
DEVELOPMENT CONTROL POLICY GUIDANCE NOTE 11

PARKING STANDARDS IN BURY

SUSTAINABILITY APPRAISAL REPORT

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1.0 INTRODUCTION

- 1.1 Under the Planning and Compulsory Purchase Act 2004¹ (P&CP Act), sustainability appraisal (SA) is mandatory for a range of Local Development Documents (LDDs), including Supplementary Planning Documents (SPDs). The purpose of SA is to promote sustainable development by integrating sustainability considerations into the preparation and adoption of planning strategies and guidance, such as SPDs. The SA considers the effect of the SPD from an environmental, social and economic perspective. This is achieved by assessing the SPD objectives and options against the sustainability appraisal framework.²
- 1.2 This SA Report identifies and reports on the likely significant effects of the **Parking Standards in Bury SPD** (also referred to as ‘Development Control Guidance Note 11’); and the extent to which implementation of the SPD will deliver the social, environmental and economic objectives of sustainable development.
- 1.3 This revised SA Report makes minor amendments to the initial SA Report that accompanied the consultation of draft SPD. As there were no significant changes, it was concluded that there was no need for further appraisal work.

2.0 BURY UNITARY DEVELOPMENT PLAN

- 2.1 The policies within the Bury Unitary Development (UDP) have been ‘saved’ and, therefore, continue to be the policies against which any new SPDs are linked, as required under regulation 13(7) of the Town and Country Planning (Local Development) (England) Regulations, 2004.
- 2.2 This SPD primarily supports policy HT2/4, which states that all applications for development need to make adequate provision for car parking and servicing requirements. Therefore, it was this policy that was appraised.
- 2.3 It is useful to note that SPD 11 also has secondary linkages to the following UDP parking and design policies of the UDP.

Policy Reference	Policy Title
HT2/4	Car Parking and New Development
HT2/5	Public Car Parks
HT2/7	Lorry Parking
HT2/8	Taxi and Private Hire Businesses
HT3/4	Schemes to Assist Metrolink
HT5/1	Access for those with Special Needs

¹ Section 19 (5)

² The sustainability appraisal framework consists of sustainability objectives, indicators and the associated baseline information.

HT6/1	Pedestrian and Cyclist Movement
H2/2	The Layout of New Residential Development
EN1/2	Townscape and Built Design

2.4 The Bury UDP has not been subject to sustainability appraisal. Office of the Deputy Prime Minister (ODPM)³ advisory guidance (2005)⁴ states that “where the SPD has been prepared on the basis of a saved plan, policy or policies which have not been subject to SA, the authority will need to carry out a SA of that policy or policies and report on these.” To satisfy this requirement, and to enable an appraisal of the existing policy, option one of the three options subject to appraisal was the “do nothing” or rely on the existing UDP policy option.

3.0 OTHER RELEVANT LEGISLATION/ PROCEDURES TO CONSIDER

3.1 Bury MBC considers it appropriate to utilise the SA process to assimilate the requirements of other legislation, plans and programmes into the various SA stages, for instance this includes the specific requirements of:

A - STRATEGIC ENVIRONMENTAL ASSESSMENT

3.2 When preparing their LDDs, Local Planning Authorities must also comply with the European Directive 2001/42/EEC and the Strategic Environmental Assessment (SEA) Regulations⁵. The SEA Regulations require a determination to be made on whether there are likely to be significant environmental effects as a result of the SPD. However, Regulation 5 (6) states that “an environmental assessment need not be carried out for a plan or programme which determines the use of a small area at the local level or for minor modifications to an existing plan.” Guidance produced by the ODPM (2005) identifies that SPDs are most likely to fall within this category.

3.3 Having assessed the SPD objectives and options, it was determined that a SEA of the SPD was not required because the plan is unlikely to have any significant⁶ environmental effects. This was primarily because the SPD elaborates upon existing UDP policy, without introducing an overall change in policy direction. Having made this determination, copies of the draft SA Report and draft SPD11 were sent to the consultation bodies detailed in Regulation 4 of the SEA regulations (2004). In line with Bury’s adopted Statement of Community Involvement (SCI), the draft SPD (accompanied by this SA report) was also subject to a statutory period of consultation of 6 weeks (see section 7).

³ The ODPM is now referred to as the Department for Communities and Local Government

⁴ ODPM (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents: Guide for Regional Planning Bodies.

⁵ Environmental Assessment of Plans and Programmes Regulations (2004).

⁶ Significance will be determined by taking into account criteria specified in Schedule 1 of the SEA Regulations and ANNEX II of the Directive.

B – APPROPRIATE ASSESSMENT

- 3.4 The purpose of Appropriate Assessment (AA) of land use plans is to ensure that protection of the integrity of European sites is a part of the planning process. The requirements for AA of plans and projects is outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora otherwise known as the habitats directive⁷.
- 3.5 Schedule 1 of the Conservation (Natural Habitats, &c) (Amendment) (England and Wales) Regulations 2006 (Habitat Regulations) inserts a new Part IVA into the Conservation (Habitats, &c.) Regulations 1994 and transposes into English law the requirement to carry out AA for land use plans.
- 3.6 European sites are Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Planning Policy Statement 9 - Biodiversity and Geological Conservation advises that proposed sites awaiting approval, such as potential SPAs and candidate SACs should be treated in the same way as those already classified and approved.
- 3.7 There are no European sites within the borough. However, there are sites located in adjacent or more distant authorities. These sites are the Rochdale Canal SAC⁸ (located 4km from the borough), South Pennines SAC⁹ (13km) and the Peak district SPA¹⁰ (17km).
- 3.8 Having undertaken a screening of the SPD, it was determined that an AA is not needed. We have made this determination for the following reasons:
- There will be no adverse effect on the integrity of European sites.
 - The purpose of the SPD is to control a transportation activity (parking provision), within the borough rather than new development, which may place additional resource demands on a designated site i.e., water abstraction or pollution.
 - There are no European sites within the borough and the SPD is unlikely to adversely affect the conservation objectives of more distant European sites.

C – EQUALITY IMPACT ASSESSMENT

- 3.9 Equality Impact Assessments (EQIAs) involve a thorough and systematic analysis of policies which involve change(s) in policy direction. Its purpose is to avoid unintended discrimination or unwanted/unlawful negative differential impact. This is particularly the case where policies would potentially have negative impacts on individuals/groups of people because of their race, disability, religion or belief, gender, age, sexual orientation or caring

⁷ DCLG (2006) Planning for the Protection of European Sites: Appropriate Assessment – Guidance for regional Spatial Strategies and Local Development documents.

⁸ Designated because the canal supports a protected species (floating water-plantain – *Luronium natans*)

⁹ Designated because the area supports habitats of value such as European dry heaths, blanket bogs, old sessile oak woods.

¹⁰ Designated because the area supports protected species (short eared owls (*Asio flammeus*), Merlin (*Falco columbarius*) and Golden Plover (*Pluvialis apricaria*)).

responsibilities. Due to similar legislated requirements for sustainability appraisals, consultation and publicity procedures under planning legislation, Equity Standards for Local Government and legislation affecting diversity and equality issues, it is appropriate to merge these requirements into the sustainability process.

3.10 The stages required for EQIA have been absorbed into the SA process. For example, the SA scoping stage (or screening stage) considers which groups/organisations are likely to be affected by SPD 11. These include:

- Businesses, landowners and end users of new developments
- Developers, architects and those who submit planning applications to Bury MBC which involve an element of parking provision within their development
- A potentially wide range of groups covering a variety of races, religions, ages, sexuality, disabilities, responsibilities and people of either gender. The initial impact assessment conducted at Stage B will identify potential impacts (if any) that the implementation of SPD11 may have.

3.11 Following the initial impact assessment through the appraisal framework (see Appendix A, Objective 6) it was established that SPD 11 would have a positive impact on people with disabilities in terms of equality and diversity between particular social groups. Considering no negative impacts were identified, there is no need for a Stage 2 or 3 Equality Impact Assessment.

4.0 STAGES IN THE SA PROCESS

4.1 The SEA Regulations prescribe the steps that must be undertaken during the environmental assessment of a plan, for instance deciding on the scope and level of detail to be included in the environment report and the consideration of alternatives. ODPM SA guidance on sustainability appraisal absorbs the requirements of the SEA directive¹¹ and expands the same rigorous process required by SEA to include social and economic impacts. The same guidance sets out key stages to the SA process. Table 1 (below) highlights these stages:

Table 1: Stages in the SA Process

Stage	Stage in SA Process	Notes
A	Setting the context and objectives, establishing the baseline and deciding on the scope.	This stage is sub-divided into tasks A1 to A5. For more information, please refer to the Supplementary SA Scoping Report for SPD 11 (August 2006), which covers stage A in the SA process.

¹¹ Although, para 1.6 of the ODPM guidance details that the purpose of the guide “is to provide information to assist users to comply with the SEA Directive. It is however not intended as a legal interpretation”.

B	Developing and refining options and assessing effects.	This stage is detailed in Appendix A&B of this report.
C	Preparing the Sustainability Appraisal Report.	(This report)
D	Consulting on the draft SPD and sustainability appraisal report.	See Section 7 of this report.
E	Monitoring the significant effects of implementing the SPD.	See Section 8 of this report.

5.0 APPRAISAL METHODOLOGY

- 5.1 The Supplementary Sustainability Appraisal Scoping Report (August 2006) for SPD 11 detailed the scope of the appraisal (Stage A of the SA process - see Table 1). This Scoping Report was subject to a 5-week period of targeted¹² consultation that ran from 28/08/06 to 2/10/06.
- 5.2 The Supplementary Sustainability Appraisal Scoping Report for SPD 11 identified that the SA Scoping Report for the LDF Core Strategy had already covered Tasks A1 to A4 and baseline information to assess the SPD. In addition to this, the Supplementary SA Scoping Report for this SPD also identified further sustainability issues, problems, and objectives specific to the SPD as well as the broad options to be considered. These are:

ISSUES AND PROBLEMS

- There has been an increase in car use in the Borough since 1991, being higher than national and regional average, whilst walking and cycling is less than national average;¹³ levels of cycling and walking in the Greater Manchester context are forecast to decline up to 2011.¹⁴
- Across the Borough, 38, 831 properties (46.8% of all properties) fell within Air Quality Management Areas (AQMAs) in 2005.¹⁵
- Significant deaths occur in Bury through disease affecting respiration and lack of exercise being the main causes.¹⁶
- The Bury Climate Change Strategy Baseline Assessment (2000) identified that residential, industrial and transportation are responsible for the largest proportion of carbon dioxide emissions.
- 60% of all properties are within 300 metres of Metrolink stops or frequent bus routes. 88.7% properties are within walking distance (500m/15 minutes walk)

¹² Consultation was targeted towards the Countryside Agency, English Heritage, English Nature, the Environment Agency and the Government Office for the North West.

¹³ Source: ONS/Census 2001 data.

¹⁴ According to the Strategy Planning Model used in the Final Local Transport Plan 2006/7 – 2010/11 for Greater Manchester (2006);

¹⁵ Bury MBC monitoring data (2005) and AURN Government data.

¹⁶ Bury MBC, Sustainability Scoping Report, June (2005), p.16.

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of local shopping facilities. 99.56% properties are within 600 metres of a bus stop.¹⁷

- 55 people have been killed or seriously injured in road accidents (2003/4).¹⁸
- There are broad fluctuations of new commercial floorspace within close proximity of key transport interchanges, with some developments being poorly accessible by modes of transport other than the private car.¹⁹
- In 2006, there were approximately 10,200 Blue Badge Holders in Bury. Approximately 4,500 people are wheel chair users, 200 are blind and 5,500 are ambulant disabled.²⁰

OBJECTIVES

Objective A:

To ensure that the level of car parking associated with a proposal or particular use is appropriate in order to reduce reliance upon the private car and to encourage use of more environmentally friendly and sustainable modes of transport.

Objective B:

To set specific standards to help reduce levels of car parking for residential developments within defined areas of high accessibility, which offer a choice of sustainable transport modes.

Objective C:

To encourage an integrated approach to specific land uses and transport network by improving the physical and social links between them,

Objective D:

To ensure that parking facilities meet the highest levels of inclusion, particularly for those who are mobility impaired.

ALTERNATIVE OPTIONS

- Do nothing and rely on existing UDP policy.
- Seek to pursue national maximum thresholds for the implementation of parking standards as defined in PPG13.
- Seek more restrictive, locally defined thresholds than those stated in PPG13 for the implementation of parking standards.

The Council's Planning Policy Section carried out the appraisal of both the objectives and options during mid-October 2006 following the end of the consultation period for the SA Scoping Report.

¹⁷ Ibid p.19.

¹⁸ Figures from Bury MBC Community Safety Partnership.

¹⁹ Bury MBC, see above point 12, p.25.

²⁰ Statistics from Bury and District Disabled Advisory Council (BADDAC), 2006.

6.0 APPRAISAL CONCLUSIONS

6.1 Stage B of the SA process as defined by ODPM Guidance (2005) (see Table 1) involves appraising both the SPD objectives and then the identified options against the sustainability appraisal framework. The more detailed findings of the appraisal of the SPD Objectives can be found in Appendix A and the subsequent detailed appraisal of the SPD Options can be found in Appendix B of this document.

SPD Objectives

6.2 The objectives of SPD 11 set out what it is aiming to achieve in spatial planning terms and set the context for the development of options. It was concluded that the objectives associated with this SPD are most compatible with the following SA objectives:

- improving the health of the overall population;
- improving access to good quality, affordable and resource efficient housing;
- reducing crime and the fear of crime;
- protecting and improving local neighbourhood quality;
- improving accessibility to essential services and facilities;
- reduce the effect of road traffic and air travel on the environment;
- protect and improve water quality and air quality;
- protect and enhance local character, distinctiveness and sense of place
- reduce contributions to climate change;
- reduce the environmental impacts of consumption; and
- encourage efficient patterns of movement in support of economic growth.

6.3 The Supplementary Scoping Report (August 2006) for SPD11 detailed the available options. Appendix B contains the full details of the appraisal of the options against the SA framework. Table 2 below contains a summary of the appraisal for each of the three options.

Table 2: Summary of SA of SPD Options

OPTIONS	SUSTAINABILITY APPRAISAL SUMMARY
Option 1 - Rely on the existing UDP policy	Relying on existing outdated minimum parking standards outlined in Bury's UDP are likely to have negative, long-term effects on several social and environmental SA objectives. This is particularly the case concerning objectives relating to health, neighbourhood quality and the negative environmental effects of road traffic.
Option 2 - Use national thresholds and advice contained in PPG13	Despite option 2 having minor positive effects in the areas of health, neighbourhood quality and also concerning the environmental effects of road traffic, use of broad nationally

	defined parking standards does not allow for major positive effects into the long term. Lack of design guidance and of local standards in PPG13 demonstrates that further local guidance is required.
Option 3 - Use more locally defined thresholds by implementing SPD11	Implementation of SPD11 is likely to result in medium - long term positive, mainly cumulative effects for many SA objectives, ranging from health, crime, neighbourhood quality, access to services, air/water quality and in encouraging efficient patterns of movement. However, uncertain and minor negative economic effects would need monitoring in order to ensure that implementation of this SPD would not have any adverse consequences on Bury's economy into the medium - long term.

6.8 Figures 1,2 and 3 provide a diagrammatic representation of the appraisal of the three SPD options. These diagrams clearly show that Option 3 performs the best in sustainability terms.

Figure 1: Sustainability Appraisal – Summary of Option 1

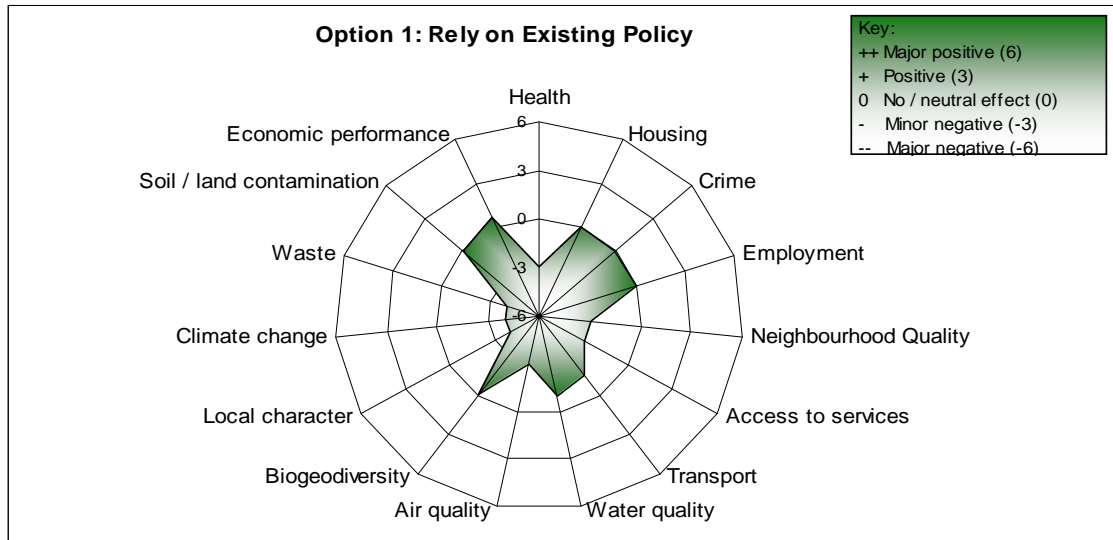


Figure 2: Sustainability Appraisal – Summary of Option 2

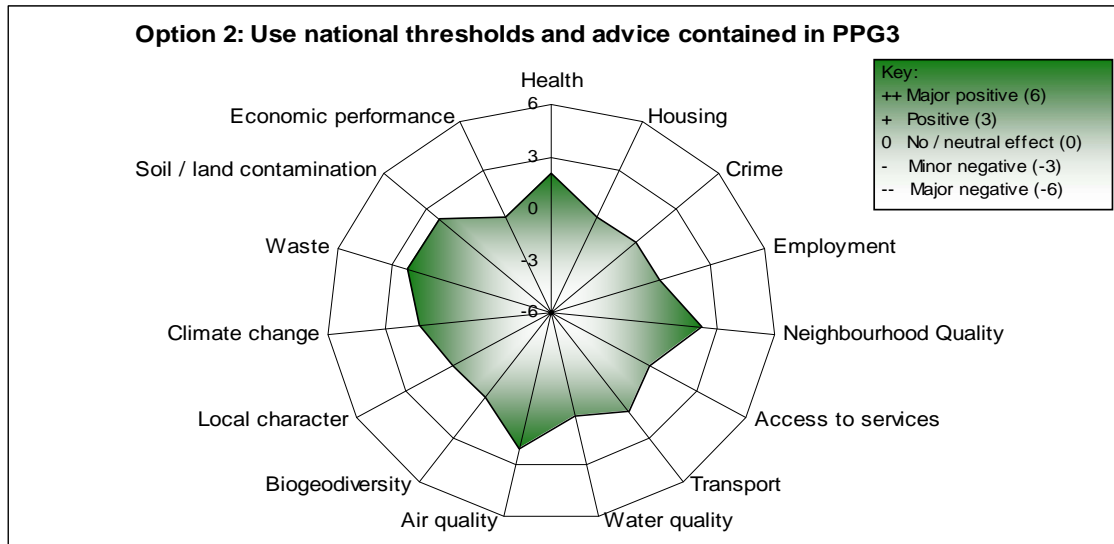
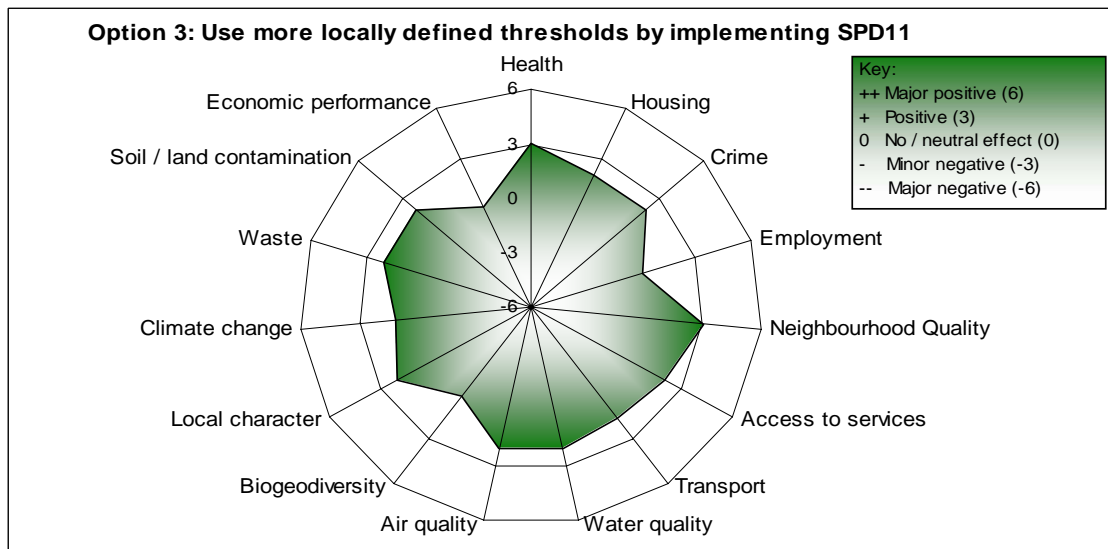


Figure 3: Sustainability Appraisal – Summary of Option 3



7.0 CONSULTATION ON THE DRAFT SPD AND THE SA FRAMEWORK

- 7.1 This SA Report accompanies the adopted Supplementary Planning Document (SPD) on 'Parking Standards in Bury'. Both the SA and the SPD were subject of a period of public consultation (23/01/07 to 06/03/07). Responses to representation and details of any ensuing changes can be found in the 'Statement of Consultation' document.
- 7.2 Please note that it was determined that a SEA/AA of the SPD was not required (see section 3). A copy of this SA report and the draft SPD were sent to the consultation bodies detailed in Regulation 4²¹ of the SEA Regulations (2004).
- 7.3 As noted in paragraph 1.3, following the consultation period on the draft SPD, representations made on the draft SPD11 and the SA were considered prior to formal adoption and no significant changes were made to SPD11. Therefore, no additional appraisal work was required.
- 7.4 For further information regarding this document please contact:

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²¹ The Countryside Agency, English Heritage, English Nature and the Environment Agency.

8.0 MONITORING THE SIGNIFICANT EFFECTS OF IMPLEMENTING THE SPD

- 8.1 Bury MBC will monitor the significant effects of implementing the Adopted SPD. This will enable the Council to identify any unforeseen adverse effects and enable appropriate action to be taken. This monitoring will allow the SPD to be tested against the effects predicted as part of the SA process.
- 8.2 The SA monitoring will be incorporated into existing monitoring arrangements such as the Annual Monitoring Report for Bury's Local Development Framework.
- 8.3 If, as a result of this monitoring, significant adverse affects are identified then this will trigger an immediate review to either amend or suspend part or all of the SPD.

APPENDIX A TESTING THE SPD OBJECTIVES AGAINST THE SA FRAMEWORK

The following SPD objectives were appraised:

Objective A:

To control the supply of parking in developments in order to reduce reliance upon the private car; and to encourage use of more environmentally friendly and sustainable modes of transport.

Objective B:

To reduce levels of car parking for residential developments within defined areas of high accessibility, which offer a choice of sustainable transport modes.



Objective C:

To encourage an integrated approach to land use and development, by: improving the physical/social accessibility of developments, the safety of sites whilst encouraging sustainable economic growth.

Objective D:

To ensure that parking facilities meet the highest levels of inclusion, particularly for those who are mobility impaired.

SA Objectives*	SPD Objectives			
	A	B	C	D
1	✓	-	✓	-
2	✓	✓	✓	-
3	-	-	-	-
4	-	-	-	-
5	-	-	✓	-
6	-	-	✓	✓
7	-	-	-	✓
8	?	?	✓	-
9	-	-	✓	✓
10	✓	✓	✓	-
11	?	?	-	-
12	✓	✓	✓	-
13	?	?	-	-
14	✓	-	✓	-
15	✓	✓	✓	-
16	✓	-	-	-
17	✓	-	-	-
18	-	-	-	-
19	?	-	?	-
20	-	-	-	-
21	-	-	-	-
22	✓	✓	✓	✓
23	-	-	✓	-
24	✓	-	✓	-

	Compatible
	Incompatible
—	No Link/ Insignificant
?	Uncertain / Unknown

For a list of the SA Objectives, alongside updated baseline data please refer to our website pages at:

www.bury.gov.uk/Environment/Planning/DevelopmentPlanning/LocalDevelopmentFramework/SustainabilityAppraisals/default.htm

Comments and Recommendations:

The objectives associated with this SPD are most compatible with the SA objectives concerning:

- improving the health of the overall population;
- in reducing the effects of road traffic on the environment;
- in protecting and improving air quality;
- reducing contributions to climate change;
- to encourage efficient patterns of movement in support of economic growth; and
- in improving the social and environmental performance of the economy.

Implementation of this SPD may protect and improve neighbourhood quality and may deliver sustainable economic growth, although this depends on how parking standards are incorporated into new planning applications.

It is likely to be uncertain as to whether the SPD will protect and improve local neighbourhood quality and water quality. It would also be uncertain as to whether this SPD would protect, enhance and restore biodiversity, flora and fauna, geological and geomorphologic features as effective implementation of this SPD depends on human behavioural change, which is difficult to predict. It is anticipated that these uncertainties may be overcome by encouraging people to use more sustainable forms of transport through the integration of land use and transport.

There were no areas where this SPD would be incompatible with the SA objectives.

APPENDIX B - ASSESSMENT OF OPTIONS AGAINST THE SUSTAINABILITY APPRAISAL FRAMEWORK

Key to Matrix

- S** Short term effects
- M** Medium term effects
- L** Long term effects

- ++ Major positive
- + Minor positive
- Major negative
- Minor negative
- 0 No / neutral effect
- ? Uncertain effect

APPENDIX A - SPD 11 - PARKING STANDARDS					
SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds and advice contained in PPG13	Option 3 - Use more locally defined thresholds by implementing SPD11	Comments, having considered: Likelihood /certainty of effect occurring (high/med/low). Geographical scale of effect. Whether temporary of permanent. Consideration of cumulative, secondary and synergistic effects. Assumptions made. Recommendations for mitigation/improvement (for objective 6, need to consider details of people impacted, baseline data, justification behind negative/positive impacts).
		Effect	Effect	Effect	
(1) To reduce poverty and social exclusion	S	0	0	0	No/neutral effect
	M	0	0	0	
	L	0	0	0	
(2) To improve the health of the overall population	S	-	0	0	Option 1 - Use of minimum standards are more likely to encourage car use and discourage adoption of healthier life styles. Options 2 & 3 - Will encourage walking to public transport if car parking is restricted in areas of high accessibility. Not likely to have immediate effects but is likely to have cumulative positive effects in the medium to long term. More stringent locally defined standards are likely to have major positive effects into the long-term in areas of defined high accessibility.
	M	-	+	+	
	L	-	+		
(3) To improve the education and skills of the overall population	S	0	0	0	No/neutral effect
	M	0	0	0	
	L	0	0	0	
(4) To improve access to good quality, affordable and resource efficient housing	S	0	0	0	Options 1 & 2 would not improve access to good quality and resource efficient housing. However, option 3 is likely to facilitate higher densities and mixed developments in town centres and in accessible locations.
	M	0	0	+	
	L	0	0	+	
(5) To reduce crime, disorder and the fear of crime	S	0	0	0	Option 1 - All car parks in Bury at present across the Borough do not consistently incorporate Secured by Design principles. This effect is neutral as those that do are neutralised by those that do not. Option 3 - As take up of design guidance incorporated into SPD11 increases, it is likely to have a positive impact on fear of crime/crime as the design guidance in this SPD addresses some of these principles (e.g. long stay bike lockers). Note:PPG13 (i.e. option 2) does not contain such design guidance.
	M	0	0	+	
	L	0	0	+	
(6) To encourage a sense of community identity and welfare and to value diversity, improve equity and equality of opportunity	S	0	0	0	No/neutral effect
	M	0	0	0	
	L	0	0	0	

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SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds and advice contained in PPG13	Option 3 - Use more locally defined thresholds by implementing SPD11	Comments, having considered: Likelihood /certainty of effect occurring (high/med/low). Geographical scale of effect. Whether temporary of permanent. Consideration of cumulative, secondary and synergistic effects. Assumptions made. Recommendations for mitigation/improvement (for objective 6, need to consider details of people impacted, baseline data, justification behind negative/positive impacts).
		Effect	Effect	Effect	
a) Race		0	0	0	SPD11 is likely to have no differential impact on the following categories: race, religion/belief, gender, age, sexual orientation and caring responsibilities. However, there is likely to be a positive impact for the provision of parking facilities for those with disabilities (Blue Badge holders). It is likely that more dedicated parking facilities to specified design standards would be provided for new/larger developments on cumulative, Borough wide basis. Current baseline data indicates that there are approx.10, 200 Blue Badge holders in Bury. Recent amendments to the Disabled Discrimination Act (1995) provides that employers or those providing the public with a service have a duty to provide reasonable adjustments to ensure facilities are accessible (particularly where 15 or more people are employed).
b) Religion/belief		0	0	0	
c) Disability		0	+	+	
d) Gender		0	0	0	
e) Age		0	0	0	
f) Sexual Orientation		0	0	0	
g) Caring responsibilities		0	0	0	
(7) To offer everybody the opportunity for quality employment	S	0	0	0	Option 1 - Does not offer <i>everyone</i> the opportunity for quality employment through application of minimum parking standards as these are aimed at car users only.
	M	0	?	?	Options 2 & 3 - As maximum parking standards are being taken up they may potentially have uncertain impacts in the medium to long term for employment sites. For example, limited on site parking may deter potential long-distance commuters.
	L	0	?	?	
(8) To protect and improve local neighbourhood quality	S	-	0	0	Option 1 - Adoption of minimum standards without adequate design guidance, particularly for large residential developments has (in some areas) resulted in parking to the front of properties which has had a poor relationship with buildings/locale (instead of benefits such as traffic calming).
	M	-	+	+	Options 2 & 3 - As parking standards are taken up they are likely to improve noise/air pollution and increase safety due to less vehicles. Option 3 ensures that areas of high accessibility have restricted parking which would have major positive effects on local neighbourhood quality into the long-term, particularly in areas of high accessibility. This would be due to controlled amounts of vehicles - which would certainly improve neighbourhood quality the long-term.
	L	-	+	++	

SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds and advice contained in PPG13	Option 3 - Use more locally defined thresholds by implementing SPD11	Comments, having considered: Likelihood /certainty of effect occurring (high/med/low). Geographical scale of effect. Whether temporary of permanent. Consideration of cumulative, secondary and synergistic effects. Assumptions made. Recommendations for mitigation/improvement (for objective 6, need to consider details of people impacted, baseline data, justification behind negative/positive impacts).
		Effect	Effect	Effect	
(9) To improve accessibility for all to essential services and facilities	S	-	0	0	Option 1 - Does not make access to essential services easier for those without a car.
	M	-	0	+	Option 3 - By providing minimum standards for bicycles and TWMVs this ensures larger developments are more accessible into the medium/long-term (PPG13 does not have separate standards for bicycles/TWMVs).
	L	-	0	+	
(10) To reduce the effect of road traffic and air travel on the environment	S	-	0	0	Option 1: Does not actively encourage non-car modes of transport to be used on a borough-wide and short to long-term basis. Options 2 & 3: By utilising demand management measures (through implementing maximum parking standards), this would have minor positive effects on road traffic levels in the medium - long term and also encourages use of alternative modes of transport. Option 3 is likely to have minor positive effects on road traffic in the long-term provided standards are effectively implemented and enforced. Note: Air travel is not applicable as far as parking standards are concerned.
	M	-	+	+	
	L	-	+	++	
(11) To protect and improve water quality	S	0	0	0	Option 1: - The cumulative effect of having large expanses of car parks (that do not incorporate SUDS) across the Borough is likely to have minor negative effects in the long-term. Option 3 - By introducing specific parking guidance that requires SUDS for larger developments this is likely to have minor cumulative positive impacts on a borough wide basis in the medium to long term.
	M	0	0	+	
	L	-	0	+	
(12) To protect and improve air quality	S	-	0	0	Option 1 - Minimum standards encourage car use where plenty of parking is provided. This has minor negative cumulative impacts on air quality. Designation of AQMAs verifies the current extent of the problem in locations across the Borough. Options 2 & 3 - As these options encourage less vehicular traffic through demand management measures on a borough wide level, this is likely to have positive medium - long term effects on protecting and improving air quality. Possible synergistic effects would depend on behavioural changes.
	M	-	+	+	
	L	-	+	+	

SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds and advice contained in PPG13	Option 3 - Use more locally defined thresholds by implementing SPD11	Comments, having considered: Likelihood /certainty of effect occurring (high/med/low). Geographical scale of effect. Whether temporary of permanent. Consideration of cumulative, secondary and synergistic effects. Assumptions made. Recommendations for mitigation/improvement (for objective 6, need to consider details of people impacted, baseline data, justification behind negative/positive impacts).
		Effect	Effect	Effect	
(13) To protect, enhance and restore biodiversity, flora and fauna, geological and geomorphological features	S	0	0	0	Options 1/2: No/neutral effect. Option 3: The introduction of more stringent residential parking standards in areas of high accessibility may encourage proprietors to tarmac over front gardens for parking - reducing biodiversity. The SPD attempts to mitigate this potential negative cumulative effect by introducing specific design guidance to avoid parking to the front of properties in some circumstances - the effectiveness of which would need to be monitored.
	M	0	0	0	
	L	0	0	?	
(14) To protect and enhance local character, distinctiveness and sense of place	S	-	0	0	Option 1 - Large expanses of car parks can occupy large amounts of land which can cause knock on effects/increased pressure on rural/greenfield sites into the long term. Large expanses of parking, which minimum levels cannot control (which can also have cumulative effects at local levels) can be detrimental to local character/distinctiveness. Option 3 - SPD design guidance includes sustainable design principles for parking and provides guidance on considering limited/sensitively designed parking in areas which may be of historical, archaeological, landscape and cultural value).
	M	-	0	+	
	L	--	0	+	
(15) To reduce contributions to climate change	S	-	0	0	Option 1 - Using minimum standards has long-term negative cumulative effects in reducing contributions to climate change at it encourages energy consumption and increases greenhouse gases. Options 2 & 3 - Encourages use of more sustainable modes of transport which, on a borough wide basis into the medium to long-term has positive cumulative effects.
	M	-	+	+	
	L	--	+	+	
(16) To reduce vulnerability to climate change	S	-	0	0	Option 1 - Increases in hard surfaces through minimum levels of car parking has cumulative negative effects (through increased surface run off) which has a high probability into the long term of increasing vulnerability to climate change. Option 3 - The effects of implementing measures such as SUDs is unknown at present as it depends on how many applications are brought forward for large car parks, which is dictated by the development industry.
	M	-	0	?	
	L	--	0	?	

SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds and advice contained in PPG13	Option 3 - Use more locally defined thresholds by implementing SPD11	Comments, having considered: Likelihood /certainty of effect occurring (high/med/low). Geographical scale of effect. Whether temporary of permanent. Consideration of cumulative, secondary and synergistic effects. Assumptions made. Recommendations for mitigation/improvement (for objective 6, need to consider details of people impacted, baseline data, justification behind negative/positive impacts).
		Effect	Effect	Effect	
(17) To reduce the environmental impacts of consumption	S	-	0	0	Option 1 - More car parking spaces encourages car use which can increase consumption of resources, which has long-term cumulative impacts. Options 2 & 3 - Likely to have permanent borough wide impacts as demand measures encourage less vehicles. This is likely to result in reduced consumption of fuel on a borough-wide basis into the medium- long term, having minor positive effects.
	M	-	+	+	
	L	--	+	+	
(18) To conserve soil resources and reduce land contamination	S	0	0	0	Options 2 & 3 - Likely to minimise loss of soils to development on a borough wide basis into the medium - long term as less land is likely to be taken up by car parks in comparison to past levels.
	M	0	+	+	
	L	0	+	+	
(19) To deliver sustainable economic growth	S	0	0	0	Option 1 - Minimum levels of car parking does not deliver <i>sustainable</i> economic growth but may encourage businesses to locate in the area if flexible car parking standards are applied which are very accessible by car - which neutralises the overall effect into the long term. Options 2 & 3 - Is uncertain whether maximum standards will improve business development and enhance competitiveness. Less parking in accessible areas may reduce congestion but large amounts of parking may be required for certain types of businesses. There is little that can be done to mitigate the uncertainty of these effects other than monitoring market response to the SPD and amending standards if they have a negative impact on (sustainable) economic growth across the borough.
	M	0	?	?	
	L	0	?	?	
(20) To reduce disparities in economic performance	S	0	0	0	No/neutral effect
	M	0	0	0	
	L	0	0	0	

SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds and advice contained in PPG13	Option 3 - Use more locally defined thresholds by implementing SPD11	Comments, having considered: Likelihood /certainty of effect occurring (high/med/low). Geographical scale of effect. Whether temporary of permanent. Consideration of cumulative, secondary and synergistic effects. Assumptions made. Recommendations for mitigation/improvement (for objective 6, need to consider details of people impacted, baseline data, justification behind negative/positive impacts).
		Effect	Effect	Effect	
(21) To encourage and accommodate both indigenous and inward investment	S	+	0	0	Option 1 - Due to their theoretically unrestricted levels of parking, minimum standards may encourage business investment in the short - medium term. However, increasing commercial awareness of wider planning objectives and the requirements of PPG13 is likely to lead to uncertainty should these unsustainable standards continue to be implemented. Options 2 & 3 - It is uncertain whether maximum parking standards would encourage/accommodate both indigenous and inward investment into the medium/long term as it very much depends on the reaction/external market pressures of these industries. There is little that can be done to mitigate the uncertainty of these effects other than monitoring market response to the SPD and amending standards if they have a negative impact on indigenous and inward investment across the borough.
	M	+	?	?	
	L	?	?	?	
(22) To encourage efficient patterns of movement in support of economic growth	S	-	0	0	Option 1 - Minimum standards is likely to increase traffic congestion, which is likely to increase into the long-term. Options 2 & 3 - Reduces traffic congestion on a borough wide basis, encouraging efficient patterns of movement in support of economic growth. This will have cumulative positive effects in the medium to long term, particularly as minimum standards for TWMVs and bicycles are encouraged under option 3.
	M	-	+	+	
	L	--	+	++	
(23) To enhance the image of the area as a business location and tourism destination	S	0	0	0	Option 1 - Large car parks can encourage visitors although this is likely to be neutralised on a borough wide basis by possible congestion and visual appearance of large car parks. Options 2 & 3 - Less congestion and improved visual appearance of car parks improves image of the area. However, this effect is neutralised on a borough wide basis into the long term by restricted car parking standards which may deter new business/tourists sites that are dependant on wider catchments areas/car users.
	M	0	0	0	
	L	0	0	0	

SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds and advice contained in PPG13	Option 3 - Use more locally defined thresholds by implementing SPD11	Comments, having considered: Likelihood /certainty of effect occurring (high/med/low). Geographical scale of effect. Whether temporary of permanent. Consideration of cumulative, secondary and synergistic effects. Assumptions made. Recommendations for mitigation/improvement (for objective 6, need to consider details of people impacted, baseline data, justification behind negative/positive impacts).
		Effect	Effect	Effect	
(24) To improve the social and environmental performance of the economy	S	-	0	0	Option 1 - Does not encourage good environmental management practices into the medium - long term on a borough wide basis - having minor negative effects.
	M	-	+	+	Options 2 & 3 - By applying maximum standards/demand management measures - this encourages businesses to use better environmental practices (e.g. adoption of travel plans) into the medium - long-term on a borough wide basis.
	L	-	+	+	
Option 1	Option 2			Option 3	
Relying on existing outdated minimum parking standards outlined in Bury's UDP are likely to have negative, long-term effects on several social and environmental SA objectives. This is particularly the case concerning objectives relating to health, neighbourhood quality and the negative environmental effects of road traffic.	Despite option 2 having minor positive effects in the areas of health, neighbourhood quality and also concerning the environmental effects of road traffic, use of broad nationally defined parking standards does not allow for major positive effects into the long term. Lack of design guidance and of local standards in PPG13 demonstrates that further local guidance is required.			Implementation of SPD11 is likely to result in medium - long term positive, mainly cumulative effects for many SA objectives, ranging from health, crime, neighbourhood quality, access to services, air/water quality and in encouraging efficient patterns of movement. However, uncertain and minor negative economic effects would need monitoring in order to ensure that implementation of this SPD would not have any adverse consequences on Bury's economy into the medium - long term.	



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May 2007

Graham Atkinson BA

Director of Environment & Development Services

Bury ● Prestwich ● Radcliffe ● Ramsbottom ● Tottington ● Whitefield

Metropolitan Borough of Bury