

BROADLAND DISTRICT COUNCIL  
LOCAL DEVELOPMENT FRAMEWORK



Sustainability Appraisal Report for  
Parking Standards (SPD)



## Contents

<b>i Non Technical Summary</b> .....	<b>1</b>
<b>1 Introduction</b> .....	<b>3</b>
Consultation .....	3
Purpose .....	3
Sustainability Appraisal Framework .....	3
Sustainability Appraisal Report .....	4
Incorporating the SA with SPD process .....	9
<b>2 Testing the Parking Standards Objectives</b> .....	<b>11</b>
Broadland District Local Plan policies .....	11
Objectives of the Draft Parking Standards SPD .....	11
Objectives in the Appraisal Framework .....	11
Aim and Method .....	11
<b>3 Developing the SPD Options</b> .....	<b>14</b>
<b>4 Predicting the Effects of SPD</b> .....	<b>34</b>
<b>5 Evaluating, Mitigating and Monitoring the effects of Draft SPD</b> .....	<b>37</b>
<b>6 Glossary</b> .....	<b>39</b>
<b>Appendix 1- Revised Scoping Report</b> .....	<b>41</b>

## Tables

Table 1 - Links between SA/SEA and SPD development (based on ODPM 2005) .....	5
Table 2 - Incorporating the SA with SPD Process .....	9
Table 3 - Incorporating the SA with SPD Process .....	9
Table 4 - Incorporating the SA with SPD Process .....	10
Table 5 - Draft Parking Standards SPD Objectives .....	11
Table 6 - Sustainability Objectives - Appraisal Framework .....	11
Table 7 - Comparison of SPD objectives against SA Objectives .....	13
Table 8 - Appraising the Options for Draft Parking SPD - Security .....	15

## Contents

Table 9 - Appraising the Options for Draft Parking SPD - Cycle Parking Provision .....	17
Table 10 - Appraising the Options for Draft Parking SPD - Design Guidance .....	19
Table 11 - Appraising the Options for Draft Parking SPD - Powered Two Wheelers .....	21
Table 12 - Appraising the Options for Draft Parking SPD - Non Residential /Disabled .....	23
Table 13 - Appraising the Options for Draft Parking SPD - Residential .....	25
Table 14 - Appraising the Options for Draft Parking SPD - Buses, Mini Bus, Pick up and Drop off .....	27
Table 15 - Appraising the Options for Draft Parking SPD - Service Vehicles .....	29
Table 16 - Appraising the Options for Draft Parking SPD - Calculation of No of Parking Spaces/Standards .....	30
Table 17 - Glossary of Terms .....	39

## Non Technical Summary

- 1 **What do we mean by ‘sustainability appraisal’?** A useful definition is: ‘An assessment of activities, projects programmes, plans and/or policies which applies social and economic sustainability criteria as well as environmental ones, and considers the integration and reconciliation of these different criteria’
- 2 The purpose of Sustainability Appraisal (SA) is to promote sustainable development through the integration of social, environmental and economic considerations in the preparation of planning policy documents. The SA is a requirement of the Planning and Compulsory Purchase Act 2004, (section 39(2) and the Strategic Environmental Assessment (SEA) is a requirement of the Environmental Assessment of Plans and Programmes Regulations 2004

### Revised Scoping Report - Appendix 1 - Developing a Sustainability Framework

- 3 The first stage of the SA was to produce a Scoping Report in order to develop a Sustainability Framework . This identified key sustainability issues in Broadland. Eight sustainability objectives were selected covering a wide variety of environmental, social and economic issues such as reducing the proportion of residents using a car for journey to work, reduction of the level of car crime, Maintenance of good air quality, reduction of personal injury road accidents, reduction in congestion, no of per capita increase in CO2 emissions from transport, increase in employment and support and encourage the growth of rural business. The scoping report was issued for consultation in February 2006 with environmental stakeholders and October 2006 with the general public as part of the SCI. This report has now been revised to reflect the comments received (see Appendix 1). The sustainability objectives provide the framework which will be used to appraise the Draft SPD as part of this report.

### Sustainability Appraisal Report - Testing The Draft SPD against the Sustainability Framework

- 4 The second stage is the production of the Sustainability Appraisal Report. A key element of the Sustainability Appraisal Report involves testing the Draft Parking Standards SPD against the SA Framework in order to predict the effects of the plan and considering ways of mitigating adverse effects and maximising beneficial aspects. As well as to address the requirements of the SEA within the SA by considering environmental consequences of the Draft SPD and proposing measures to monitor the significant effects of implementing the SPD.

### Conclusions - The Benefits of Parking Standards SPD

- 5 The Parking SPD is expected to bring Social, Economic and Environmental benefits such as encouraging people to seek alternative modes of transport which should help reduce CO2 emissions and thus help to combat climate change by providing safe and secure parking provision at origin of destination. Furthermore, promoting

## Non Technical Summary

good design practice should allow for more efficient use of land, and improve the built environment such as by including landscaping schemes and sustainable drainage systems where feasible to help reduce flood risk. The Draft SPD is also likely to have social benefits, such improving accessibility to rural parts of Broadland by providing adequate parking provision which reflect expected levels of car ownership and minimizing risk of car crime thorough implementing security measures, provision of cycle parking and adequate facilities.

- 6 This sustainability appraisal concludes that the Draft Parking Standards SPD is not likely to have any negative significant impacts. However, this will be monitored and action taken if any negative effects arise over time. Overall the SPD is likely to have positive impacts such as improving accessibility in a rural area, in addition to providing clear guidance to developers in preparing plans for development, and expediting the determination of planning applications submitted including an appropriate level of parking whilst taking into consideration the expected levels of car ownership and promoting good design.

### The Next Steps

- 7 Following completion of this report and public consultation the next stages which include: assessing any significant changes as a result of the consultation, making decisions and providing information and finally prior to adoption finalising the aims and methods for monitoring.

## Consultation

- 1.1 The consultation on the Sustainability Appraisal Report alongside the *Draft Parking Standards SPD* will run for six weeks from mid March, 2007 to end of April, 2007. Once the Draft Parking Standards SPD is proposed for adoption the revised version will be published, in June, 2007 reflecting any revisions as a result of this consultation.

This document can be made available in large print or in different languages. Please contact Vicky Cole on (01603) 430477 or [vicky.cole@broadland.gov.uk](mailto:vicky.cole@broadland.gov.uk) for details.

Picture 1 Intran logo



## Purpose

- 1.2 The purpose of Sustainability Appraisal (SA) Report is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of planning policy documents (SPD). Section 39 (2) of the Planning and Compulsory Purchase Act 2004 makes this a requirement for Supplementary Planning Documents. Essentially the preparation of the document involves two key stages, namely:
- the production of a Scoping Report setting out the scope of the Sustainability Appraisal, and developing a framework for assessing the sustainability
  - the production of the Sustainability Appraisal Report where the Draft SPD and Options will be appraised against the Sustainability Objectives in the Scoping Report.
- 1.3 The SA incorporates the requirement for Strategic Environmental Assessment this is explained in detail in the Introduction of the Revised Scoping Report in Appendix 1.

## Sustainability Appraisal Framework

- 1.4 A key element of the Scoping Report (in Appendix 1) is the development of a Sustainability Appraisal Framework by which the sustainability of the SPD can be assessed. This contains eight sustainability objectives together with decision making criteria that are applied to the SPD to assess its sustainability. Also included are

## Introduction

indicators and targets for monitoring the achievement of the sustainability objectives. This framework is applied to the Draft SPD objectives to assess the overall compatibility with the sustainability objectives, and can be found at Tables 6 and 7. The Framework is also applied to the different sections of the draft SPD, to assess the draft standards in more detail, as set out in Tables 8 - 16.

- 1.5 The Scoping Report was issued for consultation from February 2006 to April 2006 with key stakeholders, including the Countryside Agency, Environment Agency, English Heritage and English Nature. The Scoping Report has been revised to take account of the comments received.

## Sustainability Appraisal Report

- 1.6 The next step is the preparation of this Sustainability Appraisal Report including the Revised Scoping Report (Appendix 1) which contains the Sustainability Framework that will be used in this document to assess the Draft Parking Standards SPD.

### Meeting the Requirements of the Strategic Environmental Assessment (SEA) Directive

- 1.7 As the The SA Report includes: illustrating that the SEA Directive's requirements have been met. This is achieved through sign-posting the places in the SA Report where the information required by the Directive is provided and is set out in Table 1.

Table 1 Links between SA/SEA and SPD development (based on ODPM 2005)

SEA Directive Requirements	Where is covered in the SA Report
<p><b>Preparation of an environmental report</b> in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given is (Art. 5 and Annex I):</p>	
<p>a. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes</p>	<p>Sections of Appendix A Revise SA Report relating to tasks B1, B2, B3, B4 and B5</p>
<p>b. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;</p>	<p>Sections of SA Report relating to Task B4</p>
<p>c. The environmental characteristics of areas likely to be significantly affected</p>	<p>Appendix 1 - Revised Scoping Report and Sections of SA Report relating to task B5</p>
<p>d. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;</p>	<p>Revised Scoping Report (Appendix 1) and Sections of SA Report relating to task B5</p>



SEA Directive Requirements	Where is covered in the SA Report
e. The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Appendix 1 - Revised Scoping Report -  Table 1
f. The likely significant effects on the environment, including on issues such as bio-diversity, population, human health, fauna, flora, soil, water, air, climatic factor , material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	SA Report Tables 8-16 relating to Task B4
g. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Section of SA Report relating to task B5
h. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Sections of SA Report relating to Tasks B2, B3, B4 and B5
i. a description of measures envisaged concerning monitoring in accordance with Article 10	Section of SA Report relating to Task B6

SEA Directive Requirements	Where is covered in the SA Report
j. a non-technical summary of the information provided under the above headings.	Non - Technical Summary - SA Report
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2).	Information contained in this SA Report
<p><b>Consultation:</b></p> <ul style="list-style-type: none"> <li>■ authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report Art (5.4)</li> </ul>	Appendix 1 Revised Scoping Report
<ul style="list-style-type: none"> <li>■ authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2).</li> </ul>	Appendix 1 Revised Scoping Report
<ul style="list-style-type: none"> <li>■ other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7).</li> </ul>	Not Applicable
Taking the environmental report and the results of the consultations into account in decision-making (Art. 8)	Appendix 1 - Revised Scoping Report
When the plan or programme is adopted, the public and any countries consulted under Art.7 shall be informed and the following made available to those so informed:	To be addressed at a later date

SEA Directive Requirements	Where is covered in the SA Report
<ul style="list-style-type: none"> <li>■ the plan or programme as adopted;</li> <li>■ a statement summarising how environmental considerations have been integrated into the plan or programme and</li> </ul> <p>how the environmental report pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</p> <ul style="list-style-type: none"> <li>■ the measures decided concerning monitoring (Art. 9 and 10)</li> </ul>	
Monitoring of the significant environmental effects of the plan's or programme's implementation (Art. 10)	Sections SA Report Task B6

## Incorporating the SA with SPD process

**1.8** The following Table illustrates how the Sustainability Appraisal process is incorporated with the SPD step by step (Tasks A1-E1) and time lines in relation to each stage. Steps A1 to A5 were undertaken in the Scoping Report and Steps B1 to D2 will be included in this report.

Table 2 Incorporating the SA with SPD Process

SPD Stage 1: Pre-production - Evidence gathering	
<b>Stage A: Setting the context and objectives, establishing the baseline and deciding on scope.</b>	
A1: Identifying other relevant policies, plans and programmes and sustainable development objectives.	November, 2005
A2: Collecting baseline information	November - December 2005
A3: Identifying sustainability issues and problems	November - December 2005
A4: Developing the SA framework	November - December 2005
A5: Consulting on the scope of the SA	* February - April 2006 October - December 2006

Table 3 Incorporating the SA with SPD Process

SPD Stage 2: Production - Prepare Draft SPD	
<b>Stage B: Developing and refining options and assessing effects</b>	
B1: Testing the SPD objectives against the SA framework	December, 2006 - January, 2007
B2: Developing the SPD Options	December, 2006 - January, 2007
B3: Predicting the effects of the Draft SPD	December, 2006 - January, 2007
B4: Evaluating the effects of the Draft SPD	December, 2006 - January, 2007
B5: Considering ways of mitigating adverse effects and maximising beneficial effects.	December, 2006 - January, 2007

## Introduction

SPD Stage 2: Production - Prepare Draft SPD	
B6: Proposing measures to monitor the significant effects of implementing the SPD.	December, 2006 - January, 2007
<b>Stage C: Preparing the Sustainability Appraisal Report</b>	
C1: Preparing the SA Report	December, 2006 - March, 2007
<b>Stage D: Consulting on the draft SPD and Sustainability Appraisal Report</b>	
D1: Public participation on the SA Report and the draft SPD.	Mid March - End of April 2007
D2: Assessing significant changes	May - 2007

Table 4 Incorporating the SA with SPD Process

SPD Stage 3: Adoption	
D3: Making decisions and providing info.	end of June, 2007
Stage E: Monitoring the significant effects of implementing the SPD.	end of June, 2007
E1: Finalising aims and methods for monitoring	end June, 2007

1.9 Source: adapted from ODPM - Sustainability Guidance (2005)

## Testing the Parking Standards Objectives

### Broadland District Local Plan policies

**2.1** The Draft Parking SPD aims to provide guidance to explain how the Council will seek to implement policy on parking requirements. It aims to ensure that modes of travel other than the car are promoted and also to ensure good design. The Draft Parking Standards SPD will relate to the 'Broadland District Local Plan (Replacement) 2006 policies:

- TRA5 - Cycle Movement,
- TRA8 - Parking Guidelines

### Objectives of the Draft Parking Standards SPD

**2.2** The objectives of the Draft Parking Standards SPD are set out in table below. .

Table 5 Draft Parking Standards SPD Objectives

1. Assist intending developers in preparing plans for the development of land; and
2. Expedite the determination of planning applications by ensuring that applications submitted include an appropriate level of parking.
3. Promote good design

### Objectives in the Appraisal Framework

Table 6 Sustainability Objectives - Appraisal Framework

1. Reduction in the proportion of residents using a car for journey to work.
2. Reduction in the level of car crime in Broadland.
3. Maintenance of good air quality in Broadland
4. Reduction in personal injury road accidents.
5. Reduction in congestion
6. No per capita increase in co2 emissions from transport
7. Increase in employment in Broadland
8. Support and encourage the growth of rural businesses

### Aim and Method

**2.3** It is important that these objectives are in accordance with sustainability principles. The Draft Parking Standards SPD objectives are therefore tested against the sustainability objectives set out in the SA framework (Task A4)

## Testing the Parking Standards Objectives

- 2.4** Where this exercise leads to the identification of (+) positive compatible, (0) neutral effect or (-) possible sources of conflict, consideration can then be given to ways in which these potential sources of conflict could be avoided or mitigated.

### Outcome

- 2.5** As can be seen from Table 7 'Comparison of SPD objectives against SA Objectives', no significant conflicts were identified. The purpose of the Draft SPD is to promote use of alternative modes to the car and to ensure good urban design that makes efficient use of land. Therefore, the Draft SPD should have a positive effect on objectives to improve the environment, be it the urban environment or air quality.
- 2.6** The other possible adverse social and economic impact would be if the advice led to increased costs for developers, which might in extreme cases make developments unviable. However, at present, there is no evidence that there will be any conflict between the Draft SPD and sustainability objectives.

Table 7 Comparison of SPD objectives against SA Objectives

SPD objectives	SA Objectives							
	1	2	3	4	5	6	7	8
	Reduction in the proportion of residents using a car for journey to work.	Reduction in the level of car crime in Broadland.	Maintenance of good air quality in Broadland	Reduction in personal injury road accidents.	Reduction in congestion	No per capita increase in CO2 emissions from transport	Increase in employment in Broadland	Support and encourage the growth of rural businesses
<b>1</b> Assist intending developers in preparing plans for the development of land	+	+	0	+	+	0	+	+
	Positive compatible	positive compatible	neutral	positive compatible	positive compatible	neutral	positive compatible	positive compatible
<b>2</b> Expedite the determination of planning applications by ensuring that applications submitted include an appropriate level of parking	+	+	0	+	+	0	+	+
	Positive compatible	positive compatible	neutral	positive compatible	positive compatible	neutral	positive compatible	positive compatible
<b>3</b> Promote good design	+	+	+	+	0	0	+	+
	Positive compatible	positive compatible	positive compatible	positive compatible	neutral	neutral	positive compatible	positive compatible



## Developing the SPD Options

### ASSESSING THE EFFECTS OF THE LOCAL PLAN POLICIES AND DEVELOPING THE PARKING STANDARDS SPD OPTIONS (TASK B2)

#### Aim

- 3.1** The purpose of appraising options is to compare the sustainability impacts of alternative ways of addressing the same issue. The options need to be sufficiently distinct to highlight the different sustainability implications of each, so that meaningful comparisons can be made and in order to determine which is likely to be the more sustainable.

#### Part 1: Assessing the effects of the Local Plan policies

- 3.2** The ODPM's guidance states that 'where the SPD has been prepared on the basis of a DPD or saved plan, policy or policies which have not been subject to SA, then the authority will need to carry out a SA of that policy or policies and report on those <sup>(i)</sup>. Similarly where the SPD is going beyond minor modifications to policy, or significantly developing policy, then a SA of the SPD will be required.
- 3.3** Although The Local Plan (Replacement) adopted in May, 2006 was subject to a Sustainability Appraisal it did not go a formal Strategic Environmental Assessment as explained in the Introduction of the Revised Scoping Report - Appendix 1. Therefore, it is the intention of this report to address the requirements of the SEA within the SA by considering the environmental consequences of the Draft SPD whilst also considering social and economic consequences.

#### Part 2: Developing the Parking Standards SPD Options

- 3.4** Options are alternative ways of addressing the same issue. The options need to be tested against the SA objectives in order to determine which is likely to be the more sustainable. The ODPM guidance states in paragraph 4.3.6 that it is essential for Draft SPDs to set out to improve on the situation that would exist if there were no SPD. It should also aim to improve on the effects of implementing the existing policy <sup>(ii)</sup>. To test this each section of the Draft SPD will be appraised against the SA Objectives, options include various scenarios if any of those sections were not included in the Draft SPD.

- 
- i Paragraph 4.1.6 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (November 2005) ODPM
  - ii 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' ODPM (Nov 2005)

Table 8 Appraising the Options for Draft Parking SPD - Security

Security Provision for Parking				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 Without the 'security' section
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
1. Reduction in the proportion of residents using a car for the journey to work	+	People may be persuaded to use alternatives to the car if people have a safe and secure place to leave their vehicle.	-	Without adequate and secure measures for people to leave their cars parked, they may be more likely to use their car.
2. Maintenance of good air quality in Broadland	-	any negative effect can be counter same as comment for no.1	-	Without adequate and secure measures for people to leave their cars parked, they may be more likely to use their car and increased use could impact on air quality.
3. Reduction in congestion	+	same as comment for no.1	0	same as comment for no.1
4. No per capita increase in CO2 emissions from transport	0	People may be persuaded to use alternatives to the car if people have a safe and secure place to leave their vehicle.	0	Without adequate and secure measures for people to leave their cars parked, they may be more likely to use their car and increased use could impact on air quality.
5. Reduction in the level of car crime in Broadland	+	Encouraging good level of lighting, use of CCTV cameras, supervised parking can increase confidence in personal safety and security.	-	Without the guidance to promote safe and secure parking measures , it is possible that car crime could increase.



## Developing the SPD Options

Security Provision for Parking				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 Without the 'security' section
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
6. Reduction in personal injury road accidents in Broadland	+	Incorporating design measures should assist in providing safe environments for pedestrians and therefore reducing the numbers of personal road injuries.	-	without incorporating safety measures in design guidance it is possible that personal injuries could increase.
7. Increase in employment in Broadland	0	No effect directly.	0	No effect directly.
8. Support and encourage the growth of rural business.	+	Providing safe and adequate parking could have a positive impact for business to attract customers.	-	Without providing a safe parking environment it could lead to car crime in a business area and not be good for business.

Table 9 Appraising the Options for Draft Parking SPD - Cycle Parking Provision

Cycle Parking Provision				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the Cycle Provision Section
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
1. Reduction in the proportion of residents using a car for the journey to work	+	providing adequate cycling facilities would promote alternative modes of transport.	-	without the guidance to promote cycling facilities people will have less alternatives to travel and will more likely use their car to drive to work.
2. Maintenance of good air quality in Broadland	+	promoting cycling as an alternative mode of transport would improve air quality.	-	Without the guidance to promote cycling as an alternative to the car, it could have a negative impact to the air quality in the longer term.
3. Reduction in congestion	+	promoting alternative modes of transport would assist in reducing congestion.	-	Without the guidance to promote alternative modes of transport and facilitating cycle parking congestion could increase.
4. No per capita increase in CO2 emissions from transport	+	promoting alternative modes of transport would decrease the CO2 emissions from transport.	-	Without the guidance to promote alternative modes of transport and facilitating cycle parking no per capital in co2 emission could increase in the longer term.
5. Reduction in the level of car crime in Broadland	+	promoting cycle parking location requirements i.e. near the entrance, visible, well lit, CCTV cameras, controlled	-	Without the guidance promoting cycle parking location requirements i.e. near the entrance, visible, well

## Developing the SPD Options

Cycle Parking Provision				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the Cycle Provision Section
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
		access, cycle lockers, etc. should deter any related crime.		lit, cctv cameras, controlled access, cycle lockers, etc there may be more related crime.
6. Reduction in personal injury road accidents in Broadland	+	providing adequate signage, and allowing for clear, unobstructed cycle routes should prevent accidents.	-	Without the guidance promoting safety measures i.e. adequate signage, allowing for clear and unobstructed cycle routes, more personal injuries could occur.
7. Increase in employment in Broadland	0	unlikely to have a significant impact	0	unlikely to have a significant impact
8. Support and encourage the growth of rural business.	+	providing cycle facilities may improve accessibility and could have a positive impact on rural businesses.	-	Without the guidance to provide cycle facilities could have a negative impact on rural businesses as it may decrease accessibility.

Table 10 Appraising the Options for Draft Parking SPD - Design Guidance

Design Guidance				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the design guidance
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
1. Reduction in the proportion of residents using a car for the journey to work	0	unlikely to have a significant impact	0	unlikely to have a significant impact
2. Maintenance of good air quality in Broadland	+	requiring adequate tree planting and integrating landscaping schemes in parking design should assist in maintaining good air quality.	-	Without the guidance requiring adequate tree planting and integrating landscaping schemes in parking design it could have a negative impact in maintaining good air quality in the longer term.
3. Reduction in congestion	0	unlikely to have a significant impact	0	unlikely to have a significant impact
4. No per capita increase in CO2 emissions from transport	+	same as comment in no. 2	-	same as comment in for no. 2
5. Reduction in the level of car crime in Broadland	+	incorporating design measures i.e. keeping cars in view, should reduce the level of car crime.	-	Without the guidance to incorporate design measures i.e. keeping cars in view, it could have a negative impact on the level of car crime.
6. Reduction in personal injury road accidents in Broadland	+	layout can assist in accommodating for traffic calming, and for greater freedom for pedestrian movement	-	Without the guidance to include a layout that can assist in accommodating for traffic calming,

## Developing the SPD Options

Design Guidance				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the design guidance
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
		should assist in preventing personal injuries.		and greater freedom for pedestrian movement it could have a negative impact on safety measures and affect personal injuries.
7. Increase in employment in Broadland	0	no direct effect	-	no direct effect
8. Support and encourage the growth of rural business.	+	improvements to the aesthetic environment and accessibility should have a positive impact for rural businesses.	-	Without the guidance to improve the aesthetic environment and accessibility it could have a negative impact for rural businesses as it could be less desirable /accessible place.

Table 11 Appraising the Options for Draft Parking SPD - Powered Two Wheelers

Parking - for Powered Two Wheelers				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the inclusion for PTW
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
1. Reduction in the proportion of residents using a car for the journey to work	+	promoting alternative modes of transport should assist in reducing the use of cars for work.	-	Without the guidance promoting alternative modes of transport there would be less options and therefore more use of cars for work .
2. Maintenance of good air quality in Broadland	+	Powered Two wheelers generally produce less air pollution than other motor vehicles, therefore it should assist in maintaining good air quality.	-	Without the guidance promoting alternative modes of transport incl. two wheelers, there would be more cars on the road and could lead to a negative effect of maintaining good air quality in the long term.
3. Reduction in congestion	+	PTW cause less congestion and use less parking space.	-	Without the guidance to promote alternative modes of transport i.e. PTW, more cars would be on the road causing more congestion in the longer term.
4. No per capita increase in C02 emissions from transport	+	same as comment for no.2	-	same as comment for no.2
5. Reduction in the level of car crime in Broadland	+	Promoting safety measures i.e. well lit locations, and fixtures for locking PTW,	-	Without the guidance promoting safety measures i.e. well lit locations, fixtures for locking PTW,



## Developing the SPD Options

Parking - for Powered Two Wheelers				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the inclusion for PTW
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
		lockers , surveillance, CCTV cameras should prevent associated crime.		lockers , surveillance, and CCTV cameras, reducing crime may be more difficult to reduce.
6. Reduction in personal injury road accidents in Broadland	0	unlikely to have a significant impact	0	unlikely to have a significant impact
7. Increase in employment in Broadland	0	unlikely to have a significant impact	0	unlikely to have a significant impact
8. Support and encourage the growth of rural business.	+	promoting alternative modes of transport and improving accessibility to rural business should encourage growth.	-	Without the guidance promoting alternative modes of transport and improving accessibility it would be difficult to support and encourage rural business growth.

Table 12 Appraising the Options for Draft Parking SPD - Non Residential /Disabled

Car Parking (Non Residential / Disabled)				
Option 1 - As set out in the Draft Parking Standards SPD			Option 2 - without the guidance	
SA Objective	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
1. Reduction in the proportion of residents using a car for the journey to work	+	Restricting provision at destination may increase the no of people who leave their car parked at home and seek alternative modes of transport. Furthermore, requiring travel plans in some circumstances as integral of development proposals may also assist in reducing the no's. of travel to work journeys by car.	-	Without the guidance to restrict provision at destination less people are likely to likely to leave their cars parked at home and seek alternative modes of transport thus difficult to reduce proportions of journeys to work.
2. Maintenance of good air quality in Broadland	+	Restricting provision at destination plus requiring travel plans in some circumstances are integral of development proposals to assist in reducing the no's. of travel to work journeys by car and therefore maintain good air quality.	-	Without the guidance for restricting provision at destination less people are likely to likely to leave their cars parked at home and seek alternative modes of transport and same for travel plans both could have an impact on air quality.
3. Reduction in congestion	+	a) Restricting provision at destination plus b) requiring travel plans in some circumstances as integral to development proposal c) encouraging use of PTW's may therefore reduce congestion.	-	Without the guidance to a) restrict provision at destination, b) requiring travel plans in some circumstances as integral part of development proposal c) encouraging PTW's it

Car Parking (Non Residential / Disabled)				
Option 1 - As set out in the Draft Parking Standards SPD			Option 2 - without the guidance	
SA Objective	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
				may be difficult to reduce congestion.
4. No per capita increase in CO2 emissions from transport	0	Unlikely to have a significant impact	0	unlikely to have a significant impact
5. Reduction in the level of car crime in Broadland	+	Promoting layouts which increase visibility assist to reduce car crime, and improve safety.	-	Without the guidance to promote layouts which increase visibility, it may have a negative effect in reducing car crime and safety.
6. Reduction in personal injury road accidents in Broadland	+	Providing adequate provision to avoid on-street parking as well as adequate parking for disabled should help to reduce personal injury and increase road safety.	-	Without the guidance to provide adequate provision to avoid on-street parking as well as adequate parking for disabled it could have negative impact on reducing personal injury and increasing road safety.
7. Increase in employment in Broadland	0	Unlikely to have a significant impact	0	unlikely to have a significant impact
8. Support and encourage the growth of rural business.	+	Improved accessibility may contribute to the growth of rural businesses.	-	Without the guidance to improve accessibility it may be more difficult to contribute to the growth of rural businesses.

Table 13 Appraising the Options for Draft Parking SPD - Residential

Car Parking (Residential)				
		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the guidance
SA Objective	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
1. Reduction in the proportion of residents using a car for the journey to work	+	Providing adequate safe and secure place to leave cars behind may be an incentive to seek alternative modes of transport to work.	-	Without the guidance to provide adequate safe and secure place to leave cars behind, as an incentive to seek alternative modes of transport to work people are more likely to use their car.
2. Maintenance of good air quality in Broadland	+	Providing adequate safe and secure place to leave cars behind may be an incentive to seek alternative modes of transport to work and therefore maintain good air quality.	-	Without the guidance to provide adequate safe and secure place to leave cars behind as an incentive to seek alternative modes of transport to travel to work maintaining good air quality may be more difficult in the longer term.
3. Reduction in congestion	+	providing adequate a safe and secure place to leave cars behind maybe an incentive to seek alternative modes of transport to work and therefore reduce congestion.	-	Without the guidance to provide adequate safe and secure place to leave cars behind as an incentive to seek alternative modes of transport to work, it may be difficult to reduce congestion in the long term.

Car Parking (Residential)				
		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the guidance
SA Objective	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
4. No per capita increase in CO2 emissions from transport	+	Providing adequate safe and secure place to leave cars behind may be an incentive to seek alternative modes of transport to work could assist in keeping CO2 emissions low.	-	Without the guidance to provide adequate safe and secure place to leave cars behind may be an incentive to seek alternative modes of transport to work could increase CO2 emissions in the longer term.
5. Reduction in the level of car crime in Broadland	+	Providing adequate design measures and layouts to prevent crime should assist in reducing current levels.	-	Without the guidance to provide adequate design measures and layouts to prevent crime it may be difficult to reduce car crime in the longer term.
6. Reduction in personal injury road accidents in Broadland	+	Providing adequate design measures and layouts should assist in reducing personal injuries.	-	Without the guidance to provide adequate design measures and layouts it may be more difficult to prevent personal injuries.
7. Increase in employment in Broadland	0	unlikely to have a significant impact.	0	unlikely to have a significant impact.
8. Support and encourage the growth of rural business.	0	unlikely to have a significant impact.	0	unlikely to have a significant impact

Table 14 Appraising the Options for Draft Parking SPD - Buses, Mini Bus, Pick up and Drop off

Car Parking for Bus, Mini bus and Pick up and Drop off				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the provision for Buses, Mini-Bus and Pick Up and Drop off
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
1. Reduction in the proportion of residents using a car for the journey to work	+	Promoting alternative modes of transport should assist in reducing the proportion of car journeys to work.	-	Without the guidance to promote alternative modes of transport it may be difficult to reduce the proportion of car journeys to work.
2. Maintenance of good air quality in Broadland	+	Promoting alternative modes of transport should assist in reducing the proportion of car journeys and have a positive impact in maintaining good air quality.	-	Without the guidance to promote alternative modes of transport to reduce the proportion of car journeys it may be more difficult in the longer term to maintain good air quality.
3. Reduction in congestion	+	Promoting alternative modes of transport should assist in reducing car congestion.	-	Without promoting alternative modes of transport it may be difficult to to enable reducing car congestion.
4. No per capita increase in CO2 emissions from transport	+	Providing for parking facilities for buses allows for alternative modes of transport If they are well utilised the outcome maybe less CO2 emissions.	-	Without the guidance to promote alternative modes of transport and ensure it is utilised, it maybe difficult in the longer term to keep emissions low.

## Developing the SPD Options

Car Parking for Bus, Mini bus and Pick up and Drop off				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the provision for Buses, Mini-Bus and Pick Up and Drop off
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
5. Reduction in the level of car crime in Broadland	0	Unlikely to have a significant impact.	0	Unlikely to have a significant impact
6. Reduction in personal injury road accidents in Broadland	+	Providing for pick up and drop off points with fitted kerbing should assist in preventing personal injuries road accidents.	-	Without the guidance to provide for pick up and drop off points with fitted kerbing it may be more difficult to prevent personal injuries road accidents.
7. Increase in employment in Broadland	+	Facilitating parking for touring coaches may increase tourism and have a positive impact on employment.	0	Unlikely to have a significant impact however, from an accessibility point of view it could be limiting.
8. Support and encourage the growth of rural business.	+	Facilitating parking for touring coaches may increase tourism and have a positive impact on encouraging growth and rural business.	0	Unlikely to have a significant impact however, from an accessibility point of view it could be limiting.

Table 15 Appraising the Options for Draft Parking SPD - Service Vehicles

Parking for Service Vehicles				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the guidance for service vehicles.
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
1. Reduction in the proportion of residents using a car for the journey to work	0	Unlikely to have a significant impact.	0	Unlikely to have a significant effect.
2. Maintenance of good air quality in Broadland	-	Unlikely to have a significant impact any negative impact could be offset by economic benefit	0	Unlikely to have significant impact.
3. Reduction in congestion	0	Unlikely to have a significant impact	0	Unlikely to have a significant impact.
4. No per capita increase in CO2 emissions from transport	0	Unlikely to have a significant impact	0	Unlikely to have a significant impact
5. Reduction in the level of car crime in Broadland	0	Unlikely to have a significant impact.	0	Unlikely to have a significant impact
6. Reduction in personal injury road accidents in Broadland	0	Restricted on street-parking may reduce personal road accidents and improve road safety.	0	Without guidance there's likely to be more on on street parking and there may be more personal injuries
7. Increase in employment in Broadland	0	Providing for service vehicles may assist employment development by ensuring appropriate provision is made.	0	Without the guidance there may be an impact to business development i.e. relying on on street parking may not be suitable for delivery of goods or service providers.



Parking for Service Vehicles				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the guidance for service vehicles.
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
8. Support and encourage the growth of rural business.	+	Providing for service vehicles may encourage the growth of rural business by ensuring appropriate provision is made.	-	Without the guidance it may more difficult to encourage the growth of rural business without ensuring appropriate provision is made.

Table 16 Appraising the Options for Draft Parking SPD - Calculation of No of Parking Spaces/Standards

Calculation of No of Parking Spaces / Parking Standards				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the guidance / Standards
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
1. Reduction in the proportion of residents using a car for the journey to work	+	People may be persuaded to leave their car parked at home in safe and secure place and seek alternative modes of transport to their destination if adequate provision is made at origin.	-	Without the standards to provide adequate parking it may be more difficult to persuade people to leave their car parked at home and seek alternative modes of transport.
2. Maintenance of good air quality in Broadland	+	Requiring travel plans for major development (or for smaller that	-	Without the standards requiring travel plans, and safe and secure

Calculation of No of Parking Spaces / Parking Standards				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the guidance / Standards
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
		would generate significant traffic near to air quality management areas), plus safe and secure cycle parking facilities to promote alternative modes of transport should assist in maintaining good air quality.		cycle parking facilities to promote alternative modes of transport in the longer term it may be more difficult to maintain good air quality.
3. Reduction in congestion	+	The Standards promote for more parking spaces at origin in order to persuade people to leave their cars at a safe and secure location and seek alternative modes of transport to destination and thus reduce congestion. In addition, requiring travel plans in some circumstances may also assist in reducing congestion. However, any side effects may be counter balanced by the social benefits of accessibility in rural parts of Broadland.	-	Without the standards there would be no guidance to try to reduce congestion by providing adequate parking at origin in order to encourage people to leave their cars parked in safe and secure location and seek alternative modes of transport. Without the requirement for travel plans and safe and secure cycle parking facilities it may also be difficult to reduce congestion in the longer term.
4. No per capita increase in C02 emissions from transport	+	The Standards provide for adequate parking spaces at origin in order to persuade people to leave their car	-	Without the standards providing for adequate parking spaces at origin in order to encourage people to

## Developing the SPD Options

Calculation of No of Parking Spaces / Parking Standards				
SA Objective		Option 1 - As set out in the Draft Parking Standards SPD		Option 2 - Without the guidance / Standards
	+/- or 0	Comments / Predictions	+/- or 0	Comments / Predictions
		parked in a safe and secure location and seek alternative modes of transport. It also requires travel plans for major developments (or for smaller that would generate significant traffic near to air quality management areas), plus safe and secure cycle parking facilities to promote alternative modes of transport. These measures should assist in keeping CO2 emissions low. However, any negative effects can be counter balanced by the social benefits of accessibility.		leave their car parked in a safe and secure location and seek alternative modes of transport, in addition to requiring travel plans and safe and secure cycle parking facilities it may be more difficult in the longer term to maintain CO2 emission low.
5. Reduction in the level of car crime in Broadland	0	Unlikely to have a significant impact	0	Unlikely to have a significant effect.
6. Reduction in personal injury road accidents in Broadland	+	Improving on site parking thus reducing on street parking should assist in reducing the no of personal injuries and improve road safety.	0	Without the guidance there may be more on street parking and it may be difficult to reduce the no of personal injuries and improve road safety.

**Calculation of No of Parking Spaces / Parking Standards**

<b>SA Objective</b>		<b>Option 1 - As set out in the Draft Parking Standards SPD</b>		<b>Option 2 - Without the guidance / Standards</b>
	<b>+/- or 0</b>	<b>Comments / Predictions</b>	<b>+/- or 0</b>	<b>Comments / Predictions</b>
7. Increase in employment in Broadland	+	Improving accessibility through the provision of adequate parking provision for a range of services and different types of vehicles including , service vehicles, cycle it should have a positive impact for all business and clients and assist in employment development.	0	Without the guidance to improve accessibility through the provision of adequate parking provision for a range of services and different types of vehicles including , service vehicles, cycle it should have a positive impact for all business and clients and assist in employment development.
8. Support and encourage the growth of rural business.	+	Improving accessibility through the provision of adequate parking provision for a range of services and different types of vehicles including, service vehicle, cycle it should have a positive impact for all business and clients.	-	Without the standards to provide for adequate parking facilities for a range of services and different types of vehicles and cycle accessibility to rural business may not be as good and could affect the growth of rural businesses.

## Predicting the Effects of SPD

### PREDICTING THE EFFECTS OF THE DRAFT SPD (TASK B3)

**4.1** The purpose of this task is to predict the social, environmental and economic effects of the options being considered in the Draft SPD process. These options are appraised in Table 8 to Table 16 . In addition the objectives of the Draft SPD have been appraised against the SA objectives in Table 7 this contains an assessment of the likely positive, neutral and negative impacts of the Draft SPD on these objectives.

#### Overall

**4.2** In general the Draft Parking SPD will assist developers in preparing plans for the development of land, which apart from the economic benefits it also assists the public by ensuring appropriate level of parking is made available and should speed up the determination of planning applications. From a social perspective, improving accessibility for a predominant rural area whilst considering the expected levels of car ownership will be of benefit to the public and to business. Furthermore, the SPD will promote good design in order to make the most efficient use of land, this will bring environmental, social and economic benefits. i.e. positioning the parking where they can be overlooked by adjoining buildings whilst not dominating the surroundings and preventing car crime, a general more improved street scene and surroundings.

#### Security

**4.3** Ensuring secure measures are taken into account in the Draft SPD whilst designing parking provision is of essential benefit both for economic and social reasons. Elements such as good lighting will increase the confidence in both personal and vehicle security. The level of illumination that is acceptable will vary according to the site, and security considerations must be balanced against the environmental impact of lighting. Other elements such as the use of CCTV cameras, locating parking where it will be observed regularly by passers by, use of cycle lockers, also increases security and assists in preventing crime.

#### Design Guidance

**4.4** Promoting good design in the Draft SPD through the reference to a great deal of published information on good design practice from Government Guidance e.g. positioning parking to ensure they are overlooked by adjoining buildings whilst not dominating the surroundings, incorporating landscaping tree planting and safe and convenient paths, will improve the environment and create a more aesthetically pleasing and safer environment for pedestrians adding social, environmental and economic benefits overall.

## Predicting the Effects of SPD

### Cycle Parking

- 4.5** Including cycle parking in the Parking SPD will bring environmental and social benefits to the community as it will provide an alternative mode of transport which helps to reduce CO2 emissions and congestion. Requiring cycle parking to be near the entrance, weather protection, visible and attractive, passing surveillance, well lit, CCTV cameras, cycle lockers, obvious and well signed, clear and unobstructed, will increase its attractiveness. These requirements will be applicable both for Staff and Visitors for various services, which could also bring economic benefit.

### Powered Two Wheelers

- 4.6** Providing for Powered Two Wheelers brings a number of benefits for example from a social perspective it is a convenient form of personal transport for some, and it also provides for an alternative mode of transport. Environmentally it causes less congestion and generally produces less air pollution. The Draft Parking SPD will require that provision is made for safe, secure and convenient locations in new developments.

### Car Parking - Residential, non-residential, for People with Disabilities

- 4.7** Advice on residential parking included in the Draft SPD will reflect expected levels of car ownership, which brings social benefits as it provides a safe and secure place for people to leave their car parked and perhaps an incentive to seek alternative modes of transport and hopefully reduce congestion and air pollution. Where the character of a Conservation area would be compromised, in order to protect the aesthetic environment a lower level may be appropriate.
- 4.8** Advice for Non-residential parking also brings social and environmental benefits such as the emphasis on road safety and local amenity by requiring the most efficient use of land and including suitable landscaping. It also requires travel plans submissions as part of a planning application where a major development (or for smaller developments that would generate significant amounts of traffic in, or near to, air quality management areas). This too will add environmental and social benefits as it will encourage local employers to develop methods of getting employees to share lifts or use alternative transport. Furthermore, as PPS25: Development and Flood Risk and Building Regulations Part H, now require that infiltration SUDS be considered as the first option for surface water drainage from development, good drainage design can yield reducing flood risk as a further environmental and social benefit for more information check the Environment Agency's Flood maps and Strategic Flood Risk Assessment (SFRA) for Broadland.
- 4.9** Facilitating parking facilities for people with disabilities has essential social benefits as the integration of people with disabilities is encouraged.

## Predicting the Effects of SPD

### Bus, Coach, Mini Bus

**4.10** Providing guidance for Bus, Coach and Mini Bus parking will bring social and environment benefits as it will provide accessibility and it provides for other alternative modes of transport including drop off points providing the ease for the mobility impaired (especially those using wheelchairs, prams, push chairs etc.) Furthermore, for some services i.e. theatre, stadium etc providing for buses or coach parking may mean economic gain from tourism.

### Service Vehicles

**4.11** Providing guidance for Service Vehicles defined as those delivering goods to or removing goods from a development will bring economic benefits to services and social benefits to the community. It will also help reduce congestion and improve road safety by reducing on-street parking.

### Calculation of no of Parking Spaces/ Standards

**4.12** The Parking Standards reflects maximum parking standards for a range of major developments above the relevant thresholds as indicated in government guidance PPG13: Transport . In addition, the parking standards for residential areas take into account the expected levels of car ownership.



## Evaluating, Mitigating and Monitoring the effects of Draft SPD

### EVALUATING THE EFFECTS OF THE DRAFT SPD, INCLUDING OPTIONS (TASK B4)

- 5.1** Under the ODPM's guidance on 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (2005) having identified and described the likely effects of the SPD, it is necessary to carry out an evaluation of their significance.
- 5.2** The Parking Standards SPD follows government guidance in PPG13: Transport 'to provide maximum parking standards for a range of major developments, other than parking for disable people'. It also requires convenient safe and secure cycle parking. Furthermore, for residential purposes it follows guidance in PPS3:Housing' to provide parking taking account of expected levels of car ownership'.

### Conclusions - The Benefits of Parking Standards SPD

- 5.3** The Parking SPD is expected to bring Social, Economic and Environmental benefits such as encouraging people to seek alternative modes of transport which should help reduce CO2 emissions and thus help to combat climate change by providing safe and secure parking provision at origin of destination. Furthermore, promoting good design practice should allow for more efficient use of land and improve the built environment such as by including landscaping schemes, sustainable drainage systems as first option for surface water drainage to help reduce flood risk. The Draft SPD is also likely to have social benefits, such improving accessibility to rural parts of Broadland by providing adequate parking provision which reflect expected levels of car ownership and minimizing risk of car crime thorough implementing security measures, provision of cycle parking and adequate facilities.
- 5.4** This sustainability appraisal concludes that the Draft Parking Standards SPD is not likely to have any negative significant impacts. However, this will be monitored and action taken if any negative effects arise over time. Overall the SPD is likely to have positive impacts such as improving accessibility in a rural area, in addition to providing clear guidance to developers in preparing plans for development, and expediting the determination of planning applications submitted including an appropriate level of parking whilst taking into consideration the expected levels of car ownership and promoting good design.

### MITIGATING THE EFFECTS (TASK B5)

- 5.5** The Draft Parking Standards SPD is not expected to create any significant adverse effects. However, monitoring will be undertaken through the Council's Annual Monitor Report (see below) .



## Evaluating, Mitigating and Monitoring the effects of Draft SPD

### MONITORING (TASK B6)

**5.6** Monitoring will cover Transport core output Indicators which are relevant to this SPD as part of the Annual Monitor Report, in addition to those identified in Sustainable Framework Table 2 Appendix 1 Revised Scoping Report. If monitoring identifies any adverse effects, it will be appropriate to consider in the Annual Monitor Report whether any remedial action needs to be taken. This could involve reviewing the SPD or making recommendations to members on the implementation of certain policies. In terms of air quality monitoring the following will go into more detail information.

### NEXT STEPS (TASK C1-D1)

**5.7** Following completion of this report (C1) and public consultation (D1) the next stages which include: assessing any significant changes as a result of the consultation (D2), making decisions and providing information (D3) and prior to adoption finalising the aims and methods for monitoring.

Table 17 Glossary of Terms

Term	Explanation
Consultation Bodies	<p>Authorities which because of their environmental responsibilities are likely to be concerned by the effects of implementing plans and programmes and must be consulted at specified stages of the SEA. The Consultation Bodies designated in the SEA Regulations are:</p> <ul style="list-style-type: none"> <li>● England: Countryside Agency, English Heritage, English Nature, and the Environment Agency.</li> <li>● Northern Ireland: The Department of the Environment's Environment and Heritage Service.</li> <li>● Scotland: Historic Scotland, Scottish Natural Heritage, and the Scottish Environment Protection Agency. (Scottish Regulations use the term "Consultation Authorities").</li> <li>● Wales: Cadw (Welsh Historic Monuments), Countryside Council for Wales, and the Environment Agency Wales.</li> </ul>
Environmental Appraisal	A form of environmental assessment used in the UK (primarily for development plans) since the early 1990s, supported by Environmental Appraisal of Development Plans: A Good Practice Guide (DoE, 1993); more recently superseded by Sustainability Appraisal. Some aspects of environmental appraisal foreshadow the requirements of the SEA Directive.
Environmental Assessment	Generically, a method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level "strategy" (a policy, plan or programme), with the aim of taking account of these effects in decision making. The term 'Environmental Impact Assessment' (EIA) is used for assessments of projects (see definition below). In the SEA Directive (Article 2(b)), an environmental assessment means "the preparation of an environmental report, the carrying out of consultations, the taking into account of the environmental report and the results of the consultations in decision-making and the provision of information on the decision", in accordance with the Directive's requirements.
Environmental Impact Assessment (EIA)	Generic term used to describe environmental assessment as applied to projects. In this Guide, 'EIA' is used to refer to the type of assessment required under European Directive 337/85/EEC.
Environmental Report	The report required by the SEA Directive as part of an environmental assessment, which identifies, describes and evaluates the likely significant effects on the environment of implementing a plan or programme. Health Impact Assessment (HIA): The World Health Organisation has defined HIA as "a combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within a population" (European Centre for Health Policy, 1999); this is known as the Gothenburg Consensus definition.
Indicator	<p>A measure of variables over time, often used to measure achievement of objectives. Output Indicator: An indicator that measures the direct output of the plan or programme. These indicators measure progress in achieving plan or programme objectives, targets and policies.</p> <ul style="list-style-type: none"> <li>● Significant Effects Indicator: An indicator that measures the significant effects of the plan or programme.</li> <li>● Contextual indicator: An indicator used in monitoring that measures changes in the context within which a plan or programme is being implemented.</li> </ul>
Mitigation	Used in this Guide to refer to measures to avoid, reduce or offset significant adverse effects on the environment.
Objective	A statement of what is intended, specifying the desired direction of change in trends.
Plan or Programme	For the purposes of this Guide, the term 'plan or programme' covers any plans or programmes to which the Directive applies.
Responsible Authority	The organisation which prepares and/or adopts a plan or programme subject to the Directive and is responsible for the SEA.
Scoping	The process of deciding the scope and level of detail of an SEA, including the environmental effects and alternatives which need to be considered, the assessment methods to be used, and the structure and contents of the Environmental Report.
Screening	The process of deciding whether a plan or programme requires SEA (Figure 2 shows how the Directive's criteria apply to plans and programmes).
Strategic Environmental Assessment (SEA)	Generic term used to describe environmental assessment as applied to policies, plans and programmes. In this Guide, 'SEA' is used to refer to the type of environmental assessment required under the SEA Directive.

## Glossary

Term	Explanation
SEA Directive	European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".
SEA Regulations	The Regulations transposing the SEA Directive into UK law (see paragraph 1.3). Significant environmental effects: Effects on the environment which are significant in the context of a plan or programme. Criteria for assessing significance are set out in Annex II of the SEA Directive.
Sustainability Appraisal (SA)	A form of assessment used in the UK, particularly for regional and local planning, since the 1990s. It considers social and economic effects as well as environmental ones, and appraises them in relation to the aims of sustainable development. Sustainability Appraisal fully incorporating the requirements of the SEA Directive is required for Local Development Documents and Regional Spatial Strategies in England and Local Development Plans in Wales under the Planning and Compulsory Purchase Act 2004, and guidance on this has been published separately.

Policy Unit, Broadland District Council  
Thorpe Lodge, 1 Yarmouth Road, Norwich NR7 0DU  
Tel: (01603) 430567 Fax: (01603) 430591 Email: [ldf@broadland.gov.uk](mailto:ldf@broadland.gov.uk)  
[www.broadland.gov.uk](http://www.broadland.gov.uk)

