
DEVELOPMENT CONTROL POLICY GUIDANCE NOTE 12

TRAVEL PLANS 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 **Travel Plans in Bury SPD** (also referred to as ‘Development Control Guidance Note 12’); 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 is designed to support UDP policies HT1 – ‘A Balanced Transportation Strategy’ and HT4 – ‘New Development’. These policies seek to pursue a balanced transportation strategy and promote the principles of sustainable development. Therefore, it was these policies that were appraised.

3.0 OTHER RELEVANT LEGISLATION/ PROCEDURES TO CONSIDER

- 3.1 It is considered 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:

¹ Section 19 (5)

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

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) Regulations³. 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, we⁴ have determined that a SEA of the SPD is not required because the plan is unlikely to have any significant⁵ environmental effects. This is primarily because the SPD elaborates the existing UDP policy, without introducing an overall change in policy direction. Having made this determination, we have sent a copy of this SA Report and the draft SPD which it relates 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) will also be subject to a statutory period of consultation of no less than 4 weeks and no more than 6 weeks (see Section 7).

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 directive⁶.
- 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 (ODPM, 2005)⁷ Biodiversity and Geological Conservation advises that proposed sites awaiting approval, such as potential SPSs 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

³ Environmental Assessment of Plans and Programmes Regulations (2004).

⁴ Bury MBC’s Planning Policy Section

⁵ Significance will be determined by taking into account criteria specified in Schedule 1 of the SEA Regulations and ANNEX II of the Directive.

⁶ DCLG (2006) Planning for the Protection of European Sites: Appropriate Assessment – Guidance for regional Spatial Strategies and Local Development documents.

⁷ Please see: <http://www.communities.gov.uk/index.asp?id=1143832>

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 (travel plan 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 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, this SA scoping stage (or screening stage) considers which groups/organisations are likely to be affected by SPD 12. These include:

- Businesses, landowners and end users of new developments
- Developers, architects and those who submit planning applications to Bury MBC which involve developments requiring travel plans
- 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 SPD12 may have.

3.11 Following the initial impact assessment through the appraisal framework (see Appendix A, Objective 6) it was established that SPD 12 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.

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*)).

4.0 STAGES IN THE SA PROCESS

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 12 (August 2006), which covers stage A in the SA process.
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

The Supplementary Sustainability Appraisal Scoping Report (August 2006) for SPD 12 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.

The Supplementary Sustainability Appraisal Scoping Report for SPD 12 identified that the SA Scoping Report for the LDF Core Strategy has already covered Tasks A1 to A4 and that we would use this framework and baseline information to assess the SPD. In addition to this, the Supplementary SA Scoping Report for this SPD also

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”.

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

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 across 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
- The Bury Climate Change Strategy Baseline Assessment (2000) identified that residential, industrial and transportation are responsible for the largest proportion of carbon dioxide emissions.
- According to 2001 Census figures, 70.1% of the Borough's residents' travelled to work by private motor vehicle, despite the fact that 60% of all properties are within 300 metres of Metrolink stops or frequent bus routes.
- 55 people have been killed or seriously injured in road accidents (2003/4).¹⁶
- All schools need to have travel plans in place by 2010 in Bury.

OBJECTIVES

Objective A:

To reduce reliance on the private car, particularly of lone car occupancy from larger developments by promoting the use of more sustainable modes of transport.

Objective B:

To encourage an integrated approach to land use and development, by improving the accessibility of developments and also the safety of sites.

ALTERNATIVE OPTIONS

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

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

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 Figures from Bury MBC Community Safety Partnership

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.

SPD Objectives

6.2 The objectives of the SPD 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;
- reducing the effects of road traffic on the environment;
- protecting and improving air quality;
- reducing contributions to and vulnerability to climate change; and
- improving the social and environmental performance of the economy.

6.6 The Supplementary Scoping Report (August 2006) for SPD12 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 the do nothing approach (i.e. no statutory guidelines) would result in no overall net positive benefit on any social, economic or environmental sustainability objectives. This is due to the fact that they presently have a variable and ad hoc take up. Therefore, guidelines for the take up of travel plans are necessary to ensure positive effects in sustainability terms.
Option 2 - Use national thresholds and advice contained in PPG13	Implementation of national thresholds for travel plans would result in minor positive benefits mainly concerning the environmental sustainability objectives (reducing effects of road traffic, air quality, climate change). Some minor, often cumulative borough wide effects would result on the social objectives (health, education) and economic objectives (efficient patterns of movement, social/environmental performance of the economy).

<p>Option 3 - Use more locally defined thresholds by implementing SPD12</p>	<p>Implementation of SPD 12 is likely to promote long-term major positive effects on environmental objectives (effects of road traffic, air quality, climate change) and also on social (in the areas of health, education) objectives. There would be no overall negative effects of implementing this SPD on any of the sustainability appraisal objectives. Possible uncertain effects (for example in conserving soil resources, in protecting and enhancing local character) may result in overall positive effects, but this would depend on a variety of factors which are external to the planning system (for example, human behaviour).</p>
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6.7 Figures 1, 2 and 3 provide a diagrammatic representation 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

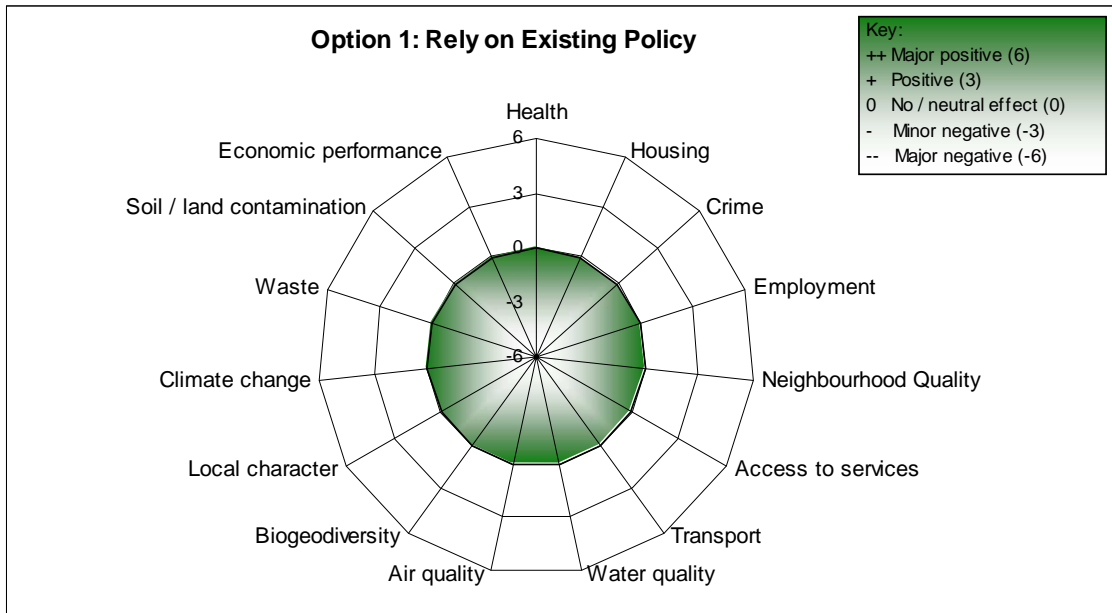


Figure 2: Sustainability Appraisal – Summary of Option 2

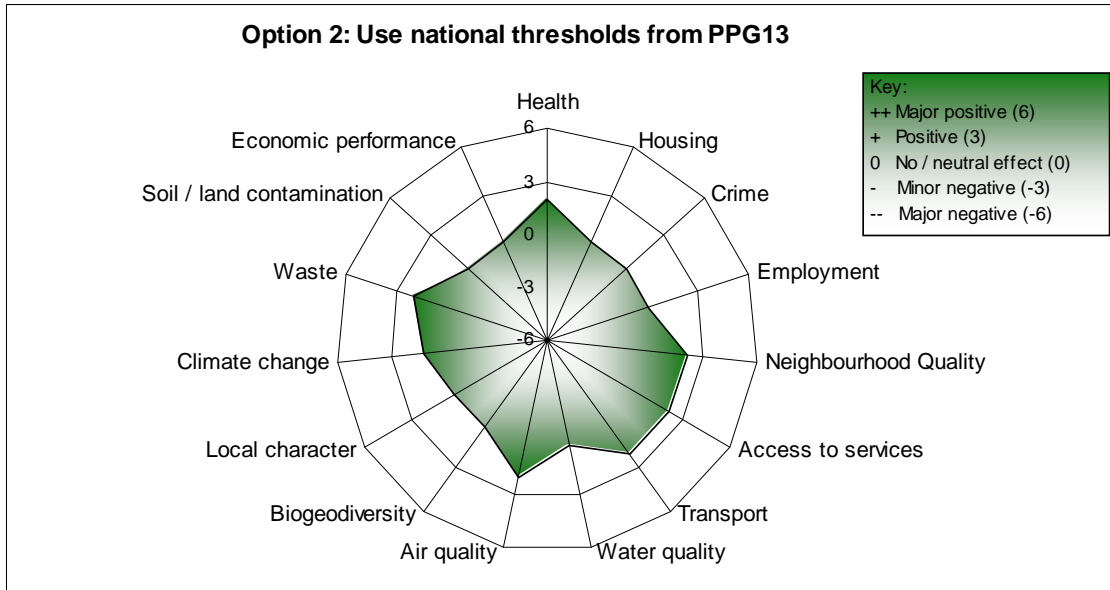
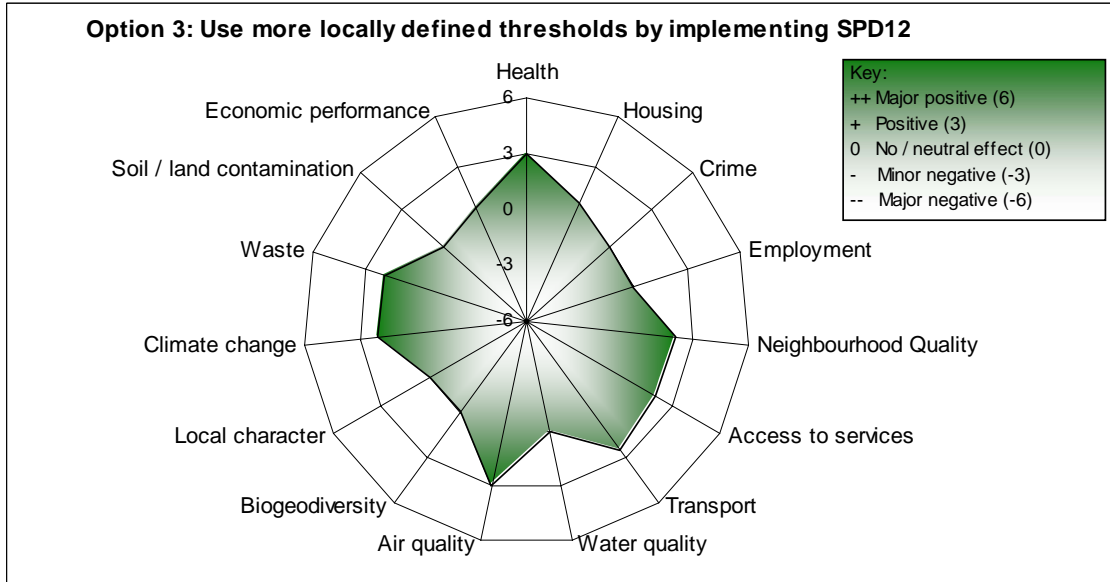


Figure 3: Sustainability Appraisal – Summary of Option 3



7.0 CONSULTATION ON THE DRAFT SPD AND THE SA FRAMEWORK

- 7.1 This SA Report accompanies the consultation draft SPD on Parking Standards in Bury. It forms one of the ‘SPD Documents’. Comments are invited on its extent and content. The timescales for doing this are the same as the SPD **(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 the SA report and draft SPD were sent to

the consultation bodies detailed in Regulation 4¹⁷ of the SEA Regulations (2004).

- 7.4 As noted in paragraph 1.3, following the consultation period on the draft SPD, representations made on the draft SPD12 and the SA were considered prior to formal adoption and no significant changes were made to SPD12. Therefore, no additional appraisal work was required.
- 7.5 For further information regarding this document, please contact:

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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.

¹⁷ the Countryside Agency, English Heritage, English Nature and the Environment Agency

APPENDIX A TESTING THE SPD OBJECTIVES AGAINST THE SA FRAMEWORK

The following SPD objectives were appraised:

Objective A

To reduce reliance on the private car, particularly of lone car occupancy to sites by promoting the use of more sustainable modes of transport.

Objective B

To encourage an integrated approach to land use and development, by improving the accessibility of developments and also the safety of sites.

SA Objectives	SPD Objectives	
	A	B
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 and vulnerability to climate change; and
- in improving the social and environmental performance of the economy.

Implementation of this SPD may enhance the image of the area as a business location, although this depends on the take up of travel plans and the amount of new larger planning applications.

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 12 - TRAVEL PLANS					
SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds from PPG13	Option 3 - Use more locally defined thresholds	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.
		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	0	Options 2 & 3 are likely to have cumulative, synergistic minor positive effects as the take up of travel plans increases for larger developments. Cumulative and synergistic effects, such as the creation of cycle lanes and improvements to public transport facilities (result of Section 106 Agreements) is likely to have major, positive effects on health into the long-term through implementation of SPD12.
	M	0	+	+	
	L	0	+	++	
(3) To improve the education and skills of the overall population	S	0	0	0	Implementation of school travel plans likely to result in positive, Borough wide, permanent cumulative effects. Local defined standards defined in SPD12 ensures improved access to educational facilities.
	M	0	+	+	
	L	0	+	++	
(4) To improve access to good quality, affordable and resource efficient housing	S	0	0	0	SPD 12 provides guidance on accessibility measures to residential developments which are likely to improve physical access to good quality homes in the long -term (as larger housing developments come forward once RSS figures are implemented following relaxation of current housing restrictions policy).
	M	0	0	0	
	L	0	0	+	
(5) To reduce crime, disorder and the fear of crime	S	0	0	0	Travel plans do not directly address crime concerns.
	M	0	0	0	
	L	0	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	The SPD provides specific guidance for residential developments, which may encourage car sharing initiatives and the co-ordination of residents' groups. However, this possible positive effect is uncertain as it is dependant on a variety of external factors (for example, human behaviour).
	M	0	0	?	
	L	0	0	?	
(7) To offer everybody the opportunity for quality employment	S	0	0	0	No/neutral effect - no direct link.
	M	0	0	0	
	L	0	0	0	

SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds from PPG13	Option 3 - Use more locally defined thresholds	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.
		Effect	Effect	Effect	
(8) To protect and improve local neighbourhood quality	S	0	0	0	Implementation of SPD12 is likely to have minor positive, synergistic and cumulative Borough wide medium to long term effects as effective implementation of travel plans is likely to reduce localised traffic congestion and improve the quality of neighbourhoods. Residential travel plans likely to further improve residential environments into the medium - long term as their take up increases.
	M	0	+	+	
	L	0	+	+	
(9) To improve accessibility for all to essential services and facilities	S	0	0	0	The synergistic Borough wide effects of travel plans (investment into bus routes/facilities, cycle lanes) is likely to have minor positive effects into the medium to long term.
	M	0	+	+	
	L	0	+	+	
(10) To reduce the effect of road traffic and air travel on the environment	S	0	0	0	Option 1 - Travels plans likely to reduce annual vehicle mileage and would encourage modal shift on a Borough wide, cumulative basis. However, due to their present ad hoc and variable take up (without adequate policies) it would be uncertain whether this would occur. Options 2 & 3 - Travel plans have a medium - high probability of reducing vehicle mileage and encourage use of sustainable transportation modes and in reducing the effects of road traffic. SPD12 provides specific locally restricted guidelines for the implementation of travel plans, which has a medium - high probability of reducing the effect of road traffic on a Borough wide and permanent basis.
	M	?	+	+	
	L	?	+	++	
(11) To protect and improve water quality	S	0	0	0	No direct link, although cumulative long-term effects of travel plans may reduce surface run off through reduced impermeable surfaces for car parking. However, probability of this potential positive effect is uncertain as it would depend on a range of external socio-economic factors.
	M	0	0	0	
	L	0	0	?	
(12) To protect and improve air quality	S	0	0	0	Option 1 - As implementation of travel plans is on an ad hoc basis, it is uncertain as to whether they assist in reducing PM10, N02 and CO2 emissions in to the medium to long-term. Options 2 and 3 - Likely to reduce traffic emissions on a cumulative, Borough wide basis. More stringent, locally defined standards (option 3) likely to result in major positive effects into the long-term.
	M	?	+	+	
	L	?	+	++	
(13) To protect, enhance and restore biodiversity, flora and fauna, geological and geomorphological features	S	0	0	0	No/neutral effects.
	M	0	0	0	
	L	0	0	0	

SA Objectives		Option 1 - Rely on Existing Policy	Option 2 - Use national thresholds from PPG13	Option 3 - Use more locally defined thresholds	Comments, having considered: Likelihood /certainty of effect occurring (high/med/low). Geographical scale of effect. Whether temporary or permanent. Consideration of cumulative, secondary and synergistic effects. Assumptions made. Recommendations for mitigation/improvement.
		Effect	Effect	Effect	
(14) To protect and enhance local character, distinctiveness and sense of place	S	0	0	0	Option 3 may relieve pressure for new development in rural areas through cumulative Borough wide effects of a reduction in use of land for car parking. This potential minor positive effect cannot be made with any certainty as it is dependant on a variety of external (unpredictable) factors (take up of many travel plans would be needed on many large sites).
	M	0	0	0	
	L	0	0	?	
(15) To reduce contributions to climate change	S	0	0	0	Option 1 - Take up of travel plans should reduce transport emissions (CO2), reducing contributions to climate change. However, as the take up of travel plans across the Borough is variable, possible cumulative effects into the medium - long term would be uncertain. Options 2 & 3 - Likely to reduce CO2 emissions into the medium - long-term on a Borough wide (possibly even larger geographical scale), dependant on how many travel plans are successfully adopted and implemented during the life of the SPD.
	M	?	+	+	
	L	?	+	++	
(16) To reduce vulnerability to climate change	S	0	0	0	Option 3 - Through synergistic effects of reducing contributions to climate change, implementation of SPD12 is likely to reduce vulnerability to climate change, causing minor positive effects into the long-term.
	M	0	0	0	
	L	0	0	+	
(17) To reduce the environmental impacts of consumption	S	0	0	0	Option 1 - May assist in reducing the Borough's ecological footprint on a Borough wide basis. However, this effect is uncertain in the medium - long term as the take up of travel plans across the Borough is variable. Options 2 & 3 - Likely to assist in reducing the Borough's footprint on a permanent basis.
	M	?	+	+	
	L	?	+	+	
(18) To conserve soil resources and reduce land contamination	S	0	0	0	Option 3 may assist in conserving soil resources through less land take-up but possible positive long-term effects are uncertain as this effect depends on the successful take up of a large quantity of travel plans.
	M	0	0	0	
	L	0	0	?	
(19) To deliver sustainable economic growth	S	0	0	0	No/neutral effect.
	M	0	0	0	
	L	0	0	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 from PPG13	Option 3 - Use more locally defined thresholds	Comments, having considered: Likelihood /certainty of effect occurring (high/med/low). Geographical scale of effect. Whether temporary or permanent. Consideration of cumulative, secondary and synergistic effects. Assumptions made. Recommendations for mitigation/improvement.
		Effect	Effect	Effect	
(21) To encourage and accommodate both indigenous and inward investment	S	0	0	0	Implementation of specific guidance contained in SPD12 likely to provide improved possibilities for recruitment and retention of staff on a Borough-wide, permanent basis.
	M	0	0	+	
	L	0	0	+	
(22) To encourage efficient patterns of movement in support of economic growth	S	0	0	0	Effective implementation of travel plans highly likely to promote sustainable commuting patterns and reduce traffic growth in Bury. However, this would not result in major positive effects as a higher proportion of commuters in Bury travel to Manchester rather than to larger developments (with travel plans following their take up) in Bury.
	M	?	+	+	
	L	?	+	+	
(23) To enhance the image of the area as a business location and tourism destination	S	0	0	0	No/neutral effect.
	M	0	0	0	
	L	0	0	0	
(24) To improve the social and environmental performance of the economy	S	0	0	0	Travel plans may contribute towards the social and environmental performance of larger companies into the medium - long term.
	M	0	+	+	
	L	0	+	+	
SUMMARY					
OPTION 1 - Rely on Existing Policy		OPTION 2 - Use national thresholds from PPG13		OPTION 3 - Use more locally defined thresholds	
Relying on the do nothing approach (i.e. no statutory guidelines) would result in no overall net positive benefit on any social, economic or environmental sustainability objectives. This is due to the fact that they presently have a variable and ad hoc take up. Therefore, guidelines for the take up of travel plans are necessary to ensure positive effects in sustainability terms.		Implementation of national thresholds for travel plans would result in minor positive benefits mainly concerning the environmental sustainability objectives (reducing effects of road traffic, air quality, climate change). Some minor, often cumulative borough wide effects would result on the social objectives (health, education) and economic objectives (efficient patterns of movement, social/environmental performance of the economy).		Implementation of SPD 12 is likely to promote long-term major positive effects on environmental objectives (effects of road traffic, air quality, climate change) and also on social (in the areas of health, education) objectives. There would be no overall negative effects of implementing this SPD on any of the sustainability appraisal objectives. Possible uncertain effects (for example in conserving soil resources, in protecting and enhancing local character) may result in overall positive effects, but this would depend on a variety of factors which are external to the planning system (for example, human behaviour).	



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May 2007

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