



**NEWARK &
SHERWOOD**
DISTRICT COUNCIL

Newark & Sherwood Local Development Framework

**Draft Residential Cycle & Parking Standards & Design Guide
Supplementary Planning Document ('SPD')**

**STRATEGIC ENVIRONMENT ASSESSMENT &
INTEGRATED IMPACT ASSESSMENT SCREENING
REPORT**

September 2020

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1 Introduction

- 1.1 The District Council has produced a Draft Residential Cycle and Car Parking Standards & Design Guide SPD to supplement Spatial Policy 7 of the Amended Core Strategy within the Newark & Sherwood Local Development Framework.
- 1.2 The Development Plan for the District consists of the Amended Core Strategy (2019) and the Allocations and Development Management DPD (2013). There are also a series of made Neighbourhood Plans and SPDs which form part of the Local Development Framework.
- 1.3 The Integrated Impact Assessment ('IIA') integrates the Sustainability Appraisal ('SA'), Strategic Environmental Assessment ('SEA'), Equalities Impact Assessment ('EqIA') and the Health Impact Assessment ('HIA'). It is a tool which assesses the possible implications, intended and unintended, of the Development Plan. It uses a range of sustainability indicators and objectives to test whether the plans, policies and proposals in the Local Development Framework can deliver sustainable development.
- 1.4 The requirement for a Strategic Environmental Assessment ('SEA') to be undertaken on development plans and programmes that may have a significant environmental effect is outlined in the European Union Directive 2001/42/EC. The Environmental Assessment of Plans and Programmes Regulations 2004 (the Regulations) state that this is determined by a screening process, utilising a specified set of criteria which is outlined in Schedule 1 of the Regulations. The Environmental Assessment of Plans and Programmes Regulations 2004 are commonly referred to as the 'Strategic Environmental Assessment (SEA) Regulations'. The results of this process must be set out in an SEA Screening Statement, which must be publicly available. Newark & Sherwood District Council are the responsible authority under Regulation 9 of the Regulations to carry out this screening.

2 Objectives of Producing the Supplementary Planning Document (SPD)

2.1 The SPD provides technical detail on the application of some aspects of Spatial Policy 7 of the Amended Core Strategy (2019). When 'adopted', the SPD will become part of the Local Development Framework and will be a material consideration in the determination of planning applications.

2.2 The SPD sets out the following:

- Minimum parking standards for cycle and car parking on new residential developments;
- Design principles for car and cycle parking on new residential developments.

2.3 The following objectives have been identified in the SPD:

- To provide high quality, attractive, well-designed places to live with safe, convenient and useable parking provision;
- To encourage people to cycle more for short distance trips of three miles or less to improve the health and wellbeing of residents, improve air quality, reduce fuel emissions / energy consumption and release road capacity for those using their cars for longer journeys that cannot easily or practically be completed by cycle;
- To reduce the risk of anti-social and displaced car parking that can compromise the visual qualities of a street whilst also frustrating the ability of pedestrians (particularly the most vulnerable street users, i.e. wheelchair users and those with visual impairments) to navigate places safely and easily;
- To ensure a consistent and transparent approach to assessing planning applications;
- To respond to the particular characteristics of different areas and localities in the District in terms of accessibility by all modes of transport and restrictions on space availability.

3 Assessment

Summary of Integrated Impact Assessment

- 3.1 The Development Plan's Integrated Impact Assessment sets out 18 objectives that have been used to develop the policies of the Development Plan. It is important that there remain consistent through the appraisals of new documents. Appendix B assesses the SPD's potential impact against each objective and compares this with the assessment for Spatial Policy 7 to which the SPD relates.

Habitat Regulation Assessment ('HRA')

- 3.2 A Habitat Regulation Assessment ('HRA') of Development Plans which could affect Special Protection Areas for birds ('SPAs') or Special Areas of Conservation for habitats ('SACs') is required by the Habitats Regulation Assessment under Regulation 61 of the Conservation of Habitats and Species Regulations 2020 (as amended) (the Habitats Regulations). A HRA Screening Assessment of the Newark and Sherwood Local Plan Review was undertaken by Lepus Consulting in January 2017. It was concluded that, *"the Council will support development proposals that promote integrated transport networks, public transport, rural accessibility and enhance pedestrian environment"*. The conclusion of SP7 was that it was 'screened out (D)' of which Category D is explained as *"environmental protection or site-safeguarding policies can be screened out from further consideration because the implementation of the policies is likely to protect rather than adversely affect European sites and not undermine their conservation objective"*. Therefore it was not necessary to move to Stage 2: Appropriate Assessment.
- 3.3 The SPD is a technical document to support Spatial Policy 7 and does not formulate new policy. The SPD is therefore unlikely to have any significant impacts on an SPA or SAC, above and beyond any impacts the Development Plan is likely to have either individually or in combination. Therefore, as the purpose of the SPD is to supplement SP7, the Council has determined that a HRA is not required.

Strategic Environmental Assessment

- 3.4 The Planning Practice Guidance (Ref ID: 11-008-20140306) states that SPDs may in exceptional circumstances require a strategic environment assessment if they are likely to have significant environmental effects that have not already been assessed during the preparation of the relevant strategic policies. Before deciding whether significant environmental effects are likely, the local planning authority will need to take into account the criteria specified in schedule 1 of the Environmental Assessment of Plan and Programmes Regulations 2004 and consult the consultation bodies. This assessment is outlined below in tables 2 & 3.
- 3.5 Table 1 below seeks to establish whether the SPD is likely to have significant environmental effects and therefore require a full SEA.

Table 1: SEA Screening for the SPD

Decision Making Criteria	Yes/No	Reason
<p>1. Is the PP (plan or programme) subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art.2(a)) If no, SEA not required. If yes, go to Q.2</p>	Yes	The SPD is prepared by the Local Authority.
<p>2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a)) If no, SEA not required. If yes, go to Q.3</p>	Yes	The SPD is required for administrative purposes. The document will provide additional information to supplement the Development Plan and will be used in assessing the adequacy of parking provision and design in planning applications for new residential development.
<p>3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a)) If no, go to Q.4 If yes, go to Q5</p>	No	Although the SPD is prepared for transport and planning purposes, it does not set a Framework for future consent of projects in Annexes I and II to the EIA directive.
<p>4. Will the PP, in view of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b)) If no, go to Q.6 If yes, go to Q.5</p>	No	The SPD is not likely to have an effect, particularly given that it will have little influence over the location of development and therefore is unlikely to have an impact on habitats.
<p>6. Does the PP set the framework for future development consent of projects (not just projects in annexes to the EIA Directive)? (Art 3.4) If no, SEA not required If yes, go to 8</p>	Yes	This SPD will be accorded weight as a material planning consideration in the determination of planning applications.
<p>8. Is it likely to have a significant effect on the environment? (Art. 3.5) If no, SEA not required If yes, SEA required</p>	No	See tables 2 and 3 for full details.

3.6 The second stage of the SEA screening process only needs to be undertaken if Question 8 is reached and is used to determine whether the policy is likely to have significant adverse environmental effects. This stage involves assessing the aims of the SPD against a set of criteria that are set out in Schedule 1 of the SEA Regulations 2004 and as set out in table 2 and 3 below.

Table 2 – The Characteristics of the Plan or Programme

Criterion	Response
(a) Does the SPD set a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources?	The SPD will provide supplementary guide to Spatial Policy 7 of the Amended Core Strategy (2019). It does not itself set a framework for projects or other activities. However it will set out site specific guidance and criteria for new residential development, the impacts of which are anticipated to be small-scale and localised in nature.
(b) Does the SPD influence other plans including those in a hierarchy?	No. The SPD will expand upon other policies in higher level documents and sites at the lowest tier of the development plan system.
(c) Does the SPD relate to the integration of environmental considerations in particular with a view to promoting sustainable development?	Yes. The SPD will set out the minimum amounts of car and cycle parking that may be provided on new residential developments throughout the District. The contents of the SPD will directly influence the amount of parking provided at new residential developments, and the design of such parking, which will have some implications for land use, drainage and runoff, having positive environmental implications.
(d) What environmental problems are relevant to the SPD?	The main environmental problems that are relevant to the SPD are those related to transport. Parking availability has a major influence on the choice of mode of travel and this SPD could encourage more sustainable modes of travel, especially in sustainable locations. Modal shift has various positive environmental implications including reducing carbon emissions, reducing air pollutants, reducing noise, as well as having positive economic and social implications.
(e) Will the SPD aid the implementation of community legislation on the environment?	Yes. The SPD may aid the implementation of legislation in particular relating to air quality and climate change.

Table 3: The Characteristics of the effects and of the area likely to be affected

Criterion	Response	Is the effect significant?
(a) What are the probability, duration, frequency and reversibility of the effects of the SPD?	The SPD will provide supplementary guidance to Spatial Policy 7 of the Amended Core Strategy. The SPD will influence the nature of parking at new residential developments following its adoptions and the effects are considered to be localised in nature. The effects of the SPD will be apparent for the duration of the development, which are likely to be long term and irreversible without alteration to the actual development.	No
(b) What are the cumulative nature of the effects of the SPD?	The cumulative effects are considered to be positive with better/more appropriate parking having a positive effect on the environment. The SPD may encourage more sustainable modes of travel. Modal shift has various positive environmental implications including reducing carbon emissions, reducing air pollutants, reducing noise as well as having positive economic and social implications.	No
(c) What is the transboundary nature of the effects of the SPD?	There are no anticipated transboundary effects.	No
(d) Are there any risks to human health or the environment from the SPD?	There are not considered to be any risks to human health or the environment that will result from the implementation of the SPD.	No
(e) What is the magnitude and spatial extent of the effects (geographical area and size of the population likely to be effected) of the SPD	The SPD will be applicable to all new residential developments within the District. The majority of development will take place within the urban area. Anticipated effects from the SPD would be small in scale and confined to the respective development site and the immediate area and population surrounding the development.	No
(f) Is the value and vulnerability of the area likely to be affected due to: i. special natural characteristics or cultural heritage ii. exceeded environmental quality standards or limit values, or iii. intensive land use	The District contains numerous heritage assets, including conservation areas and listed buildings which are dispersed throughout the District. There are also numerous natural sites that either have a local or national designation. It is not anticipated that the SPD will have any adverse impacts on any of the listed considerations.	No

<p>(g) Will the SPD have effects on areas of landscape which have a recognised national, Community or international protection status?</p>	<p>The District contains a number of areas of biodiversity importance. Any impacts arising from the SPD are considered to be small scale and localised in nature. Appropriate parking provision on developments near these sites will avoid indiscriminate parking encroaching onto sites of importance.</p>	<p>No</p>
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4 Conclusion

- 4.1 On the basis of the screening process in Section 4, the results indicate there are no clear significant negative impacts on the environment resulting from the SPD, therefore it is of the opinion of Newark & Sherwood District Council that there is no requirement to conduct an SEA on the SPD.
- 4.2 Given that the SPD has been prepared within the framework of the existing Development Plan for the District which were subject to an Integrated Impact Assessment, the District Council does not consider the SPD needs to be subject to the process of Sustainability Appraisal nor does Planning Practice Guidance require one (Ref ID: 11-005-20190722). However, the SPD has been assessed against the 18 objective of the IIA and a comparison with the assessment for SP7 undertaken.
- 4.3 The SPD is a technical document to support Spatial Policy 7 and does not formulate new policy. In terms of a HRA, the SPD is therefore unlikely to have any significant impacts on an SPA or SAC, above and beyond any impacts the Development Plan is likely to have either individually or in combination. Therefore, the Council has determined that a HRA is not required.

Appendix A – Integrated Impact Assessment Framework

	Objective	Detailed decision-making criteria	Indicators
1.	Housing: To ensure that the housing needs of the District are met.	<p>Will it increase the range and affordability of housing for all social groups?</p> <p>Will it reduce homelessness?</p> <p>Will it reduce the number of unfit homes?</p> <p>Will it meet the needs of the Gypsy and Traveller community?</p>	<p>Affordable Housing Completions</p> <p>House prices; housing affordability</p> <p>Homelessness figures</p> <p>Housing completions (size and type)</p> <p>Profile of housing types / tenure</p> <p>Percentage of homes declared non decent by tenure</p> <p>Sheltered accommodation provision</p> <p>Vacant dwellings by tenure</p> <p>New pitches for the Gypsy and Traveller community compared with identified need</p> <p>Number of unauthorised Gypsy and Traveller encampments</p>
2.	Health – To improve health and reduce health inequalities.	<p>Will it reduce health inequalities?</p> <p>Will it improve access to health services?</p> <p>Will it increase the opportunities for recreational physical activity?</p>	<p>Adults taking part in recreational physical activity</p> <p>Health inequalities</p> <p>Life expectancy at birth</p> <p>New or enhanced health facilities</p> <p>Teenage conception rate</p> <p>Obesity rates</p> <p>Levels of health eating</p> <p>Accessible natural green space</p> <p>Accessible health care facilities</p> <p>Rates of substance misuse</p>

3.	<p>Historic environment and cultural assets – to conserve and enhance the District’s historic environment and heritage assets and setting including buildings, sites and features of archaeological, historic, architectural and cultural interest and their settings, as well as facilitating access to them</p>	<p>Will it protect, conserve and enhance the condition and setting of features and areas of archaeological, historic, architectural and cultural interest in the environment?</p> <p>Will it promote the sensitive re-use of historic of culturally important buildings or areas where appropriate?</p> <p>Will it improve access to historic and cultural sites?</p> <p>Will it improve the understanding of the area’s heritage and culture?</p> <p>Will it positively enhance and promote the perceived sense of place held by the community?</p>	<p>Number of Listed Buildings and number at risk</p> <p>Number of Conservation Areas and number at risk</p> <p>Percentage of Conservation Areas with up to date Conservation Area character appraisals or management plans</p> <p>Number of Scheduled Monuments and other archaeological sites and number at risk</p> <p>Number of Historic Parks and Gardens and number at risk</p> <p>Access to local heritage sites</p> <p>Visitor number to local historic and cultural attractions</p>
4.	<p>Community Safety – to improve community safety, reduce crime and lessen the fear of crime</p>	<p>Will it provide safer communities?</p> <p>Will it reduce crime and the fear of crime?</p> <p>Will it contribute to a safe secure built environment?</p>	<p>Crimes – by category and total</p> <p>Fear of crime</p> <p>Reports of anti-social behaviour</p> <p>Reports of anti-social behaviour including noise complaints</p>

5.	<p>Sustainable Communities – development should be focused in sustainable locations where community facilities and services, housing and employment uses integrated, promoting social cohesion and interaction, and facilitating health lifestyles</p>	<p>Will it provide integrated community facilities and services, housing and employment uses where appropriate?</p> <p>Will it focus development in sustainable locations?</p> <p>Will it encourage sustainable patterns of transport?</p> <p>Will it support cultural diversity, social interaction and civic participation and promote more diverse and cohesive communities enhancing social capital?</p> <p>Will it facilitate health lifestyles?</p> <p>Will it help reduce social inequality, poverty and social exclusion in the area?</p> <p>Will it support the viability and vitality of town centres and local shopping areas?</p> <p>Will it support a diversity of lifestyles and communities?</p> <p>Will it promote accessibility for those people who are elderly or disabled?</p> <p>Will it help to sustain the provision of community facilities and open space that meets local needs?</p>	<p>Accessibility of community facilities and services, housing and employment uses</p> <p>Accessibility of new development by public transport, walking or cycling</p> <p>Levels of walking and cycling</p> <p>Public transport use</p> <p>Accessible natural green space and recreational facilities</p> <p>Indices of multiple deprivation</p> <p>Health outcomes</p> <p>Adults taking part in recreational physical activity</p> <p>Levels of deprivation including relative deprivation</p> <p>Levels of hate crime</p>
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6.	<p>Biodiversity – to increase biodiversity levels across the District and protect habitats</p>	<p>Will it help protect and enhance biodiversity and in particular avoid harm to protected species?</p> <p>Will it help protect and enhance habitats?</p> <p>Will it increase, maintain and enhance sites designated for their nature conservation interest?</p> <p>Will it maintain and enhance woodland cover and management?</p> <p>Will it lead to habitat re-creation, restoration or expansion?</p> <p>Will it avoid fragmentation of habitats by maintaining wildlife corridors or providing new wildlife linkages?</p>	<p>Number of designated sites</p> <p>Land area of designated sites</p> <p>Area of SSSIs in favourable condition, neither favourable nor recovering condition and in recovering condition</p> <p>Area of SSSIs in adverse condition as a result of development</p> <p>Number of planning applications with conditions to ensure works to manage or enhance the condition of SSSI features of interest</p> <p>Number of planning applications which result in the need for a protected species license</p> <p>Number of planning applications with conditions imposed to ensure working practices and works to protect or enhance habitats of protected species</p> <p>Change areas of habitats and records of flora and fauna species in respect of biodiversity objectives</p>
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7.	<p>Landscape and land use – to enhance the District’s landscapes, prevent inappropriate development, facilitate access to green spaces and the countryside, and develop Green Infrastructure networks</p>	<p>Will it protect and enhance the distinctive landscapes within the District?</p> <p>Will it improve the quantity and quality of publicly accessible open space?</p> <p>Will it provide open space in areas with deficiencies in publicly accessible open space?</p> <p>Will it improve access to green and blue space for all?</p> <p>Will it provide opportunities for or improve the provision of sports, recreation and play facilities?</p> <p>Will it protect soil resources and minimise the loss of soils to development?</p> <p>Will it protect the best and most versatile agricultural land?</p> <p>Will it avoid harmful impacts upon the Green Belt?</p> <p>Will it result in the loss of open or previously undeveloped land?</p> <p>Will it minimise the loss of soils to development?</p> <p>Will it promote re-use of previously developed land and buildings?</p> <p>Will it use land effectively and efficiently, including mixed use and higher density development?</p>	<p>Percentage of landscape showing no change or showing change consistent with the recommendations in the Newark and Sherwood Landscape Character Assessment</p> <p>Accessible natural green and blue spaces</p> <p>Provision of sports, recreation and play facilities</p> <p>Area of ancient woodland</p> <p>New woodlands provided or existing woodlands enhanced</p> <p>Number of new homes built on previously developed land</p> <p>Proportion of employment and housing development on previously developed land</p> <p>Percentage of new development on green field sites</p> <p>Number of contaminated sites</p> <p>Number of contaminated sites not remediated</p> <p>Total area of Grade 1 to 3a agricultural land</p> <p>Density of new development</p> <p>Development impacting upon the Green Belt</p>
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8.	<p>Natural resources - To maintain and enhance the quality of the District's natural resources including water, air, soils and minerals</p>	<p>Will it improve water quality?</p> <p>Will it improve air quality?</p> <p>Will it reduce greenhouse gas emissions?</p> <p>Will it maintain and enhance soil quality?</p> <p>Will it encourage the remediation of land identified as potentially contaminated?</p> <p>Will it impact on a Mineral Safeguarding Area or a Mineral Consultation Area?</p>	<p>Mortality attributable to long-term exposure to current levels of anthropogenic particulate air pollution</p> <p>Carbon Dioxide emissions</p> <p>Change in PM10, NO2 and SO2 levels</p> <p>Peak hour traffic congestion</p> <p>Households in Air Quality Management Areas</p> <p>Number of days of moderate or high air pollution</p> <p>Number of contaminated sites</p> <p>Number of contaminated sites not remediated</p> <p>Total area of Grade 1 to 3a agricultural land</p> <p>Mineral Safeguarding Areas and</p>
9.	<p>Waste - To minimise waste and increase the re-use and recycling of waste materials</p>	<p>Will it reduce household waste?</p> <p>Will it increase waste recovery and recycling?</p> <p>Will it reduce hazardous waste?</p> <p>Will it reduce waste in the construction industry?</p> <p>Will it protect existing waste management facilities from development on land adjacent to them which could prejudice their future operation?</p>	<p>The amount of controlled waste produced</p> <p>The amount of waste sent to landfill</p> <p>Percentage of waste recycled or reused</p> <p>Weight of household waste collected per head</p> <p>Percentage of household waste composted</p> <p>Percentage of household waste used to recover heat, power, and other energy sources</p>

10.	<p>Energy - To minimise energy usage and to facilitate the development of appropriately located renewable energy schemes, including community led initiatives</p>	<p>Will it improve energy efficiency in homes, businesses and elsewhere?</p> <p>Will it reduce the demand and need for energy?</p> <p>Will it facilitate the development of appropriately located renewable energy schemes?</p> <p>Will it support community energy projects?</p>	<p>Proportion of new development meeting BREEAM standards</p> <p>Average Standard Assessment Procedure (SAP) rating of new buildings</p> <p>Average consumption of gas and electricity in kWh</p> <p>Amount of renewable energy generated in the District</p>
11.	<p>Transport - To increase the efficiency and safety of the transport network, improve accessibility to jobs and services for all, reduce car travel and promote public transport, walking and cycling</p>	<p>Will it reduce car use by encouraging a shift to alternative modes of transport including public transport, walking and cycling?</p> <p>Will it improve access to walking, cycling and public transport routes and services?</p> <p>Will it utilise and enhance existing transport infrastructure?</p> <p>Will it reduce traffic volumes and congestion?</p> <p>Will it improve access to key local services, facilities and places of employment?</p> <p>Will it reduce the distances people have to travel to access work, services and leisure?</p> <p>Will it enhance the public rights of way and cycling networks?</p>	<p>Percentage of the local population within 20 minutes public transport or walking time of facilities including: hospital, GP, primary school, secondary school, further education, employment, food stores and town or local centres</p> <p>Percentage of households with no car or van available</p> <p>Length of footpaths and cycle paths improved and created within the District</p> <p>Levels of bus and railway use</p> <p>Proportion of people who travel to work by public transport, walking or cycling</p> <p>Number, distance and percentage of journeys undertaken by public transport, walking or cycling</p> <p>Congestion levels</p> <p>People killed or seriously injured in road accidents</p>

12.	<p>Employment - To create high quality employment opportunities, and encourage enterprise and innovation</p>	<p>Will it increase average income levels?</p> <p>Will it improve the diversity and quality of jobs?</p> <p>Will it reduce unemployment?</p> <p>Will it create jobs in high knowledge sectors?</p> <p>Will it improve the diversity and quality of jobs within the area?</p> <p>Will it promote and enable tourism opportunities to be exploited, and employment created?</p> <p>Will it help provide employment in areas of high deprivation and help stimulate regeneration?</p>	<p>Average annual income</p> <p>Numbers and percentage of out of work benefit claimants</p> <p>Levels of worklessness</p> <p>Percentage of long term unemployment claimants</p> <p>VAT business registration rate</p> <p>Businesses per one thousand of the District population</p> <p>Indices of multiple deprivation</p> <p>Sectors of new employment</p> <p>Locations of new employment</p>
13.	<p>Education - To improve the education and skills of the population</p>	<p>Will it increase qualification levels?</p> <p>Will it improve the skills of the population?</p> <p>Will it improve opportunities for and access to affordable education and training?</p>	<p>Working age population qualification levels (no qualifications, level 1, level 2, level 3, level 4, other qualifications, apprenticeships)</p> <p>Indices of multiple deprivation</p> <p>Pupils achieving 5 or more GCSEs at Grade A*-C</p>

14.	<p>Climate Change - To reduce the District's contributions towards climate change, increase resilience, and minimise harm to human health and the natural environment</p>	<p>Will it reduce greenhouse gas emissions from transport, domestic, commercial and industrial sources?</p> <p>Will it reduce consumption of energy?</p> <p>Will it increase the proportion of energy generated from renewable and low carbon energy sources?</p> <p>Will it help reduce dependency on non-renewable energy resources such as fossil fuels?</p> <p>Will it improve the adaptability and resilience of people, property and wildlife to climate change?</p> <p>Will it minimise the impacts of climate change on health and wellbeing, particularly on vulnerable groups in society?</p> <p>Will it encourage the re-use of resources?</p>	<p>Levels of greenhouse gas emissions</p> <p>Average consumption of gas and electricity in kWh</p> <p>Percentage of energy generated from renewable and low carbon energy sources</p> <p>Number of people hospitalised because of extreme weather events</p> <p>Levels of harm caused to species and habitats by extreme weather events</p> <p>Value of property damage caused by extreme weather events</p>
15.	<p>Deprivation – To reduce the levels of deprivation and poverty</p>	<p>Will it reduce levels of deprivation?</p> <p>Will it reduce levels of poverty?</p> <p>Will it contribute to combatting poverty and deprivation in the most deprived areas, reducing social inequality?</p>	<p>Indices of multiple deprivation</p> <p>Average annual income</p> <p>Numbers and percentage of out of work benefit claimants</p> <p>Levels of worklessness</p> <p>Percentage of households in fuel poverty</p>

16.	<p>Water management and flood risk - To direct sensitive development away from areas at risk of flooding and to assist in the positive management of the water environment</p>	<p>Will it steer development away from areas at highest flood risk?</p> <p>Will it avoid increasing flood risk elsewhere?</p> <p>Will it avoid increased vulnerability to flood risk due to the impact of climate change?</p> <p>Will it contribute to the positive management of the water environment?</p> <p>Will it incorporate measures to minimise impacts on the water environment, for example through surface water management measures?</p> <p>Will it encourage water efficiency and drought resilience?</p>	<p>Number of planning permissions granted contrary to EA advice on flood risk grounds</p> <p>Number of properties at risk of flooding</p> <p>Number of new developments built within the floodplain</p> <p>Number of new developments incorporating grey water recycling technology or Sustainable Drainage Systems (SUDS)</p> <p>Flood protection projects delivered as part of consents and otherwise</p> <p>Developments incorporating of measures to manage the impacts on the water environment and to provide resilience to the impact of climate change</p> <p>Number of flooding incidents (including sewer flooding)</p> <p>Condition of flood defences</p> <p>Number of new developments meeting national standards of 125 litres per person per day for domestic buildings as set out in Part G of the Building Regulations.</p>
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<p>17.</p>	<p>Design - To promote good design throughout the District and ensure that new buildings, spaces and places are of a high quality</p>	<p>Will it promote the use of sustainable design, materials and construction techniques?</p> <p>Will it enhance the quality of the public realm?</p> <p>Will it promote high quality design and sustainable construction?</p> <p>Will it lead to reduced consumption of raw materials?</p> <p>Will it conserve and enhance local townscape character, and visual amenity, strengthening local distinctiveness?</p> <p>Will it protect, and provide opportunities to enhance, the distinctive landscapes within the District?</p> <p>Will it protect historic landscapes and settlement character?</p> <p>Will it protect important views?</p> <p>Will it improve the relationship between different buildings, streets, squares, parks and waterways and other spaces that make up the townscape character?</p>	<p>Proportion of new developments using sustainable design, materials and construction techniques</p> <p>Deficiencies in access to natural green space and recreational facilities</p> <p>Conservation Area Character Appraisals</p> <p>Building for Life Standards</p> <p>Proportion of new development meeting BREEAM standards</p> <p>Average Standard Assessment Procedure (SAP) rating of new buildings</p>
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18	<p>Equality – To ensure that there is equality of opportunity and that no individuals or groups are disadvantaged or discriminated against because of race, sex, disability, religion or belief, sexual orientation, gender reassignment, maternity and pregnancy, marriage or civil partnership, age, or social inequality</p>	<p>Will it promote equality of opportunity?</p> <p>Will it avoid discrimination against or between individuals or groups with protected characteristics?</p> <p>Will it facilitate access to services, facilities, employment and recreational opportunities for all</p> <p>Will it promote social inclusion and community cohesion?</p> <p>Will it reduce social inequality?</p>	<p>Educational attainment within the District of ethnic groups, people with disabilities and by gender</p> <p>Qualification levels of people with protected characteristics</p> <p>New developments designed to serve the needs of older adults, people with disabilities, pregnant women, people with pushchairs, people in charge of young children and people with specific cultural or religious requirements such as appropriate prayer rooms.</p> <p>Levels of hate crime</p> <p>Provision of refuge and child care facilities for people suffering from or at risk of domestic abuse</p> <p>Health outcomes for individuals or groups with protected characteristics</p>
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Appendix B - IIA Assessment

Option:	No Change: Current Amended Core Strategy		Preferred Option : Prepare an SPD	
IIA Objective:	Score:	Comments	Score:	Comments
1. Housing To ensure that the housing needs of the District are met	0	No impact on this IIA objective	0	No impact on this IIA objective
2. Health To improve health and reduce health inequalities	++	Maximising the potential opportunities for sustainable transport choices to be made by all, safeguarding, extending and improving linkages into the existing network of footways, bridleways and cycleways and ensuring that major development is well located for convenient access by non-car modes could all be beneficial in supporting increased cycling and walking with associated health benefits.	++	Maximising the potential opportunities for sustainable transport choices to be made by all, safeguarding, extending and improving linkages into the existing network of footways, bridleways and cycleways and ensuring that major development is well located for convenient access by non-car modes could all be beneficial in supporting increased cycling and walking with associated health benefits. Ensuring all new residential dwellings provide cycle parking will encourage the opportunities for recreational physical activity.
3. Historic environment and cultural assets To conserve and enhance the District's historic environment and heritage assets and setting including buildings, sites and features of archaeological, historic, architectural and cultural interest and their settings, as well as facilitating access to them	+	Maximising the potential opportunities for sustainable transport choices to be made by all and ensuring that major development is well located for convenient access by non-car modes could improve access to the historic environment and cultural assets. The option includes safeguards to avoid harmful impacts on character and the environment.	+	Maximising the potential opportunities for sustainable transport choices to be made by all and ensuring that major development is well located and provision of cycle storage for convenient access by non-car modes could improve access to the historic environment and cultural assets.
4. Community safety To improve community safety, reduce crime and lessen the fear of crime	0	No impact on this IIA objective.	+	Maximising the potential opportunities for less on-street and pavement parking will contribute to a safer environment for pedestrians and cyclists alike.
5. Sustainable communities Development should be focused in sustainable	++	Maximising the potential opportunities for sustainable transport choices to be made by all and ensuring that major development is well located for	++	Maximising the potential opportunities for sustainable transport choices to be made by all and ensuring that major development is well located for convenient access by non-car modes can help promote sustainable communities. Provision of

locations where community facilities and services, housing and employment uses are integrated, promoting social cohesion and interaction, and facilitating healthy lifestyles		convenient access by non-car modes can help promote sustainable communities.		cycle parking in each residential dwelling will also encourage sustainable patterns of transport.
6. Biodiversity To increase biodiversity levels across the District and protect habitats	-	Whilst the option seeks to avoid measures which harm the environment of the area and to increase the opportunities for non-car based transport choices to be made the option does nonetheless support car based transport through introduction of highway improvements and the implementation of new LTP road schemes. With an additional impact being the requirement for land from new highways schemes.	-	Whilst the option seeks to avoid measures which harm the environment of the area and to increase the opportunities for non-car based transport choices to be made, the SPD does nonetheless support car based transport through introduction of car parking standards.
7. Landscape and land use To enhance the District's landscapes, prevent inappropriate development, facilitate access to green spaces and the countryside, and develop Green Infrastructure networks	++	Safeguarding, extending and improving linkages into the existing network of footways, bridleways and cycleways and protecting disused railway lines to encourage their potential reinstatement as cycling or footpath networks has the potential for improving access to the countryside and the supporting of Green Infrastructure networks. Focussing major new development in locations which are accessible by non-car modes will largely preclude open countryside locations helping to protect the District's landscapes.	+	Encouraging major new development to provide provision for cycle parking in all locations, but particularly those well connected by non-car modes will largely preclude open countryside locations helping to protect the District's landscapes.
8. Natural resources To maintain and enhance the quality of the District's natural resources including water, air, soils and minerals	-	Whilst the option seeks to avoid measures which harm the environment of the area and to increase the opportunities for non-car based transport choices to be made the option does nonetheless support car based transport through introduction of highway improvements and the implementation of new LTP road schemes. With an additional	-	Whilst the option seeks to avoid measures which harm the environment of the area and to increase the opportunities for non-car based transport choices to be made, the option does nonetheless support car based transport through introduction of car parking standards.

		impact being the requirement for land from new highways schemes.		
9. Waste To minimise waste and increase the re-use and recycling of waste materials	0	No impact on this objective.	0	No impact on this objective.
10. Energy To minimise energy usage and to facilitate the development of appropriately located renewable energy schemes, including community led initiatives	-	Whilst the option seeks to increase the opportunities for non-car based transport choices to be made the option does nonetheless support fossil fuel based transport modes through introduction of highway improvements and the implementation of new LTP road schemes.	-	Whilst the option seeks to increase the opportunities for non-car based transport choices to be made the option does nonetheless support fossil fuel based transport modes through introduction of car parking standards.
11. Transport To increase the efficiency and safety of the transport network, improve accessibility to jobs and services for all, reduce car travel and promote public transport, walking and cycling	+++	The option is consistent with the objective. Whilst option 3 would provide greater clarity over Travel Plan requirements, and is more up-to-date, these minor changes wouldn't dramatically affect the impact on this indicator.	+++	The SPD is consistent with this objective. Ensuring all new residential development provide cycle parking will encourage a shift to alternative modes of transport such as cycling. The impact of which may result in reduce traffic volumes and congestion in the long term. It may also provide an opportunity to enhance cycling networks if more people start cycling shorter journeys.
12. Employment To create high quality employment opportunities, and encourage enterprise and innovation	0	No impact on this objective.	0	No impact on this objective.
13. Education To improve the education and skills of the population	0	No impact on this objective.	0	No impact on this objective.
14. Climate change To reduce the District's contributions towards climate change, increase	+	The option seeks to increase the opportunities for non-car based transport choices to be made. However it will also continue to support car based transport choices through introduction of highway	+	The option seeks to increase the opportunities for non-car based transport choices to be made. However it will also continue to support car based transport choices through introduction of car parking and design standards.

resilience, and minimise harm to human health and the environment		improvements and the implementation of new LTP road schemes.		
15. Deprivation To reduce levels of deprivation and poverty	++	Maximising the potential opportunities for sustainable transport choices to be made by all, improving accessibility and ensuring that major development is well located for convenient access by non-car modes could help improve access to employment opportunities.	++	Maximising the potential opportunities for sustainable transport choices to be made by all, improving accessibility and ensuring that major development is well located for convenient access by non-car modes could help improve access to employment opportunities.
16. Water management and flood risk To direct sensitive development away from areas at risk of flooding and to assist in the positive management of the water environment	0	No impact on this objective.	0	No impact on this Objective.
17. Design To promote good design throughout the District and ensure that new buildings, spaces and places are of a high quality	+	The option includes safeguards to avoid harmful impacts on character and the environment.	+	The SPD will enhance the quality of the public realm by seeking to reduce displaced and problematic on street parking problems.
18. Equality To ensure that there is equality of opportunity and that no individuals or groups are disadvantaged or discriminated against because of race, sex, disability, religion or belief, sexual orientation, gender reassignment, maternity and pregnancy, marriage or civil partnership, age, or social inequality	+	Maximising the potential opportunities for sustainable transport choices to be made by all and ensuring that major development is well located for convenient access by non-car modes can help support equality of opportunity.	+	Maximising the potential opportunities for sustainable transport choices to be made by all and ensuring that major development is well located for convenient access by non-car modes can help support equality of opportunity.

