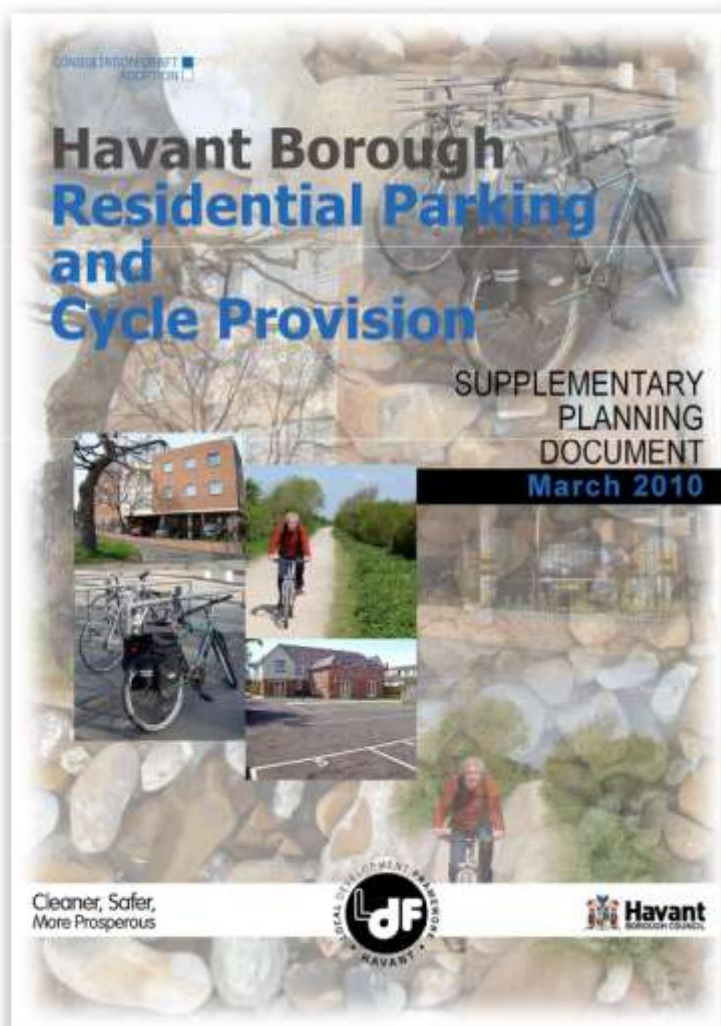


Havant Borough Residential Parking and Cycle Provision

Sustainability Appraisal

LOCAL
DEVELOPMENT
FRAMEWORK

March 2010



Cleaner, Safer,
More Prosperous





Sustainability Appraisal

This document accompanied the summer 2009 consultation on the draft Residential Parking and Cycle Provision Supplementary Planning Document (SPD).

A non-technical summary of the Sustainability Appraisal (SA) is provided on page 6.

Following the public consultation period all comments and representations pursuant to this document were considered and where appropriate the document was altered and improved following the close of the public consultation period. The document has now been progressed toward adoption through the council's relevant committee procedures.

If you have any queries about this Sustainability Appraisal, or if you would like to purchase a paper copy, please contact us at the address below:

Planning Policy and Urban Design Team
Havant Borough Council
Civic Offices
Havant
Hampshire
PO9 2AX
or
Email: policy.design@havant.gov.uk
or by calling 023 9244 6539.



Contents

Contents	Page
1. Non-technical summary	6
2. Introduction	7
3. Methodology and scoring	8
4. Assessment and monitoring	9
5. Conclusion	15



Non-technical summary

- 1.1 This section provides a non-technical summary of the basic content and outcomes of the Sustainability Appraisal (SA) of the Residential Parking and Cycle Provision Supplementary Planning Document (SPD).
- 1.2 All SPDs must be assessed through a SA. SA is an assessment process looking at how well different sites, policies, objectives or supplementary information rates against 18 key sustainability objectives relevant for Havant Borough. These sustainability objectives include matters such as providing sufficient and affordable housing, access to services and health provision, pollution, etc. A full list of the broad sustainability objectives is available as part of the full initial SA report (see page 8) and the Sustainability Appraisal Scoping Report (2007) provides detail relating to these 18 objectives. The scoping report is available separately.
- 1.3 The principle behind this assessment process is to ensure that long term damage is minimised through ensuring development occurs in the best possible or least damaging way or location. Overall this will help in providing further guidance and information in relation to how sustainable or suitable is each site, policy or approach.
- 1.4 The full SA is outlined on the following pages. It has assessed the approach of this SPD against each of the 18 objectives, scoring the impacts from 'major positive impact' through to 'major negative impact'. It also recognises where there is no clear relationship between the approach of the document and the objectives, or where the relationship is uncertain. Where necessary an explanation of the scoring result is provided.
- 1.5 The SA approach assessed a number of options to help determine the way forward and included:
 - Maintaining the existing standards
 - Allowing the developer to determine how much car parking they wish to provide
 - Produce a new standard.
- 1.6 The option taken forward in the SPD has been to produce a new standard. This option reflects actual and anticipated vehicle ownership whilst encouraging a reduced standard in those locations of the borough that are highly accessible. This is considered to be a good balance between planning for actual ownership, taking account of community objectives and according with national planning policy. It also results in a balanced outcome with no significant adverse impacts identified as part of the SA process.



Introduction

- 2.1 This SA accompanies the Residential Parking and Cycle Provision Supplementary Planning Document (SPD). It provides a sustainability assessment of the approach being proposed by Havant Borough Council in relation to residential parking and cycle standards following on from Saved Policy T9 of the Havant Borough District-Wide Local Plan and emerging policies in the Core Strategy (Policy DM13 in the pre-submission document March 2010).
- 2.2 Sustainable development is often referred to as development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs. Sustainable development must balance the social, economic and environmental consequences of the individual and cumulative impacts of proposals.
- 2.3 Sustainability Appraisals (SAs) are an integral part of the plan making process. They allow the likely social, economic and environmental effects of an emerging plan to be assessed to ensure that sustainability considerations are taken into account at each stage.

Screening for Appropriate Assessment under Article 6 of the Habitats Directive

- 2.4 SA incorporates requirements by EU Directive 2001/42/EC that a Strategic Environmental Assessment (SEA) is carried out on all plans likely to have a significant effect on the environment. Under Article 6 of the Habitats Directive, in cases in which a plan or project is likely to have a significant impact on a protected site, the directive states that there must be an “appropriate assessment of the implications for the site in view of its conservation objectives”.
- 2.5 It is considered that the content and resulting implications of this SPD will not require an appropriate assessment to be undertaken.



Methodology and Scoring

- 3.1 The council commissioned consultants Entec to produce a scoping report for the development plan documents that will form part of the council's Local Development Framework (LDF). Produced in 2007 it sets out the economic, social and environmental objectives that should be addressed.
- 3.2 18 sustainability objectives were derived and detailed in the scoping report. In broad terms they consist of the following: -
1. Housing
 2. Health and wellbeing
 3. Equality, poverty and social inclusion
 4. Education and skills
 5. Safety and security
 6. Liveability and sense of place
 7. Accessibility / transport
 8. Flooding
 9. Regeneration and land use
 10. Air quality
 11. Climate change
 12. Biodiversity
 13. Natural landscape
 14. Built and historic environment
 15. Waste and natural resources
 16. Water quality and quantity
 17. Energy
 18. Economy, opportunity and innovation
- 3.3 This sustainability appraisal has considered the impact of the Residential Parking and Cycle Provision SPD in relation to the 18 objectives identified in broad terms above. Alternative approaches have also been considered. Sustainability appraisals are assessed over the short, medium and long term and the scoring system used has been identified below.

TABLE 1 – Scoring System

Alignment	Description	Symbol
Major Positive Impact	The approach, requirements and expectations of the Supplementary Planning Document will have a major positive impact on the objective.	++
Minor Positive Impact	The approach, requirements and expectations of the Supplementary Planning Document contributes to the achievement of the objective but not significantly.	+
Neutral	The approach, requirements and expectations of the Supplementary Planning Document do not have any effect on the achievement of the objective	0
Minor Negative Impact	The approach, requirements and expectations of the Supplementary Planning Document detracts from the achievement of the objective but not significantly.	-
Major Negative Impact	The approach, requirements and expectations of the Supplementary Planning Document detracts significantly from the achievement of the objective.	--
No Relationship	There is no clear relationship between the approach, requirements and expectations of the Supplementary Planning Document and the achievement of the objective. Alternatively the relationship is negligible.	~
Uncertain	The approach, requirements and expectations of the Supplementary Planning Document will has an uncertain relationship to the objective or the relationship is dependant on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.	?



Assessment and Monitoring

Assessment

- 4.1 As this SPD has been prepared to initially supplement a saved policy from an old local plan which has not been subject to sustainability appraisal, a SA of the relevant policy to which this SPD will supplement is appropriate. This is detailed in Table 3.
- 4.2 The emerging Core Strategy policy to which the SPD will subsequently supplement will be subject to assessment through the SA process as part of the SA on the Core Strategy.
- 4.3 The SA of the SPD content is detailed in Table 2.

Other SPD options and alternatives considered

- 4.4 The following alternative approaches have also been considered:
 1. Maintain the existing standards
 2. Allow the developer to determine how much car parking they wish to provide.
- 4.5 A SA of alternative approach one, maintaining the existing standards, resulted in very similar results to the preferred approach taken forward in the SPD. The key difference was that the existing standard was intended to apply as a maximum in line with PPG13. It was formulated prior to more recent guidance in PPS3 and therefore did not take account of community views. Crucially it did not reflect actual car ownership and projected rise, important issues the community feel should be incorporated to prevent developments with low levels of parking resulting in indiscriminate or inappropriate parking of vehicles.
- 4.6 The second alternative approach was not considered to be a realistic alternative as it would fail to comply with PPS3 and was also considered to lead to some developments being provided with inappropriately high or low levels of parking. In the case of inappropriate high levels of parking this may contradict sustainability objectives and in the case of inappropriately low levels it may result in inappropriate or indiscriminate parking.

Monitoring

- 4.7 On the publication of revised reliable baseline information relating to actual car ownership, such as the 2011 census data, a review will be considered to the SPD to reflect updated baseline information.
- 4.8 Further monitoring will take place in conjunction with the development control and development management functions of the council to consider any usability issues or problems with the approach of this SPD. Where appropriate a review will be undertaken.

TABLE 2 - Sustainability Appraisal of Supplementary Planning Document

Residential Parking and Cycle Provision Supplementary Planning Document (SPD)						
No	SA Objectives	Assessment			Comments/Explanation	Potential Mitigation Measures
		S	M	L		
1	Housing	+	+	+	<ul style="list-style-type: none"> - The approach of seeking a reduced standard of vehicle parking provision in accessible locations will help allow for higher densities and better use of land within sustainable locations. - Elsewhere standards are based on actual car ownership. This will ensure appropriate services and facilities are in place to serve new dwellings. - Overall considered to have a minor positive impact when balanced against appraisal criteria. 	
2	Health and Wellbeing	?	?	?	<ul style="list-style-type: none"> - Ample cycle space provision may make a contribution to encouraging healthy lifestyles. - Providing for actual car ownership does not force reduction in car ownership. - Overall considered to have an uncertain relationship as potentially both positive and negative impacts. 	<ul style="list-style-type: none"> - Alternative could be to provide reduced or zero parking in more or all areas of the borough. However, there is little evidence to support that not providing space for vehicles notably reduces car ownership and PPS3 supports planning for actual ownership and community derived standards.
3	Equality, Poverty and Social Inclusion	~	~	~		
4	Education and Skills	0	0	0		
5	Safety and Security	+	+	+	<ul style="list-style-type: none"> - Clear standards will allow car parking to be designed in from the start and in turn allow crime prevention/reduction measures to be designed in. - Crime reduction considerations are included in 'other information' raising the profile of it as a planning consideration and ensuring that it can be considered in layout and design. 	
6	Liveability and Sense of Place	?	?	?		

7	Accessibility/ Transport	0/-	0/-	0/-	<ul style="list-style-type: none"> - A standard that provides car parking to take account of actual and projected rise in ownership will not actively discourage a reduction in car ownership and in turn car use. - Recognising and providing lower maximum standards in sustainable locations will encourage a reduction in the proportion of journeys made by private vehicle. - Providing sufficient and appropriate room for cycle storage will encourage cycling as an alternative means of travel. - Overall considered to have a neutral to negative rating due to balance between the points raised above. 	
8	Flooding	?	?	?	<ul style="list-style-type: none"> - Unlikely to have a direct impact on flooding but provision of car parking is likely to increase the need for hard surfacing thus leading to increased run off. 	- Potential mitigation through emerging Core Strategy policies associated with flooding, particularly surface water flooding which would reduce impact of this objective.
9	Regeneration and Land Use	0	0	0	<ul style="list-style-type: none"> - A standard that provides car parking to take account of actual and projected rise in ownership will not maximise the use of land in the same way that zero or lower parking requirements would. - Recognising and providing lower maximum standards in sustainable locations will encourage and allow for higher density development in highly sustainable locations. - Overall considered to have a neutral rating due to balance between two points raised above. 	
10	Air Quality	0	0/?	0/?	<ul style="list-style-type: none"> - A standard that provides car parking to take account of actual and projected rise in ownership will not actively discourage the numbers of vehicles on the roads and will therefore potentially increase pollutants. - Recognising and providing lower maximum standards in sustainable locations will encourage fewer vehicles on the road. - Providing sufficient and appropriate room for cycle storage will encourage this as an alternative, and less pollutant, form of travel. - Overall considered neutral to uncertain due to balance of factors raised above and also that modern cars are becoming less pollutant. 	
11	Climate Change	0/-	0/?	0/?	<ul style="list-style-type: none"> - A standard that provides car parking to take account of actual and projected rise in ownership will not actively discourage the numbers of vehicles on the roads and will therefore potentially increase pollutants. - Recognising and providing lower maximum standards in sustainable locations will encourage fewer vehicles on the road. 	

					<p>- Providing sufficient and appropriate room for cycle storage and parking will encourage this as an alternative, and less pollutant, form of travel.</p> <p>- Overall considered neutral to uncertain due to balance of the factors raised above and also that modern cars are generally becoming less pollutant.</p>	
12	Biodiversity	0	0	0		
13	Natural landscape	0	0	0		
14	Built and Historic Environment	~	~	~		
15	Waste and Natural Resources	?	?	?		
16	Water Quality and Quantity	~	~	~		
17	Energy	~	~	~		
18	Economy, Opportunity and Innovation	0	0	0		

No significant inter-relationships between objectives have been noted.

TABLE 3 - Sustainability Appraisal of Saved Policy T9

Saved Policy T9 of the Havant Borough District Wide Local Plan						
		Assessment			Comments/Explanation	Potential Mitigation Measures
		S	M	L		
1	Housing	0	0	0		
2	Health and Wellbeing	0	0	0		
3	Equality, Poverty and Social Inclusion	0	0	0		
4	Education and Skills	0	0	0		
5	Safety and Security	?	?	?	- Saved policy does not address issues of safety and security.	
6	Liveability and Sense of Place	0	0	0		
7	Accessibility/ Transport	0	0	0	- When originally adopted this policy was based on guidance in PPG13. PPS3 has since introduced new considerations and this is a reason for the new standards being formulated as part of the SPD. The policy supports the provision of parking which in itself does not force people onto alternative means of travel but it does also ensure that over provision of parking is not provided. Considered to have a neutral impact overall.	
8	Flooding	~	~	~	- No direct impacts.	
9	Regeneration and Land Use	~	~	~	- No direct impacts.	
10	Air Quality	0	0/?	0/?	- No direct impacts.	
11	Climate Change	0/-	0/?	0/?	- Vehicles produce emissions so parking provision can encourage and allow for the use of private motor vehicles. Extent of relationship has some uncertainty in the future due to improvements to vehicle technology and the potential to reduce emissions.	
12	Biodiversity	0	0	0	- No direct impacts.	
13	Natural landscape	0	0	0		
14	Built and Historic	~	~	~		

	Environment					
15	Waste and Natural Resources	?	?	?		
16	Water Quality and Quantity	~	~	~		
17	Energy	~	~	~		
18	Economy, Opportunity and Innovation	0	0	0		



Conclusion

No significant effects of implementing this SPD have been identified that would have an unacceptable impact on sustainability objectives identified for the borough.

The approach of the SPD has many positive impacts and the impact on other objectives achieves a mix of positive and potential negative impacts. The negative impacts centre around the use of private vehicles on pollution but this is compensated to some degree by the approach of reduced standards in accessible locations and positively requiring cycle parking/storage in new residential development.