Vehicle Parking Standards Supplementary Planning Document

Draft Sustainability Appraisal and Strategic Environmental Assessment

March 2007

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Appendices

Non Technical Summary

The Draft Sustainability Appraisal (SA) Report builds on the work in the Scoping Report[1] produced in November 2006.

That earlier report set out a framework with which all documents that form part of the Warwick District Council Local Development Framework (LDF) would be appraised for their environmental, economic and social implications. This document applies that framework to the draft Vehicle Parking Standards Supplementary Planning Document (SPD).

In addition to setting out the appraisal framework, the Scoping Report also presented the following information:

- A summary of relevant plans, policies and programmes (specifically for each SPD covered by the Scoping Report);
- A set of indicators, baseline data and targets or comparators (relevant to the whole of the LDF); and
- A summary of sustainability issues (again, specifically for each SPD).

In this draft SA Report, following an introduction in Section 1, the summary of relevant plans, policies and programmes is introduced in Section 2, with the information presented in full in Appendix B. The indicators, data and targets/comparators are discussed in Section 3 of this report, but as they were presented in Appendix 2 of the 2006 Annual Monitoring Report, in addition to the Scoping Report, they are not repeated here. The sustainability issues are presented in full in Section 4 of this SA Report.

In brief, the sustainability issues relate to:

- Managing the demand for car travel and promoting alternative means of travel;
- Climate change;
- Air quality;
- Safety and access to existing properties;
- Convenient access to facilities, services and employment and maintaining a strong and stable economy;
- Social equity and the efficient use of land;
- Measures to avoid flooding; and
- Monitoring the SPD.

Section 5 presents the Sustainability Appraisal Framework. This is an appraisal tool which sets out 17 sustainability objectives. Against each of these it poses 'key questions' to help the assessor determine how this objective can be realised, and a set of indicators by which progress towards the objective can be monitored.

Section 6 sets out the Vehicle Parking Standards SPD's objectives and tests these against the SA objectives. This section of the SA process is useful in determining any tensions between the objectives of the SPD and the wider LDF. In practice, however, these are tensions that are inherent to the whole of the LDF and where the role of the planners, and of the Council as a whole, comes into play in balancing the competing claims of environmental, economic and social policies.

The main potential incompatibilities between objectives are as follows:

[1] Supplementary Planning Documents on Parking, Affordable Housing and Open Space: Sustainability Appraisal and Strategic Environmental Assessment, Scoping Report, November 2006

- Restricting non-residential car parking to encourage the use of sustainable transport and help ensure the efficient use of land won't necessarily be strongest for the economy which might favour unfettered demand for car use (though equally the cost of road congestion could become very significant to some businesses if traffic were allowed to grow unchecked). Similarly, restricting car parking in the town centres won't necessarily support their continued vitality if the restrictions are too severe;

- Measures to ensure the efficient use of land won't protect townscapes or the historic and cultural environment if these are encouraged to become too dense (though it would tend to preserve landscapes on the edge of town). Similarly, restricting car parking in the town centres could have an adverse impact on townscapes in surrounding residential areas if they have to accommodate overflow parking;

- Any measures to restrict car parking could conflict with improving accessibility to local services and community facilities. Such measures will, however, tend to serve the interests of those without the use of a car or who would rather use more sustainable means of transport.

In Section 7 a number of options are developed to test the environmental, economic and social implications of different approaches to car parking. There are 3 residential and 3 non-residential options. These are:

Non-residential (NR) development:

- NR Option 1: Impose national maximum parking standards across all areas of the district

  This option would adopt the national standards as set out in PPG13.

- NR Option 2: Impose more restrictive standards than PPG13 across all areas of the district

  This option would comply with national guidance on maximum standards in PPG13 but would be stricter.

- NR Option 3: Impose PPG13 standards outside High Accessibility Zones (HAZs) and more restrictive standards within HAZs

  This option distinguishes between the town centres (the 'High Accessibility Zones') and all other areas of the district. With the town centres standards would be more restrictive than PPG13 and outside the town centres the national maximum standards would apply.

Residential Development

- Residential Option 1: Single average parking standard for all sizes of units

  This approach establishes a single standard to apply as an average across all sizes of development. (For example, it could set a standard of one space per dwelling unit, regardless of whether it had one, two or three bedrooms).

- Residential Option 2: Variation in standards by size of unit

  This approach recognises the different levels of car ownership typically associated with different size of properties. (For example, it could be that one bedroom dwellings have one space, two bedrooms have 1.5 spaces etc.)

- Residential Option 3: Spatial variation in residential parking standards

This approach allows for higher residential parking in rural parts of the district to reflect greater car dependency in these areas. (It needs to be combined with either the Option 1 or Option 2 approaches – i.e. it is not a mutually exclusive option).

The option appraisal is presented in a series of tables in Appendix D) and is discussed in Section 7.3. In assessing how significant any negative implications are, the appraisal considers whether measures can be taken to prevent or reduce them. These are termed 'mitigation measures'. This section of the document also records some ways in which the SA process has helped shape the draft SPD.

Section 8.1 summarises the option appraisal and any measures that would need to be taken to mitigate negative effects and maximise any positive effects. It is important to note that the benefits and costs of the various approaches are proportionate to the amount of new development (including redevelopments and changes of use) and would not lead to a 'step change' in parking generally.

In brief, the findings are as follows:

Non-Residential Options

NR Option 1: Impose national maximum parking standards across all areas

NR Option 1 would place a heavy burden on the environment. There is little that can be done to alter the fact that this option encourages car use, resulting in congestion and pressures for further road building. Also developments will generally take up more land if they are to have lots of parking. However, some of the environmental impacts can be mitigated outside of the planning regime through the introduction of low or non-carbon fuels to reduce the environmental impacts of traffic. Similarly steps could be taken to protect the most sensitive sites from new development.

The positive aspects of this option – essentially the freedom it gives to businesses, commuters, shoppers and others to drive and park their cars – at least until congestion builds up, follows from the generous parking regime.

This option also performs relatively poorly against the SA's social objectives because it favours car drivers over those without access to a car and it does not encourage walking and cycling which have health benefits.

Overall the adverse environmental and social impacts of this option are assessed as significant.

NR Option 2: Impose more restrictive standards than PPG13 across all areas

NR Option 2 has a lower environmental impact but risks under-providing parking in areas where accessibility by means of transport other than the car (i.e. walking, cycling and public transport) is poor. It also risks making parking difficult for those for whom driving and parking is the only real option. Mitigation involves strengthening public transport provision, improving facilities and safety for cyclists and promoting walking and cycling. There remains a risk that insufficient investment would be available and attitudes would only change marginally, with spending and investment leaking to those centres better served by car.

NR Option 2 performs well under the social criteria of the Sustainability Appraisal due to the implications for health and those without access to a car.

Notwithstanding the potential for mitigation, the adverse economic impacts of this option are considered to be significant.

NR Option 3: Impose PPG13 standards outside High Accessibility Zones (HAZs) and more restrictive standards within HAZs

NR Option 3 encourages relatively high density in the town centres but lower density development associated with more parking in less accessible locations. It is average performing under the environmental criteria.

It is probably the strongest performing option in terms of the impact on the local economy as businesses have a choice of location and parking regime within the district. This option does, however, carry the risk that it could encourage investment outside of the town centres when a more concentrated pattern of development would be more sustainable. Mitigation would be needed to ensure that the town centres were adequately served by public transport and to encourage walking and cycling into the centres.

This option also performs well under the social criteria of the Sustainability Appraisal (similar to NR Option 2) due to the implications for health and social inclusion.

Overall there are no significant effects associated with this option.

Potential negative impacts of all of the non-residential options will be eased to a degree by the SPARK initiative, led by Warwickshire County Council, which is intended to deliver a 'step change' in public transport by 2010.

Residential Options

With all three residential options, the provision of parking standards will generally increase off-street parking which is likely to be beneficial for neighbouring properties and could have positive implications for road safety. However, also with all options, there is a potential loss in urban quality and habitats with gardens being converted to car parking if dwellings are sub-divided.

Residential Option 1: Single average standard for all sizes of units

In setting a single car parking standard that is an average for all sizes of unit, residential option 1 risks under-providing parking for large units and over-providing parking for small units. (However, as an applicant would have the freedom to distribute the parking across units of different sizes, where these are proposed in a single application, this risk applies only to developments that are exclusively small or exclusively large units).

This risk is reflected in the Sustainability Appraisal as a potentially inefficient use of land, with small units, and increased demand for on-street parking, with large units. Insufficient off-street parking is associated with a potential risk to road safety and urban quality. The inefficient use of land, on the other hand, puts the landscapes that provide the setting to towns and villages at greater risk. However, as the standards apply only to new developments (and only to those that are exclusively large or exclusively small developments), these risks are fairly marginal.

Overall there are some relatively minor adverse impacts associated with this option but (in common with all residential options) there are significant benefits associated with having fewer vehicles associated with new developments parked on the highway.

Residential Option 2: Variation in parking standards by size of unit

This option has less potential to generate inefficient use of land associated with small units and a lower potential demand for on-street parking in locations with larger units. Consequently there should be less risk to road safety and the quality of the urban environment. Less inefficient use of land also means less risk to the landscapes that provide the setting to towns and villages, though this impact is only marginal.

Any reduction in on-street parking associated with this option would also have a positive social effect with easier parking for those continuing to need on-street parking and less inconvenient parking.

Overall, there are no significant adverse impacts associated with this option and (in common with all residential options) there are significant benefits associated with having fewer vehicles associated with new developments parked on the highway.

Residential Option 3: Spatial variation in residential parking standards

This option allows for greater residential off-street parking in the rural areas to reflect residents' higher car dependency. This is therefore a potential benefit for rural residents. Within the urban areas residential car parking would be the same as under Residential Options 1 or 2 (i.e. it is not restricted because of the greater provision in rural areas).

There is, however, the potential adverse environmental effect of an over-provision of off-street spaces in the rural areas, especially as competing demands for on-street parking associated with non-residential facilities tends to be lower in these areas. If any such over-provision were to occur, it would be associated with inefficient use of land and a higher land take of rural developments which could (albeit in a relatively small way) place greater threats on rural landscapes and sensitive environments. It could be partially mitigated by using planning to protect the most sensitive sites and areas. This option could also have the negative social effect of discouraging the development of better bus networks in rural areas over the medium to long term.

Overall the adverse effects associated with this option are unlikely to be significant and (in common with all residential options) there are significant benefits associated with having fewer vehicles associated with new developments parked on the highway.

Potential negative impacts of the residential options are more difficult to address with mitigation measures. Changes to the parking management regime with the introduction of Decriminalised Parking Enforcement are intended to ease pressures on on-street parking generally and should help manage parking pressures where off-street provision is insufficient to cater for all the parking generated by new residential developments.

Where too much parking is provided at new residential developments, leading to an inefficient use of land, the main mitigation is simply to protect the most sensitive sites and locations from new development.

Section 8.2, on monitoring, lists those indicators from the Sustainability Appraisal Framework that are most relevant to the Vehicle Parking Standards SPD. These indicators monitor the effects of a range of Warwick District Council and Warwickshire County Council policies as well as external factors.

If performance against any of these indicators deteriorates when the Vehicle Parking Standards SPD is implemented, then further investigative work will be required to determine whether the SPD itself is contributing to the worsening situation. If it is then the Council would need to take remedial action through a review of the SPD.

Lastly, section 9 informs readers how to comment on the draft document.

1. Introduction

1.1 Warwick District Council is currently preparing a Supplementary Planning Document (SPD) on vehicle parking standards. This follows on from a commitment in the Warwick District Local Plan (1996-2011) to produce an SPD. The Local Plan states:-

> *"The Council will adopt a Supplementary Planning Document to inform this policy which will provide maximum levels of parking considered necessary to serve development, having regard to its nature and location. Applicants will be expected to provide car parking on new developments in accordance with these standards, as set out in this document." (paragraph 4.46)*

1.2 As part of the preparation of this SPD, the Council is required by the Planning & Compulsory Purchase Act 2004 to undertake a **Sustainability Appraisal**. The purpose of sustainability appraisal (SA) is to:-

> *"promote sustainable development through the integration of social, environmental and economic considerations into the preparation of revisions of Regional Spatial Strategies (RSS) and for new or revised Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs)."* [2]

1.3 This document is the **Draft Sustainability Appraisal Report** of the Vehicle Parking Standards SPD. It should be read alongside the Draft Vehicle Parking Standards SPD. It is one of the supporting documents to the **Draft Vehicle Parking Standards SPD** and will available for public comment by the Council.

Applying Sustainability Appraisal to Supplementary Planning Documents

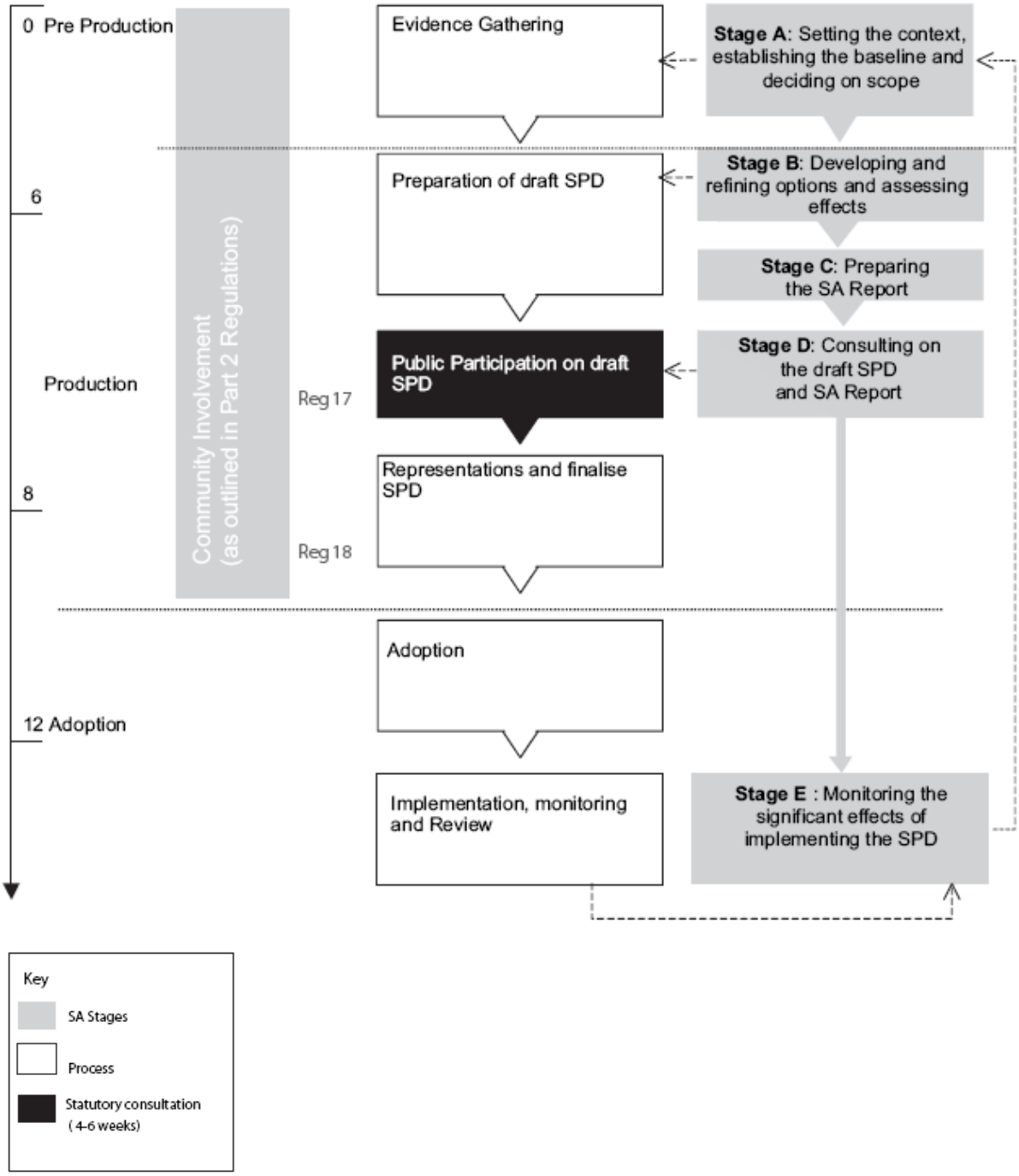
1.4 Before looking at this Draft SA report, it is important to understand the role of Sustainability Appraisals and how they relate to the process of producing Supplementary Planning Documents.

1.5 The Planning & Compulsory Purchase Act in 2004 introduced a number of new types of planning policy documents into the planning system and one of these is the Supplementary Planning Document (SPD). SPDs are defined as documents which "*provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination*."[3] In this respect they are intended to replace Supplementary Planning Guidance as the main means by which non-statutory planning policy will be set out by local authorities.

1.6 Unlike Supplementary Planning Guidance prepared under previous government guidance, the process by which SPDs should be carried out, and how a Sustainability Appraisal should link into this, are much more prescriptive. It is the Government's aim that all SPDs should be undertaken following a set procedure with at least a minimum standard of consultation. Once adopted, SPDs will have a clear status and legitimacy derived from them having followed this process. As part of this procedure there is a requirement to carry out a Sustainability Appraisal of the SPD and for this to be done in a set way alongside the preparation of the SPD. This is set out in the following figure.

[2] Source: Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, Office of the Deputy Prime Minister, 2005

[3] Source: Creating Local Development Frameworks: A Companion Guide to PPS12, ODPM 2004, glossary, page 143.



1.7 As can be seen, there is a stage within the preparation of the Sustainability Appraisal that should take place prior to the production of the draft SPD. This is stage A of the Sustainability Appraisal which leads to the production of, and consultation on, a scoping report for the Sustainability Appraisal. This document fulfils the role of a scoping report for the three SPDs which are shortly to be prepared by Warwick District Council; on parking, affordable housing and open space.

1.8 The SPD preparation process illustrated in table 1 below shows in more detail the relationship between the SPD process and SA stages.

Table 1: Incorporating SA within the SPD process[4]

SPD Stage 1: Pre-production – Evidence gathering
SA stages and tasks
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope • **A1:** Identifying other relevant policies, plans and programmes, and sustainable • development objectives. • **A2:** Collecting baseline information. • **A3:** Identifying sustainability issues and problems. • **A4:** Developing the SA framework. • **A5:** Consulting on the scope of the SA.
SPD Stage 2: Production – Prepare draft SPD
SA stages and tasks
Stage B: Developing and refining options and assessing effects • **B1:** Testing the SPD objectives against the SA framework. • **B2:** Developing the SPD options. • **B3:** Predicting the effects of the draft SPD. • **B4:** Evaluating the effects the draft SPD. • **B5:** Considering ways of mitigating adverse effects and maximising beneficial • effects. • **B6:** Proposing measures to monitor the significant effects of implementing the SPD.
Stage C: Preparing the Sustainability Appraisal Report • **C1:** Preparing SA Report.
Stage D: Consulting on draft SPD and Sustainability Appraisal Report • **D1:** Public participation on the SA Report and the draft SPD. • **D2:** Assessing significant changes.
SPD Stage 3: Adoption
SA stages and tasks
• **D3:** Making decisions and providing information.
Stage E: Monitoring the significant effects of implementing the SPD • **E1:** Finalising aims and methods for monitoring. • **E2**: Responding to adverse effects.

[4] Source: Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, Office of the Deputy Prime Minister, 2005

Structure of this Draft Sustainability Appraisal

1.9 As table 1 above shows, there are three main stages to producing an SA for an SPD. The Council is presently at stage 2 (production – prepare draft SPD). For stage 1, the Council produced a **SA Scoping Report** which fulfilled all the requirements identified as "stage A" in table 1. A copy of this Scoping Report is available on the Council's website via the following link:-

http://www.warwickdc.gov.uk/NR/rdonlyres/5A6C2EBC-90F0-4571-8ECD-80D9FFADC208/0/SA_Web_version.pdf

1.10 More information on the Scoping Report, including details of the consultation that took place on that document can be found in **appendix A**.

1.11 The production of this Draft SA Report is **stage C** in table 1. As figure 1 shows, this document must be prepared alongside the **Draft Vehicle Parking Standards SPD** which is then subject to public consultation (stage D).

1.12 The remainder of this Draft SA Report is therefore set out as follows. Where sections of the Report are intended to specifically meet the stages set out in table 1, this is made clear.

Section	*Title and contents*	*Relevant SA stage*
2	**Policy Context** This section gives a short background to the policy context that provides a framework for the SPD.	
3	**Baseline information** This sets out the baseline of information against which the Sustainability Appraisal objectives will be assessed.	
4	**Sustainability Issues** This section sets out the key sustainability issues that have been identified relating to vehicle parking.	
5	**Sustainability Appraisal (SA) Framework** This sets out the framework by which the Sustainability Appraisal will be carried out.	
6	**Testing the SPD objectives against the SA Framework** This section considers how compatible the objectives set out in the SPDF are with those set out in the SA Framework.	B1
7	**Developing options and appraising their effects** This section considers various options that the SPD could adopt, and appraises these against the SA Framework.	B2 (7.1) B3 (7.2) B4 (7.3) B5 (7.3/8.1)
8	**Mitigation and monitoring**	B5 (7.3/8.1) B6 (8.2)
9	**How to comment**	

2. Policy Context

2.1 Government advice is that the local planning authority must take account of relationships between the SPD and other relevant policies, plans, programmes and sustainability objectives. The SEA Directive specifically requires environmental protection objectives established at international, European Community or national levels to be taken into account. Other relevant documents include the UK Sustainable Development Strategy, PPGs and PPSs, and a range of other plans and strategies at regional and local levels, all of which influence the options to be considered in preparation of the SPD. Information on these relationships will enable potential synergies to be exploited and any inconsistencies and constraints to be addressed.

2.2 Where an up to date RSS revision or DPD is in place, the list of policies, plans, programmes and sustainability objectives may be used for the SPD. In the case of Warwick District, it is relevant to include the Regional Spatial Strategy, the Warwickshire Structure Plan and the Warwick District Local Plan 1996 – 2011. Although the Local Plan is not adopted at the time of writing this SA report, it is at an advanced stage, and it is expected that it will be adopted by the summer of 2007. Furthermore, it is the document that would provide the "parent policies" for all of the SPDs when these are finally adopted.

2.3 A full review of relevant plans, policies and programmes for this SPD is contained in **appendix B**.

3. Baseline Information

3.1 Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them. Government guidance on preparing Sustainability Appraisals recognises that:-

- baseline information may consist of mainly indicators, although both quantitative and qualitative information can be used.
- Much baseline information will be generic to the authority's area rather than specific to the particular SPD on which a SA is being carried out.

3.2 The Government also advises that baseline information needs to be kept up to date rather than being merely a snapshot of the situation at a particular time.

3.3 Warwick District Council has adopted a systematic approach to collecting its baseline information. This is being done in two ways. Firstly, it has drawn this information from a variety of sources. These include the following:-

- Monitoring of planning approvals and development. The Council monitors certain developments such as permissions and developments of new housing and employment on an annual basis. For this work, all sites are visited to check on progress. This work is published separately in the Council's Local Development Framework Annual Monitoring Report.
- Information from other performance indicators that are collected by Warwick District Council. Again, this is done annually and reported as part of the Council's performance management framework.
- Information from the Warwickshire Quality of Life Report. This report is prepared annually by Warwickshire County Council and covers a wide range of planning and non-planning issues. Relevant indicators have been taken from this report where they help to provide more relevant baseline information that supports an objective of the SA.
- Information from the Local Transport Plan Monitoring Report. This document is also prepared annually by the County Council.

3.4 Secondly, the Council will report and publish all the baseline information annually as part of its Local Development Framework Annual Monitoring Report. This will appear on the Council's web site. Whilst there is scope for the baseline information to be reviewed as further Local Development Documents are produced, it is the Council's intention to produce a single robust set of indicators that will enable us to produce time-line data and identify trends over time.

3.5 The Council's 2006 Annual Monitoring Report[5] includes baseline data that is generic to the Local Development Framework. It includes information for the monitoring year 2005/06. A copy of the Annual Monitoring Report can be found on the Council's web site at:-

http://www.warwickdc.gov.uk/WDC/Environment+and+planning/Planning/Annual+Monitoring+Report.htm

3.6 For the purposes of this SA Report, this baseline data has been used, however it has been supplemented by the information in tables 2, 3 and 4 as shown below.

[5] The baseline information in contained in appendix 2 to the Annual Monitoring Report (pp 55 – 82).

Table 2: Average Car Ownership by Household Size in Warwick District

	Car ownership
1 person aged 17+	0.67
2 people aged 17+	1.50
3 people aged 17+	1.93
4 or more people aged 17+	2.10
All households	**1.28**

Source: Census 2001

Table 3: Average Car Ownership by Dwelling Type in Warwick District

	Car ownership
Flat/maisonette	0.71
Terraced	1.17
Semi-detached	1.31
Detached	1.78
All households	**1.28**

Source: Census 2001

Table 4: Average Car Ownership by Number of Bedrooms

No. of bedrooms	**Average car ownership**
1 and 2 bedrooms*	1.24
3 bedrooms	1.44
4 bedrooms	1.85
5 or more bedrooms	2.08
* of these 8 had a one bedroom property and 42 a two bedroom property	

Source: Warwick District Council Car Parking Questionnaire, 2006

4. Sustainability Issues

4.1 Introduction

4.1.1 The identification of sustainability issues (including environmental problems as required by the SEA Directive) is an opportunity to define key issues for the SPD and to develop sustainable plan objectives and options. The review of relevant plans and programmes and the collection of baseline data for the parking SPD have brought the key sustainability issues into focus.

4.1.2 The availability (and cost) of parking is one of a series of measures aimed at managing the demand for car travel and encouraging the use of more sustainable forms of travel, particularly public transport, walking and cycling. This approach seeks to reduce the contribution to climate change from the transport sector; reduce the impact of traffic on the environment, for example through its effect on air quality, and encourage more active and therefore healthier lifestyles.

4.1.3 The impact of parking on car traffic volumes is a complex one, however, as parking restrictions can both discourage car trips but also lead to greater traffic circulation as drivers look for parking spaces. The changes to be introduced by Warwickshire County Council in November 2007 with Decriminalised Parking Enforcement (DPE) aim to manage these conflicting pressures.

4.1.4 The need to manage car parking such that it does not encourage unnecessary car usage, or lead to an efficient use of land, must, in turn, be balanced with the need to ensure road safety and to ensure easy and equitable access to services, facilities and employment and thereby promote a strong and stable economy.

4.2 Identification of issues

Managing the Demand for Car Travel and Promoting Sustainable Alternatives

4.2.1 National planning guidance and statements, the Regional Spatial Strategy, Warwickshire Structure Plan and Warwick District Local Plan 1996-2011 place considerable emphasis on locational policies that facilitate sustainable transport movements. Similarly local transport and development policies (such as those encouraging the efficient use of land and the re-use of brownfield sites) enable the development of a range of sustainable transport choices and so tend to support sustainable travel patterns.

4.2.2 In addition, at an operational level, Warwickshire County Council are working with Warwick District Council and other agencies on improvements to public transport, pedestrian and cycle networks to facilitate this shift away from car dependency. The availability and management of car parking is clearly, therefore, part of a wider approach to reducing car dependency.

Climate Change

4.2.3 The Regional Sustainable Development Framework, July 2006 reports that:

> '*the scientific consensus is that the relatively rapid climate change that is currently taking place is due to manmade greenhouse gas emissions, the primary source of which is the use of energy, either in the home, by industry, or in transport. The West Midlands emits slightly less carbon dioxide (the most significant greenhouse gas) per person than the UK average, although the impacts of transport in the region are higher because of higher than average car use*[6]*.*

4.2.4 There is therefore a strong policy focus on reducing transport impacts across the West Midlands. Notwithstanding this, the baseline data collected for this sustainability appraisal shows that the levels of traffic in Leamington, Warwick and Kenilworth town centres have increased significantly between 2000 and 2004.

Air Quality

4.2.5 Warwick District declared three Air Quality Management Areas (AQMAs) in December 2004, in Leamington Spa Old Town, central Warwick and Barford. Here levels of nitrogen dioxide exceed the air quality thresholds set by the UK Government in the Air Quality Regulations 2000. Road traffic is considered to be the foremost contributor to these elevated pollution levels.

4.2.6 In Barford, air quality is expected to improve significantly with the building of the Barford Bypass, now under construction. The central Warwick AQMA, on the otherhand, is expected to increase in 2006/07 to reflect a worsening of air quality over the previous 12 months. In this and the Leamington Old Town AQMA measures to reduce volumes of car traffic on existing routes are fundamental to achieving better air quality.

Safety and Access to Existing Properties

4.2.7 The overspill of parking onto streets can pose a threat to road (including pedestrian) safety and can make emergency vehicle access difficult. This is particularly an issue in some of Leamington's narrow streets of Victorian terraced housing. The County Council is currently addressing the parking regime in these and other streets in conjunction with its work on the introduction of DPE in the town centres. Illegal parking will be curtailed and residential parking zones introduced to help manage the conflicting needs of residents, commuters and other visitors. The parking standards in the SPD will aim to ensure that new developments in areas of high on-street parking demand do not contribute further to these pressures.

4.2.8 Besides safety considerations, demand for on-street parking from new developments should not reach a point where access to existing properties, including garages, is compromised. This is now supported by Government guidance (Planning Policy Statement 3 (PPS3) – Housing (November 2006)) which requires parking policies to be developed which have regard to expected car ownership, the efficient use of land and the importance of promoting good design.

Convenient Access to Facilities, Services and Employment and the Maintenance of a Strong and Stable Economy

4.2.9 The need for easy and equitable access to facilities, services and employment mitigates against too draconian parking standards, both because of the impact on individuals as customers, facility users and employees and in order to support traders and encourage inward investment. In particular, the sub-regional shopping function of Leamington Spa and inward investment in the new business parks at Warwick Gates and South West Warwick would be threatened by too little parking.

[6] From: 'Counting Consumption in the West Midlands', Ecological Budget UK, West Midlands Regional Report, WWF 2006

4.2.10 Changes to the parking management regime, with the introduction of DPE, are designed to free-up the provision of short stay spaces for shoppers and other town centre visitors and therefore to reduce traffic circulation. Town centre commuters and other long stay visitors, on the other hand, will be encouraged to find alternative means of travel or to park in off-street car parks and other areas with parking capacity during the day-time. In addition, those accessing Leamington and Warwick will have the option of a Park & Ride facility in the future.

4.2.11 Thus in implementing the new regime the County and District aim to ensure that there is adequate parking to support the centres and reduce traffic circulation, but at the same time to encourage sustainable forms of travel, particularly for journeys to work and other long stay visitors to the town centres. These aims will be reflected in the Parking SPD.

Equitable Access and the Efficient Use of Land

4.2.12 At the same time, however, too generous parking encourages a pattern of land use that is inefficient and prejudices those without access to a car. Concentrated settlements that are well served by public transport and are convenient for cyclists and pedestrians help reduce this disadvantage.

4.2.13 Developments are required to meet the minimum standards for disabled parking set out in Traffic Advisory Leaflet 5/95.

4.2.14 The new standards should reflect the tendency for greater car dependence in sub-urban and rural areas.

Sustainable Urban Drainage

4.2.15 A further sustainability issue associated with car parking is that of surface run-off and the potential this creates for both washing pollutants into watercourses and for increasing flood risk.

4.2.16 The Warwick District Local Plan (Policy DP11) requires new developments to use sustainable drainable systems to control surface water run-off and protect against flooding and pollution of water courses. This approach is supported in the parking SPD. Environment Agency data shows that the district has relatively good quality watercourses and the use of such systems should help ensure that this continues into the future.

Monitoring

4.2.17 Like many local authorities, Warwick District Council does not currently monitor parking provision in new residential developments. At present residential planning applications do not have to specify the number of spaces and it is often unclear from plan drawings. There is also a debate about whether garages should be counted as parking spaces or whether they are most commonly used for general storage and so should be discounted.

4.2.18 This situation has been allowed to persist given the ethos of maximum parking standards (and therefore no minimum requirements) and the statement in PPG13 that developers should not 'require developers to provide more spaces than they themselves wish, other than in exceptional circumstances e.g. where there are implications for road safety'.

4.2.19 However, to strengthen the evidence base for this SPD, the Council has monitored off-street parking provision in residential developments granted planning permission between April 2005 and March 2006. Table 5 below includes all those schemes where the number of parking spaces were either stated or could reasonably be inferred from the planning application drawings.

Table 5: Parking Provision for Residential Units Granted Permission between April 2005 and March 2006

Size of dwelling	Number of off-street car parking spaces per unit[1] 0	1	2	3	4	Mean	Mode
1 bed	33	212	8	1	0	0.9	1
2 bed	51[2]	493	164	1	0	1.2	1
3 bed	3	28	56	17	0	1.8	2
4 bed	7	8	33	64	4	2.4	3
5 bed	0	0	0	1	0	3	3

(1) in this analysis all garages have been included as one space and any unallocated visitor spaces have been distributed between the units

(2) This includes 20 units at the former Woodwards Store where an arrangement has been made to sell season tickets for long stay parking in one of the Council's underutilised off-street car parks

4.2.20 This analysis of the 'mode' shows that most one and two bed schemes had one car parking space, the most common provision for three bed units was two spaces and most four bedroomed and larger properties had three spaces. However it is also clear from the table how many units have been granted permission with more or less spaces than this. In particular, a large number of two bed units had two parking spaces but a significant number of both one and two bed units had no off-street parking spaces.

4.2.21 This monitoring process will be considerably easier when the Council has a residential parking standard and therefore requires the number of parking spaces to be provided on planning applications. The standard national planning application form to be introduced in 2007 also requires the number of existing and proposed spaces on all planning applications.

5. Sustainability Appraisal Framework

5.1 The SA framework provides a way in which sustainability effects can be described, analysed and compared. It is central to the SA process.

5.2 Government guidance recommends that SA frameworks consists of sustainability objectives which, where practicable, may be expressed in the form of targets, the achievement of which is measurable using indicators. Objectives and indicators can be revised as baseline information is collected and sustainability issues and problems are identified, and can be used in monitoring the implementation of the SPD.

5.3 Sustainability objectives are distinct from the objectives of the SPD, though they may in some cases overlap with them. They provide a way of checking whether the SPD objectives are the best possible ones for sustainability, and can be seen a methodological yardstick against which the social, environment and economic effects of a plan can be tested.

5.4 The Sustainability Appraisal Framework that is being used for this SPD has been developed for application to the Local Development Framework in general, and in particular for three SPDs currently being prepared relating to affordable housing, open space and vehicle parking standards. It is based on the Sustainability Appraisal Framework developed for the Warwick District Local Plan which has been reviewed and updated, particularly in the light of the Regional Sustainable Development Framework, July 2006 and the Local Transport Plan 2006

5.5 The full Sustainability Appraisal Framework is set out in appendix C. It comprises a set of **objectives**, key **questions** and **indicators**. These are divided in broad **themes**. A summary of these themes and objectives is set out in table 6 below.

Table 6: Sustainability Appraisal Themes and Objectives

SA Theme	SA Objective
Sustainable consumption and production	1. To promote a strong and stable economy and prosperity for the benefit of all the district's inhabitants
	2. To promote the use of sustainable transport options (i.e. walking, cycling, public transport)
	3. To reduce the need to travel
	4. To reduce the generation and disposal of waste and encourage the use of recycled materials where possible
Natural resource protection and environmental enhancement	5. To encourage the prudent use of natural resources *(nb. energy sources are covered separately – see climate change section, objectives 11 and 12)*
	6. To protect and enhance the natural environment, including habitats, species and inland waters
	7. To maintain and enhance the quality of landscapes and townscapes

SA Theme	SA Objective
	8. To encourage safe, well-designed, high quality developments that enhance the built environment
	9. To protect and enhance the historic and cultural environment
	10. To minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils
Climate change and energy	11. To minimise the district's contribution to the causes of climate change by: • reducing emissions of greenhouse gases; and • increasing the proportion of energy generated from renewable and low carbon sources
	12. To ensure planning and development takes account of predicted climate change including flood risk
Sustainable communities	13. To meet the housing needs of the whole community by enabling the provision of decent and affordable housing for all, of the right quantity, type, size and tenure
	14. To protect, enhance and improve accessibility to local services and community facilities
	15. To improve health and well being
	16. To reduce poverty and social exclusion
	17. To reduce crime, fear of crime and antisocial behaviour

6. Testing the SPD Objectives against the SA Framework

6.1 The Objectives of the Vehicle Parking Standards SPD

6.1.1 The objectives of the vehicle parking standards SPD are as follows:

1. To help manage the demand for car travel in order to:

    a) support strategies to promote sustainable alternatives (walking, cycling and public transport);
    b) support strategies to reduce congestion and improve air quality;
    c) encourage active, healthy lifestyles; and
    d) reduce the district's contribution to climate change.

2. To reduce the impact of the car on the quality of landscapes and townscapes;

3. To help ensure the efficient use of land;

4. To support employment, economic competitiveness and the vitality of existing centres;

5. To support safe and equitable access to all facilities including shops, employment, educational, recreational and community facilities, taking account of people with special needs and those without a car; and

6. To be prepared for climate change by addressing flood avoidance.

6.2 Assessing the Compatibility of the SPD Objectives Against the SA Framework

6.2.1 The sustainability objectives reflect the remit of the whole Local Development Framework and its social, economic and environmental considerations. The SPD objectives are focused on what is being sought through the introduction of vehicle parking standards.

6.2.2 Table 7 shows that the majority of sustainability and SPD objectives are either compatible with eachother or have no interrelationship (shown as neutral). However, for some combinations of objectives there are potential incompatibilities.

6.2.3 The main potential incompatibilities are as follows:

- **SPD Objectives 1 and 3 versus SA Objective 1; and SPD Objective 4 versus SA Objectives 2 and 11**: restricting car parking to encourage the use of sustainable transport and help ensure the efficient use of land won't necessarily be strongest for the economy which might favour unfettered demand for car use (though equally the cost of road congestion is very significant to some businesses). Similarly, restricting car parking in the town centres won't necessarily support their continued vitality if the restrictions are too severe;

- **SPD Objective 3 versus SA Objectives 7 and 9**: measures to ensure the efficient use of land won't protect townscapes or the historic and cultural environment if these are encouraged to become too dense (though it would tend to preserve landscapes on the edge of town). Similarly, restricting car parking in the town centres could have an adverse impact on townscapes in surrounding residential areas if they have to accommodate overflow parking (though in

Warwick District parking controls in these areas will be introduced and monitored with the aim of ensuring that this is not the case).

- **SPD Objectives 1 and 3 with SA Objective 14**: measures to restrict car parking to encourage the use of sustainable transport and help ensure the efficient use of land could conflict with improving accessibility to local services and community facilities, though they will tend to serve the interests of those without the use of a car or who would rather use more sustainable means of transport.

Table 7: SPD and SA Objectives Compatibility Matrix

SPD Objectives (columns): **Sustainability Appraisal Objectives (rows):**	1 encourage use of sustainable transport	2 reduce impact of car on landscapes & townscapes	3 help ensure efficient use of land	4 support employment & economy	5 support vitality of existing centres	6 support safe & equitable access to all facilities
1. Promote a strong & stable economy and prosperity for all the district's inhabitants	**potential conflict**	neutral	**potential conflict**	compatible	compatible	compatible
2. Promote the use of sustainable transport	compatible	compatible	compatible	**potential conflict**	compatible	compatible
3. Reduce the need to travel	compatible	compatible	compatible	compatible	compatible	compatible
4. Reduce the generation & disposal of waste and encourage use of recycled materials	neutral	neutral	neutral	neutral	neutral	neutral
5. Encourage prudent use of natural resources (energy sources covered separately)	compatible	neutral	compatible	neutral	neutral	neutral
6. Protect & enhance the natural environment including habitats, species and inland waters	compatible	compatible	compatible	neutral	compatible	compatible
7. Maintain & enhance the quality of landscapes & townscapes	compatible	compatible	**potential conflict**	neutral	compatible	neutral
8. Encourage safe, well-designed, high quality developments that enhance the built environment	compatible	compatible	compatible	compatible	compatible	neutral
9. Protect & enhance the historic & cultural environment	compatible	compatible	**potential conflict**	neutral	neutral	neutral
10. Minimise air, water, soil, light & noise pollution & create good quality air, water & soils	compatible	neutral	compatible	neutral	neutral	neutral
11. Minimise climate change by reducing emissions of greenhouse gases and increasing use of renewable/low carbon energy sources	compatible	compatible	compatible	**potential conflict**	compatible	compatible
12. Ensure planning & development takes account of predicted climate change including flood risk	neutral	neutral	compatible	neutral	compatible	compatible
13. Meet housing needs through provision of decent and affordable housing	neutral	neutral	compatible	neutral	neutral	neutral
14. Protect, enhance & improve accessibility to local services & community facilities	**potential conflict**	neutral	**potential conflict**	compatible	compatible	compatible
15. Improve health & well being	compatible	compatible	compatible	compatible	compatible	compatible
16. Reduce poverty & social exclusion	compatible	neutral	compatible	compatible	compatible	compatible
17. Reduce crime, fear of crime & anti-social behaviour	neutral	compatible	neutral	compatible	compatible	compatible

7. Developing Options and Appraising their effects

7.1 Developing Options

7.1.1 The options focus on broad approaches to car parking standards as the SA process is too blunt a tool to consider the relative merits of different numerical standards. They have been kept sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The introduction of cycle standards is not associated with environmental, economic and social trade-offs which would enable different broad approaches to be assessed for sustainability. The sustainability appraisal therefore focuses on car parking.

7.1.2 Three options are proposed for car parking in non-residential development and a further three options for residential development. This basic distinction is made because unlike residential development, non-residential developments are generally destinations. The amount of 'destination' parking has a strong influence on the mode of travel used to reach that destination.

7.1.3 Residential parking, on the other hand, is linked more to car ownership than to car use. Households have very similar residential parking requirements whether they use their cars frequently or seldom. The demand for car travel is therefore much less affected by residential parking than by destination parking.

7.1.4 Recommendations for improving the options or for translating them into sets of numerical standards that arise from the sustainability appraisal are presented in sections 7.3 and 8.1.

7.1.5 The various non-residential and residential options are as follows:

Non-residential development:

Option 1: Impose national maximum standards across all areas

7.1.6 This option would adopt the national standards as set out in PPG13 for those land uses where these have been defined and without the site size thresholds. It would not recognise local circumstances such as the varying levels of accessibility by non-car mode.

7.1.7 This is close to being a 'business as usual' option, except that under the Draft Local Plan policy DP8 the Council would expect the maximum standards to be met unless the applicant could demonstrate that a lower provision would be appropriate. At present, i.e. until the new policy comes into effect, developers have more freedom to provide anything up to these maximum levels. In addition, under the present policy framework, a significant proportion of development is exempt from the standards as it falls below the site size thresholds in PPG13.

Option 2: Impose more restrictive standards than PPG13 across all areas

7.1.8 This option would comply with national guidance on maximum standards in PPG13 but would be stricter, i.e. it would set less generous parking standards.

Option 3: Impose PPG13 standards outside High Accessibility Zones (HAZs) and more restrictive standards within HAZs

7.1.9 This option would comply with national guidance in PPG13 but it would allow for spatial variation in accessibility by non-car modes. It has been assessed on the assumption that standards would be similar to PPG13 outside the high accessibility

zones (though without the PPG13 thresholds) and that they would be more restrictive than PPG13 standards within these zones.

7.1.10 The high accessibility zones correspond to the town centres of Leamington, Warwick and Kenilworth as shown on the Warwick District Local Plan Proposals Map. The greater accessibility of these areas by non-car mode has been confirmed by Warwickshire County Council using 'Accession' software.

Residential Development

Option 1: Single average standard for all sizes of units

7.1.11 This approach establishes a single standard to apply as an average across all sizes of development. Of those authorities reviewed, only Solihull retained an average standard across all sizes of dwellings.

Option 2: Variation in standards by size of unit

7.1.12 This approach recognises the different levels of car ownership typically associated with different sizes of properties. It does not recognise any spatial variation in car ownership and is the most commonly adopted approach towards residential parking provision.

Option 3: Spatial variation in residential parking standards

7.1.13 This approach is not mutually exclusive but builds on the approach in either Option 1 or 2. It allows for higher residential parking in rural parts of the district to reflect greater car dependency in these areas[7].

7.1.14 Note there is no 'business as usual' option with residential development as practice to date has been influenced by PPG3 which urged no more than a maximum of 1.5 spaces per dwelling across all developments and to allow developers to provide as little as they thought appropriate in most cases. This approach is not compliant with new guidance under PPS3 which requires that car ownership is taken into account.

7.2 Testing the Effects of Options

7.2.1 The various options are tested against the sustainability appraisal framework in Tables 1 to 6 in **appendix D**. In each case the short, medium and long term effects are considered, together with secondary, cumulative and synergistic effects.

7.2.2 Secondary (or indirect) effects are those that don't arise directly as a result of the SPD but that occur elsewhere from the main effect or as the result of a chain of events or impacts. An example might be if tight parking controls in the town centre had an impact on neighbouring residential environments.

7.2.3 Cumulative effects arise, for example, where several developments each have minor or insignificant effects but where together they have a significant effect, or where several individual effects have a combined effect. An example would be where a number of residential developments have a demand for parking that isn't met on-site and the combined impact is excess demand for on-street parking.

7.2.4 Synergistic effects interact to produce a total effect greater than the sum of the individual effects. Synergistic effects often happen as habitats, resources or human communities get close to capacity. In parking terms, a residential street might have

[7] This is confirmed by the County Council's mapping of areas within 30 minutes public transport time of a GP, hospital, primary and secondary school, areas of employment and a major retail centre. When overlaying these isochrones, the aggregate map conforms broadly to the urban and rural areas as defined on the Local Plan Proposals Map.

just about enough capacity on-street to handle the existing demand until a windfall site is granted permission that creates a demand for on-street parking which then pushes it over-capacity.

7.2.5 The likely short, medium and long-term effects have been predicted and marked with a symbol as follows:

+ + strong positive
+ positive
= neutral
- negative
- - strong negative

7.2.6 It assigning these symbols consideration has been given to:

- the likelihood and certainty of the effect(s) occurring;
- the magnitude and geographic scale of the effect(s);
- the duration and frequency of effect(s); and
- whether they are temporary or permanent.

7.2.7 The section that follows discusses the effects of the various parking options. These are considered more fully in tables 1 to 6 in **appendix D**.

7.3 Evaluating the Significance of the Effects of Options

7.3.1 In evaluating the significance of option effects particular attention has been paid to those factors influencing the initial scoring (likelihood, certainty, etc.) and the extent and vulnerability of those groups affected. Where effects can be mitigated this is also reflected in their significance i.e. adverse effects that can relatively easily be prevented or substantially reduced are less significant than those that cannot be prevented or reduced.

7.3.2 In all cases, the effects relate only to new developments (including redevelopments and conversions), not to all built development.

Non-residential Options

Non-Residential Option 1: Impose national maximum standards across all areas

7.3.3 Generous 'destination parking' parking across all areas performs poorly under the environmental objectives of the Sustainability Appraisal (i.e. Natural Resource Protection & Enhancement; and Climate Change and Energy) due to the high levels of car use, congestion, air pollution, contribution to climate change, land take and associated pressures on the natural environment, and run-off, leading to flood risk. It risks over-providing car parking spaces in central areas and other areas with good accessibility by forms of transport other than the car.

7.3.4 Mitigation of some of these impacts falls outside of the planning regime, through the introduction of low or non-carbon fuels which would benefit air quality and the district's contribution to climate change. It would not, of course, alleviate congestion or the infrastructure demands arising from generally low density development. Similarly little could be done to reduce the impacts on land take and the risk to the natural environment, other than to use the planning system to avoid the most sensitive sites and areas.

7.3.5 The potentially high levels of run-off associated with large areas of parking would be mitigated through the introduction of Sustainable Urban Drainage in major

developments, and the use of porous paving elsewhere, as advocated in the design section of the draft Vehicle Parking Standards SPD.

7.3.6 Option 1 also performs relatively poorly against the Sustainability Appraisal's social criteria (under Sustaining Communities) as it does not encourage non-car travel with associated benefits for health and social inclusion.

7.3.7 Option 1 performs moderately well against the economic criteria. In the short to medium term businesses are likely to welcome the freedom to provide lots of parking and this could attract inward investment if it is less restrictive than in similar districts and boroughs. However, in the long term these benefits could be eroded by congestion and other environmental costs on business or on society in general. There is no mitigation against the resulting congestion that is not associated with further environmental costs such as additional road building and land take.

7.3.8 Overall the adverse environmental and social effects of this option are considered to be significant.

Non-Residential Option 2: Impose more restrictive standards than PPG13 across all areas

7.3.9 Option 2 is the strongest performing option against the environmental criteria. Relatively low levels of destination parking generate the least car-borne travel, have the lowest land take and present the least threat to the natural environment. Overall air quality effects are lowest under this option, though in terms of reducing the size of the Air Quality Management Areas, Option 3 performs as well as Option 2.

7.3.10 This option also performs strongly (and similar to Option 3) under the SA's social criteria due largely to the implications for health and social inclusion of non-car based travel.

7.3.11 When the option is assessed under the criteria of increasing the use of sustainable transport and reducing the need to travel (which, strictly speaking, are also economic criteria as they are in that they are about overall resource allocation if not the direct performance of the local economy) then this option also performs well and similarly to Option 3.

7.3.12 However, this is probably the weakest performing option in terms of the impacts on the local economy as businesses could find they are unable to provide the parking they wish to provide for employees, customers and other visitors. In general this option risks under-providing parking in areas where accessibility by non-car modes is poor. This could lead to a reduction in inward investment into the area in favour of those alternative locations and possibly also relocations to, or business start ups in, other districts and boroughs where controls are weaker.

7.3.13 Mitigation is largely in the hands of the providers of mass transport. If bus networks expand to meet the needs of those unable to park (whether run by public transport providers or privately by local businesses for their own staff) then these dis-benefits could be greatly eased. However, the extent of this mitigation and the timescale for it to be implemented remain uncertain.

7.3.14 In addition, greater investment in cycle networks and facilities (by Warwickshire County Council, Warwick District Council and other parties) and the promotion of walking and cycling as part of a healthy living campaign would help to mitigate the negative impacts of this option and maximise its benefits.

7.3.14 Notwithstanding the potential for mitigation, the adverse economic impact of this option is considered to be significant.

Non-Residential Option 3: Impose PPG13 standards outside High Accessibility Zones (HAZs) and more restrictive standards within them

7.3.15 Option 3 is average performing under the environmental criteria. With relatively high density in the town centres but lower density development associated with more parking in less accessible locations, it is average-performing in terms of overall land take. It presents some risk to greenfield sites, the setting of towns and villages and sensitive natural environments and mitigation would therefore be required to protect the most sensitive environments and landscapes from development. However, the overall land take and traffic generated should be lower than under Option 1.

7.3.16 It is probably the strongest performing option in terms of the impact on the local economy as businesses have a choice of location and parking regime within the district. This option does, however, carry the risk that it encourages investment outside of the town centres when a more concentrated pattern of development would be more sustainable. Mitigation would be needed to ensure that the town centres were adequately served by public transport and to encourage walking and cycling into the centres.

7.3.17 It also performs well under the social criteria of the Sustainability Appraisal (similar to Option 2) due to the implications for health and social inclusion.

7.3.18 There are no significant adverse impacts associated with this option.

Residential Options

Residential Option 1: Single average standard for all sizes of unit

7.3.19 In setting a single car parking standard that is an average for all sizes of unit, this option risks under-providing parking for large units and over-providing parking for small units. However, as an applicant would have the freedom to distribute the parking across units of different sizes, where these are proposed in a single application, this risk applies only to developments that are exclusively small or exclusively large units.

7.3.20 This risk is reflected in the Sustainability Appraisal as a potentially inefficient use of land, with small units, and increased demand for on-street parking, with large units. Insufficient off-street parking is associated with a potential risk to road safety and urban quality. The inefficient use of land, on the other hand, puts the landscapes that provide the setting to towns and villages at greater risk. However, as the standards apply only to new developments (including redevelopments and conversions), and only to those that are exclusively large or exclusively small developments, these risks are fairly marginal.

7.3.21 More significant, and in common with the other two residential options, the provision of standards will generally increase off-street parking which is likely to be beneficial for neighbouring properties and could have positive implications for road safety. However, with all options, there is a potential loss in urban quality and habitats with gardens being converted to car parking if units are sub-divided.

7.3.22 In addition, and in common with Option 2 but not Option 3, there is potential for an under-provision of off-street spaces in the rural areas where populations are more car dependent. This depends entirely on the level at which standards are set rather than being inherent to this approach. While this would be a negative effect, any such pressures in rural locations could have the counter benefit of encouraging the development of better bus networks over the medium to long term.

7.3.23 There are no significant economic impacts associated with this option.

7.3.24 This option is stronger if garages spaces are excluded from the car parking standards as these are more likely to be provided with larger units. This therefore reduces the incidence of large units having insufficient off-street parking.

7.3.25 Overall there are some relatively minor adverse impacts associated with this option but (in common with all residential options) there are significant benefits associated with having fewer vehicles associated with new developments parked on the highway.

Residential Option 2: Variation in parking standards by size of unit

7.3.26 In differentiating between different sizes of units in setting car parking standards, this option is less likely to over-provide spaces in small units and under-provide spaces in large units than an approach which simply sets an average for all sizes of dwelling.

7.3.27 The option has positive and negative environmental effects. On the positive side there is less inefficient use of land associated with small units and less demand for on-street parking in locations with larger units. Consequently there should be less risk to road safety and the quality of the urban environment should improve (though see the point below regarding gardens). Less inefficient use of land also means less risk to the landscapes that provide the setting to towns and villages, though this impact is only marginal.

7.3.28 Any reduction in on-street parking associated with this option would also have a positive social effect with easier (or less change in) parking for those continuing to need on-street parking and less inappropriate parking, though it is hoped that this problem will be reduced anyway with changes to the parking management regime associated with the introduction of Decriminalised Parking Enforcement.

7.3.29 On the negative side, and in common with the other two residential options, there is a potential loss in urban quality and habitats with gardens being converted to car parking if units are sub-divided.

7.3.30 In addition, and in common with Option 1 but not Option 3, there is potential for an under-provision of off-street spaces in the rural areas where populations are more car dependent. However, while this would be a negative effect, any such pressures in rural locations could have the counter benefit of encouraging the development of better bus networks over the medium to long term.

7.3.31 There are no significant economic impacts associated with this option.

7.3.32 The option could be strengthened by allowing developers the freedom to distribute car parking across units of different sizes, where these are proposed in a single application.

7.3.33 Overall, there are no significant adverse impacts associated with this option and (in common with all residential options) there are significant benefits associated with having fewer vehicles associated with new developments parked on the highway.

Residential Option 3: Spatial variation in parking standards

7.3.34 The Sustainability Appraisal process has been useful in redefining this option.

7.3.35 It was initially conceived to reflect accessibility to the town centres such that residential developments within, say, a ten minute walk of the town centre would have tighter parking standards to reflect the availability of non-car modes to access the centre.

7.3.36 This was assessed as having very significant social and environmental impacts as it would increase the pressure for on-street parking in those areas that already have considerable on-street parking and that face an uncertain level of demand, and possible increase, following the introduction of the new 'decriminalised parking enforcement' regime in November 2007.

7.3.37 The option was therefore amended and now allows for greater off-street parking in the rural areas to reflect residents' greater car dependency. Within the urban areas residential car parking would be the same as under residential Options 1 or 2 (i.e. it is not restricted because of the greater provision in rural areas).

7.3.38 Whilst there is potentially a benefit in terms of recognising greater car dependency in rural areas, there is the potential adverse environmental effect of an over-provision of off-street spaces in the rural areas. This is especially so as competing demands for on-street parking associated with non-residential facilities tends to be lower in these areas. Again, this depends entirely on the detail of the standards, rather than being inherent in this approach. If any such over-provision were to occur, it would be associated with inefficient use of land and a higher land take of rural developments which could (albeit in a relatively small way) place greater threats on rural landscapes and sensitive environments. It could be partially mitigated by using planning to protect the most sensitive sites and areas. This option could also have the negative social effect of discouraging the development of better bus networks in rural areas over the medium to long term.

7.3.39 As with residential Options 1 and 2, there is a potential loss in urban quality and habitats with gardens being converted to car parking if units are sub-divided.

7.3.40 There would be no significant economic impacts associated with this option.

7.3.40 Overall the adverse effects associated with this option are unlikely to be significant and (in common with all residential options) there are significant benefits associated with having fewer vehicles associated with new developments parked on the highway.

8. Mitigation and Monitoring

8.1 Introduction

8.1 An SA Report should include measures to prevent, reduce or offset significant adverse effects of implementing the SPD. These measures are referred to as 'mitigation measures', but they include proactive avoidance of adverse effects as well as actions taken after effects are noticed. Mitigation measures may also include recommendations for improving beneficial effects.

8.2 Mitigating Adverse Effects and Maximising Beneficial Effects

Non Residential Options

8.2.1 The first of these options has high environmental costs. There is little that can be done to alter the fact that this option generates traffic, resulting in congestion and pressures for further road building. Also the lower density of built development associated with high levels of parking will have a greater impact on the land take of new development. However, some of the environmental impacts can be mitigated outside of the planning regime through the introduction of low or non-carbon fuels to reduce the environmental impacts of traffic. Similarly steps could be taken to protect the most sensitive sites from new development.

8.2.2 The positive aspects of this option – essentially the freedom it gives to businesses, commuters, shoppers and others to drive and park their cars – at least until congestion builds up, follows from the generous parking regime. However, the benefits should not be overstated as any additional parking would be proportionate to the amount of new development (including redevelopments and changes of use) and would not lead to a 'step change' in parking generally.

8.2.3 Non-residential Option 2 has a much lower environmental impact but risks under-providing parking in areas where accessibility by non-car modes is poor and making parking difficult for those for whom driving and parking is the only real option. Mitigation involves strengthening public transport provision, improving facilities and safety for cyclists and promoting walking and cycling. There remains a risk that insufficient investment would be available and attitudes would only change marginally, with spending and investment leaking to those centres better served by car. Again, however, this risk should not be overstated as any change to the parking regime associated with this option (as indeed with any of the options) relates only to new developments, not the district as a whole.

8.2.4 Steps to maximise the positive aspects of this option (its potential health and social inclusion benefits) are essentially the same as those to mitigate the negative impacts – i.e. investment in and promotion of non-car transport.

8.2.5 With Non-residential Option 3 further investment in public transport to serve the town centres, and investment in cycling facilities together with the promotion of walking and cycling into the town centres would be necessary to ensure that commuters, shoppers and other visitors can access them conveniently. It would also help reduce the demand for out of town locations for retailers and major employers. The same measures would help to maximise the benefits of this option.

8.2.6 Under all options, the SPD will seek the use of porous paving or full Sustainable Urban Drainage systems and this will help to reduce the increased run-off associated with new areas of hard standing.

8.2.7 Similarly, potential negative impacts of all options will be mitigated to a degree by the SPARK initiative, led by Warwickshire County Council, which is intended to deliver a 'step change' in public transport by 2010. Public investment will deliver the proposed Park & Ride scheme to serve Warwick and Leamington town centres and the employment areas to the south of these towns, as well as bus priority measures and an improvement in general bus networks, information systems, ticketing and passenger facilities.

Residential Options

8.2.8 The potential impacts of the residential options are more difficult to address with mitigation measures. Changes to the parking management regime with the introduction of Decriminalised Parking Enforcement (taking place entirely outside the planning system) are intended to ease pressures on on-street parking generally through a range of measures including the enforcement of short stay parking periods, and the introduction of on-street parking charges and Resident Parking Zones. These measures should help ease parking pressures where off-street provision is insufficient to cater for all the parking generated by new residential developments.

8.2.9 Where too much parking is provided at new residential developments, leading to an inefficient use of land, the main mitigation is simply to protect the most sensitive sites and locations from new development.

8.3 Monitoring

8.3.1 The indicators and targets of this Sustainability Appraisal are designed to monitor the sustainability effects of implementing the whole Local Development Framework (LDF). They are set out in Appendix 2 of the Council's LDF Annual Monitoring Report 2006:

http://www.warwickdc.gov.uk/WDC/Environment+and+planning/Planning/Annual+Monitoring+Report.htm

8.3.2 These indicators and targets are effectively an update of those presented in the Sustainability Appraisal and Strategic Environmental Assessment of the Local Plan produced in May 2005. They are a combination of indicators in the LDF Annual Monitoring Report (i.e. the main section), other performance indicators monitored by the Council, for example through its Best Value Performance Plan, and information from Warwickshire County Council's Quality of Life Report (QLR) and Local Transport Plan 2006 (LTP).

8.3.3 Those most relevant to this SPD are the following:

- Amount of completed non residential development within Use Classes A, B and D complying with car parking standards set out in the LDF (AMR Indicator 18). This indicator is to be expanded to include residential development once the Vehicle Parking Standards SPD is in place;
- Proportion of total trips undertaken on foot (WCC LTP Annual Progress Report);
- Proportion of total trips undertaken by cycle in Warwick, Leamington & Kenilworth (WCC LTP Annual Progress Report); and
- Traffic volumes in town centres and residential areas in Warwick, Leamington & Kenilworth (WCC LTP Annual Progress Report).

8.3.4 Clearly these indicators monitor the effects of a range of Warwick District Council and Warwickshire County Council policies as well as other external factors. The impact of Local Plan policy DP8 and the Vehicle Parking Standards SPD is therefore just one area of policy with a bearing on these indicators.

8.3.5 Other sustainability indicators which are also affected by policy DP8 and the Vehicle Parking Standards SPD, albeit to a lesser extent, include:

- the amount of floorspace developed for employment by type (B1, B2, B8) (AMR 2);
- the amount of completed retail, office and leisure development in town centres (AMR 36);
- the amount of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary, areas of employment and a major retail centre (AMR 19);
- percentage of new dwellings completed at less than 30, between 30 and 50, and above 50 dwellings per hectare (AMR 12);
- percentage of residents that are satisfied with their neighbourhood as a place to live (WDC Citizen's Panel);
- number of days per year when air pollution is moderate or high;
- extent of Air Quality Management Areas; and
- % of residents taking 30 minutes or more moderate exercise 0, 2+ and 4+ times per week (WCC QLR).

8.3.6 If performance against any of these indicators deteriorates when the Vehicle Parking Standards SPD is implemented, then further investigative work will be required to determine whether the SPD itself is contributing to the worsening situation. If it is then the Council will take remedial action through a review of the SPD.

8.3.7 At the same time (and outside of the planning regime) Warwickshire County Council and Warwick District Council parking enforcement team will be monitoring the implementation of Decriminalised Parking Enforcement and taking remedial actions to deal with any associated problems.

9. How to comment

9.1 The consultation period for this Draft Sustainability Appraisal Report runs from 10th April 2007 – 21st May 2007 (to be confirmed). It corresponds with the consultation period on the draft Vehicle Parking Standards Supplementary Planning Document.

9.2 If you wish to make any comments during this time, please address them to:-

Helen Absalom
Planning & Engineering
Warwick District Council
P O Box 2178
Riverside House
Milverton Hill
Royal Leamington Spa
Warwickshire CV32 5QH

9.3 Alternatively, you can email comments to ldf@warwickdc.gov.uk.

Appendix A: Scoping Report: Consultation Findings

A.1 The Council prepared a Scoping report on this Sustainability Appraisal in November 2006. This Scoping Report was prepared to cover this Sustainability Appraisal and those on affordable housing and open space (programmed for preparation later in 2007.

A.2 The Scoping Report was made available for public consultation for a five week period between 10th November and 15th December 2006. The document was placed on the Council's web site and copies were sent to the Countryside Agency, English Heritage, English Nature and the Environment Agency.

A.3 Only two comments were received during the consultation period on the Scoping Report. One of these was from the Birmingham office of Natural England (the agency formed by the merging of the Countryside Agency and English Nature) requesting that a copy of the Scoping Report be sent to the Banbury office of the same agency. The Council had already done this at the outset of the consultation. The second came from the Warwickshire Rural Community Council. This was a specific comment to the scoping report as it relates to the Affordable Housing Supplementary Planning Document and therefore is not relevant to this Sustainability Appraisal.

Appendix B: Summary of relevant plans, policies and programmes

a) European and Global

EU Sixth Environmental Action Plan (6EAP)		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The 6EAP sets objectives and priorities for environmental policy over the next five to ten years and underpins the EU Sustainable Development Strategy. It identifies four priority areas for action: • climate change; • nature and biodiversity; • environment and health; and • sustainable use of natural resources and management of waste.	This sets the context for the EU Sustainable Development Strategy which in turn influences the UK Government Sustainable Development Strategy and the West Midlands Regional Sustainable Development Framework. Reference is made to the UK and regional publications in establishing SA objectives, indicators and targets.	This international publication will be reflected in the SPD via its influence on the national and regional sustainable development framework.
European Sustainable Development Strategy (ESDS), May 2001		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The ESDS focuses on the need to: • Limit climate change and increase the use of clean energy; • Address threats to public health (e.g. hazardous chemicals, food safety); • Combat poverty and social exclusion; • Deal with the economic and social implications of an ageing society; • Manage natural resources more responsibly (including biodiversity and waste generation); and • Improve the transport system and land use management. The ESDS emphasises that action to promote sustainable development should be taken by all levels of government in the EU in their policies and practices.	This Strategy influences the UK Government Sustainable Development Strategy and the West Midlands Regional Sustainable Development Framework. Reference is made to the UK and regional publications in establishing SA objectives, indicators and targets.	This international publication will be reflected in the SPD via its influence on the national and regional sustainable development framework.
Kyoto Protocol (convention 1997; protocol came into effect February 2005)		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
• Limit the emissions of six greenhouse gases (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride); • The UK has a Kyoto target to reduce emissions by 12.5% below base year levels (1990 for the 3 major gases: CO_2, methane and nitrous oxide) by 2008-12.	Indicators and proxy measures to monitor progress towards these goals have been established under the UK Government Sustainable	The SPD should aim to reduce the contribution to climate change from the transport sector by encouraging the use of

	Development Framework and Regional Sustainable Development Framework and will be adapted for application at the local level.	sustainable means of transport.

b) National

UK Government Sustainable Development Strategy: Securing the Future – Delivering the UK Sustainable Development Strategy (UK SDS), March 2005		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The UK SDS aims for measures to embed sustainable development at all levels of decision-making and across all policy sectors. There are five shared priorities agreed across the UK (i.e. including the Devolved Administrations). These are: • Living within environmental limits; • Ensuring a strong, healthy and just society; • Achieving a sustainable economy; • Promoting good governance; and • Using sound science responsibly. These priorities are to be applied in four priority areas: sustainable consumption and production, climate change, natural resource protection and sustainable communities. A national indicator set has been agreed with 20 UK Framework Indicators (i.e. for application across the Devolved Administrations) and a further 48 indicators relating to the priority areas. These include emissions of a basket of greenhouse gases (p26), CO_2 emissions from private cars, (p 32), number of trips per person by mode (p88) and accessibility to key services, with and without a car (p 91).	The shared priorities (especially 1, 2, 3 & 5) should be reflected in the SA objectives. The SA should draw upon those UK indicators where there is data available at the local level.	The shared priorities (especially 1, 2, 3 & 5) should be reflected in the parking standards set out in the SPD.
UK Climate Change Programme, 2006		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
This sets out a package of policies to help achieve our Kyoto target to reduce emissions by 12.5% below base year levels (1990 for the 3 major gases: CO_2, methane and nitrous oxide) by 2008-12 and move towards the national 2010 goal of a 20% reduction in CO_2 emissions below 1990 levels by 2010. (The Government also committed to the long-term goal of a 60% reduction in CO_2 emissions by 2050 with real progress by 2020). Measures to reduce emissions include transport policies which embrace a reduction in the fossil carbon element of transport fuels, improved fuel efficiency and a move towards more sustainable forms of travel.	Indicators and proxy measures to monitor progress towards these goals have been established under the UK Government Sustainable Development Framework and will be adapted for application at the local level.	The SPD should aim to reduce the contribution to climate change from the transport sector by encouraging the use of sustainable means of transport.
Planning Policy Guidance Note 13: Transport		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The objectives of PPG13 are to:	The objectives of PPG13	The SPD should develop a

• Promote more sustainable transport choices for both people and freight; • Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and • Reduce the need to travel, especially by car. (Para 4). To deliver these objectives, local authorities should, inter alia: • use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys; and • give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses. (Para 6). In developing and implementing policies on parking, local authorities should: • Ensure that, as part of a package of measures, levels of parking provided in association with development will promote sustainable transport choices; • Not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances e.g. where there are implications for road safety; • Encourage shared use of parking, particularly in town centres, between uses where peak levels of use do not coincide; • Take care not to create perverse incentives for development to locate away from town centres; • Require developers to provide designated parking for disabled users; • Where appropriate, introduce on-street parking controls; • Require convenient safe and secure cycle parking at least at levels consistent with the cycle strategy in the local transport plan; and • Consider appropriate provision for motorcycle parking. (Para 51). Policies in development plans should set maximum levels of parking for broad classes of development. Minimum standards should relate only to parking for disabled people (para 52). Annex D of PPG13 sets out maximum standards for certain broad classes of development which may be replaced with more rigorous standards where appropriate (para 53). Applicants for development with significant transport implications should show (where appropriate in the Transport Assessment) the measures they are taking to minimise the need for parking (para 55). In preparing development plans and determining planning applications, local authorities should (inter alia): • Seek the provision of convenient, safe and secure cycle parking and changing facilities in developments and the provision of cycle storage facilities at transport interchanges, including park and ride sites; and • Seek the provision of convenient, safe and secure cycle parking I town centres (para 79).	should be reflected in the SA objectives. Annex D sets out maximum levels of parking for broad classes of development. No cycle parking standards are given.	set of standards up to the maximum levels set out in Annex D in order to meet the objectives of the guidance.

Where clearly justified and in accordance with the usual statutory and policy tests, conditions may legitimately be used to require on-site transport measures and facilities including specifying the number of parking spaces, and their size, including those for disabled people (para 82). Under 'planning obligations' a contribution from the developer to the local authority would be appropriate where development can only take place with improvements to public transport. Given that there should be no minimum standards, it is inappropriate for a local authority to seek commuted payments based purely around the lack of parking on the site. However, it may be appropriate to negotiate for contributions towards the provision of a park and ride scheme, where this will improve accessibility to the site by public transport, or towards the costs of introducing on-street parking controls in the vicinity of the site (para.s 85 and 86).		
Planning Policy Statement 1: Delivering Sustainable Development		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
This sets out the Government's objectives for the planning system which are underpinned by the core principle of sustainable development as defined in the UK strategy. It establishes key principles to be applied to ensure that development plans and planning decisions contribute to sustainable development. These include: • Meeting environmental, economic and social objectives in an integrated manner; • Addressing the causes and potential impacts of climate change; • Taking a spatial planning approach; • Promoting high quality design that will improve the character and quality of an area; • Development plans to contain clear, comprehensive and inclusive access policies that consider people's diverse needs; and • Effective community involvement.	Key policy document which should be reflected in the SA objectives but no specific indicators or targets given.	The core sustainable development principles should be reflected in the policies and standards set out in the SPD.
Planning Policy Statement 3: Housing		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
Para 20 states that: 'Local planning authorities should develop parking policies … having regard to expected car ownership for planned housing in different locations, the efficient use of land and the importance of promoting good design'. Under 'Designing for Quality' (para.s 34 and 37) it adds: 'Local planning authorities should develop a shared vision with their local communities of the type of residential environments they wish to see and develop plans and policies aimed at: (a) creating places, streets and spaces which meet the needs of people, which are attractive, have their own distinctive identity, and positive improve local character; and (b) which promote designs and layouts that are inclusive, safe, take account of public health, crime prevention and community safety, ensure adequate natural surveillance and make space for water where there is flood risk.	Emerging policy document which should be considered in developing the SA objectives.	The principles behind PPS3 should be considered in establishing the policies and standards set out in the SPD. Need to consider car ownership levels to comply with PPS3.

New development should be of high quality design and be informed by its wider context, including the townscape and landscape of the wider locality. The key consideration should be whether a development positively improves the character and environmental quality of an area and the way it functions.'		
Planning Policy Statement 6: Planning for Town Centres		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
PPS6 lays emphasis on the continued development of town centres where jobs, shopping, leisure facilities and a wide range of services can take full advantage of accessibility by public transport. Developments in town centres should be accessible by a choice of means of transport including public transport, walking, cycling and the car. Developers should tailor their approach to meet the objectives of PPG13, e.g. 'through the preparation of accessibility analyses, transport assessments, travel plans and the promotion of opportunities to reduce car journeys through home delivery services, and contributions to improve access, traffic management and parking' (para 3.26).	Key policy document which should be reflected in the SA objectives.	The principles behind PPS6 should be reflected in the policies and standards set out in the SPD. Need to consider whether the town centres should have different standards than the rest of the district.

c) Regional and Sub-Regional

A Sustainable Future for the West Midlands: Regional Sustainable Development Framework (Version 2), July 2006		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The WM Framework sets out a vision, working principles and objectives and a process by which these can be incorporated into planning at regional and local levels. It is designed to provide a reference for scoping sustainability issues. The 33 objectives are grouped under four headings priority areas. Those most relevant to this SA and SPD are: <u>Sustainable consumption and production</u> 1.4 Increase the use of public transport, cycling and walking as a proportion of total travel in order to reduce road traffic congestion, pollution and accidents… 1.5 Ensure development is primarily focused in the major urban areas, and makes use of existing physical infrastructure and reduces need to travel, especially by private car. <u>Climate change and energy</u> 2.3 Minimise the Region's contribution to the causes of climate change by reducing emissions of greenhouse gases from transport, domestic, commercial and industrial sources. <u>Natural resource protection and environmental enhancement</u> 3.1 Value, protect, enhance and restore the Region's environmental assets, including the natural, built and historic environment and landscape. 3.4 Encourage land use and development that optimises the use of previously developed land and	Use this document to help shape objectives and scope the sustainability issues. It is intended that a suite of regional sustainable development indicators will be developed to support the Framework but these are not currently available.	The sustainable development principles outlined in the regional framework should be reflected in the policies and standards set out in the SPD.

buildings. Sustainable communities 4.5 Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability to meet local needs, in clean, safe and pleasant local environments.		
West Midlands Regional Spatial Strategy (Incorporating West Midlands Transport Strategy)		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The West Midlands RSS aims to guide development in the region to create balanced communities with appropriate levels of housing, jobs and services in a way that respects built, historic and natural environments and is supported by sustainable approaches to renewable energy, waste and transport. The Regional Transport Strategy comprises chapter 9 of the RSS. Policy T1 sets out the broad principles of the RTS and states that: 'Access within and across the Region will be improved in a way that supports the RPG's Spatial Strategy, reduces the need for travel, expands travel choice, tackles congestion, improves safety and protects the environment.' Policy T2 aims more specifically at reducing the need to travel and presents a set of measures to achieve this. Policy T7 sets out the approach to car parking standards as follows: A. Local authorities should work within maximum standards for parking associated with new development in line with those given in PPG13 and reflecting the approach in PPG3. All local authorities should work together to identify, before the next review of the RPG: (i) those town centres and heritage areas to which more restrictive standards should be applied, because of their public transport accessibility, higher densities and/or sensitive character; and (ii) a broad indication of more restrictive maximum standards for relevant land use categories. B. These areas and standards should then be incorporated into development plans. Care should be taken to avoid deterring investment in town centres, particularly those judged to be vulnerable (PA11). Policy T8 recognises the influence that the cost, location and availability of parking can have on demand for travel and therefore urges local authorities to consider the restriction of spaces together with a range of management approaches.	Key policy document which should be reflected in the SA objectives.	The SPD should support the strategy by contributing to measures to reduce the need for travel, expand travel choice, tackle congestion, improve safety and protect the environment. Consider establishing areas where more restrictive standards should apply (e.g. town centres) but remain aware of need to avoid deterring investment in town centres.
Warwickshire Structure Plan, (1996-2011)		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
Policy T.2 sets out a range of transport targets and measures aimed at reducing growth in vehicular traffic but these have been refined through the LTP process (see below). Policy T.5 Influencing Transport Choice states that:	Where associated indicators are used in the SA, the following targets should also be taken into account.	The SPD should reflect the approach to parking standards set out in WASP.

'Choice of transport will be influenced through the following measures: **Green Transport Plans** – these will be encouraged and promoted for all major traffic generators including educational establishments, district councils, major employers, hospitals, large retail developments and leisure facilities. **Parking Standards** – Local plans will set maximum parking standards for different types of development in different locations. Using the maximum standards set out in Appendix A as a starting point, local parking standards will: (a) support the general locational policies of the plan, particularly those focusing development on town centres; (b) account for the different circumstances in rural and urban areas; (c) take into account the accessibility of the location by other modes of transport; (d) encourage non-car based modes of transport; and (e) not be used to compete with other authorities for development. Local plans should also set minimum standards for the provision of cycle parking. **Town Centre Parking** – in town centres new off-street parking will only be acceptable in association with major new developments such as retailing and leisure facilities, where: (a) it is consistent with the targets and parking standards in this Plan; (b) there is a demonstrable shortage of parking in that town centre; and (c) the parking will serve the centre as a whole. In town centres the proportion of long stay parking should be reduced or replaced with short stay parking.	a) Restrict predicted growth in peak period vehicular traffic to a maximum 20% of 1999 levels by 2011 in Warwick/Leamington major urban areas (MUAs); b) Halve proportion of journeys by car to schools and colleges in MUAs; c) Double cycle trips in MUAs between 1999-2011; d) Increase public transport patronage in MUAs; e) Reduce private car traffic in main town centres. Appendix A gives same maximum parking standards as PPG13.	Difficult for SPD to impact directly on the WASP targets but provision of sufficient secure cycle parking and maximum car parking standards at new developments and production of Green Transport Plans should help reduce car dependence.
Warwickshire Local Transport Plan (LTP), 2006		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The LTP has five objectives: 1. To improve accessibility to the transport system in order to promote a fairer, more inclusive society. 2. To seek a transport system which promotes full employment and a strong, sustainable, local and sub-regional economy. 3. To reduce the impact of transport on the environment. 4. To improve the environment and safety of people when they are using the transport system. 5. To encourage the integration of transport, both in terms of planning policy and the physical interchange of modes. The Parking Strategy aims to contribute to the LTP objectives by setting out an approach to parking that will: • Allow good access to employment, education, shopping, recreation and community facilities; • Help support economic vitality in town centres; • Support strategies for the management of congestion; • Reduce the impact of the car on the environment (especially in town centres and residential areas);	The overall LTP objectives and the Parking Strategy objectives should be used to inform questions or sub-objectives in the SA Framework. The two performance indicators used to assess progress with the Parking Strategy are not relevant to the SA (simply the introduction of decriminalised parking enforcement across the County by 2009 and the implementation of three Park and Ride services by 2011).	The SPD should reflect the five main objectives of the LTP and should contribute towards the aims and objectives of the LTP's parking and cycling strategies.

• Improve the environment and safety for those accessing parking; and • Encourage the development of Park & Ride. The Cycling Strategy aims primarily to increase the use of cycles for utility journeys, though it accepts that leisure cycling also has benefits and should be encouraged. Policy CY8 states the county's intention to provide secure cycle parking facilities in key public places and work with others to improve parking at workplaces, schools, public transport interchanges and other key trip generators.	The performance indicators used to assess the cycling strategy include: • The no. of people cycling into town centres; • The no. of children cycling to school; • Journeys to work by cycle; and • No. of cycles parked at key locations. These should be considered in establishing indicators for monitoring against the overall transport objectives of the SA.	
Quality of Life in Warwickshire, November 2005		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
This sets out a range of economic, social, environmental and natural resource indicators and trends for the county and compares these to national averages. Where readily available, data is also presented for the various districts across the county. Many of the Audit Commission's Quality of Life indicators are included in the report. The County is exploring how some of the additional suggested indicators could start to be monitored in the future.	Useful to include relevant indicators in the SA framework where the situation is either deteriorating or compares poorly to wider scale averages (eg. County, regional or national averages), where district level data is available on an annual or 2-yearly basis.	The SPD should aim to contribute towards reducing the impact of 'significant effect indicators' identified at county as well as district level.
Introduction of Decriminalised Parking Enforcement (Warwick District, November 2007)		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The Decriminalisation of On-Street Parking Enforcement (DPE) is a Central Government promoted process being implemented across Warwickshire. It will be introduced in Warwick District in November 2007. The result of this process is that parking enforcement becomes a civil rather than a criminal matter and the Local Authority takes over enforcement responsibility from the police. Warwickshire County Council will implement the scheme whilst Warwick District Council will manage the day-to-day running of it. Parking violations will be curbed, and resident parking zones and on-street charges will be introduced to help manage parking demand in areas of high pressure. The benefits of DPE include:	In assessing the impact of the SPD care will be needed to distinguish, where possible, between changes as a result of the introduction of DPE and those relating directly to the SPD.	The SPD will address whether the full permit eligibility will be allowed for redevelopments and conversions within the Resident Parking Zones. Any decisions will be taken jointly with Warwickshire County Council.

• Improved traffic flows through lack of obstructions; • Parking spaces easier to find due to a higher turnover in parked vehicles as a result of no illegal all-day parkers; • Pollution reduced due to fewer cars circulating to find spaces and fewer queues caused by illegal parking obstructions; • Safer streets for pedestrians, cyclists and drivers due to fewer circulating cars and fewer agitated drivers; and • Improved access for emergency vehicles and public transport due to a lack of illegal parking obstruction. Residents' Parking Schemes will be introduced in areas of high parking demand to enable residents to park close to their homes with the use of a permit. Once purchased, this allows parking free of charge at all times within any of the parking places on any of the streets in the relevant zone. Each residence within a Residents' Parking Scheme is eligible for up to 3 residents' permits and one visitor's permit. They can be used on cars, light goods vehicles and motorcycles.		

d) Local

Warwick District Local Plan 1996-2011		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The Warwick District Local Plan 1996-2011 (Revised Deposit version, post Inquiry) establishes the following aims and objectives: <u>Aim 1: To maintain high and stable levels of economic growth</u> 1A: To maintain high levels of economic growth 1B: To promote and enhance vibrant rural communities; 1C: To meet the housing needs of the whole community to 2011; 1D: To enhance the vitality of town centres; 1E: To promote the regeneration of deprived areas; 1F: To promote sustainable tourism. <u>Aim 2: Effective protection of the environment</u> 2A: To protect and improve land quality; 2B: To protect and enhance the natural environment; 2C: To protect and enhance the historic environment; 2D: To maintain and enhance the quality of landscapes and townscapes; 2E: To promote excellence in sustainable design and enhance the built environment; 2F: To protect and improve air quality. <u>Aim 3: Prudent use of natural resources</u> 3A: To reduce the need to travel; 3B: To promote the use of more sustainable travel options; 3C: To ensure the prudent use of scarce resources and limit and reduce the impact of climate change; 3D: to reduce the generation and disposal of waste.	The objectives of the WDLP should be reflected in the SA objectives. The WDLP is monitored using the indicators set out in the Annual Monitoring Report (see below).	Policy DP8 Parking is the 'parent policy' of the SPD. The SPD should contribute to the wider aims and objectives of the plan where possible.

Aim 4: Social Progress which recognises the needs of everyone 4A: To make housing affordable to everyone; 4B: To reduce poverty, social exclusion, crime and anti-social behaviour; 4C: To improve the health and wellbeing of communities; 4D: To protect the amenity of the local community; 4E: To protect, enhance and improve accessibility to local services and community facilities. The various policies set out how these aims are to be achieved, e.g. DP6 Access, DP7 Traffic Generation and DP8 Parking all seek to promote the use of more sustainable travel options; DP10 and DP11 deal with flooding and drainage.		
Annual Monitoring Report (AMR)		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
In the AMR the Council uses a combination of core indicators, set by Government (LDF Core Output Indicators, Update 1/2005, ODPM), and local indicators. Many of the AMR indicators are also useful in Sustainability Appraisal monitoring, either because they monitor the underlying economic, environmental or social context against which the effects of policies can be assessed, (such as unemployment) or because they monitor the extent to which policies are being implemented (the first requirement in assessing their effects). Two of the AMR Indicators are directly relevant to the SPD and its parent policy DP8, (though not about monitoring the effects of the policy, rather the extent of its application). These are: 18) Amount of completed non residential development within Use Classes A, B and D complying with car parking standards set out in the Local Development Framework; and 19) Amount of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, areas of employment and a major retail centre(s).	Many of the AMR Indicators are suggested for inclusion in the SA Framework.	The AMR's produced in 2004, 2005 and 2006 have relied on the parking standards set out in PPG13 for monitoring indicator (18). The introduction of a more comprehensive and detailed set of parking standards in the SPD will enable proper monitoring of this indicator.
The Warwick District Community Plan, 'Warwick 2020'		
Relevant aims, objectives or targets	Implications for SA	Implications for SPD
This was produced by the Warwick Partnership in 2005. Its six strategic objectives relate to a community that is safe, prosperous, healthy, cohesive, fair and sustainable. Key priorities and actions to achieve these objectives include: • Increase walking opportunities across the district; • Improve transport links to health clinics, hospitals and surgeries; • Promote greener travel and use of public transport; • Protect and enhance the built and natural environment; and • Establish Park and Ride schemes for Warwick and Leamington by 2008.	The objectives and priorities of the Community Plan (CP) should inform the development of SA objectives. The CP also provides a useful point or reference in developing the SA indicators.	The SPD should help contribute to the CP objectives and priorities where possible.

Warwick District Council Corporate Strategy 2003-2007		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The Corporate Strategy comprises seven objectives beneath each of which lie three priorities for action and associated targets for improvement. The objectives and associated priorities which have some relevance to this SPD and associated actions are: <u>To improve our services to provide a cleaner and greener environment</u> • To regulate and influence land use to achieve sustainable development <u>To promote and contribute to a safer and healthier community</u> • To create a safer environment; • To promote healthier lifestyles. <u>To Support a prosperous mixed economy</u> • To promote accessibility to and the vitality of the town centres	The objectives and priorities of the Corporate Strategy should inform the development of SA objectives. Some of the targets quoted to measure performance against these objectives (e.g. 60% of new homes to be built on brownfield sites by 2007) should be given in the SA framework.	The SPD should help contribute to these objectives and priorities where possible.
Air Quality Strategy		
Relevant aims, objectives or targets/indicators	Implications for SA	Implications for SPD
The Air Quality Strategy aims to ensure that the air quality objectives set out in the Air Quality Regulations 2000 are complied with. In a limited number of areas Air Quality Management Areas (AQMAs) have had to be declared due to levels of nitrogen dioxide being predicted at levels which exceed the UK nitrogen dioxide objective. In each case road transport is the foremost contributor to elevated air pollution levels. Three AQMAs were declared in Warwick District in December 2004 over the following areas: • Leamington Spa around Bath Street, High Street and Clemens Street; • Warwick town centre around High Street, Jury Street, Church Street and Castle Street; and • Barford, around Church Street and Bridge Street.	The SA should reflect the need to maintain good air quality and improve air quality in the AQMAs.	The County and District's measures to improve parking (the SPD being one such measure) should, collectively, aim to have a positive impact on air quality in the district by a) restricting unnecessary car usage and b) reducing circulation in AQMAs.

Appendix C: Sustainability Appraisal Framework

Objective	Key Questions	Indicators
Sustainable Consumption and Production		
1. To promote a strong and stable economy and prosperity for the benefit of all the district's inhabitants	Will it help meet the employment needs of the local community? Will it help diversify the economy in general or the rural economy? Will it enhance the vitality and viability of town centres? Will it encourage or enable inward investment? Will it promote investment in future prosperity (for example by supporting R&D, small businesses and/or encouraging skills development)?	Employment land available by type (B1, B2, B8) (AMR Indicator 1) Amount of floor space developed for employment by type (B1, B2 B8) (AMR Indicator 2) Amount of floor space developed for employment by type in employment or regeneration areas (AMR Indicator 3) Unemployment in Warwick District (AMR Indicator 5) Unemployment rate as % of national unemployment rate Permissions granted for rural diversification schemes (AMR Indicator 7) Amount of completed retail, office and leisure development in town centres (AMR Indicator 36) Applications approved for changes of use to Use Class A3, A4 or A5 approved within café quarter (AMR Indicator 40) No. of business start ups, net of closures (WCC QoLR/National Statistics) New VAT registrations as % of existing VAT registered businesses (WCC QoLR/National Statistics)

Objective	Key Questions	Indicators
2. To promote the use of sustainable transport options (i.e. walking, cycling, public transport)	Will it encourage the use of public transport, walking or cycling? Will it help reduce traffic congestion and/or improve road safety?	Amount of completed non residential development within Use Classes A, B and D complying with car parking standards set out in the LDF (AMR Indicator 18) *(This indicator to be expanded to include residential development once we have a set of standards)* Proportion of total trips undertaken on foot in Warwick, Leamington & Kenilworth (WCC LTP Annual Progress Report, 2 yearly survey) Proportion of total trips undertaken by cycle in Warwick, Leamington & Kenilworth (WCC LTP Annual Progress Report, 2 yearly survey)
3. To reduce the need to travel	Will it reduce the overall need to travel? Will it help reduce the movement of goods and people by car / lorry? Does it help concentrate development in the urban areas or support rural communities?	Amount of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, areas of employment and a major retail centre (AMR Indicator 19) Level of traffic in town centres and residential areas – Leamington, Warwick & Kenilworth (WCC LTP Annual Progress Report, 2 yearly survey [targets set]) *See also objective 10 which includes air quality*
4. To reduce the generation and disposal of waste and encourage the use of recycled materials where possible	Will it encourage the management of wastes consistent with the waste management hierarchy ie. • Will it reduce the amount of waste generated? • Will it promote the re-use of resources? • Will it encourage recycling? • Will any residual disposal be undertaken in the least environmentally detrimental manner?	Amount of waste produced across the district per head of population (WCC QoLR) % of waste recycled and composted per head across the district (WCC QoLR)

Objective	Key Questions	Indicators
Natural Resource Protection and Environmental Enhancement		
5. To encourage the prudent use of land and natural resources *(nb energy sources are covered separately – see climate change section, objectives 11 & 12)*	Does it encourage land use and development that optimises the use of previously developed land and buildings? Will it minimise development on greenfield land? Will it reduce the amount of derelict, degraded or underused land? Does it make efficient use of existing physical infrastructure (ie instead of requiring new infrastructure to be built?) Does it encourage resource-efficient design and/or construction (in terms of water and/or raw materials)? Does it encourage the use of materials from alternative and renewable sources?	Percentage of new dwellings completed at (i) less than 30 dwellings per hectare; (ii) between 30 and 50 dwellings per hectare; (iii) above 50 dwellings per hectare (AMR Indicator 12) Percentage of housing (ie new and converted buildings) on previously developed land (AMR Indicator 25) Amount of developed employment land by type which is on previously developed land (AMR Indicator 26) Amount of open space lost (AMR Indicator 30)
6. To protect and enhance the natural environment, including habitats, species and inland waters	Will it protect and enhance species, habitats and sites designated for their nature conservation interest? Will it minimise adverse effects on ground and surface water quality? Will it retain the best quality agricultural land?	Change in areas and populations of biodiversity importance including: (i) change in priority habitats and species (by type) (ii) change in areas designated for their intrinsic environmental value including sites of international, national, regional or sub regional significance (AMR Indicator 28) Biological Water Quality - % of water network graded “good” (Environment Agency from WCC QoLR)
7. To maintain and enhance the quality of landscapes and townscapes	Will it improve the landscape and visual quality of urban and rural environments? Will it help provide a sense of identity and local distinctiveness? Will it protect or enhance the setting of towns and villages?	
8. To encourage safe, well-designed, high quality developments that enhance the built environment	Will it promote design that enhances townscapes and/or landscapes? Will it protect or improve safety in built environments?	Percentage of residents that are satisfied with their neighbourhood as a place to live (WDC Citizens’ Panel)

Objective	Key Questions	Indicators
9. To protect and enhance the historic and cultural environment	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value? Will it encourage appropriate use of and/or access to buildings and landscapes of historical/cultural value?	Number of listed building / conservation area applications approved / refused (AMR Indicator 44) No. of listed buildings and archaeological sites on English Heritage's register of buildings/sites 'at risk'
10. To minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils	Will it maintain and improve local air quality? Will it affect air quality in the AQMAs? Will it minimise pollution of water and soil? Will it minimise light and noise pollution levels?	No. of days per year when air pollution is moderate or high (WDC Environmental Health Records) Extent of AQMAs (WDC Environmental Health Records) Chemical Water Quality - % of water network graded "good" (Environment Agency from WCC QoLR)
Climate Change and Energy		
11. To minimise the district's contribution to the causes of climate change by: • reducing emissions of greenhouse gases; and • increasing the proportion of energy generated from renewable and low carbon sources	Will it reduce overall energy use through increased energy efficiency? Will it increase the proportion of energy generated from renewable and low carbon sources? Will it reduce or minimise greenhouse gas emissions?	Renewable energy installed by type (AMR Indicator 24) Total domestic efficiency improvement 1996-present (WEEAC / WCC QoLR) *(See also transport/accessibility indicators (AMR Indicators 18 & 19)*
12. To ensure planning and development takes account of predicted climate change including flood risk	Will it reduce or minimise the risk of flooding? Will it minimise sensitive development in medium and high risk flood zones?	Number of planning permissions contrary to the advice of the Environment Agency on either flood defence grounds or water quality (AMR Indicator 27)

Objective	Key Questions	Indicators
Sustainable Communities		
13. To meet the housing needs of the whole community by enabling the provision of decent and affordable housing for all, of the right quantity, type, size and tenure	Is it enabling the housing target to be met? Does it provide for the development of balanced communities by encouraging an appropriate mix of housing (in terms of type, size and tenure)? Will it reduce homelessness and housing need? Will it reduce the number of unfit and empty homes?	Net additional dwellings for the current year (AMR Indicator 11) The annual net additional dwelling requirement (AMR Indicator 13) Annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous years performance (AMR Indicator 14) Affordable housing completions (AMR Indicator 16) % housing completions that are affordable (HMR) Homeless households in priority need in temporary accommodation (HSSA) % private homes unfit for use (HSSA) no. of private dwellings empty for more than 6 months per 1000 dwellings (HSSA) House price (semi-detached) to earnings ratio (WCC / QoLR)

Objective	Key Questions	Indicators
14. To protect, enhance and improve accessibility to local services and community facilities	Will it maintain and enhance existing community facilities? Will it put unacceptable pressure on existing services and community facilities? Will it improve access to local services and facilities? Will it help retain/enhance village services? Will it help ensure that people are not disadvantaged with regard to ethnicity, gender, age, disability, faith, sexuality, background or location?	New community facilities (AMR Indicator 43) Percentage of eligible open spaces managed to green flag award standard (AMR Indicator 29) Percentage of residents that are satisfied with sports/leisure facilities and events (WDC Citizens' Panel) Percentage of residents that are satisfied with parks and open spaces (WDC Citizens' Panel) % of district owned public buildings with access and facilities to people with disabilities (WDC Building Control records) No. of rural facilities and services (excl. transport) opened and closed. *(See also the accessibility indicator (AMR Indicator 19))*
15. To improve health and well being	Will it promote healthy lifestyles? Will it provide and improve access to health and social care services? Will it help reduce health inequalities among different groups in the community? Will it provide and/or enhance the provision of open space? Will it improve opportunities to participate in the district's cultural, sport and recreational opportunities?	Male/female life expectancy (WCC QoLR) % of residents taking 30 minutes or more moderate exercise 0, 2+ and 4+ times per week (WCC Public Satisfaction Surveys/QoLR) *(See also the 'key benefit claimants' indicator below)*
16. To reduce poverty and social exclusion	Will it reduce poverty and social exclusion in those areas most affected?	Proportion of working age population claiming key benefits (Jobseeker's Allowance, Incapacity Benefit, Severe Disablement Allowance, Disability Living Allowance and Income Support) (WCC QoLR) *(See also the unemployment indicator (AMR Indicator 5))*

Objective	Key Questions	Indicators
17. Reduce crime, fear of crime and antisocial behaviour	Will it reduce actual levels of crime? Will it reduce the fear of crime? Will it reduce noise levels and/or discourage anti-social behaviour?	% of those very or fairly worried about being a victim of crime (WDC Best Value Performance Plan) No. of crimes by type recorded per 1000 population/households (WDC Best Value Performance Plan)

Abbreviations

AMR Annual Monitoring Report
HMR Housing Monitoring Report
HSSA Housing Strategy Statistical Appendix
QoLR Quality of Life Report
WCC Warwickshire County Council
WDC Warwick District Council

Appendix D: Sustainability Appraisal Tables

Table D1: Sustainability Appraisal Table – Non-Residential Option 1: Impose National Maximum Standards from PPG13 across all areas

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Sustainable Consumption and Production					
1. To promote a strong and stable economy and prosperity for the benefit of all the district's inhabitants	+ +	+	=	Secondary and cumulative effects of causing congestion in the medium to long term. Positive secondary effect: may help to attract inward investment in the medium term.	Generous levels of parking may suit local businesses in the short term but long term they may suffer the effects of congestion. More generous standards than in other authorities (or their town centres) could help Warwick district attract inward investment in the short to medium term (i.e. before congestion builds up).
2. To promote the use of sustainable transport options (i.e. walking, cycling, public transport)	- -	- -	-	Potential positive secondary effect: the resulting congestion in the medium to long term could increase walking and cycling. Also potential positive transboundary effect of encouraging rail travel if links to motorway are congested.	Generous parking will tend to favour use of the private car over more sustainable means of transport.
3. To reduce the need to travel	=	-	-	Secondary and cumulative effect: high use of the car to get to work, shops and other facilities tends to support the development of dispersed settlements and longer journeys.	Generous parking tends to enable dispersed low density settlements over the medium to long term and thereby encourage longer distances to be travelled.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
4. To reduce the generation and disposal of waste and encourage the use of recycled materials	=	=	=	None envisaged.	
Natural Resource Protection and Environmental Enhancement					
5. To encourage the prudent use of land and natural resources *(nb energy sources are covered separately – see climate change section, objectives 11 & 12)*	- -	- -	- -	Secondary and cumulative effect: generous parking tends to enable dispersed low density settlements putting pressure on greenfield land and requiring new infrastructure to be built.	High levels of parking are a potentially inefficient use of land in the short, medium and long term. There is likely to be over-provision in the more accessible areas (and potentially under-provision in the less accessible locations). There are also potentially significant secondary and cumulative effects but these are not certain and will only take place if other planning controls do not protect these areas.
6. To protect and enhance the natural environment, including habitats, species and inland waters	-	-	-	Secondary and cumulative effect as above. Low density settlements are more likely to impact on best quality agricultural land and sensitive environments.	Impacts are not certain and will only take place if other planning controls do not protect these areas but if they occur they are permanent.
7. To maintain and enhance the quality of landscapes and townscapes	=	-	- -	Secondary and cumulative effect: urban and rural areas subject to congestion and pressures for relatively low density development in the medium to long term. This may impact on edge-of-town and out-of-town locations and threaten the setting of towns and villages.	Impacts not likely to be felt in the short term but potentially very negative in the long term if strong planning controls are not put in place. Also potential visual impacts adversely affecting landscapes and townscapes arising from high levels of parking and congestion.
8. To encourage safe, well-designed, high quality developments that enhance the built environment	=	-	-	None envisaged.	Large areas of parking don't tend to foster high quality environments.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
9. To protect and enhance the historic and cultural environment	=	-	-	Secondary and cumulative effect: congestion adversely affects air quality that can erode historic buildings over the long term.	Potential secondary/ cumulative effects are very long term but permanent if they occur. Also potential visual impacts arising from high levels of parking and congestion.
10. To minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils	-	-	-	Secondary and cumulative effect of congestion on air quality.	Air quality effects are not permanent (once congestion is reduced air quality improves). However, the district is aiming to improve air quality especially in the AQMAs and this is least likely under this non-residential option.
Climate Change and Energy					
11. To minimise the district's contribution to the causes of climate change by: • reducing emissions of greenhouse gases; and • increasing the proportion of energy generated from renewable and low carbon sources	-	-	-	Cumulative effect of vehicle emissions on climate change.	High levels of car use leads to high vehicle emissions unless cars use low or non-carbon fuels in the future. Effects are permanent and global, but the district's contribution is extremely small in relation to the scale of the problem.
12. To ensure planning and development takes account of predicted climate change including flood risk	-	-	-	Cumulative effect: high levels of parking mean potentially greater run-off with synergistic effects once rivers are at capacity. However the SPD urges the use of porous paving to reduce these effects.	Effects should be relatively minor if porous surfaces are used (and full Sustainable Urban Drainage systems on large areas of parking).
Sustainable Communities					
13. To meet the housing needs of the whole community by enabling the provision of decent and affordable housing for all, of the right quantity, type, size and tenure	=	=	=	See residential options below.	See residential options below.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
14. To protect, enhance and improve accessibility to local services and community facilities	=	=	=	Secondary effect: generous parking won't encourage the development of bus networks.	Generous parking will suit car drivers (i.e. the majority) but will tend to discriminate against those without use of a car as local bus services will not be in high demand.
15. To improve health and well being	-	-	-	Secondary effect: generous parking won't encourage the development of bus networks so will not help those with no access to a car to participate in cultural, sporting and recreational opportunities.	Generous parking in general will not encourage walking and cycling. Generous parking at cultural, sport and recreational facilities will suit car drivers but not those without access to a car.
16. To reduce poverty and social exclusion	=	-	-	Secondary effect: generous parking won't encourage the development of bus networks.	Those without access to a car will be further excluded.
17. Reduce crime, fear of crime and antisocial behaviour	=	=	=	None envisaged	

Table D2: Sustainability Appraisal Table – Non-Residential Option 2: Impose more restrictive standards than PPG13 across all areas

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Sustainable Consumption and Production					
1. To promote a strong and stable economy and prosperity for the benefit of all the district's inhabitants	-	-	-	Secondary effect: district may not appeal to inward investors if parking is tighter than in other districts and boroughs.	Tight parking regime across all non-residential sectors could have negative impact on the economy over the medium-long term.
2. To promote the use of sustainable transport options (i.e. walking, cycling, public transport)	+ +	+ +	+ +	Secondary effect: demand for bus (and to a lesser extent rail) services would be likely to increase in response to an increase in demand.	Tight parking will tend to favour walking, cycling and public transport usage over use of private cars. To some extent this depends on the response of the public transport providers.
3. To reduce the need to travel	=	+	+	Positive secondary and cumulative effect: low levels of parking enable sites to be developed at higher densities which are better able to be served by public transport. They also tend to discourage highly car dependent lifestyles generally and lead to more compact urban areas with shorter distances travelled. However, there is a potential negative secondary effect which is that if parking is too restricted in the town centres, some shoppers may choose to drive to other centres and shopping locations where parking is more available (e.g. Solihull, Fosse Park).	The extent to which shoppers will choose to drive longer distances to other centres is highly uncertain and could be affected by unknown factors such as rising fuel prices or road charging. On balance, the effects are considered more positive than negative over the medium to long term as low levels of parking will tend to mean fewer car based trips and generally more compact settlements, served by public transport, and with shorter journeys travelled.
4. To reduce the generation and disposal of waste and encourage the use of recycled materials where possible	=	=	=	None envisaged.	

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Natural Resource Protection and Environmental Enhancement					
5. To encourage the prudent use of land and natural resources *(nb energy sources are covered separately – see climate change section, objectives 11 & 12)*	+	+ +	+ +	Secondary effect: low levels of parking encourage higher density developments and potentially less development of greenfield sites. Brownfield sites in central areas will become more attractive as they are likely to be more accessible by public transport, walking and cycling. In general also, low levels of parking tends to favour more compact settlements utilising existing infrastructure.	Low levels of parking enable sites to be developed at higher densities so are a potentially efficient use of land in the short, medium and long term. There are also significant secondary and cumulative effects.
6. To protect and enhance the natural environment, including habitats, species and inland waters	+	+	+	Secondary and cumulative effect: low parking/high density settlements are less likely to impact on best quality agricultural land and sensitive environments.	Tight parking standards for non-residential development will tend to put less pressure on the natural environment in edge of town and out of town locations as these will be less attractive locations for business, retail and leisure parks.
7. To maintain and enhance the quality of landscapes and townscapes	=	+	+	Positive secondary and cumulative effects: compact settlements and less congestion. There is, however, a potential negative secondary effect of overspill parking in residential areas.	Low levels of parking will tend to favour compact settlements and protect the setting of towns and villages. In addition low levels of congestion will enhance landscapes and townscapes.There is some risk, however, that if non-residential parking is too restrictive it could spill over into residential areas, having a negative impact on these streetscapes. (This would need to be mitigated through the parking management regime).
8. To encourage safe, well-designed, high quality developments that enhance the built environment	=	=	=	None envisaged.	
9. To protect and enhance the historic and cultural environment	=	=	=	Potential secondary effect of overspill parking in residential areas.	There is some risk that if non-residential parking is too restrictive (especially in the town centre) it could spill over into narrow Victorian streets having a negative impact on these streetscapes. (This can be mitigated through the parking management regime).
10. To minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils	=	+	+	None envisaged.	Lower town centre congestion than Option 1 means more likely to reduce the size of AQMAs than under Option 1. (Same as Option 3).

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Climate Change and Energy					
11. To minimise the district's contribution to the causes of climate change by: • reducing emissions of greenhouse gases; and • increasing the proportion of energy generated from renewable and low carbon sources	+	+	+	None envisaged.	This option offers the greatest potential to reduce car use and therefore vehicle emissions and the district's contribution to climate change (where effects are permanent and global, but the district's contribution is extremely small in relation to the scale of the problem).
12. To ensure planning and development takes account of predicted climate change including flood risk	+	+	+	None envisaged.	The lowest levels of parking of the 3 options means potentially the least run-off. However the SPD urges the use of porous paving to reduce these effects in all options.
Sustainable Communities					
13. To meet the housing needs of the whole community by enabling the provision of decent and affordable housing for all, of the right quantity, type, size and tenure	=	=	=	See residential options below.	See residential options below.
14. To protect, enhance and improve accessibility to local services and community facilities	=	=	=	Secondary effect: lowest overall levels of car parking at non-residential developments may encourage the development of bus networks.	Low levels of parking will not suit car drivers (i.e. the majority) but may be beneficial to those without use of a car if public transport providers increase services to meet demand. In general, there is likely to be under-provision in the less accessible areas (and potentially over-provision in the more accessible locations).
15. To improve health and well being	+	+	+	Positive secondary effect: low levels of parking may encourage the development of bus networks and so help those with no access to a car to participate in cultural, sporting and recreational opportunities. However, participation by car drivers (the majority) could potentially be lower than under Option 3.	Low levels of parking in general will encourage walking and cycling. Low levels of parking at cultural, sport and recreational facilities will not suit car drivers but may help those without access to a car if public transport providers respond accordingly.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
16. To reduce poverty and social exclusion	=	+	+	Secondary effect: low levels of parking may encourage the development of bus networks.	Those without access to a car will be less excluded, especially if public transport providers respond accordingly.
17. Reduce crime, fear of crime and antisocial behaviour	=	=	=	None envisaged	

Table D3: Sustainability Appraisal Table – Non-Residential Option 3: Impose PPG13 Standards outside High Accessibility Zones (HAZs) and more restrictive standards within HAZs

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Sustainable Consumption and Production					
1. To promote a strong and stable economy and prosperity for the benefit of all the district's inhabitants	+ +	+ +	+ +	Secondary and cumulative effect: congestion probably between Options 1 and 2. Probably best able to attract inward investment of the 3 options.	Businesses will have a choice of locations: the town centre, with less parking and higher levels of accessibility by non-car modes, or the rest of the district where more parking is allowed. Congestion should be lower than Option 1 (though probably greater than Option 2) and the ability to attract inward investment will be better than in Option 2 and possibly even Option 1 due to lower levels of congestion.
2. To promote the use of sustainable transport options (i.e. walking, cycling, public transport)	+	+	+	Secondary effect: likely development of bus networks to serve demand for access to town centre facilities.	Restricted town centre parking will encourage walking, cycling and greater use of public transport. (These effects will be less than under Option 2 where better bus networks might develop to out-of-centre facilities and employment locations).
3. To reduce the need to travel	=	=	+	Positive secondary and cumulative effect of enabling town centres to be developed at higher densities which are better able to be served by public transport. Also potential negative secondary effect which is that if parking is too restricted in the town centres, some shoppers may choose to drive to other centres and shopping locations where parking is more available (e.g. Solihull, Fosse Park).	The extent to which shoppers will choose to drive longer distances to other centres is highly uncertain and could be affected by unknown factors such as rising fuel prices or road charging. On balance, the overall effects on the need to travel are probably positive over the long term.
4. To reduce the generation and disposal of waste and encourage the use of recycled materials where possible	=	=	=	None envisaged.	

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Natural Resource Protection and Environmental Enhancement					
5. To encourage the prudent use of land and natural resources *(nb energy sources are covered separately – see climate change section, objectives 11 & 12)*	=	=	=	Potential secondary effects: higher density town centre developments could take pressure off greenfield sites. However some businesses (e.g. in the retail sector) may choose to locate outside the town centre in order to be able to provide more parking. Other planning controls would be needed to prevent this if not desired.	This option falls between Options 1 and 2 in terms of the prudent use of land and natural resources (better than Option 1 and poorer than Option 2).
6. To protect and enhance the natural environment, including habitats, species and inland waters	=	=	=	Potential secondary effects: higher density town centre developments could take pressure off natural and sensitive environments. However some businesses may choose to locate outside the town centre in order to be able to provide more parking.	This option falls between Options 1 and 2 in terms of the protection of natural environments.
7. To maintain and enhance the quality of landscapes and townscapes	=	-	-	Potential negative secondary effect of overspill parking in residential areas. Also potential pressures for development of non-residential developments in out-of-centre locations (see above).	Parking management regime will be necessary to mitigate risks of overspill parking in residential areas around the town centres. Will be some pressure on landscapes around urban areas as some businesses seek out-of-centre locations.
8. To encourage safe, well-designed, high quality developments that enhance the built environment	=	=	=	None envisaged.	
9. To protect and enhance the historic and cultural environment	=	=	=	Potential secondary effect of overspill parking in residential areas.	There is some risk that if non-residential parking is too restrictive (especially in the town centre) it could spill over into narrow Victorian streets having a negative impact on these streetscapes. (This can be mitigated through the parking management regime).
10. To minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils	=	+	+	None envisaged.	Lower town centre congestion than Option 1 means more likely to reduce the size of AQMAs than under Option 1. (Same as Option 2).

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Climate Change and Energy					
11. To minimise the district's contribution to the causes of climate change by: • reducing emissions of greenhouse gases; and • increasing the proportion of energy generated from renewable and low carbon sources	=	=	=		This option falls between Options 1 and 2 in terms of reducing the district's contribution to climate change (better than Option 1 and worse than Option 2).
12. To ensure planning and development takes account of predicted climate change including flood risk	=	=	=		Run-off from parking areas should be between that in Options 1 and 2. However the SPD urges the use of porous paving to reduce these effects in all options.
Sustainable Communities					
13. To meet the housing needs of the whole community by enabling the provision of decent and affordable housing for all, of the right quantity, type, size and tenure	=	=	=	See residential options below.	See residential options below.
14. To protect, enhance and improve accessibility to local services and community facilities	+	+	+	Secondary effect: low levels of parking n the town centre should encourage the development of bus networks to these areas. Those with access to a car will also have relatively easy parking at non-central facilities.	Arguably the best overall accessibility provided that public transport providers respond accordingly and the town centre supports a good range of local services and community facilities.
15. To improve health and well being	+	+	+	Potential secondary effect: bus networks may not develop adequately to enable those without use of a car to participate in cultural, sporting and recreational opportunities where these are not in the town centres. However, those opportunities taking place in the town centres will be accessible to all and car drivers will have good overall accessibility.	Low levels of parking in the town centres will encourage walking and cycling.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
16. To reduce poverty and social exclusion	=	=	=		Arguably this option is between Options 1 and 2 in terms of reducing social exclusion (better than Option 1 but less favourable than Option 2).
17. Reduce crime, fear of crime and antisocial behaviour	=	=	=	None envisaged.	

Table D4: Sustainability Appraisal Table – Residential Option 1: Single average standard for all sizes of unit

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Sustainable Consumption and Production					
1. To promote a strong and stable economy and prosperity for the benefit of all the district's inhabitants	=	=	=	None envisaged.	No effect.
2. To promote the use of sustainable transport options (i.e. walking, cycling, public transport)	=	=	=	Potential under-provision of off-street spaces in rural areas could encourage the development of rural bus networks in the medium to long term.	Potential benefit to rural bus networks in the medium to long term but uncertain and relatively minor. (However, probably more likely to result in some less than ideal rural parking). [Common to Options 1 &2].
3. To reduce the need to travel	=	=	=	None envisaged.	No effect.
4. To reduce the generation and disposal of waste and encourage the use of recycled materials where possible	=/+	=/+	=/+		A convenient parking location for the car may encourage use of the municipal tip for recycling. [All options].
Natural Resource Protection and Environmental Enhancement					
5. To encourage the prudent use of land and natural resources *(nb energy sources are covered separately – see climate change section, objectives 11 & 12)*	-	-	-	Secondary effect: potential reduction in residential densities associated with greater land take. [All options].	In having an average standard for all sizes of unit, this option risks under-providing parking for large units and over-providing parking for small units, creating an imprudent use of land (in particular an inefficient use of land with small units). In addition, and in common with all residential options, provision for the car on site could reduce densities and lead to greater use of greenfield land for development and the need for new infrastructure.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
6. To protect and enhance the natural environment, including habitats, species and inland waters	-	-	-	Secondary and cumulative effect: potential loss of gardens.	In conversion schemes where a dwelling is sub-divided, the policy may lead to the loss of a garden for car parking and this would impact on habitats. [All options]. Lower density developments which cater for parking may lead to greater use of greenfield sites, thereby affecting the natural environment. [All options].
7. To maintain and enhance the quality of landscapes and townscapes	+	+	+	Secondary and cumulative effect: potential improvement in urban quality with fewer cars parked on the highway.	Providing for off-street residential parking minimises the unsightly clutter of cars parked in lines along the roadside, often obstructing pavements and accesses. [All options].
8. To encourage safe, well-designed, high quality developments that enhance the built environment	+	+	+	Secondary and cumulative effect: potentially safer to have fewer cars parked on the highway (applies to all options). However, potential small risk of under-provision of off-street spaces with larger units, with a negative impact on road safety and urban quality.	In general, more off street parking should improve safety in built environments as fewer cars will be parked on the highway which can obstruct pavements and accesses, including for emergency vehicles. [All options]. However, notwithstanding this, this option carries a risk of an under-provision of off-street spaces with large units which could have a negative impact on road safety and urban quality.
9. To protect and enhance the historic and cultural environment	=	=	=	None envisaged.	No effect.
10. To minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils	=	=	=		Light pollution may increase from lit communal car parking courts. [All options].
Climate Change and Energy					

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
11. To minimise the district's contribution to the causes of climate change by: • reducing emissions of greenhouse gases; and • increasing the proportion of energy generated from renewable and low carbon sources	=	=	=	None envisaged.	No effect.
12. To ensure planning and development takes account of predicted climate change including flood risk	=	=	=	None envisaged.	No effect.
Sustainable Communities					
13. To meet the housing needs of the whole community by enabling the provision of decent and affordable housing for all, of the right quantity, type, size and tenure	=	=	=	None envisaged.	No effect.
14. To protect, enhance and improve accessibility to local services and community facilities	=	=	=	None envisaged.	No effect.
15. To improve health and well being	=/-	=/-	=/-		In conversion schemes, the standards may lead to a loss of private open space. [All options].
16. To reduce poverty and social exclusion	=	=	=	None envisaged.	No effect.
17. Reduce crime, fear of crime and antisocial behaviour	=	=	=	None envisaged.	No effect.

Table D5: Sustainability Appraisal Table – Residential Option 2: Variation in standards by size of unit

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Sustainable Consumption and Production					
1. To promote a strong and stable economy and prosperity for the benefit of all the district's inhabitants	=	=	=	None envisaged.	No effect.
2. To promote the use of sustainable transport options (i.e. walking, cycling, public transport)	=	=	=	Potential under-provision of off-street spaces in rural areas could encourage the development of rural bus networks in the medium to long term.	Potential benefit to rural bus networks in the medium to long term but uncertain and relatively minor. (However, probably more likely to result in some less than ideal rural parking]. [Common to Options 1 & 2].
3. To reduce the need to travel	=	=	=	None envisaged.	No effect.
4. To reduce the generation and disposal of waste and encourage the use of recycled materials where possible	=/+	=/+	=/+		A convenient parking location for the car may encourage use of the municipal tip for recycling. [All options].
Natural Resource Protection and Environmental Enhancement					
5. To encourage the prudent use of land and natural resources *(nb energy sources are covered separately – see climate change section, objectives 11 & 12)*	=	=	=	Secondary effect: potential reduction in residential densities associated with greater land take. [All options].	Less inefficient use of land with small units and less demand for on-street parking with large units, compared to Option 1, means less potential risk to natural landscapes, road safety, the quality of the urban environment (though differences between the two options are fairly marginal). In general, and in common with all options, provision for the car on site could reduce densities and lead to greater use of greenfield land for development and the consequential need for new infrastructure. However as the policy takes into account car ownership (at least to some extent), it is unlikely to over-provide parking except in highly accessible locations.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
6. To protect and enhance the natural environment, including habitats, species and inland waters	-	-	-	Secondary and cumulative effect: potential loss of gardens.	In conversion schemes where a dwelling is sub-divided, the policy may lead to the loss of a garden for car parking and this would impact on habitats. [All options]. Lower density developments which cater for parking may lead to greater use of greenfield sites, thereby affecting the natural environment. [All options].
7. To maintain and enhance the quality of landscapes and townscapes	+	+	+	Secondary and cumulative effect: potential improvement in urban quality with fewer cars parked on the highway.	Providing for off-street residential parking minimises the unsightly clutter of cars parked in lines along the roadside, often obstructing pavements and accesses. [All options].
8. To encourage safe, well-designed, high quality developments that enhance the built environment	+	+	+	Secondary and cumulative effect: potentially safer to have fewer cars parked on the highway.	More off-street parking should improve safety in built environments as fewer cars should be parked on the highway which can obstruct pavements and accesses, including for emergency vehicles. [All options]. In particular potentially safer for large units than under Option 1 with fewer vehicles parked on the highway.
9. To protect and enhance the historic and cultural environment	=	=	=	None envisaged.	No effect.
10. To minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils	=	=	=		Light pollution may increase from lit communal car parking courts. [All options].
Climate Change and Energy					
11. To minimise the district's contribution to the causes of climate change by: • reducing emissions of greenhouse gases; and • increasing the proportion of energy generated from renewable and low carbon sources	=	=	=	None envisaged.	No effect.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
12. To ensure planning and development takes account of predicted climate change including flood risk	=	=	=	None envisaged.	No effect.
Sustainable Communities					
13. To meet the housing needs of the whole community by enabling the provision of decent and affordable housing for all, of the right quantity, type, size and tenure	=	=	=	None envisaged.	No effect.
14. To protect, enhance and improve accessibility to local services and community facilities	=	=	=	None envisaged.	No effect.
15. To improve health and well being	=/-	=/-	=/-		In conversion schemes, the standards may lead to a loss of private open space. [All options].
16. To reduce poverty and social exclusion	=	=	=	None envisaged.	No effect.
17. Reduce crime, fear of crime and antisocial behaviour	=	=	=	None envisaged.	No effect.

Table D6: Sustainability Appraisal Table –Residential Option 3: Spatial variation to reflect greater car dependency in rural areas

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
Sustainable Consumption and Production					
1. To promote a strong and stable economy and prosperity for the benefit of all the district's inhabitants	=	=	=	None envisaged.	No effect.
2. To promote the use of sustainable transport options (i.e. walking, cycling, public transport)	=	=	=		Potential adverse effect of leading to greater car use at the expense of developing more sustainable modes of travel. Impact considered to be relatively minor (and much more influenced by the availability of parking at destinations).
3. To reduce the need to travel	=	=	=	None envisaged.	No significant effect.
4. To reduce the generation and disposal of waste and encourage the use of recycled materials where possible	=/+	=/+	=/+		A convenient parking location for the car may encourage use of the municipal tip for recycling. [All options].
Natural Resource Protection and Environmental Enhancement					
5. To encourage the prudent use of land and natural resources *(nb energy sources are covered separately – see climate change section, objectives 11 & 12)*	-	-	-	Secondary effect: potential reduction in residential densities associated with greater land take. [All options but strongest in Option 3].	Provision for the car on site could reduce densities and lead to greater use of greenfield land for development and the consequential need for new infrastructure. [All options but strongest in Option 3]. This option could lead to an over-provision of parking in highly accessible locations and in some rural developments.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
6. To protect and enhance the natural environment, including habitats, species and inland waters	-	-	-	Secondary and cumulative effect: potential loss of gardens.	In conversion schemes where a dwelling is sub-divided, the policy may lead to the loss of a garden for car parking and this would impact on habitats. [All options]. Lower density developments in rural areas which cater for ample off-street parking may lead to greater use of greenfield sites, thereby affecting the natural environment. [All options].
7. To maintain and enhance the quality of landscapes and townscapes	+	+	+	Secondary and cumulative effect: potential improvement in environmental quality with fewer cars parked on the highway.	Providing for off-street residential parking minimises the unsightly clutter of cars parked in lines along the roadside, often obstructing pavements and accesses. [All options].
8. To encourage safe, well-designed, high quality developments that enhance the built environment	+	+	+	Secondary and cumulative effect: potentially safer to have fewer cars parked on the highway.	More off-street parking should improve safety in built environments as fewer cars should be parked on the highway which can obstruct pavements and accesses, including for emergency vehicles. [All options].
9. To protect and enhance the historic and cultural environment	=	=	=	None envisaged.	No effect.
10. To minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils	=	=	=		Light pollution may increase from lit communal car parking courts. [All options].
Climate Change and Energy					
11. To minimise the district's contribution to the causes of climate change by: • reducing emissions of greenhouse gases; and • increasing the proportion of energy generated from renewable and low carbon sources	=	=	=	None envisaged.	No effect.

Objective	Short Term	Medium Term	Long Term	Secondary/ Cumulative/ Synergistic Effects	Comments/ Justification
12. To ensure planning and development takes account of predicted climate change including flood risk	=	=	=	None envisaged.	No effect.
Sustainable Communities					
13. To meet the housing needs of the whole community by enabling the provision of decent and affordable housing for all, of the right quantity, type, size and tenure	=	=	=	None envisaged.	No effect.
14. To protect, enhance and improve accessibility to local services and community facilities	=	=	=	None envisaged.	No effect.
15. To improve health and well being	=/-	=/-	=/-		In conversion schemes, the standards may lead to a loss of private open space. [All options].
16. To reduce poverty and social exclusion	=	=	=	None envisaged.	No effect.
17. Reduce crime, fear of crime and antisocial behaviour	=	=	=	None envisaged.	No effect.

Appendix E: Glossary and Abbreviations

Consultation statement	A statement prepared by a Local Planning Authority for a SPD under regulation 17(1) of the Town and Country planning (Local Development) (England) Regulations 2004
Development Plan Document	These documents require an independent examination and include the Core Strategy, Site Specific Land Allocations and Policies, Area Action Plans and Development Control Policies.
DPD	Development Plan Document
Indicator	a measure of variables over time, often used to measure achievement of objectives
LDD	Local Development Document
LDF	Local Development Framework
Local Development Document	A document that forms part of the Local Development Framework. Can either be a Development Plan Document or a Supplementary Planning Document.
Local Development Framework	The portfolio of local development documents. It consists of Development Plan Documents, Supplementary Planning Documents, A Statement of Community Involvement, the Local Development Scheme and the Annual Monitoring Reports. Together these documents provide the framework for delivering the spatial planning strategy for a local authority area.
Mitigation	Measures to avoid, reduce or offset potential adverse effects on the environment
Option	For the purposes of this document, 'option' is synonymous with 'alternative' in the SEA Directive. (This document also uses the word 'approach' to refer to different options).
Planning & Compulsory Purchase Act 2004	The legislation which introduced the new development planning system based on Local Development Frameworks. The Act Commenced on 28 September 2004.
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
Scoping Report	A report which sets out the methodology and scope of the appraisal work to be conducted in the Sustainability Appraisal and presents information on relevant plans, policies and programs, baseline information and sustainability issues.

SEA Directive	European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment'
SPD	Supplementary Planning Document
Strategic Environmental Assessment	Required by European and UK law, this is a way of systematically identifying and evaluating the impacts that a plan is likely to have on the environment. The aim is to provide information – in the form of an Environmental Report – that can be used to enable decision makers to take account of the environment and minimise the risk of the plan causing significant environmental damage. Government guidance advises that where a plan requires both strategic environmental assessment and sustainability appraisal, that the former process should be integrated into the latter one.
Supplementary Plan Documents (SPDs)	These provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the development plan and are not subject to independent examination.
Sustainability Appraisal	Required by UK law, this is a way of systematically identifying and evaluating the contribution that a plan is likely to make to the sustainable development on an area. The aim is to provide information – in the form of an Initial Sustainability Appraisal Report and a Formal Sustainability Appraisal Report – that can be used to enable decision makers to enhance the performance of the plan with respect to its contribution to the sustainable development of the area affected.
Sustainability Appraisal Framework	This is an appraisal tool which enables sustainability effects to be described, analysed and compared.
Sustainability Appraisal Theme	A grouping of sustainability appraisal objectives with a common interest
Sustainability issues	Social, environmental and economic factors, in this case relevant to the SPD