
**DEVELOPMENT CONTROL POLICY GUIDANCE
NOTE 11**

**SUPPLEMENTARY
SUSTAINABILITY
APPRAISAL REPORT**

***CONSULTATION DRAFT SUPPLEMENTARY
PLANNING DOCUMENT (SPD)***

PARKING STANDARDS IN BURY

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Contents Page

| | |
|---------------------------------------------|---|
| 1. Introduction..... | 3 |
| 2. Bury Unitary Development Plan | 3 |
| 3. Strategic Environmental Assessment | 4 |
| 4. Stages in the SA Process..... | 4 |
| 5. The Scope of the SA | 5 |
| 6. Consultation | 7 |

1.0 INTRODUCTION

- 1.1 Under the Planning and Compulsory Purchase Act 2004 (PCPA)¹, 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 through better integration of sustainability considerations into the preparation and adoption of planning documents.
- 1.2 This Scoping Report forms part of the first stage of the SA of Draft Development Control Guidance Note 11 – Parking Standards in Bury SPD. It should be read in conjunction with the Local Development Framework (LDF) Sustainability Appraisal Scoping Report for the Core Strategy, which establishes an overarching SA framework and is available from the Council's SA website page².

2.0 THE BURY UNITARY DEVELOPMENT PLAN

- 2.1 Policies contained within the Bury Unitary Development (UDP) have been 'saved' for a period of three years following the commencement of the PCPA (September, 2004). Current UDP policies 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 The SPD to which this SA Scoping report is associated, is designed to support UDP policy HT2/6 – 'Replacement Car Parking'. This policy specifies minimum levels of car parking provision for all developments. This policy is now out of date and needs to take into account national and regional parking standards for all types of transport.
- 2.3 The Bury UDP, which was adopted in 1997, has not been subject to sustainability appraisal. ODPM³ 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 one of the options subject to appraisal will be the "do nothing" or rely on the existing policy, which will enable appraisal of the existing policy to take place.

¹ S19 (5).

² <<http://www.bury.gov.uk/Environment/Planning/DevelopmentPlanning/LocalDevelopmentFramework/default.htm>>

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.

3.0 STRATEGIC ENVIRONMENTAL ASSESSMENT

- 3.1 Local 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 Office of the Deputy Prime Minister (2005) identifies that SPDs are most likely to fall within this category. We will therefore undertake a screening of the SPD when undertaking SA, to determine whether the SPD is likely to have significant⁶ environmental effects. If there are no significant environmental effects then the SPD is exempt from the SEA Directive.

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, this includes 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 directive⁷ and expands the same rigorous process required by SEA to include social and economic impacts. The same guidance sets out the following stages to the SA process:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope.
- Stage B: Developing and refining options and assessing effects.
- Stage C: Preparing the Sustainability Appraisal Report.
- Stage D: Consulting on the draft SPD and sustainability appraisal report.
- Stage E: Monitoring the significant effects of implementing the SPD.

- 4.2 This Scoping Report covers Stage A, this involves the following tasks:

- Task A1: Identifying other relevant policies, plans and programmes, and sustainability objectives.

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

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

⁷ Although, para 1.6 of the ODPM guidance states 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”.

- Task A2: Collecting baseline information.
- Task A3: Identifying sustainability issues and problems.
- Task A4: Developing the SA Framework.
- Task A5: Consulting on the scope of the SA.

5.0 THE SCOPE OF THE SA

- 5.1 It was determined that the SA Scoping Report for the LDF Core Strategy⁸ has already covered stages A1 to A4 (the scope of the SA). This Scoping Report was subject to a 5-week period of consultation between the 20th June and 25th July 2005. The updated SA Framework including Stages A1- A4 was made available from the Council's website pages since February 2006 and was used for appraising this SPD.
- 5.2 This approach was considered to be appropriate because the Core Strategy was the broadest ranging of all the DPDs/SPDs to be prepared. The related sustainability objectives, indicators and baseline information identified within it were intended to cover the full range of social, environmental and economic issues that the DPD and SPD alternatives will need to be assessed against. Therefore, Stages A1- A4 does not need to be repeated here again.
- 5.3 Attention is drawn to national planning policies contained in PPG13 - Transport, which are relevant to SPD 11. In particular, Annex D specifies maximum parking thresholds applicable for parking standards for all major developments. Parking standards have also been formulated at the Greater Manchester level – in the submitted draft Regional Spatial Strategy (RSS) and also in the Second Local Transport Plan (LTP2). The parking standards that SPD 11 contains are based on the Greater Manchester standards which are contained in LTP2 (which are partially replicated in emerging Regional Spatial Strategy, which may be subject to change following the Examination in Public). However, in line with regional guidance, SPD 11 does further refine these Greater Manchester standards for residential developments in areas of high accessibility in Bury. It may be useful to note that policies contained in the submitted draft RSS have been subject to a sustainability appraisal.

It was identified that there was a number of specific issues and problems, objectives and reasonable alternatives related to this SPD, these are:

5.4 ISSUES AND PROBLEMS

⁸ Available at:
<<http://www.bury.gov.uk/Environment/Planning/DevelopmentPlanning/LocalDevelopmentFramework/SustainabilityAppraisals/default.htm>>.

- There has been an increase in car use across in the Borough since 1991, being higher than national and regional average, whilst walking and cycling is less than national average;⁹ levels of cycling and walking in the Greater Manchester context are forecast to decline up to 2011.¹⁰
- Across the Borough, 38, 831 properties (46.8% of all properties) fell within Air Quality Management Areas (AQMAs) in 2005.¹¹
- Significant deaths occur in Bury through disease affecting respiration and lack of exercise being the main causes.¹²
- 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) of local shopping facilities. 99.56% properties are within 600 metres of a bus stop.¹³
- 55 people have been killed or seriously injured in road accidents (2003/4).¹⁴
- 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.¹⁵

5.5 OBJECTIVES – what is the SPD trying to achieve?

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 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.

⁹ Source: ONS/Census 2001 data.

¹⁰ According to the Strategy Planning Model used in the Final Local Transport Plan 2006/7 – 2010/11 for Greater Manchester (2006);

¹¹ Bury MBC monitoring data (2005) and AURN Government data.

¹² Bury MBC, Sustainability Scoping Report, June (2005), p.16.

¹³ Ibid p.19.

¹⁴ Figures from Bury MBC Community Safety Partnership.

¹⁵ Bury MBC, see above point 12, p.25.

Objective D:

To ensure that parking facilities meet the highest levels of accessibility and inclusion.

5.6 ALTERNATIVE OPTIONS

- Do nothing and rely on existing 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.

6.0 CONSULTATION

6.1 To fulfil the requirements of Stage A5 in the SA process we will send this Scoping Report to the following consultation bodies:

1. The Countryside Agency;
2. The Historic Buildings and Monuments Commission for England (English Heritage);
3. English Nature;
4. The Environment Agency;
5. Government Office for the North West; and
6. North West Regional Assembly.

6.2 The SA report was subject to a statutory public consultation period alongside the Draft SPD for a minimum of 4 weeks. Those wishing to make any comments on this report, were advised to send submitted to the address below:

Planning Policy Section
2nd Floor, Craig House
5 Bank Street
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6.3 For further information regarding this document please contact:

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www.bury.gov.uk/planning/home.htm



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May 2007

Graham Atkinson BA

Director of Environment & Development Services

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