of residents could increase the number of potential users of the green space.	A, C, L
11	To protect and enhance water resources	Good	Low	x	Sub Reg	Perm	High	Mod	Low	x	Sub Reg	Perm	Med	▽	By increasing the number of water users, the level of consumption in the town centre will increase. This could also affect water quality with increased levels of water needing to be treated. New, purpose built development should incorporate water efficiency measures.	A, D, E, F, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	-	Local	Temp	Med	Poor	High	x	Sub reg	Perm	Med	↘	All of the sites proposed for student accommodation are outside the current flood risk area and are on upper floors, minimising any impact from flooding.	A, C, D, E, F, J
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	✓✓	Sub Reg	Perm	High	Poor	Med	✓✓	Sub Reg	Perm	Med	▲▲	By providing purpose built student accommodation in the town centre, there is likely to be an increase in the number of students using public transport, walking and cycling for trips to local amenities and the University.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	✓✓	Sub Reg	Perm	High	Poor	Med	✓✓	Sub Reg	Perm	High	▲▲	Concentration of student accommodation close to central amenities and public transport links likely to reduce use of private cars.	O, P, Q, S



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15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓	Local	Temp	High	Mod	Med	✓	Local	Perm	High	▲	Most of the proposed student accommodation is on upper floors within The Square redevelopment. High quality design for the development as a whole should help to enhance the overall quality of the built environment.	D, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	Med	▲	All proposed development is located on previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	x	Local	Perm	High	Poor	Med	x	Local	Perm	Med	▽	The proposals will not affect designated wildlife sites or species. Short term, construction activities likely to have a negative impact on ecology and habitats within existing nearby greenspace. Once development complete, likely to be some increase in disturbance to wildlife habitats in these areas from pedestrians and greater level of overall activity.	A, B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	x	Sub Reg	Temp	Med	Good	Med	✓	Sub Reg	Perm	Med	↗	New housing likely to increase overall energy consumption, although purpose built student accommodation could generate less waste per person due to higher occupancy. Waste generated during construction. New units should incorporate waste minimisation measures including recycling facilities which should reduce overall waste longer term. However, waste per person from residents utilising the dwellings previously occupied by students may increase.	A, D, H, J, N, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	x	Sub Reg	Temp	High	Mod	Med	✓✓	Sub Reg	Perm	High	▲	New housing likely to increase overall energy consumption, although high density dwellings should be more energy efficient. The requirement to incorporate onsite renewable energy generation and energy efficiency measures in new units should help reduce carbon based energy use. Development close to central amenities and public transport links should also encourage more sustainable transport leading to improved transport energy efficiency.	D, G, J, O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	✓	Sub Reg	Perm	Low	Mod	Med	✓	Sub Reg	Perm	Low	▲	Increasing the number of students resident in the town centre may help support local retail businesses.	Q
21	To improve employment opportunities	Mod	High	✓	Sub Reg	Perm	Med	Poor	Med	✓	Sub Reg	Perm	Med	▲	Increasing the resident student population in the town centre could attract retail and other businesses to the town, which could increase employment opportunities.	Q
22	To sustain the local economy	Mod	High	✓✓	Sub Reg	Perm	Med	Mod	Med	✓✓	Sub Reg	Perm	Med	▲▲	Increasing the number of students resident in the town centre should increase the trade for local businesses.	

## Sustainability Appraisal Report

## 5 - Leisure and Culture

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Promotion of the town's natural recreational facilities could encourage an increase in use of these areas potentially resulting in improvements in health and wellbeing.	L, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓	Sub Reg	Perm	Med	Mod	High	✓	Sub Reg	Perm	Med	▲	Improving the leisure provision in the town centre will improve accessibility to a wider range of leisure services, although effects likely to be minor.	O, P, Q
3 To improve housing affordability	Poor	Med	x	Local	Perm	Low	Poor	Med	x	Local	Perm	Low	▾	Improvements to the natural recreational facilities could increase the property prices adjacent to Broadgate Park and St Johns church, although effects likely to be minor	Q, T
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Improvements in the evening economy should increase the numbers of people in the town, and improvements to recreational areas should increase their usage. These improvements should increase the level of self surveillance and help reduce the opportunity for and fear of crime.	Q, R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	▲	Increasing the quantity, type and quality of leisure and recreational provision should broaden the appeal to a wider range of social groups.	Q
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	Increasing the leisure and culture provision will add to the general quality of the town centre creating a positive environment. However, careful planning is required to ensure that improved facilities do not detract from the increased residential uses in the town centre.	A, L, M, N, O, Q, R
7 To improve air quality	Mod	Med	-	Local	Perm	Med	Mod	High	-	Local	Perm	Med	•	May be some marginal improvements to air quality as a result of a reduction in the need to travel out of town for leisure and recreation.	A, M, O, P, S

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8	To respond to climate change through reduced GHG emissions	Mod	Med	x	Reg/Nat	Temp	Med	Mod	Med	✓	Reg/Nat	Perm	Med	↗	Development of leisure outlets likely to lead to increased emissions in the short term, although the requirement to incorporate carbon reduction measures in design, layout and operation should minimise these. Fewer out of town trips to leisure outlets, with new outlets close to good public transport links, should reduce overall transport related emissions.	D, G, H, I, O, P, S
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	✓	Local	Perm	High	Good	Low	✓	Local	Perm	High	▲	The enhancement of the green space around St Johns Church should help to enhance the setting of the church.	A, K, L,
10	To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	✓✓	Local	Perm	High	Poor	Med	✓✓	Local	Perm	High	▲	The proposals include enhancements to Broadgate Park and the greenspace adjacent to St John the Baptist Church, which should increase their use.	A, C, L
11	To protect and enhance water resources	Good	Low	x	Local	Perm	Med	Mod	Low	x	Local	Perm	Low	↘	May be some minor increase in demand for water from new leisure provision, although water efficiency requirements should minimise this.	A, D, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	✓	Local	Perm	High	Poor	High	✓	Local	Perm	Med	▲	The proposed location for leisure provision is not within the flood risk area. Protecting existing greenspace helps maintain natural drainage, reducing localised flood risk.	A, C, E, F
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	Locating new leisure provision within the town centre close to good public transport links such as the bus and proposed tram should help reduce reliance on the private car. Improving the greenspaces in the town may encourage more journeys by foot/cycle.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	✓	Sub Reg	Perm	Med	Poor	Med	✓	Sub Reg	Perm	Med	▲	Fewer private car journeys to out of town leisure facilities should help reduce road traffic growth.	O, P, Q, S
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓✓	Local	Perm	High	Mod	Med	✓✓	Local	Perm	High	▲	Provision of new leisure outlets should improve the distinctiveness of the town centre. Retaining and improving the green space at Broadgate Park and around the church will add to the quality of the townscape.	D, L, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	All proposals are located on previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	x	Local	Perm	Low	Poor	Med	x	Local	Perm	Low	↘	Retaining and enhancing greenspaces will ensure that the habitat provided is retained. However, improving usage likely to lead to increased levels of disturbance.	A, B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	x x	Local	Temp	High	Good	Med	✓	Local	Perm	Med	↘	New leisure facilities likely to give rise to some increase in waste generated. Considerable waste generated during construction. Development should incorporate waste minimisation measures including recycling facilities which should reduce overall waste longer term.	A, D, H, N, V

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19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	x	Sub Reg	Temp	Med	Mod	Med	✓	Sub Reg	Perm	Med	↗	May be some small increase in overall energy consumption short term from the new leisure outlets. The requirement to incorporate onsite renewable energy generation and energy efficiency measures in new units should help reduce carbon based energy use, with coordinated schemes between smaller businesses developing longer term. A shift towards more sustainable modes of transport should increase transport energy efficiency.	D, G, O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	-	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	↗	Although improving leisure and recreational facilities will not directly improve the retail offer, longer term by contributing to a more vibrant, thriving centre the overall image of the town should be enhanced.	Q
21	To improve employment opportunities	Mod	High	✓✓	Sub Reg	Perm	High	Poor	Med	✓✓	Sub Reg	Perm	Med	▲▲	New leisure provision should enhance and broaden the range of local employment opportunities.	Q
22	To sustain the local economy	Mod	High	✓✓	Sub Reg	Perm	High	Mod	Med	✓✓	Sub Reg	Perm	High	▲▲	An improved evening economy should help to strengthen the local economy by enhancing the overall vitality and viability of the town centre.	

## Sustainability Appraisal Report

## 6 - Large Retail Units

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	x	Local	Temp	High	Mod	Med	✓	Local	Perm	Med	↗	During construction disruption to the town centre may result in some disbenefits to health and well-being. Once complete, improvements in the built and general environment as well as access to a wider range of goods and services, could benefit well being of the population.	L, M, N, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	x	Sub Reg	Temp	High	Mod	High	✓✓	Sub Reg	Perm	High	▲	During construction there may be restricted access to key services and employment (retail) areas. However, once operational there should be improved services and employment provision. Larger units enable easier access to a wider range of services.	O, P, Q
3 To improve housing affordability	Poor	Med	-	Local	Temp	Med	Poor	Med	x	Sub reg	Perm	Med	↘	Improvements in the retail provision of the town may make it a more desirable location to live. As a result this may increase the demand for housing and increase prices, reducing affordability.	Q, T
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	x	Local	Temp	High	Mod	Med	✓	Local	Perm	Med	↗	Increasing the retail area and the number of people in the town centre has the potential to increase opportunities for crime. A larger development could incorporate crime reduction techniques to combat this. Newer, better quality facilities incorporating good lighting and good design should help reduce fear of crime.	Q, R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓✓	Sub Reg	Perm	High	Mod	Med	✓	Sub Reg	Perm	High	▲▲	Increased retail provision should reduce inequality in terms of access to services for local residents. However, there may be some existing smaller retailers who are forced out as a result of larger stores, this would increase the inequality of provision.	Q
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	x	Local	Temp	High	Mod	High	✓✓	Local	Perm	High	▲	During construction there will be deterioration in air quality, noise levels and general amenity. Once constructed the new facilities and development should substantially improve the town centre as a place to live and work.	A, L, M, N, O, Q, R
7 To improve air quality	Mod	Med	x x	Local	Temp	High	Mod	High	✓	Local	Perm	Med	↘	During construction there will be an adverse impact on air quality due to construction works. Larger retail units should encourage local residents to remain in Beeston for retail services which may increase private car journeys, with associated decline in local air quality, in the short term. Longer term, the proximity to good public transport links may reduce private car use, with associated improvement in local air quality.	A, M, O, P, S

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8	To respond to climate change through reduced GHG emissions	Mod	Med	x	Reg/Nat	Temp	Med	Mod	Med	x	Reg/Nat	Perm	Low	▽	New large retail outlets are likely to lead to an overall increase in GHG emissions, although design, layout and operation of units should incorporate carbon reduction measures to minimise this. Short term, the potential decrease in out of town shopping by local residents may be offset by an increase in trips by residents and out of town shoppers, which could increase overall GHG emissions. Longer term, public transport improvements and parking constraints should encourage some shift to public transport, with associated reduction in GHG emissions, although likely to be limited for larger retail units.	D, G, H, I, J, O, P, S
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	xx	Local	Temp	High	Good	Low	✓	Local	Perm	Med	▽	Possibility of some negative short term construction related effects. Dependant on the design of the retail units, the settings of the heritage buildings within the town could be enhanced.	A, K, L, M
10	To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	-	Local	Temp	High	Poor	Med	✓	Local	Perm	Med	↗	Creation of larger retail units would not impact upon the existing area of green space. However, longer term, there could be an increase in usage as a result of the improved retail offer attracting more people into the town.	A, C, L
11	To protect and enhance water resources	Good	Low	xx	Sub Reg	Temp	High	Mod	Low	x	Sub Reg	Perm	Med	▽	During construction and operation there could be an increased demand for water resulting in an increase in the need for waste water treatment.	A, D, E, F, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	x	Local	Temp	High	Poor	High	?	Local	Perm	High	▽	The proposed development is not within the current flood risk area. However, the ground floor area exposed to potential risk will increase, although mitigation measures should minimise. Longer term, the flood risk area is likely to increase due to escalating effects of climate change.	A, C, D, E, F, J
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	x	Sub Reg	Temp	Med	Poor	Med	✓	Sub Reg	Perm	Low	↗	Short term, car use for shopping trips likely to continue or increase. Out of town trips by residents should reduce, but this may be offset by shopping trips from outside Beeston. Longer term, improved public transport access should help reduce local private car trips. Improving the shopping experience for pedestrians may encourage more shopping trips on foot/cycle.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	✓	Sub reg	Temp	Med	Poor	Med	✓✓	Sub reg	Perm	Med	▲	Better retail provision in the town could encourage local residents to remain in Beeston, which could reduce the number of car journeys. This effect could also be enhanced by the number of parking spaces which are not expecting to increase as a result of the development.	O, P, Q, S

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15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	x	Local	Temp	High	Mod	Med	✓✓	Local	Perm	High	▲	During construction there will be an adverse impact on the appearance of the town centre. However, redevelopment of key retail areas could ensure that the quality of the built environment is improved. Consequently, good quality development could enhance the distinctiveness of the town centre.	D, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	All proposed developments will utilise previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	x	Local	Temp	Med	Poor	Med	x	Local	Perm	Med	↘	No impact on designated wildlife sites or species. Possible construction related negative effects on nearby existing greenspace habitats likely. Once development complete, likely to be increased disturbance due to increased public use within existing greenspace which could have a negative effect on species using these areas.	A, B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	x x	Local	Temp	High	Good	Med	✓	Local	Perm	Med	↘	Likely to be substantial waste generated during construction. Short term, overall waste arisings from operation likely to increase with more retail activity in the town centre. However, new units should incorporate waste minimisation measures including recycling facilities which should reduce overall waste longer term.	A, D, H, J, N, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	x x	Sub Reg	Temp	High	Mod	Med	✓	Sub Reg	Perm	Med	↘	Expansion of retail activity likely to increase overall energy consumption. The requirement to incorporate onsite renewable energy generation and energy efficiency measures in new units should help reduce carbon based energy use. Shift to more sustainable transport for shopping trips should increase overall transport energy efficiency longer term.	D, G, J, O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	x	Sub Reg	Temp	High	Mod	Med	✓✓	Sub Reg	Perm	Med	▲	During construction the appearance of the town centre will be adversely effected. However, in the longer term, large retail units will improve the image of the town as a retail centre.	Q
21	To improve employment opportunities	Mod	High	?	Sub Reg	Temp	High	Poor	Med	✓✓	Sub Reg	Perm	High	▲	During construction there may be adverse impact on operation of retail outlets. However, construction job opportunities will expand. Once complete, development will substantially increase employment opportunities, although within the retail sector only.	Q
22	To sustain the local economy	Mod	High	✓	Sub Reg	Perm	Med	Mod	Med	✓✓	Sub Reg	Perm	High	▲▲	The proposals aim to attract higher value retail outlets, which should significantly improve Beeston's reputation as a retail centre and boost the local retail economy. However, smaller, independent shops may suffer as a result of the increased local competition.	

# Sustainability Appraisal Report

## 7 - Smaller Retail Units

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Increasing the choice and variety of retailers in the town could have a positive impact on well being for the town's residents. As well improvements to the built environment, mixed use development with more shops closer to homes and workplaces should help to encourage walking and cycling, which may have some health and well being benefits.	L, M, N, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	Smaller units at a number of sites distributed throughout the town centre should provide a wider retail choice, increasing the overall accessibility of goods and services available.	O, P, Q
3 To improve housing affordability	Poor	Med	x	Sub reg	Perm	Med	Poor	Med	x	Sub reg	Perm	Med	▽	High quality retail outlets within successful mixed use development may lead to some increase in affordability pressures, both within and in close proximity to the development.	Q, T
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Local	Perm	Low	Mod	Med	✓	Local	Perm	Med	↗	Increasing the retail area and the number of people in the town centre has the potential to increase opportunities for crime. Development could incorporate crime reduction techniques to combat this and, depending on design, levels of natural surveillance should also increase. Newer, better quality facilities incorporating good lighting and good design help reduce fear of crime.	Q, R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	High quality retail outlets within successful mixed use development should help improve retail choice for local residents, as well as fostering greater social interaction and community cohesion.	Q
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	x	Local	Temp	High	Mod	High	✓✓	Local	Perm	High	▲	Short term construction related activity likely to have some negative effects. Longer term, well designed mixed use development should substantially improve the built environment as well as enhancing overall neighbourhood vitality.	A, L, M, N, O, Q, R
7 To improve air quality	Mod	Med	x	Local	Temp	Med	Mod	High	✓	Local	Perm	Med	↗	Short term, may be some minor negative effects from construction. Shops closer to housing and offices may help reduce reliance on car travel, which should result in reduced congestion with associated benefits for air quality.	A, M, O, P, S



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8	To respond to climate change through reduced GHG emissions	Mod	Med	x	Reg/Nat	Temp	Med	Mod	Med	✓✓	Reg/Nat	Perm	Med	▲	Short term, increased retail activity likely to result in a rise in overall GHG emissions. Requirement to incorporate carbon reduction measures in design, layout and operation of retail units should help to minimise. May also be some reduction in transport related emissions with retail units in mixed use development closer to homes and workplaces encouraging walking and cycling.	D, G, H, I, J, O, P, S
9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	x	Local	Temp	High	Good	Low	✓	Local	Perm	Med	↗	Short term, could be some construction related negative effects. However, once complete, smaller retail outlets forming part of well designed mixed use development may help enhance settings.	A, K, L, M
10	To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	✓	Local	Perm	Low	Poor	Med	✓	Local	Perm	Low	↗	Increase in patrons of retail provision in the town centre, in particular the street market on Styring Street, likely to lead to some increase in use of greenspace, although effects likely to be minor	A, C, L
11	To protect and enhance water resources	Good	Low	x	Sub Reg	Perm	Med	Mod	Low	x	Sub Reg	Perm	Med	▽	Likely to lead to increased overall water demand as well as demand for waste water services. Requirement to incorporate water conservation techniques including SUDS and minimise waste generation should help reduce this.	A, D, E, F, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	x	Local	Temp	High	Poor	High	x	Local	Perm	Low	↘	None of the proposed development sites are within the current flood risk area. However, the ground floor area exposed to potential risk will increase, although mitigation measures should minimise. Longer term, risks are likely to increase due to escalating effects of climate change and some sites may be affected.	A, C, D, E, F, J
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	Redevelopment and expansion of smaller unit retail offer in the town centre should increase its appeal to local residents, which may lead to reduced out of town shopping trips by private car. Mixed use development with more shops closer to homes and workplaces should help to encourage walking and cycling.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	Longer term, improving the smaller outlet retail offer in the town may lead to fewer out of town shopping trips by private car, reinforced by provision of good public transport services and no increase in parking provision. Locating retail units in mixed use development should help reduce reliance on private car travel.	O, P, Q, S

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15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	x	Local	Temp	Med	Mod	Med	✓✓	Local	Perm	High	▲	Some negative effects during construction. However, once complete the new development should considerably enhance the overall quality of the built environment.	D, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	All proposed development utilises previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	x	Local	Temp	Med	Poor	Med	x	Local	Perm	Med	▽	There will be no impact on designated wildlife sites or species. Construction activities could have a negative impact on the ecology and habitats within close proximity to some sites. Once development complete, likely to be some increase in disturbance to wildlife habitats from pedestrians and greater activity nearby, particularly near the street market.	A, B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	x	Local	Temp	Med	Good	Med	✓	Local	Perm	Med	↗	Short term, overall waste arisings likely to increase with more retail activity in the town centre. However, new units should incorporate waste minimisation measures including recycling facilities which should reduce overall waste longer term, with coordinated schemes between smaller businesses developing.	A, D, H, J, N, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	x	Sub Reg	Temp	Med	Mod	Med	✓✓	Sub Reg	Perm	Med	▲	Expansion of retail activity likely to increase overall energy consumption. The requirement to incorporate onsite renewable energy generation and energy efficiency measures in new units should help reduce carbon based energy use, with coordinated schemes between smaller businesses developing longer term. Greater use of sustainable transport should also help increase overall transport energy efficiency.	D, G, J, O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	✓✓	Sub Reg	Perm	High	Mod	Med	✓✓	Sub Reg	Perm	Med	▲▲	The proposals seek to expand and improve the smaller unit retail offer. High quality units in mixed use development at key sites should contribute to a considerable improvement in the image of the town.	Q
21	To improve employment opportunities	Mod	High	✓✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲▲	Smaller units will provide relocation opportunities for businesses moving out of the Square to allow larger retail development. A wider variety of retail offer, with more specialist outlets, should help increase the range as well as number of employment opportunities in the retail sector.	Q
22	To sustain the local economy	Mod	High	✓✓	Sub Reg	Perm	High	Mod	Med	✓✓	Sub Reg	Perm	High	▲▲	Expansion of retail sector to meet local demand, as well as potentially attracting more out of town shoppers, with a wider range of retail offerings should help to substantially improve the local economy. Retail outlets in mixed use development provide benefits to other nearby employment uses.	

## Sustainability Appraisal Report

## 8 - Public Space

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Good quality public space can provide an environment which promotes well being.	L, M, N, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓	Local	Perm	Med	Mod	High	✓	Local	Perm	Med	▲	Improved public realm may facilitate minor improvements in accessibility to key services and employment sites with routes crossing existing green space and The Square.	O, P
3 To improve housing affordability	Poor	Med	x	Sub Reg	Perm	Low	Poor	Med	x	Sub Reg	Perm	Low	▽	Improving public space may have some minor effect in enhancing the desirability of the town as a place to live. Houses near Broadgate and to the west of the church may see a slight price increase.	T
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Greater patronage of improved public spaces may increase natural surveillance in these areas, which may reduce the opportunity and fear of crime.	R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	▲	By making the town centre more pedestrian friendly and contributing to reduced fear of crime, improved public space provision may help to widen patronage across a broader range of social groups.	R
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	x	Local	Temp	Med	Mod	High	✓	Local	Perm	High	↗	Likely to be some minor construction related negative effects. However, once operational improved public space should enhance the built environment.	L, M, N, O, R
7 To improve air quality	Mod	Med	✓	Local	Perm	Low	Mod	High	✓	Local	Perm	Low	↗	Maintaining and improving public space may potentially contribute to modal shift and reduction in congestion, with associated air quality benefits.	M, O, P
8 To respond to climate change through reduced GHG emissions	Mod	Med	✓	Reg/Nat	Perm	Low	Mod	Med	✓	Reg/Nat	Perm	Low	▲	To the extent that improvements may contribute to modal shift, there may be some reductions in GHG emissions.	H, I, O, P, S
9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	✓	Local	Perm	Med	Good	Low	✓✓	Local	Perm	Med	▲	Although there may be some short term negative effects from construction, improvements in public space around the church and the Town Hall should considerably enhance the setting of historic assets in these areas.	K, L
10 To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	✓✓	Local	Perm	High	Poor	Med	✓✓	Local	Perm	High	▲	The proposals are aimed at improving public greenspace at Broadgate and near the church, which should lead to better use of these areas.	C, L

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11	To protect and enhance water resources	Good	Low	-	Sub Reg	Perm	Med	Mod	Low	-	Sub Reg	Perm	Med	•	Some slight increase to paved areas, but unlikely to be any substantive increase in polluted runoff.	E, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	-	Local	Temp	High	Poor	High	?	Local	Perm	Med	•	None of the proposed development sites are within the existing flood risk area. As existing public realm already incorporates hard standing, any development would not increase the risk of flooding. Longer term, risks are likely to increase due to escalating effects of climate change and some sites may be affected.	C, E
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	✓	Local	Perm	Low	Poor	Med	✓	Local	Perm	Low	↗	Improved public space may help encourage an increase in walking/cycling rather than the use of cars for short journeys within the town.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	-	Local	Perm	High	Poor	Med	✓	Local	Perm	Med	↗	To the extent that improvements may contribute to modal shift, there may be some small reduction in traffic growth.	O, P, Q, S
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓	Local	Perm	High	Mod	Med	✓	Local	Perm	High	▲	Improvements to the public realm should help enhance the quality of the built environment.	L, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	All proposals are located on previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	✗	Local	Perm	Med	Poor	Med	✗	Local	Perm	Med	▽	Although there are no habitats or species of note within the town centre, by improving accessibility to existing greenspaces there could be increased levels of disturbance.	B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	✗	Local	Temp	High	Good	Med	-	Local	Perm	High	↘	Some waste likely to be produced during construction/redesign.	H, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	▲	Potential for renewables for increased lighting in pedestrian areas. To the extent that improvements will contribute to encouraging modal shift, there may be some increase in overall transport energy efficiency.	O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	✓✓	Sub Reg	Perm	High	Mod	Med	✓✓	Sub Reg	Perm	High	▲▲	Improving the public realm within the town will improve the pedestrian environment and may attract more shoppers which could stimulate retail investment.	Q
21	To improve employment opportunities	Mod	High	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	Improved public realm will not directly improve employment opportunities. Indirectly in the long term it will improve the general appearance of the town to both potential employers and shoppers, with associated benefits for employment opportunities.	Q
22	To sustain the local economy	Mod	High	✓	Sub Reg	Perm	Med	Mod	Med	✓✓	Sub Reg	Perm	Med	▲	By making the town centre more attractive to shoppers and visitors, the proposals should help support existing and attract new town centre businesses, helping to strengthen the local economy.	

## Sustainability Appraisal Report

## 9 - Pedestrianisation and Pedestrian Links

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Improving the pedestrian environment should encourage more walking, with potential benefits to health and general well being. Air quality and noise levels may also improve, with associated benefits to health and well being.	L, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓	Local	Perm	Med	Mod	High	✓	Local	Perm	Med	▲	Proposals should help to generally improve accessibility to key services and employment areas within the town centre.	O, P
3 To improve housing affordability	Poor	Med	–	Local	Perm	Med	Poor	Med	–	Local	Perm	Med	•	No tangible effects.	
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Improvements should increase pedestrian patronage of the town centre, which should increase natural surveillance and help reduce the opportunity for and fear of crime.	R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓	Local	Perm	High	Mod	Med	✓	Local	Perm	High	▲	By making the town centre more pedestrian friendly and contributing to reduced fear of crime, proposals may help to widen patronage across a broader range of social groups.	R
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	Increasing pedestrian only access should contribute to a healthy, clean environment.	L, O, R
7 To improve air quality	Mod	Med	✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	Improved pedestrian environments may encourage fewer car journeys within the town centre, both by residents and visitors. The resulting reduction in congestion should help improve local air quality.	O, P
8 To respond to climate change through reduced GHG emissions	Mod	Med	✓	Reg/Nat	Perm	Med	Mod	Med	✓✓	Reg/Nat	Perm	Med	▲▲	Improved pedestrian environments, supported by better links to public transport and constrained parking provision, should encourage modal shift, which should result in reduced GHG emissions.	O, P, S
9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	x	Local	Temp	Med	Good	Low	✓✓	Local	Perm	High	▲	During construction/redesign of the pedestrian areas/links, there may be some disruption to the settings of heritage assets. However, once operational the improvements to the pedestrian environment should enhance the setting of the historic environment. Potential reductions in road traffic associated with modal shift would also reduce negative effects from vibration and air pollution.	K, L

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10	To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	✓	Local	Perm	High	Poor	Med	✓✓	Local	Perm	High	▲	Increasing pedestrianised areas and links should encourage the use of greenspace at Broadgate Park and around the church, by making it more accessible and easily identifiable.	C, L
11	To protect and enhance water resources	Good	Low	✓	Sub Reg	Perm	High	Mod	Low	✓	Sub Reg	Perm	High	▲	If there is a reduction of road traffic, the levels of pollutants arising from road traffic in run off could be reduced.	E
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	-	Local	Temp	High	Poor	High	?	Local	Perm	Med	•	None of the proposals are within the current flood risk area. Longer term, risks are likely to increase due to escalating effects of climate change and some sites may be affected.	C, E
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	High	▲▲	Improvements to the pedestrian environment could encourage an increase in walking and cycling, and better access to public transport, with a potential reduction in private car use.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	High	▲▲	Improvement in the pedestrian environment, coupled with improved public transport provision, could encourage longer term modal shift away from private cars, which should reduce road traffic growth.	O, P, Q, S
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Improvements to the pedestrian areas should contribute to an improvement in quality and distinctiveness of the built environment.	L, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	All proposals are located on previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	-	Local	Perm	High	Poor	Med	-	Local	Perm	High	•	As all proposals are in built-up areas effects on wildlife habitats or species are likely to be negligible.	B, C, E, L, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	x	Local	Temp	High	Good	Med	-	Local	Perm	Med	↘	Some waste likely to be produced during construction.	H, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	▲	Potential for renewables for increased lighting in pedestrian areas/links. To the extent that improvements will contribute to encouraging modal shift, there should be some increase in overall transport energy efficiency.	O, P, S

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20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	▲	Improved pedestrian areas/links will not in themselves improve the retail offer. However, they should enhance the towns image and contribute to an increase in shoppers which could stimulate retail investment.	Q
21	To improve employment opportunities	Mod	High	✓	Sub Reg	Perm	Med	Poor	Med	✓	Sub Reg	Perm	Med	▲	Although the proposals will not directly improve employment opportunities, indirectly in the long term they should improve the general appearance of the town to both potential employers and shoppers, with associated benefits for employment opportunities.	Q
22	To sustain the local economy	Mod	High	✓✓	Sub Reg	Perm	Med	Mod	Med	✓✓	Sub Reg	Perm	Med	▲▲	By making the town centre more attractive to shoppers and visitors, the proposals should help support existing and attract new town centre businesses, helping to strengthen the local economy.	

## Sustainability Appraisal Report

## 10 - Road Traffic

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Improvements to traffic circulation could improve local air quality, reduce noise and improve the appearance of the town, with associated benefits to health and well-being.	L, M, N, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓	Sub Reg	Perm	Med	Mod	High	✓	Sub Reg	Perm	Med	▲	Improving traffic circulation within the town centre and rationalising car parking should improve overall vehicular accessibility. Access for business is likely to improve.	O, P
3 To improve housing affordability	Poor	Med	x	Sub Reg	Perm	Low	Poor	Med	x	Sub Reg	Perm	Low	▽	A reduction in through traffic, with better access and improved environment, could make housing in the town more attractive which could increase housing affordability pressures, especially along key routes in the town.	
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	-	Local	Perm	Med	Mod	Med	-	Local	Perm	Med	▪	No tangible effects.	R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	x	Local	Perm	Low	Mod	Med	x	Local	Perm	Low	↘	Without speed controls and traffic segregation, some possibility of faster traffic flows contributing to neighbourhood isolation.	R
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	Improved air quality and reduced noise resulting from reduced congestion should help to enhance the overall environment.	L, M, N, O, R
7 To improve air quality	Mod	Med	✓	Local	Perm	Med	Mod	High	✓	Local	Perm	Low	↗	Localised air quality likely to improve with a reduction in overall congestion although possibility of problems in the vicinity of new proposed car parks.	M, O, P, S
8 To respond to climate change through reduced GHG emissions	Mod	Med	x x	Reg/Nat	Perm	Med	Mod	Med	x	Reg/Nat	Perm	Low	▽▽	Reduced congestion may encourage further growth of road traffic in the short term, with negative effects on GHG emissions, although longer term likely to be limited by parking constraints.	H, I, O, P, S
9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	✓	Local	Temp	Med	Good	Low	✓	Local	Perm	Low	↗	Traffic in the west around the church and conservation areas is likely to reduce. However, to the east around Broadgate with two listed buildings there may be an increase in traffic with new car parking areas. Longer term, proposals may encourage further traffic growth across the town centre.	K, L
10 To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	✓	Local	Temp	Med	Poor	Med	✓	Local	Perm	Low	↗	Reduction in congestion in areas close to existing greenspace in the west may improve its value and appeal, resulting in increased usage. Effects to the east around Broadgate are less certain.	C, L



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11	To protect and enhance water resources	Good	Low	✓	Sub Reg	Perm	Low	Mod	Low	✓	Sub Reg	Perm	Low	▲	A reduction in congestion could result in a reduction of contamination in run off, leading to improved water quality.	D, E, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	-	Sub Reg	Perm	Med	Poor	High	-	Sub Reg	Perm	Med	•	No tangible effects.	C, D, E
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	xx	Sub Reg	Perm	Med	Poor	Med	x	Sub Reg	Perm	Low	▽	Reduced congestion may encourage further growth of road traffic, although longer term likely to be limited by parking constraints, together with increasing attractiveness of public transport.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	xx	Sub Reg	Perm	Med	Poor	Med	x	Sub Reg	Perm	Low	▽	Reduced congestion may encourage further growth of road traffic, although longer term likely to be limited by parking constraints, together with increasing attractiveness of public transport.	O, P, Q, S
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Reducing standing traffic through better traffic management could improve the overall environment of Beeston.	D, L, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓	Local	Perm	High	Mod	High	✓	Local	Perm	High	▲	All proposals are located on previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	✓	Local	Perm	Med	Poor	Med	✓	Local	Perm	Low	↗	Reducing congestion in the vicinity of the greenspace to the west of the town should have some positive benefits for wildlife using these areas. However, to the east around Broadgate there could be an increase in traffic related disturbance.	B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	-	Local	Perm	Med	Good	Med	-	Local	Perm	Med	•	No tangible effects.	D, H, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	x	Sub Reg	Perm	Med	Mod	Med	x	Sub Reg	Perm	Low	▽	To the extent that continued car use is encouraged, overall transport energy efficiency may deteriorate.	O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	-	Sub Reg	Perm	Med	Mod	Med	-	Sub Reg	Perm	Med	•	No tangible effects.	Q
21	To improve employment opportunities	Mod	High	✓	Sub Reg	Perm	Med	Poor	Med	✓	Sub Reg	Perm	Med	▲	By supporting the retail and commercial regeneration of the town centre, the proposals should indirectly help improve employment opportunities.	Q
22	To sustain the local economy	Mod	High	✓✓	Sub Reg	Perm	High	Mod	Med	✓	Sub Reg	Perm	Med	▲▲	Reduced congestion should help support the retail and commercial regeneration in the town centre by improving access by all transport modes, although positive effects may reduce longer term if traffic growth continues.	

## Sustainability Appraisal Report

## 11 - Cycling

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	High	Mod	Med	✓	Local	Perm	Med	▲	Healthier lifestyles for the local population could be encouraged by the enhanced cycle network and parking facilities.	L, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓	Local	Perm	Med	Mod	High	✓	Local	Perm	Med	▲	Improving cycling provision in the town should help improve accessibility to jobs and services. Coordinated with public transport and rationalised car parking could help improve overall accessibility.	O, P
3 To improve housing affordability	Poor	Med	-	Local	Perm	Med	Poor	Med	-	Local	Perm	Med	•	No tangible effects.	
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Local	Perm	Low	Mod	Med	✓	Local	Perm	Low	↗	Proposals should lead to more cyclists in the town centre, which could contribute to higher levels of natural surveillance and hence help reduce opportunities for and fear of crime.	R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓	Local	Perm	Low	Mod	Med	✓	Local	Perm	Low	↗	Proposals may result in some improvement in access for certain social groups, such as those without cars and younger people, which may have some minor effects in reducing social exclusion.	R
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	✓	Local	Perm	Med	Mod	High	✓	Local	Perm	Med	▲	Proposals should help contribute to a healthier, cleaner environment.	L, O, P, R
7 To improve air quality	Mod	Med	✓	Local	Perm	Low	Mod	High	✓	Local	Perm	Low	↗	By helping to encourage modal shift away from car usage, and coordinated with public transport and rationalisation of parking provision, there may be some minor benefits to local air quality.	O, P
8 To respond to climate change through reduced GHG emissions	Mod	Med	✓	Reg/Nat	Perm	Med	Mod	Med	✓	Reg/Nat	Perm	Med	▲	By helping to encourage modal shift away from car usage, and coordinated with public transport and rationalisation of parking provision, there may be some reduction in GHG emissions, although effects are likely to be minor.	O, P, S
9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	-	Local	Perm	Med	Good	Low	✓	-	Perm	Med	•	Effects likely to be negligible.	K, L
10 To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	✓	Local	Perm	Med	Poor	Med	✓	Local	Perm	Med	▲	Cycle routes in the vicinity of greenspace may help to increase the usage of these areas.	C, L
11 To protect and enhance water resources	Good	Low	✓	Local	Perm	Low	Mod	Low	✓	Local	Perm	Low	↗	By contributing to overall reductions in car use in the town centre there may be some relatively minor reductions in polluted surface run off.	E
12 To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	-	Local	Perm	Med	Poor	High	-	Local	Perm	Med	•	One of the proposed new cycle routes is within the existing flood risk area. However, the proposals should not of themselves contribute to an increase in flood risk.	C, E

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13	To increase the proportion of journeys made by sustainable modes	Poor	Med	✓	Local	Perm	Med	Poor	Med	✓✓	Local	Perm	Med	▲	Improved cycling provision should lead to an increase in cycling trips miles and potentially some modal shift away from car usage.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	-	Sub reg	Perm	Med	Poor	Med	✓	Sub reg	Perm	Med	↗	To the extent the proposals contribute to modal shift away from car use, there may be some reduction in road traffic growth, although effects are likely to be relatively minor.	O, P, Q, S
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓	Local	Perm	Med	Mod	Med	✓	Local	Perm	Med	▲	Improving cycling provision may contribute to some overall enhancement of the townscape and local distinctiveness.	L, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓	Local	Perm	High	Mod	High	✓	Local	Perm	High	▲	All proposals are located on previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	×	Local	Perm	Med	Poor	Med	×	Local	Perm	Med	▽	Increased use of green space as a result of improved access via cycleways could increase the levels of disturbance of species within these areas.	B, C, E, L, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	-	Local	Perm	Med	Good	Med	-	Local	Perm	Med	▪	Effects likely to be negligible, as most proposals comprise markings and signage only.	H, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Low	▲	To the extent that proposals will contribute to encouraging modal shift, there may be some increase in overall transport energy efficiency.	O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	-	Sub Reg	Perm	Med	Mod	Med	-	Sub Reg	Perm	Med	▪	Effects likely to be negligible.	Q
21	To improve employment opportunities	Mod	High	-	Sub Reg	Perm	Med	Poor	Med	✓	Sub Reg	Perm	Med	↗	Effects likely to be negligible, although may increase longer term if cycling use expands further.	Q
22	To sustain the local economy	Mod	High	✓	Sub Reg	Perm	Low	Mod	Med	✓	Sub Reg	Perm	Med	▲	Some relatively minor benefits to local businesses from improved cycle access, although may increase longer term if cycling use expands further.	

## Sustainability Appraisal Report

## 12 - Public Transport

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	Low	Mod	Med	✓	Local	Perm	Med	↗	By contributing to a reduction in private car use and associated improvements in air quality, the proposals may result in some potential health benefits.	L, R, S
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓✓	Sub Reg	Perm	High	Mod	High	✓✓	Sub Reg	Perm	High	▲▲	Integration of the NET proposals and the creation of a new interchange, coordinated with improvements to pedestrian provision, should improve accessibility.	O, P
3 To improve housing affordability	Poor	Med	x	Sub Reg	Perm	Low	Poor	Med	x	Sub Reg	Perm	Low	▽	Improved public transport links may increase the desirability of the town as a place to live, which may increase housing affordability pressures.	
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓✓	Sub Reg	Perm	Med	▲	Higher quality bus station facilities, transport interchange, improved bus stops and links to other modes of transport could reduce the opportunity for crime and could make users feel safer travelling by public transport.	R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓✓	Sub Reg	Perm	Med	▲	Improvements in the choice and quality of public transport provision could encourage greater use across a wider range of social groups.	R
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	Improvements in the choice and quality of public transport provision could make using public transport a better, more reliable experience. It may also help reduce the number of cars on the road, thus improving the town's environment further.	L, O, P, R
7 To improve air quality	Mod	Med	✓	Local	Perm	Med	Mod	High	✓✓	Local	Perm	Med	▲	By encouraging modal shift the proposals may contribute to a reduction in congestion related air quality problems over the longer term.	O, P
8 To respond to climate change through reduced GHG emissions	Mod	Med	✓	Reg/Nat	Perm	Med	Mod	Med	✓✓	Reg/Nat	Perm	Low	▲▲	By encouraging modal shift the proposals should contribute to a reduction in overall road traffic volumes and reduced GHG emissions longer term.	O, P, S
9 To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	✓	Local	Perm	Med	Good	Low	✓	Local	Perm	Med	▲	There could be a reduction in road traffic adjacent to listed buildings and conservation areas. However, the location of the proposed bus/tram interchange and stops could detract from these assets.	K, L
10 To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	x	Local	Perm	Low	Poor	Med	x	Local	Perm	Low	▾	The location of the proposed bus/tram interchange adjacent to the greenspace surrounding the church may have some detrimental effects.	C, L

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11	To protect and enhance water resources	Good	Low	✓	Sub Reg	Perm	Med	Mod	Low	✓	Sub Reg	Perm	Med	▲	In so far as the proposals contribute to fewer vehicles on the roads and hence less surface run-off pollution, there may be some minor benefits.	E
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	-	Sub Reg	Temp	Med	Poor	High	✗	Sub Reg	Perm	Med	▽	The proposals for the bus station and tram route are currently not within the flood risk area. However, over time there is the possibility that these areas could become at risk due to climate change.	C, E
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	As good quality, reliable public transport links to key areas of the town become more established there should be a shift away from private car use in the longer term.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	Provision of good quality, reliable, integrated public transport services should encourage a shift away from private car usage, and potential reduction in overall road traffic in the longer term.	O, P, Q, S
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	✓	Local	Perm	Med	Mod	Med	✗	Local	Perm	Med	•	Reducing the volume of road traffic through the town by improving public transport will go some way to improving the appearance of the town. Design of the new interchange and alterations to on street furniture such as tram stops, overhead cables etc could degrade the overall appearance of the town centre.	L, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓	Local	Perm	High	Mod	High	✓	Local	Perm	High	▲	All development of public transport will utilise previously developed land.	
17	To conserve and enhance wildlife habitats and species	Poor	Med	✗	Local	Temp	Med	Poor	Med	-	Local	Perm	Med	▽	Likely to be some short term disturbance to habitats in greenspace adjacent to proposed tram/bus interchange and nearby sections of connecting routes. Longer term, effects likely to be minimal.	B, C, E, L, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	✗✗	Local	Temp	High	Good	Med	-	Local	Perm	Med	▽	During construction of the bus station and tram facilities there is likely to be a substantial amount of waste generated.	H, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	▲	Encouraging a shift from private vehicles to public transport could increase overall transport energy efficiency.	O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	-	Sub Reg	Temp	Med	Mod	Med	✓	Sub Reg	Perm	Med	↗	Improved public transport links will not on their own improve the town centre offer. However, they should help enhance the town's image longer term.	Q
21	To improve employment opportunities	Mod	High	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	New employment opportunities should be generated in increased public transport services. By improving overall accessibility to the town centre, improvements to public transport should contribute town centre regeneration, with associated benefits to employment opportunities.	Q
22	To sustain the local economy	Mod	High	✓	Sub Reg	Perm	Med	Mod	Med	✓✓	Sub Reg	Perm	High	▲▲	By improving and broadening access the proposals should provide substantial support to town centre regeneration.	

## Sustainability Appraisal Report

### 13 - Car Parking

See Table 10.1

SA Objective	FB - S/T		Short Term Effects				FB - L/T		Long Term Effects				Sig	Commentary	Mitigation/enhancement
	Cond	Sens	Mag	Scale	T/P	Cert	Cond	Sens	Mag	Scale	T/P	Cert			
1 To improve the health and well being of the population and reduce health inequalities	Good	Med	✓	Local	Perm	High	Mod	Med	x	Local	Perm	Med	↗	Although by reducing congestion improvements to parking provision may result in short term benefits to health and well being, the proposals are likely to encourage continued or increasing use of private car to access the town centre, with potential disbenefits to health and well being longer term.	L, M, N, O, P, R, S, T
2 To improve accessibility to key services and employment areas within Beeston town centre	Mod	High	✓✓	Local	Temp	Med	Mod	High	✓	Local	Perm	Med	▲	The proposals are designed to make access to the town centre easier by private car, with improved pedestrian routes from fewer, larger car parks. Longer term, as private car use is encouraged and road traffic continues to grow, benefits may decline.	O, P, Q, S
3 To improve housing affordability	Poor	Med	-	Local	Perm	High	Poor	Med	-	Local	Perm	High	▪	No tangible effects.	Q, T
4 To minimise opportunities for crime and reduce the fear of crime	Poor	Med	x	Local	Perm	Med	Mod	Med	x	Local	Perm	Med	▽	Car parks can provide a focus for criminal activity and are often perceived as unsafe, especially in the evenings. Fewer, larger sites, including two new multi storeys, may provide opportunities for better security measures.	Q, R
5 To reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Med	-	Local	Perm	Med	Mod	Med	-	Local	Perm	Med	▪	No tangible effects.	Q
6 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	High	✓	Local	Temp	Med	Mod	High	x	Local	Perm	Med	↘	Car parks and their immediate environs are generally perceived as unappealing. Although in the short term, reduced congestion should produce some benefits, the proposals are likely to lead to continued traffic growth, with associated disbenefits to the overall environment longer term.	A, D, L, M, N, O, Q, R
7 To improve air quality	Mod	Med	✓	Local	Temp	High	Mod	High	x	Local	Perm	Med	↘	Short term, reduced congestion should lead to alleviation of air quality problems. Longer term, as private car use is encouraged and road traffic continues to grow, air quality likely to decline.	A, M, O, P
8 To respond to climate change through reduced GHG emissions	Mod	Med	xx	Reg/Nat	Perm	Med	Mod	Med	x	Reg/Nat	Perm	Med	▽▽	Although congestion may be alleviated short term, overall private vehicle trip miles are likely to continue to increase, with associated rise in GHG emissions.	H, I, O, P

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9	To protect and enhance places, buildings and sites of cultural and historic value, and their settings	Good	Low	✓	Local	Temp	Med	Good	Low	x	Local	Perm	Med	⬇	Reduced congestion may help to improve the surroundings of the conservation areas and the church to the west of the town. Traffic accessing the new multi storey in the north may have detrimental effect on the surroundings of listed buildings. Longer term, as traffic levels are likely to increase, benefits may decline.	A, K, L,
10	To protect and enhance areas of greenspace within the town and increase their usage	Poor	Med	✓	Local	Perm	Med	Poor	Med	✓	Local	Perm	Med	▲	Reducing the general level of traffic congestion through the town centre may have some positive effects on existing greenspaces by reducing the level of disturbance in these areas, although benefits are likely to decline in the longer term.	A, C, L
11	To protect and enhance water resources	Good	Low	x	Sub Reg	Perm	Med	Mod	Low	x	Sub Reg	Perm	Med	▽	As parking become consolidated and easier to access, it is likely to attract more traffic which is likely to increase pollution levels in run off.	A, D, E, U
12	To minimise the risk from flooding and ensure that development within the town centre does not increase the flood risk	Mod	Med	-	Local	Temp	Med	Poor	High	x	Local	Perm	Low	⬇	The proposed car park locations are not within the current flood risk area. Longer term, risks are likely to increase due to escalating effects of climate change and some sites may be affected. The single storey Tesco car park is relatively close to the boundary of the existing flood risk area.	A, D, E, F
13	To increase the proportion of journeys made by sustainable modes	Poor	Med	x x	Sub Reg	Perm	Med	Poor	Med	x	Sub Reg	Perm	Med	▽	The proposals are designed largely to reduce congestion and improve flow. Although the rationalised sites include better pedestrian links to the town centre, short term they are likely to encourage continued private car use.	O, P, Q, S
14	To reduce growth in road traffic	Poor	Low	x x	Sub Reg	Perm	Med	Poor	Med	x	Sub Reg	Perm	Med	▽	By improving the provision of parking and making it more accessible, it is unlikely that there will be a reduction in road traffic growth in the short term at least.	O, P, Q, S
15	To maintain and enhance the quality and distinctiveness of the townscape and the built environment	Mod	Med	x	Local	Perm	Med	Mod	Med	x	Local	Perm	Med	▽	Car parks are generally perceived as unattractive. Although the proposals seek to consolidate parking provision on fewer, larger sites, the overall effect is likely to be detrimental to the quality of the townscape.	D, L, Q
16	To maximise the use of previously used land in future developments	Mod	Low	✓✓	Local	Perm	High	Mod	High	✓✓	Local	Perm	High	▲	The proposals, all of which are located on previously used land, comprise a more efficient use of land for parking provision.	

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17	To conserve and enhance wildlife habitats and species	Poor	Med	-	Local	Perm	Med	Poor	Med	x	Local	Perm	Med	⬇	Likely to be few construction related effects. Longer term, traffic related disturbance to habitats may increase.	A, B, C, E, L, M, N, O, P
18	To reduce waste and promote sustainable waste management practices in line with Broxtowe's Community Strategy	Mod	Med	x	Local	Temp	High	Good	Med	-	Local	Perm	Med	⬇	Some construction waste likely to be generated.	A, D, H, J, N, S, V
19	To promote energy efficiency and use of renewable energy sources to address issues of climate change	Poor	Med	x x	Sub Reg	Perm	High	Mod	Med	x	Sub Reg	Perm	Med	▽▽	Continued growth in private car use likely to reduce overall transport energy efficiency in the short term at least.	D, G, J, O, P, S
20	To improve the image of Beeston by upgrading the retail services offered within the town centre	Mod	Med	✓	Sub Reg	Perm	Med	Mod	Med	✓	Sub Reg	Perm	Med	▲	Consolidating parking, in coordination with traffic flow and pedestrian improvements, should ehlp support new investment by increasing access to retail services.	Q
21	To improve employment opportunities	Mod	High	✓	Sub Reg	Perm	Med	Poor	Med	✓✓	Sub Reg	Perm	Med	▲	By improving overall accessibility to the town centre, proposals should contribute town centre regeneration, with associated benefits to employment opportunities.	O, P, Q
22	To sustain the local economy	Mod	High	✓✓	Sub Reg	Perm	High	Mod	Med	✓✓	Sub Reg	Perm	High	▲▲	By enabling easier private car access to the town, in coordination with traffic flow and pedestrian improvements, the proposals should provide substantial support to town centre regeneration.	



## **APPENDIX D – CONSULTATION COMMENTS ON SCOPING REPORT**

**Table D.1 - Summary of Comments Made by Consultees on Scoping Report (April – May 2006) and how they have been incorporated into the SA Process**

Issue Considered	Comment	Response
<b>Comments by East Midlands Regional Assembly received 26.04.06</b>		
<b>General</b>	<p>Welcomes the scoping report as comprehensive and in strong accordance with RSS8</p> <p>I note that the Regional Spatial Strategy (RSS8) is taken as a point of reference in the justification of SA objectives. It may be that the RSS8 Policy 1 and Appendix 2 –RSS National Core Indicators provide a useful checklist to your appraisal process</p>	Comment noted and appreciated.
<b>Comments by The Countryside Agency received 18.04.06</b>		
<b>General</b>	As the document is focused upon Beeston Town Centre and does not impact upon rural areas or countryside we do not want to make any comment on the sustainability appraisal.	Comment noted.
<b>Comments English Heritage received 15.05.06</b>		
<b>Section 3 - Baseline Information</b>	Page 3-5 paragraph 3.32- there is only one entry for Broxtowe on the national Buildings at Risk register (Beauvale Priory) so the figure must relate to the survey undertaken by Nottingham County Council.	The figures listed in Table A.2 and referred to in paragraph 3.32 are taken from <i>Historic Buildings at Risk in Nottinghamshire 2004</i> , prepared by NCC.
<b>Table 5.1 - Cultural Heritage</b>	Page 5-5 The report could highlight the significant industrial heritage in Beeston and promote the reuse of redundant buildings as a sustainable option.	Objective 9 refers to the preservation of historically significant buildings, while Objective 16 aims to maximise the use of previously used land. These two objectives relate to the point made in this comment. The commentary on issues in Table 4.1 and 5.1 related to Objective 9 will be amended to further highlight this point.
<b>Appendix A - Baseline Information</b>	Table A-11 Grade II and II* are transposed. There are currently 138 PAG's in the region.	The figures for Grade II* and Grade II buildings will be corrected. Along with the figure for Parks and Gardens.

Issue Considered	Comment	Response
<b>Comments by the Government Office for the East Midlands received 27.04.06</b>		
<b>General</b>	We consider this to be a well written, well structured draft SA scoping report that is easy to follow. It appears to contain much of what is needed in relation to meeting government objectives for the contents of a scoping report.	Comment appreciated.
<b>Section 1 - Introduction</b>	We note the reference in 1.15 to fact that no Area Action Plans were identified in the current LDS and that the council are in consultation with GOEM regarding the necessary revision of the LDS. However, consultation has not yet occurred, and should have taken place before this document was sent to GOEM.	Comment noted and will be passed on to BBC.
<b>Tables 2.1, 2.2, 4.1 and 5.1</b>	The report would appear to cover the relevant plans and programmes and to address the key sustainability issues on Table 4.1. The Draft SA framework appears to be comprehensive although we note that targets are yet to be included.	Targets were omitted from this draft version of the SA Framework as work by the Council on indicators and monitoring arrangements is still on-going. However, they may be considered for the final version.