



**WIRRAL METROPOLITAN BOROUGH COUNCIL**

**LOCAL DEVELOPMENT FRAMEWORK FOR WIRRAL**

**SUPPLEMENTARY PLANNING DOCUMENT**

**PARKING STANDARDS**

**SUSTAINABILITY APPRAISAL REPORT**

**JUNE 2007**

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## NON-TECHNICAL SUMMARY

1. This report sets out the results of the sustainability appraisal for the proposed Supplementary Planning Document – Parking Standards in compliance with Section 19 of the Planning and Compulsory Purchase Act 2004.
2. Sustainability appraisal is a process designed to analyse and review how a policy document is likely to affect social, economic and environmental objectives.
3. Following consultation with statutory bodies and stakeholders on the scope of this report, the objectives identified in the Council's Sustainability Appraisal Framework were used to test the three relevant options for the proposed SPD to identify their likely effect on achieving sustainable development.
4. The options assessed were:

**Option 1.** No Change. Applications for new developments will continued to be determined on their individual merits and for conformity with UDP policies and regional parking standards, depending on the nature of the development proposed.

**Option 2.** Up-to-date local standards for off-street car parking based on Regional Planning Guidance (RPG13) are set out in a local Supplementary Planning Document, formally superseding the Council's existing Supplementary Planning Guidance (SPG41).

**Option 3.** Up-to-date standards for off-street car parking based on the emerging Regional Spatial Strategy and the proposed Supplementary Planning Guidance for Merseyside are set out within a local Supplementary Planning Document, formally superseding the Council's existing Supplementary Planning Guidance (SPG41).

5. The appraisal has found that Option 3 had the potential to perform better than Options 1 & 2 in meeting the local objectives for sustainable development set out in the Council's Sustainability Appraisal Framework.
6. Consultation on the content of a Draft Supplementary Planning Document and the Draft Sustainability Report was undertaken during February 2007. As a result of the comments received, minor changes have been made to record a more positive impact against the objectives for social inclusion and quality of life.

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## 1 BACKGROUND

### *Purpose of the Sustainability Appraisal*

- 1.1 Development Plan Documents and Supplementary Planning Documents (SPD) that will form part of the Local Development Framework for Wirral must be subject to a statutory sustainability appraisal.
- 1.2 Sustainability appraisal is the process by which the anticipated social, economic and environmental impacts of the proposals are assessed before the policies and proposals are adopted and implemented.
- 1.3 The timetable for the preparation of the Supplementary Planning Document was originally set out within the Local Development Scheme, approved by the Secretary of State on 15 May 2006 and has been carried forward into the latest Scheme, approved by the Secretary of State on 24 April 2007. A copy of the latest Scheme can be viewed at <http://www.wirral.gov.uk/ldf/ldflds.asp> The target date for the adoption of the final Supplementary Planning Document has remained at July 2007.
- 1.4 The sustainability appraisal of the draft SPD – Parking Standards, has been carried out to enable the Council to:
  - identify the potential social, economic and environmental effects of the proposed Supplementary Planning Document;
  - check whether the proposed Supplementary Planning Document will meet the objectives of sustainable development; and
  - to identify areas for improvement and to ensure, if appropriate, that measures are taken to revise the Supplementary Planning Document, to better promote sustainable development.

### *Content and Objectives of the proposed SPD*

- 1.5 The proposed SPD is intended to provide information on the Council's normal requirements for the design of car parks and on the maximum number of parking spaces to be provided for different classes of development.
- 1.6 The objectives of the draft SPD – Parking Standards, are to:
  - support more sustainable travel choices, in line with the strategy set out in the Regional Spatial Strategy;
  - to provide maximum standards to be applied to the provision of off-street parking to support UDP policies which seek to minimise the environmental impact of transport (Policy TRT3) and to reduce reliance on the private

car, by influencing travel choices through controls on the availability of parking (Policy TR9);

- to ensure consistency with the parking standards to be applied elsewhere within Merseyside; and
- to encourage informed pre-application discussions and the submission of good quality planning applications.

#### *Compliance with SEA Regulations*

- 1.7 Screening for the likely significant environmental effects of the proposed SPD was undertaken during July 2006. Following consultation with the statutory Consultation Bodies: English Nature, English Heritage, the Environment Agency and the Countryside Agency, the Council determined that the proposed SPD is not likely to have significant environmental effects and that an additional environmental report will not be required<sup>1</sup>.
- 1.8 A copy of the Council's final determination can be viewed at <http://www.wirral.gov.uk/ldf/ldfspcp.asp>.

#### *Compliance with the European Habitats Directive*

- 1.9 The need for an appropriate assessment of the likely impact of the draft SPD on European Sites will be determined separately in consultation with Natural England who replaced English Nature and the Countryside Agency on 2 October 2006. The conclusion of the Council's screening process are set out in the Habitats Regulation Assessment – Screening Opinion in Respect of Natura 2000 Sites (June 2007).

## **2 METHODOLOGY**

- 2.1. This Sustainability Appraisal Report has been prepared in accordance with Council's Sustainability Appraisal Framework, which was adopted in July 2006. This report follows national guidance on the Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, published by ODPM in November 2005.
- 2.2 The stages to be followed in carrying out the Sustainability Appraisal of the proposed SPD are set out in Appendix 1. This report covers stages A-D of the process.

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<sup>1</sup> Natural England replaced English Nature and the Countryside Agency on 2 October 2006

### *Stage A – Scope of Appraisal*

- 2.3 Work on Stage A was carried out by Council officers during October 2006. A draft scoping report was produced and made subject to consultation with statutory consultees and stakeholders between 20 October 2006 and 1 December 2006. A list of the people and organisations consulted can be found at Appendix 2. Appendix 3 sets out the Council's response to the representations that were received on the scope of this sustainability report.

### *Stage B – Assessing Effects*

- 2.4 The Council's Sustainability Appraisal Framework sets out 25 local objectives for sustainable development, linked to decision making criteria and indicators, based on a review of available baseline information. The objectives have been used to assess the effect of the proposed SPD.
- 2.5 The 25 local objectives are grouped under the following five headings:
- Social Inclusion;
  - Economic Growth;
  - Environmental Protection;
  - Natural Resources; and
  - Quality of Life.
- 2.6 A list of the 25 local objectives, decision criteria and objectives are set out in Appendix 6 of this report.

### *Stage C – Sustainability Appraisal Report*

- 2.7 Stage C is the preparation of the Sustainability Appraisal Report for the draft SPD. The preparation of a Draft SPD and Sustainability Appraisal Report was completed by Council Officers in January 2007 and published for public comment in February 2007.

### *Stage D – Consulting on Draft SPD and Sustainability Appraisal Report*

- 2.8 Consultation on the Draft SPD and Sustainability Appraisal Report was undertaken during February 2007. A list of the people consulted and notified is set out in Appendix 8. A summary of the Council's response to the comments received is set out in Appendix 9. The final appraisal of the effects of the SPD is set out in Appendix 10.

## Independent Review

- 2.9 The Council has established an independent Sustainability Appraisal Panel, which includes representatives from a range of environmental, social and economic interests, to advise the Council on the conduct of sustainability appraisal processes. The findings of the revised sustainability appraisal report were considered by the Panel during May 2007 and found to be acceptable.

## Appraisal Method

- 2.10 A matrix has been used to assess the ability of the proposed Supplementary Planning Document to meet the local objectives for sustainable development.
- 2.11 Six values have been used in the scoring system for the sustainability appraisal. The contribution that the proposed Supplementary Planning Document will make towards the achievement of each local objective for sustainable development has been awarded a score between “++” to “xx”, “++” having a strongly positive impact and “xx” having a strongly negative impact.
- 2.12 The scoring system allows for instances where there will be no relationship or impact on a particular objective – marked “0”. It also allows for the identification of instances where the impact will be uncertain – marked “?” Details of the system of scoring are shown in Table 1, below.

**Table 1 – Scoring System**

Key	Value
++	Strongly positive impact
+	Positive impact
0	No impact or relationship
x	Negative impact
xx	Strongly negative impact
?	Uncertain or unknown impact

- 2.13 The results of the final appraisal, alongside a short summary of the reason for each of the scores, are set out in Appendix 10.
- 2.14 The appraisal demonstrated that Option 3 had the potential to perform better than both Option 1 and Option 2, in terms of meeting the local objectives for sustainable development set out in the Council’s Sustainability Appraisal Framework. The final appraisal includes the changes made in response to public consultation on the Draft Sustainability Appraisal Report.

- 2.15 The remainder of this report sets out the background to the work that has been undertaken as part of the appraisal process.

### **3 SUSTAINABILITY OBJECTIVES, BASELINE AND CONTEXT**

- 3.1 The following sections include the information previously set out in the draft Scoping Report and draft Sustainability Appraisal Report, as amended in line with the comments set out in Appendix 3 and Appendix 9.

#### **Task A1 - Links to Other Policies, Plans & Programmes**

- 3.2 The links with other policies, plans and programmes are set out in Appendix 4.
- 3.3 Relevant national planning policies for parking are set out in PPS1 – Delivering Sustainable Development (January 2005), PPS3 – Housing (November 2006), PPS6 – Planning for Town Centres (March 2005) and PPG13 – Transport (March 2001).
- 3.4 The objectives of national policy are to encourage patterns of development that reduce the need to travel by private car, to achieve a higher quality of design, to promote the vitality and viability of town centres and to support the use of public and other means of transport.
- 3.5 At sub Regional Level, the Merseyside Local Transport Plan (2006-2011) seeks to:
- Provide appropriate infrastructure to improve the capacity and efficiency of the transport network and support areas where the economy is growing.
  - Provide access for all to provide better links to employment, education and health.
  - Manage demand for travel to ensure that our roads do not become congested and to support the efficient movement of public transport and freight.
  - Protect/enhance the environment by taking positive measures to reduce the impacts of travel demand.
  - Support a healthier community by addressing air and noise problems caused by traffic and promote cycling.
- 3.6 The Merseyside Code of Practice on Access and Mobility (2006) seeks to ensure special consideration is given to ease of access and movement for disabled people by the careful provision, siting and design of parking areas, paths, dropped kerbs, pedestrian crossings, street furniture and open space. Suitable

provision must be made for disabled people, both as employees and customers, in all new developments, in terms of facilities, access/egress and parking.

3.7 The relevant Development Plan policies from the Regional Spatial Strategy (RSS) and the Unitary Development Plan (UDP) are:

- RSS Policy DP3 - Quality in New Development;
- RSS Policy T9 - Demand Management;
- UDP Policy TRT3 - Transport & the Environment; and
- UDP Policy TR9 - Requirements for Off Street Parking.

3.8 The objectives of the RSS Policies are to secure a better image for the Region, through high environmental and design quality and to create an accessible Region, with an efficient and fully integrated transport system

3.9 UDP Policies TRT3 and TR9 were subject to an independent Sustainability Appraisal carried out by Barker Associates in 2003. No adverse effects on sustainability objectives were found. Both Policies were found likely to have positive effects environmental and social objectives.

3.10 The main objectives of UDP Policies are to minimise the environmental impact of traffic and transport, to provide off-street parking within the context of overall transport policy, to promote urban centres, to reduce reliance on the private car in areas well-served by public transport and to assist road safety and traffic management within the locality of a proposal.

3.11 The proposed SPD seeks to support these higher level policies, plans and programmes by providing detailed advice on design, facilities for disabled people and on maximum parking standards for the most common classes of new development.

### **Task A2 - Baseline Information**

3.12 The Council's Sustainability Appraisal Framework sets out a review of available baseline data to provide a picture of Wirral prior to the preparation of the Local Development Framework. This baseline review is still considered to provide a reasonable basis for the sustainability appraisal of the proposed SPD. The main elements of the review are reproduced in Appendix 5 of this report.

### **Task A3 - Identifying Issues and Problems**

3.13 Having had regard to the results of initial consultation with statutory consultees and stakeholders on the scope of the sustainability appraisal, the key sustainability issues under each main heading are:

### *Social Inclusion*

- Accessibility to goods, services and jobs.
- Tackling local inequalities in access to health, education and employment (a key objective of the Wirral Community Strategy)

### *Economic Growth*

- Securing increased sustainable economic growth, productivity and diversification (a key theme in the Wirral Community Strategy)
- Provision of attractive sites and premises for new and existing businesses, appropriately located to reduce conflicts
- Reduce distances between residences and workplaces
- Need to further encourage tourism
- Reducing the level of worklessness (a key objective of the Wirral Community Strategy)

### *Environmental Protection*

- Continue to protect and enhance Wirral's built heritage
- Reduce car usage and dependency
- Promoting the greater use of public and non-motorised forms of transport
- Minimising pollution and traffic intrusion in residential areas.

### *Natural Resources*

- Control activities which contribute to climate change
- Maximising the use of previously developed land

### *Quality of Life*

- Need for continued enhancement of environmental quality
- Promotion of sustainable travel choices
- Reducing crime through good design

## **Task A4 – Developing the Appraisal Framework**

### *Sustainability Objectives*

- 3.14 The Council's Sustainability Appraisal Framework, adopted in July 2006, provides a consistent method for describing, analysing and comparing the sustainability effects of plans and policies in the emerging Local Development for Wirral. A series of local sustainability objectives have been developed, taking into account the relationship between the proposed SPD and the objectives of other plans and programmes. These local sustainability objectives have been used to evaluate the options for the proposed SPD.
- 3.15 The local objectives and their related decision criteria and indicators are reproduced at Appendix 6.

## **4 ISSUES AND OPTIONS**

### **Task B1 - Testing the SPD Objectives Against the Sustainability Appraisal Framework**

- 4.1 The objectives for the proposed SPD are:
1. To support more sustainable travel choices, in line with the strategy set out in the Regional Spatial Strategy;
  2. to provide maximum standards to be applied to the provision of off-street parking to support UDP policies which seek to minimise the environmental impact of transport (Policy TRT3) and to reduce reliance on the private car, by influencing travel choices through controls on the availability of parking (Policy TR9);
  3. to ensure consistency with the parking standards to be applied elsewhere within Merseyside; and
  4. to encourage informed pre-application discussions and the submission of good quality planning applications.
- 4.2 The objectives for the proposed SPD were tested against the objectives from the Sustainability Appraisal Framework. The results of the appraisal are shown in Appendix 7.
- 4.3 There were no instances where conflicts were identified. It was concluded that SPD objectives 1, 2 & 4 would be positively compatible with the promotion of healthy communities. SPD objectives 1, 2, 3 & 4 could be positively compatible with the sustainability objective to reduce traffic intrusion in residential areas. SPD objectives 1 and 3 were positively compatible with sustainability objective to promote sustainable travel choices. SPD objective 4 could be positively

compatible with sustainability objectives for local distinctiveness, general attractiveness and crime prevention.

### **Task B2 - Developing the SPD Options**

4.4 As the Supplementary Planning Document will be subsidiary to an adopted Development Plan and to national planning policies, the options available to the Council are already very limited. The following options were considered in the preparatory stages of the Supplementary Planning Document.

**Option 1.** No Change. Applications for new developments will continued to be determined on their individual merits and for conformity with UDP policies and regional parking standards, depending on the nature of the development proposed.

**Option 2.** Up-to-date local standards for off-street car parking based on Regional Planning Guidance (RPG13) are set out in a local Supplementary Planning Document, formally superseding the Council's existing Supplementary Planning Guidance (SPG41).

**Option 3.** Up-to-date local standards for off-street car parking based on the emerging Regional Spatial Strategy and the proposed Supplementary Planning Guidance for Merseyside are set out within a local Supplementary Planning Document, formally superseding the Council's existing Supplementary Planning Guidance (SPG41).

### **Task B3 - Predicting the Effects of the Draft SPD**

4.5 The likely effects of each option for the proposed SPD were predicted by using the method set out in paragraphs 2.10 to 2.12 of this report.

4.6 Options 1, 2 and 3 were tested for their ability to meet the objectives of the Sustainability Appraisal Framework.

### **Task B4 - Evaluating the Effects of the Draft SPD**

4.7 The proposed SPD was appraised against the likely performance against each of the 25 local objectives identified in the Council's Sustainability Appraisal Framework, adopted in July 2006. The results of the appraisal are set out in Appendix 10 of this report.

4.8 Although the objectives and decision criteria are presented under a number of separate headings, the sustainability appraisal has sought to provide an integrated assessment, seeking to optimise the benefits across all the relevant objectives.

4.9 The findings demonstrate that Option 3 scored positively against twelve of the sustainability objectives for social inclusion, environmental protection, natural

resources and quality of life. No significant impact was forecast against the objectives for economic growth, tourism, biodiversity, separation of uses, flooding and culture and sport, non renewable energy, previously developed land, housing need, balanced population, waste and recycling. No negative impacts have been foreseen.

- 4.10 Option 2 scored positively against only four of the objectives for healthy communities, pollution, limiting traffic intrusion and sustainable travel choices. No negative impacts were foreseen.
- 4.11 Option 1 scored less favourably with a positive impact recorded against only one objective for limiting the impact of traffic intrusion. No negative impacts were foreseen.
- 4.12 The appraisal demonstrates Option 3 has the potential to perform better than both Option 1 and Option 2, against the local objectives for sustainable development set out in the Council's adopted Sustainability Appraisal Framework. It particularly demonstrates that the introduction of additional guidance, of the type indicated in the Draft SPD – Parking Standards, would make a more certain contribution to sustainable development through the implementation of Policy TRT3 and Policy TR9 of the Unitary Development Plan for Wirral.

#### **Task B5 - Mitigating Adverse Effects & Maximising Beneficial Effects**

- 4.13 There were no instances where the suggested content of the proposed Supplementary Planning Document would undermine the local objectives for sustainable development.
- 4.14 There may be beneficial effects from implementing stricter parking standards in a SPD but this could only be achieved through the implementation of a review of higher level policies and plans that could deliver the infrastructure necessary to improve the capacity and efficiency of the transport network for alternative modes of transport to the private car.

#### **Task B6 - Proposing Measures to Monitor the Significant Effects of Implementing the Proposed SPD.**

- 4.15 The Council publishes a statutory Annual Monitoring Report (AMR), as part of the Local Development Framework, towards the end of each calendar year. The AMR contains information on national core output indicators relating to business development; housing provision; transport, including compliance with the parking standards currently in force and the accessibility of new residential development; local services, minerals, waste and the environment.
- 4.16 The Council proposes to publish monitoring information related to the SA of the SPD in future AMRs, once the relevant targets and indicators associated with the emerging SPD have been established.

- 4.17 Annual Monitoring Reports are also produced for the Merseyside Local Transport Plan 2006-2011, which will contain information relating to travel to work, including the use of park and ride, walking and cycling.
- 4.18 The views of consultees were invited on the identification and potential scope of relevant targets and output indicators, which are now included in Section 7 of the adopted SPD.

#### **Task C1 – Preparing the Sustainability Appraisal Report**

- 4.19 The appraisal was completed in January 2007 and the results were published for public comment in February 2007.

### **5 CONSULTATION ON THE DRAFT SPD AND SA REPORT**

#### **Task D1 - Public Participation**

- 5.1 Consultation on the content of the Draft SPD and its Sustainability Appraisal Report took place for a six-week period during 22 February and 5 April 2007. A list of the people consulted and notified is set out in Appendix 8 of this report. An outline of the process undertaken is set out in the Report of Consultation (June 2007).

#### **Task D2 - Appraising Significant Changes**

- 5.2 Following analysis of the consultation results it became apparent that only minor changes were necessary to the SPD to provide additional procedural information and to clarify the guidance on design matters. No significant changes were proposed that would alter the principal conclusions of the sustainability appraisal.

#### **Task D3 - Making Decisions & Providing Information**

- 5.3 The consultation drew a total of 18 responses in relation to the proposed SPD and 4 responses in relation to the Sustainability Appraisal Report.
- 5.4 A summary of the comments received and the Council's response is set out in Appendix 9 of this report. The Council has revised the appraisal of the impacts of the SPD, in response to the results of public consultation, to record a more positive effect against objectives for social inclusion and quality of life.
- 5.5 This final Sustainability Appraisal Report will be published for public inspection alongside the adopted SPD, the Report of Consultation, the final determination on the need for strategic environmental assessment, and a copy of the screening opinion under the Habitats Regulations.

## 6 MONITORING

### Task E1 - Finalising Aims and Methods for Monitoring

- 6.1 Following consultation on the monitoring arrangements set out at Stage B6 of this appraisal, the Council proposes to publish monitoring information in the Annual Monitoring Report on the amount of parking space provided through planning permissions for new developments, to monitor the extent of compliance with the adopted SPD.

## 7 BACKGROUND DOCUMENTS

### National, Regional and Sub-Regional Policies

PPS1 - Delivering Sustainable Development (ODPM, January 2005) can be viewed at [http://www.odpm.gov.uk/stellent/groups/odpm\\_planning/documents/page/odpm\\_plan\\_035506.hcsp](http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_035506.hcsp) [wrong link]

PPS3 - Housing (November 2006) can be viewed at [http://www.communities.gov.uk/pub/931/PlanningPolicyStatement3Housing\\_id1504931.pdf](http://www.communities.gov.uk/pub/931/PlanningPolicyStatement3Housing_id1504931.pdf)

PPS6 – Planning for Town Centres (ODPM, March 2005) can be viewed at [http://www.odpm.gov.uk/stellent/groups/odpm\\_planning/documents/page/odpm\\_plan\\_036805.pdf](http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_036805.pdf) [wrong link]

Regional Spatial Strategy for the North West (RPG13, March 2003) can be viewed at <http://www.go-nw.gov.uk/planning/rpg13.html> [wrong link]

The North West Plan - Draft Regional Spatial Strategy for the North West of England (January 2006) can be viewed at [http://rpg.nwra.gov.uk/uploads/rpg\\_docs/rp\\_9mzv\\_Item\\_4\\_ii\\_Draft\\_RSS\\_\(13\\_Jan\\_20\).pdf](http://rpg.nwra.gov.uk/uploads/rpg_docs/rp_9mzv_Item_4_ii_Draft_RSS_(13_Jan_20).pdf)

Local Transport Plan Merseyside can be viewed at <http://www.transportmerseyside.org/ltp/>

Merseyside Code of Practice on Access and Mobility can be viewed at [\[Link removed as no web page no longer in use - 03/02/2020\]](#)

### Local Development Documents

Unitary Development Plan for Wirral (WBC, February 2000) can be viewed at [www.wirral.gov.uk/udp](http://www.wirral.gov.uk/udp) and free of charge at local libraries

Local Development Scheme for Wirral (WBC, December 2006) can be viewed at [www.wirral.gov.uk/ldf](http://www.wirral.gov.uk/ldf)

Supplementary Planning Document Parking Standards Consultation Draft can be viewed at <http://www.wirral.gov.uk/ldf/ldfspcp.asp>

The Sustainability Appraisal Framework for Wirral (WBC, July 2005) can be viewed at [http://www.wirral.gov.uk/minute/public/execcs060712rep3c\\_20919.pdf](http://www.wirral.gov.uk/minute/public/execcs060712rep3c_20919.pdf)

The SEA determination for the proposed SPD can be viewed at <http://www.wirral.gov.uk/ldf/ldfspcp.asp>

Copies of Local Development Documents are also available for inspection, free of, at the Technical Services Department, Development Control Section, Canning St, Birkenhead, CH41 1ND, who can be contacted by telephone on 0151 606 2324 or by email at [planningapplications@wirral.gov.uk](mailto:planningapplications@wirral.gov.uk)

Local Development Documents are also available for purchase, subject to charges for copying and postage.

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## APPENDIX 1 – STAGES IN SUSTAINABILITY APPRAISAL<sup>2</sup>

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

**A1:** Identifying other relevant policies, plans and programmes, and sustainable development objectives.

**A2:** Collecting baseline information.

**A3:** Identifying sustainability issues and problems.

**A4:** Developing the sustainability appraisal framework.

**A5:** Consulting on the scope of the sustainability appraisal.

*Stage B: Developing and refining options and assessing effects*

**B1:** Testing the SPD objectives against the sustainability appraisal framework.

**B2:** Developing the SPD options.

**B3:** Predicting the effects of the Draft SPD.

**B4:** Evaluating the effects of the Draft SPD.

**B5:** Considering ways of mitigating adverse effects and maximising beneficial effects.

**B6:** Proposing measures to monitor the significant effects of implementing the proposed SPD.

*Stage C: Preparing the Sustainability Appraisal Report*

**C1:** Preparing the Sustainability Appraisal Report.

*Stage D: Consulting on draft SPD and Sustainability Appraisal Report*

**D1:** Public participation on the SA Report and the draft SPD.

**D2:** Assessing significant changes.

**D3:** Making decisions and providing information.

*Stage E: Monitoring the significant effects of implementing the SPD*

**E1:** Finalising aims and methods for monitoring.

**E2:** Responding to adverse effects.

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<sup>2</sup> taken from Sustainability Appraisal of Regional Spatial Strategies and Local development Documents (ODPM, November 2005)

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## APPENDIX 2 – CONSULTATION ON THE SCOPE OF THE SA REPORT

### 1. People and Organisations Consulted

Airwave MMO2	Government Office for the North West	O2 UK Limited
Asset Planning Department	Groundwork Wirral	Orange Pcs Ltd
Birkenhead & Wallasey Primary Care Trust	Helsby Parish Council	Puddington & District Council
British Telecommunications	Highways Agency	Sefton MBC
Cheshire & Merseyside Strategic Health Authority	Hutchinson 3G UK Limited	SP Manweb
Cheshire County Council	Ince Parish Council	T Mobile (UK) Ltd
Countryside Agency (NW Region)	Job Centre Plus	United Utilities (Asset Protection)
Countryside Council for Wales	Little Stanney & District Parish Council	Vodafone Ltd
Dwr Cymru Welsh Water	Liverpool City Council	Willaston Parish Council
Ellesmere Port and Neston Borough Council	National Grid	Wirral Chamber of Commerce
English Heritage (North West)	Network Rail (Mining)	Wirral Green Belt Council
English Nature (Cheshire/Lancs Team)	Network Rail (Planning)	Wirral Society
Environment Agency	North West Development Agency	Wirral Voluntary and Community Services Network
Environmental Partnership	North West Regional Assembly	Wirral Wildlife
Flintshire County Council	NTL	

### 2. People and Organisations Notified

Action Wirral Rivers	Athertons	Bell Ingram Pipelines Ltd
Adams Holmes Associates	Axis Planning Environment & Design	Bellway Homes
Age Concern Wirral	Barnston Conservation Society	Bett Limited
Age Discrimination Scrutiny Panel	Barnston Women's Institute	Bidston Preservation Trust
Ainsley Gommon Architects	Barratt Chester	Bidston Residents Association
Alinbrook Ltd	Barton Willmore	Bidston Village CA Advisory Committee
Alisdair Macdonald	Bebington & West Wirral NHS Primary Care Trust	Biffa Waste Services
Allerton Trust	Bebington CVS	Birkenhead Market Tenants Association
Ancient Monuments Society	Beechwood & Ballantyne EMB Ltd	Birkenhead Town Centre Forum
Arriva North West Limited	Beechwood Community Association	Black Macadam
Asset Manager Surveyor, Unilever UK Property	Bell Developments Ltd	Bloomfields Limited

Wirral Council  
SPD4 – Parking Standards  
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Blue Sky Planning Limited  
Bovis Homes Limited  
Brackenwood Committee  
Braithwaite Associates  
Bridgewater Meeting Room Trust  
Bristol-Myers Squibb Pharmaceutical Research  
British Aerospace  
Broadway Malyan Planning  
Brockway Dunn Limited  
Brodies Solicitors  
Bromborough Pool Village Society  
Bromborough Society  
Building Design Partnership  
Bullivant Jones & Company  
Business Environments Planning  
C D Hughes  
Caldy Conservation Area Advisory Committee  
Campaign for Real Ale  
Carey Jones Architects  
Carpenter Bidwells Planning  
Cass Associates  
CB Richard Ellis  
Central Liscard Residents Association  
CgMs Consulting  
Charlesworth Group Ltd  
Chelford Properties  
Cheshire Association of Local Councils  
Cheshire Gardens Trust  
Cheshire Jehovah's Witnesses  
Cheshire Office Park Limited  
Cheshire RIGS Group  
Cheshire Wildlife Trust  
Childer Thornton Conservation Association  
Chris Thomas Limited  
Church Commissioners  
Claughton Community Group  
Cliff Walsingham & Company

Clive Watkin Partnership  
CLM Services  
Colin Buchanan & Partners  
Colliers CRE  
Corporate Property Solutions  
Council for British Archaeology  
Country Land & Business Association  
Countryside Properties  
Crosby Homes NW Ltd  
Crown Estate  
Cuff Roberts Solicitors  
CUH2A Architecture & Planning  
Cunnane Town Planning  
Cycling Project  
D Morgan Plc  
D2 Planning  
Daly International  
David McLean Homes Ltd  
David Wilson Homes  
De Pol Associates  
Dee Estuary Conservation Group  
Denbighshire County Council  
Denis Wilson Partnership  
Denton Clark & Co.  
Depol Associates Ltd  
Design Planning Development  
Development Planning & Design Services  
Development Planning Partnership  
Dickinson Dees  
Diocese of Chester  
Dixon Webb  
Dr K Singh  
Dr M Baker-Schommer  
Dr M Day  
Dr Macbeath  
Drivers Jonas  
DTZ Piedad Consulting

E M Enterprises  
Eastham Village Preservation Association  
Eastham Village Residents Association  
EDAW Plc  
Edmund Kirby  
Eleanor Road Residents Association  
Elite Homes (North) Limited  
Emerson Group  
Emery Planning Partnership  
Energy Projects Plus  
English Partnerships  
Entec UK Ltd  
Environmental Advisory Service  
Environmental Resources Management  
Fairclough Homes Limited (NW Division)  
Fire Safety Command (Wirral District)  
Forestry Commission (NW Conservancy)  
Fort Perch Rock  
Forthview Limited  
Forum Housing Association  
Frankby Conservation Area Advisory Committee  
Friends of Ashton Park  
Friends of Birkenhead Park  
Friends of Eastham Country Park  
Friends of Heswall Shore  
Friends of Hoylake & Meols Gardens & Open Spaces  
Friends of Royden Park  
Friends of Storeton Woods  
Friends of the Earth  
Fuller Peiser  
Garden History Society  
Garry Usherwood Associates  
General Aviation Awareness Council  
General Synod of the Church of England  
George Wimpey  
Georgian Group  
Gerald Eve

GL Hearn  
 Goodwin Planning Services  
 Gough Planning Services  
 GVA Grimley  
 H D Gee Consultants  
 Halcyon Properties  
 Hallam Land Management Ltd  
 Halliwells LLP, Planning Section  
 Halton UA - Environmental Services Directorate  
 Harlor Homes  
 Haston Reynolds Partnership  
 Health & Safety Executive  
 Henry Boot Developments Limited  
 Hepher Dixon  
 Heswall & District Business Association  
 Heswall Society  
 Hickling Gray Associates  
 Higham & Co.  
 HM Coastguard  
 Home Builders Federation  
 Hooton Park Trust  
 HOW Planning LLP  
 Hoylake & District Civic Society  
 Hoylake CVS  
 Hylgar Properties  
 Inglewood Properties  
 Irby, Thurstaston & Pensby Amenity Society  
 J10 Planning  
 James Barr Consultants  
 JMP Consulting  
 Joint Committee of National Amenity Societies  
 Jones Lang LaSalle  
 Kemp & Kemp  
 Kersh Commercial  
 King Sturge  
 Kings Gap Conservation Area Committee  
 Kings Lane Supporters Association

Knight Frank LLP  
 Knowsley MBC  
 Lairdsie Communities Trust  
 Lambert Smith Hampton  
 Land Projects UK Associates  
 Landmark Information Group Ltd  
 Lands Office - Shell UK Pipelines  
 Leith Planning Limited  
 Leverhulme Estates  
 LRM Development Consultants  
 M Hussenbux  
 MacIntosh Communications Limited  
 Malcolm E Lloyd  
 Malcolm Judd and Partners  
 Manor Egremont Mast Action Group  
 Maritime Housing Association  
 Mason Owen Property Consultants  
 Mast Action UK  
 Mast Sanity Head Office  
 Matthews & Goodman  
 McCormick Architecture  
 McDyre & Co.  
 McInerney Homes  
 MCP Planning & Development  
 Meols Drive Residents Association  
 Mersey Basin Campaign  
 Mersey Docks and Harbour Company  
 Mersey Estuary Conservation Group  
 Mersey Estuary Development Co-ordinator  
 Mersey Waste Holdings Limited  
 Merseyside & West Cheshire Ramblers  
 Merseyside & West Lancs Bat Group  
 Merseyside Civic Society  
 Merseyside Cycling Campaign (Wirral Branch)  
 Merseyside Environmental Trust  
 Merseyside Fire Service Headquarters  
 Merseyside Police - North Wirral Area

Merseyside Policy Unit  
 Merseyside Waste Disposal Authority  
 Merseytravel  
 Merseyside Archeological Service  
 Methodist Church Property Division  
 Mobile Operators Association  
 Moneycorp Limited  
 Mono Consultants Ltd  
 Morris Homes (North) Limited  
 Mouchel Parkman  
 Mr R Neale  
 Mr & Mrs A Pasterfield  
 Mr & Mrs D Gleave  
 Mr & Mrs Dunne  
 Mr & Mrs G Bowler  
 Mr & Mrs L & B Bell  
 Mr & Mrs PM & UR Weston  
 Mr A Kennaugh  
 Mr A P McArdle  
 Mr A T Hurst  
 Mr B Legan Dip TP DMS  
 Mr Brown  
 Mr C Airey  
 Mr C Lord  
 Mr C M Brand  
 Mr C P Arrowsmith  
 Mr C P Hales  
 Mr C R Hutchinson  
 Mr C S Thompson  
 Mr C T Moore  
 Mr C W Dent BA Dip TP RIBA MRTPI  
 Mr Casement  
 Mr Clegg  
 Mr D Birkett  
 Mr D Clamp  
 Mr D Cross  
 Mr D McKaigue

Mr D Nooman  
Mr D Taylor  
Mr E J Norton  
Mr E Robinson OBE MRAeS  
Mr F Burgana BA MCD MRTPI  
Mr F Howell  
Mr F Hyde  
Mr G Bryan  
Mr G D Evans  
Mr G Noble  
Mr G S Puddy  
Mr Gladden  
Mr Grey  
Mr H Turnbull  
Mr I Coulthard  
Mr I Wyche  
Mr J A Wright BA (Hons) MRTPI  
Mr J L Marshall  
Mr J M Corfe  
Mr J Noble  
Mr J O'Neil  
Mr K Collins  
Mr L Burman  
Mr L Parker-Davies  
Mr M Curtis  
Mr M F Lewis  
Mr M G Laurenson  
Mr M Harrison  
Mr M Muller  
Mr Mahoney  
Mr Martin  
Mr Nuttal  
Mr P Barton MCD BA (hons)  
Mr P Haywood  
Mr P Jackson  
Mr P Pendleton  
Mr R J Wood

Mr R L Shelbourne  
Mr R Taylor  
Mr Reade  
Mr Rowland  
Mr T Tarr  
Mr Toosey  
Mr W O'Dowd  
Mrs B Murthwaite  
Mrs Clarke  
Mrs E M Hale  
Mrs G Nicholas  
Mrs G Wollers  
Mrs J M Smith  
Mrs J Wood  
Mrs K M Ives  
Mrs Lewis  
Mrs M Dockrell  
Mrs Matthews  
Mrs R M Fraser  
Mrs S Charlesworth  
Mrs S Shaw  
Mrs T Chadwick  
Mrs V Doodson  
Mrs Weston  
Ms C Radford  
Ms D Toony  
Ms Foster  
Ms J M McIlhatton  
Ms Johnson  
Ms K Byrne  
Ms K Robinson  
Ms L Woodhead  
Ms S Colquhoun  
Ms S J Wall  
Ms S Magee  
Ms S Sweeney  
Ms S Turner

Ms Seager  
Muir Associates  
N Power Renewables  
Nathaniel Litchfield & Partners  
National Farmers Union - NW Region  
National Trust  
National Wind Power Limited  
New Brighton BRAVO  
New Brighton Community Association  
New Brighton Community Partnership  
New Brighton Environmentalists  
New Brighton Football Club  
New Ferry & Rock Ferry Conservation Society  
New Ferry Business Association  
New Ferry Regeneration Action Group  
NJL Consulting  
Norman Street Residents Association  
North Birkenhead Neighbourhood Forum  
North Country Homes Group Limited  
North West Association of Sea Angling Clubs  
North Western Baptist Association  
Northern Trust  
NW & North Wales Sea Fisheries Committee  
Oxton Society  
Paddock Johnson Associates  
Partnership for Racial Equality  
Patrick Farfan Associates Ltd  
Paul & Company  
Paul Butler Associates  
Paul Dickinson Associates  
Peacock & Smith  
Peel Holdings Limited  
Persimmon Homes (North West)  
Planning & Environmental Services Ltd  
Planning Bureau Limited  
Port Sunlight Village Society  
Port Sunlight Village Trust

Poulton & District Residents Association	St Helen's MBC	United Co-operatives Ltd
Poulton Protection Group	St. Mary's Catholic College	Venture Housing Association
Powerwatch	Stanton Estate Residents Association	Villa Medical Centre
Premier Brands UK Limited	Stanton Land & Marine Development Limited	Wainhomes (North West) Limited
PTS Property	Steer Davies Gleave	Wallasey Civic Society
Pulford Road Residents Association	Steven Abbott Associates	Wallasey Village Community Partnership
R G Drake	Stewart Ross Associates	Wardell Armstrong
Ramblers Association (Wirral Group)	Storey Sons & Parker	Wellington Road CA Advisory Committee
Reddington Developments Limited	Strutt & Parker	West Kirby Village CA Advisory Committee
Redrow Homes	Sure Start (Birkenhead Central)	Westbury Homes
Rev Father Ostaszewski	Survey & Design Associates	Westwood Road Residents Association
Robinson Architects	Sustrans	White Young Green
Rock Ferry Community Group	Taylor Woodrow Developments	WIRED
Rock Park Estate Management Committee	Taylor Young	Wirral & Cheshire Badger Group
Rodney Housing Association	Technical Services Department	Wirral Barn Owl Trust
Roger Tym & Partners	Terrence O Rourke	Wirral Community Safety Team
Roman Catholic Church	Tetlow King Planning	Wirral CVS
Royal Estates	The Mersey Partnership	Wirral Development Corporation Ltd
Royal Liverpool Golf Club	Theatres Trust	Wirral Federation of Tenants & Residents Associations
Royal National Lifeboat Institute	Thomas Estates Limited	Wirral Footpaths and Open Spaces Society
RPS Planning Transport & Environment	Thornycroft etc., Residents Association	Wirral Green Party
RSPB Northern England	Thornton Hough Community Trust	Wirral Hospitals Trust
Rural Development Service	Tower Action Group	Wirral Investment Network
Safety Layne (Investments) Limited	Townswomen Wirral 101-25	Wirral LA21 Forum
Salisbury Developments	Tranmere Alliance	Wirral Local Strategic Partnership
Saughall Massie Conservation Area Committee	Tranmere Together	Wirral Methodist Housing Association
Savills	Tulip Limited	Wirral Partnership Homes
Seacombe Local Area Partnership	Turley Associates	Wirral Planning Advice & Appeals Service
Showmens Guild of Great Britain	Tweedale	Wirral Transport Users Association
Smith & Sons Property Consultants	Twentieth Century Society	Woodford Group
Smiths Gore	Unichema Chemicals	Woodland Trust
Society for the Protection of Ancient Buildings	Unilever Research Port Sunlight	Wirral Metropolitan College
Sommerville Primary School	Unilever UK Home and Personal Care	
Sport England North West Region	Union Street Day Resource Centre	

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### APPENDIX 3 – RESPONSES TO CONSULTATION ON THE SCOPE OF THE SA REPORT

No <sup>1</sup> .	Organisation/individual	Consultation Response	Directors Comments
001	Planning Bureau Ltd on behalf of McCarthy & Stone	<p>Hopes that there would be mention of promoting sustainable transport in objective 1. Electronic signage of available car spaces, public transport with frequent modern buses capable of supporting increased popularity as well as park and ride options are needed if objective 2 is to work. Disagrees with objective 3 because consistency across Boroughs in extremely difficult. Objective 4 does not make sense; pre-application discussions are important but if guidance is clear developers would not need to question them. All planning applications should be good quality.</p> <p>Additional objectives to promote sustainable transport, set target to change attitude to car reliance, and guidelines for each type of development (especially sheltered housing).</p> <p>Options 1 and 3 supported.</p>	<p>The objective as written would support sustainable transport as well as other sustainable travel choices.</p> <p>Provision of electronic signage and public transport is not within the remit of the proposed SPD.</p> <p>Pre application discussions can lead to the resolution of site specific issues and improve the quality of development.</p> <p>It is proposed to set a flexible maximum standard through the SPD, which can be relaxed in accessible locations and when alternative sustainable modes of transport are available.</p>
002	Merseyside Advisory Environmental Service	No comment.	Noted
003	Highways Agency	Found document well presented, easy to follow and very comprehensive. Pleased to see key objectives for delivering sustainable development, reducing car dependence and increasing accessibility by public transport, promoting sustainable transport choice, managing travel demand to reduce congestion.	Noted
004	The Mersey Partnership	No comment	Noted
005	NW & North Wales Sea Fisheries Committee	Interested in how beach access would be affected over Council car parks and slipways	This does not fall within the remit of the proposed SPD

<b>No<sup>1</sup>.</b>	<b>Organisation/individual</b>	<b>Consultation Response</b>	<b>Directors Comments</b>
<b>006</b>	Natural England	The topic is unlikely to affect their environmental interests, therefore there is no comment	Noted
<b>007</b>	Norman St Residents & Tenants Association	<p>Congestion charges could drive businesses away. Regulation and radical overhaul of public transport should be considered.</p> <p>It should be recognised that the elderly and disabled rely on car transport.</p> <p>Use of Parking standards on key objective (p24) is vague.</p> <p>Economic growth objectives are relevant, but difficult to establish actual outcomes.</p>	<p>This does not fall within the remit of the proposed SPD.</p> <p>The SPD will take this into account</p> <p>Noted</p> <p>Noted</p>
<b>008</b>	Bromborough Society	<p>Information covers wide range (difficult for non specialists to be aware of gaps). It is good to note attention paid to environmental protection with particular interest in biodiversity, local heritage, local distinctiveness and attractiveness of the area.</p> <p>Appendix 1 is questioned and concern that parking on grass verges or on roads may be provoked if national standard is applied.</p> <p>Appendix 2 objectives are excellent</p>	<p>Noted. The environmental impact of introducing the proposed SPD will be assessed through Sustainability Appraisal.</p> <p>Appendix 1 identifies the key objectives of higher level policies and what the implications are for the proposed SPD. The proposed SPD will support existing UDP policy, which seeks to protect residential amenity (see para 5.6)</p>
<b>009</b>	North West Regional Assembly	Partial Review of RSS was withdrawn and should not be referred to, as the submitted draft is the most up to date version.	Appendix 1 to be amended to delete reference to Partial Review of RSS.
<b>010</b>	Government Office for the North West	Appropriate Assessment should be considered as well as SA.	Screening for Appropriate Assessment will be carried out.
<b>011</b>	Wirral Wildlife	Would like objective to reduce need for people to travel.	Reducing the need to travel, especially by car is a key objective of PPG13. This is reflected in SA objectives to reduce impact of traffic, to

<b>No<sup>1</sup>.</b>	<b>Organisation/individual</b>	<b>Consultation Response</b>	<b>Directors Comments</b>
			promote sustainable travel choices and to promote accessibility of services. No change proposed.
<b>012</b>	CLARA	Own AGM resolved to make intensive study in order to have visitor parking permit scheme updated because of car increase and change to town centre opening hours and seven day shopping.	On street parking permit schemes cannot fall within the remit of the proposed SPD. Parking permit schemes come under the jurisdiction of the Director of Technical Services (Traffic Management Division)
<b>013</b>	Environment Agency	Reference should be made to PPG25/draftPPS25 as a relevant higher level policy.  'Acquifer' should read 'aquifer' in para 4.24.  Objectives, decision criteria and indicators appear sufficiently comprehensive to cover all aspects of the proposed SPD. However, some are not relevant such as meeting housing need, employment growth and reducing income deprivation.	Flood risk and PPS25 will be taken into account.  'Aquifer' will replace 'acquifer' in the report.  Noted. The Sustainability Framework was adopted so that a consistent approach is taken to the appraisal of local development documents. For the sake of clarity and certainty, it would preferable to test the proposed SPD against each objective to identify the effect. No change proposed.
<b>014</b>	English Heritage	No comment	Noted.
<b>015</b>	United Utilities	Provides thanks for acknowledging improved water quality and confirms water resources from ground water are at around 13%.	Noted
<b>016</b>	Ms D Toomy	Side roads in Prenton have many parking problems. Dropping off and picking up points for organisations such as National Express, the Ramblers etc should be in less busy areas.  Deliveries and staff parking should be considered when corner shops change eg to offices. Parking restrictions are not adhered to. Gates should be fitted to prevent empty car parks at commercial premises being used for anti-social behaviour.	These comments are more relevant to the options for the proposed SPD. However, the location of dropping off or picking up points on the highway is not within the scope of the proposed SPD.  The propensity for development to cause a nuisance or highway safety problems should be considered when individual planning applications are assessed. The proposed SPD

No <sup>1</sup> .	Organisation/individual	Consultation Response	Directors Comments
			will support existing UDP policy, which seeks to protect the amenity of neighbours (see para 5.6)
017	Theatres Trust	Subject not relevant to own work	Noted
018	Wirral Society	<p>Other policies, plans and programmes could include NW Climate Change Action Plan and NWRA's Action for Sustainability.</p> <p>Base line data could include usage of park &amp; ride facilities (if available), on street parking provision compared with authorities and RPG13 standards, modal shares of transport compared with comparable authorities in the region, provision of cycle storage at stations.</p> <p>Linkages between issues need to be borne in mind. Eg there will be practical outcomes if off street parking requirements for commercial or housing does not look at public transport provision.</p> <p>25 listed objectives may be too comprehensive. Suggest more important objectives listed as 3,4,5,6,7,8,9,10,12,13,15,21,23 and 24.</p>	<p>Agreed</p> <p>Data would be used from the Local Transport Plan as applicable.</p> <p>It is proposed to set a flexible maximum standard, which can be relaxed in accessible locations and when alternative sustainable modes of transport are available.</p> <p>Noted. The Sustainability Framework was adopted so that a consistent approach is taken to the appraisal of local development documents. For the sake of clarity and certainty, it would preferable to test the proposed SPD against each objective to identify the effect.</p>
019	Merseytravel	<p>There are no other policies, plans and programmes Merseytravel want to be taken into account.</p> <p>There is no other base line date that should be used to inform the sustainability appraisal.</p> <p>List of sustainability issues is sufficient, but consideration must be given to the developing Merseyside Sustainable Communities Co-ordination Group which could be a valuable</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>

<b>No<sup>1</sup>.</b>	<b>Organisation/individual</b>	<b>Consultation Response</b>	<b>Directors Comments</b>
		<p>source of information and support.</p> <p>Would like 'sustainable' inserted in objective 5 and more emphasis on promoting passenger transport and sustainable travel choices. Objective 24 may have to be strengthened. Accessibility to buildings, services, jobs, and leisure could be included. There could also be an objective concerning congestion and not excessively increasing private vehicles on key transport routes.</p>	<p>This could be considered in a future review of the Sustainability Framework</p>
<b>020</b>	WBC Sustainable Development Officer	<p>Should the Climate Change Strategy be included as when this adopted and an action plan is formulated, will have issues for transport and parking provision?</p> <p>Additional monitoring data could include number of parking spaces in town centres and volume of traffic through tunnels.</p>	<p>The Climate Change Strategy would be taken into account, when it is adopted</p>

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## APPENDIX 4 – PLANS, POLICIES, PROGRAMMES & OBJECTIVES

Plan, Programme, Strategy or Initiative	Key Objectives relevant to the proposed SPD and Sustainability Appraisal	Implications for the proposed SPD
<b>NATIONAL LEVEL</b>		
PPS1 – Delivering Sustainable Development	<p>PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system</p> <p>Key principles:</p> <ul style="list-style-type: none"> <li>▪ Development plans should ensure that sustainable development is pursued in an integrated manner;</li> <li>▪ LPAs should ensure that development plans address the causes and potential impacts of climate change.</li> <li>▪ A spatial planning approach should be at the heart of planning for sustainable development.</li> <li>▪ Planning policies should promote high quality inclusive design.</li> <li>▪ Development plans should contain clear, comprehensive and inclusive access policies.</li> </ul>	<p>The SPD should contribute to the implementation of sustainable development, which includes reducing emissions by encouraging patterns of development that reduce the need to travel by car.</p>
PPS6 – Planning for Town Centres	<p>Key objective for town centres is to promote their vitality and viability by:</p> <ul style="list-style-type: none"> <li>▪ Planning for the growth and development of</li> </ul>	<p>The likely impact of the SPD on car use, traffic and congestion and the promotion of town centres will need to be taken into account.</p>

Plan, Programme, Strategy or Initiative	Key Objectives relevant to the proposed SPD and Sustainability Appraisal	Implications for the proposed SPD
	<p>existing centres;</p> <ul style="list-style-type: none"> <li>▪ Promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all; and</li> <li>▪ Improving accessibility, ensuring that development is, or will be, accessible and well-served by a choice of means of transport.</li> </ul>	
PPS3 – Housing	<p>Relevant objectives include:</p> <ul style="list-style-type: none"> <li>▪ Create more sustainable patterns of development that leads to accessibility by public transport to jobs, education, health facilities, shopping, leisure and local services.</li> <li>▪ make more efficient use of land by reviewing planning policies and standards;</li> <li>▪ place the needs of people before ease of traffic movement in designing the layout of residential developments;</li> <li>▪ seek to reduce car dependence by facilitating more walking and cycling and by improving linkages by public transport</li> </ul>	<p>Parking standards should provide for significantly lower level of off street parking.</p> <p>Parking policies should be framed with good design in mind and should not be framed as minimum standards.</p> <p>Development in excess of 1.5 car parking spaces per dwelling should be avoided.</p> <p>Parking standards should reflect the need to promote higher densities in accessible locations and maximise the use of previously developed land</p>
PPG13 – Transport	<p>Key objectives are:</p> <ul style="list-style-type: none"> <li>▪ Promote more sustainable transport choices for both people and moving freight;</li> <li>▪ Promote accessibility to jobs, shopping, leisure facilities and services by public</li> </ul>	<p>The SPD must recognise that provision for parking has a major influence on the choice of transport modes.</p> <p>The SPD must reflect the maximum standards for England set out in appendix D of PPG13. More rigorous standards could be applied with some</p>

Plan, Programme, Strategy or Initiative	Key Objectives relevant to the proposed SPD and Sustainability Appraisal	Implications for the proposed SPD
	<p>transport, walking and cycling, and</p> <ul style="list-style-type: none"> <li>▪ Reduce the need to travel, especially by car</li> </ul> <p>LPAs should:-</p> <ul style="list-style-type: none"> <li>▪ Manage the pattern of urban growth to make fullest use of public transport;</li> <li>▪ Direct development to urban centres which are more likely to offer access by a range of transport modes;</li> <li>▪ Use parking policies to promote sustainable transport choices;</li> <li>▪ Ensure the needs of disabled persons are taken into account.</li> <li>▪ Consider how best to reduce crime &amp; the fear of crime.</li> </ul>	<p>relaxation where parking would serve a town centre as a whole. A balance between encouraging investment in town centres and minimising the impacts of traffic and congestion must be struck.</p> <p>Parking standards should reflect the mobility needs of disabled people.</p>
<b>REGIONAL LEVEL</b>		
<p>Regional Planning Guidance /Regional Spatial Strategy (March 2003).</p> <p>Submitted Draft RSS (January 2007)</p>	<p>Key objectives are:</p> <ul style="list-style-type: none"> <li>▪ To achieve greater economic competitiveness and growth, with associated social progress;</li> <li>▪ To secure an urban renaissance in the cities and towns of the North West;</li> <li>▪ To ensure active management of the Region's environmental and cultural assets;</li> </ul>	<p>Parking standards should support urban renaissance and economic competitiveness.</p> <p>The SPD should seek to manage demand through maximum standards developed in accordance with regional ceilings set out in Table I of Appendix 4 to RPG13 (Table 10.1 in submitted draft Jan 2006).</p> <p>Standards should be more restrictive in</p>

Plan, Programme, Strategy or Initiative	Key Objectives relevant to the proposed SPD and Sustainability Appraisal	Implications for the proposed SPD
	<ul style="list-style-type: none"> <li>▪ To secure a better image for the Region and high environmental and design quality ; and</li> <li>▪ To create an accessible Region, with an efficient and fully integrated transport system</li> </ul> <p>The Spatial Development Framework sets out guidelines for the distribution of development and resources to achieve urban renaissance – focuses on the North West Metropolitan Area, maximise use of existing buildings and brownfield land, urban regeneration and maintain Green Belts.</p>	<p>accessible, densely developed urban areas.</p> <p>There should be consistency and co-ordination across neighbouring areas.</p> <p>Parking standards should promote the development of an integrated transport system.</p>
<b>SUB-REGIONAL</b>		
Merseyside Local Transport Plan 2006-2011	<p>15 year strategy and 5 year programme of investment. Land use implications to be reflected in development plans within the sub-region. Priorities are to</p> <ul style="list-style-type: none"> <li>▪ Provide appropriate infrastructure to improve the capacity and efficiency of the transport network and support areas where the economy is growing.</li> <li>▪ Provide access for all to provide better links to employment, education and health.</li> <li>▪ Manage demand for travel to ensure that our roads do not become congested and to support the efficient movement of public transport and freight.</li> <li>▪ Protect/enhance the environment by taking positive measures to reduce the impacts of travel demand.</li> </ul>	<p>The SPD should seek to secure the application of common standards across Merseyside in support of LTP objectives</p> <p>Parking standards should promote the more efficient use of new and existing transport infrastructure.</p> <p>Standards should seek to maintain a good level of access to jobs and local services while reducing the environmental impact of travel and transport.</p>

Plan, Programme, Strategy or Initiative	Key Objectives relevant to the proposed SPD and Sustainability Appraisal	Implications for the proposed SPD
	<ul style="list-style-type: none"> <li>▪ Support a healthier community by addressing air and noise problems caused by traffic and promote cycling and walking.</li> <li>▪ Make best use of our existing resources by ensuring an efficient maintenance regime.</li> </ul>	
Merseyside Code of Practice on Access and Mobility (2006)	<p>The Code of Practice seeks to ensure that:</p> <ul style="list-style-type: none"> <li>▪ Special consideration is given to ensure ease of access and movement for disabled people between and within public areas by the careful provision, siting and design of parking areas, paths, dropped kerbs, pedestrian crossings, street furniture and open space</li> <li>▪ Access to, and egress from, existing buildings and their surroundings is improved as opportunities arise through alterations, extensions and changes of use</li> </ul> <p>In new developments, suitable provision is made for disabled people, both as employees and customers, in terms of facilities, access/egress and car parking.</p>	The proposed SPD should support ease of access for disabled people.
<b>LOCAL</b>		
Wirral Unitary Development Plan (adopted February 2000)	<p>Key objectives:</p> <ul style="list-style-type: none"> <li>▪ Policy URN1 - Urban regeneration with full and effective use of urban land</li> <li>▪ Policy TRT1 – making best use of existing</li> </ul>	The SPD should seek to promote urban regeneration, minimise the environmental impact of traffic, reduce reliance on the private car in areas well served by public transport, support the locational priorities of the UDP and assist road safety and traffic management in the locality of a development proposal.

<b>Plan, Programme, Strategy or Initiative</b>	<b>Key Objectives relevant to the proposed SPD and Sustainability Appraisal</b>	<b>Implications for the proposed SPD</b>
	<p>transport facilities</p> <ul style="list-style-type: none"> <li>▪ Policy TRT3 – minimising the environmental impact of traffic and transport</li> </ul> <p>Policy TR9 – providing off-street parking within the context of overall transport policy, to support the locational policies of the UDP and the promotion of urban centres, to reduce reliance on the private car in areas well-served by public transport and to assist road safety and traffic management in the locality of a proposal</p>	

## **APPENDIX 5 – BASELINE REVIEW**

### **Social Inclusion**

1. Wirral's Population has declined from over 350,000 during the 1970's to 313,800 in mid-2003. The population structure is skewed towards older age groups. The pace of decline appears to have slowed over recent years and the population is now expected to grow by 2.8% by 2028. The working age population is still however, expected to fall, with implications for future wealth creation.
2. In terms of migration, the most significant recent flows are out of Wirral to Denbighshire, Flintshire and Chester and into Wirral from Liverpool and the rest of Greater Merseyside. The largest flows are between Wirral and Liverpool. There is a consistent loss of people between 16-24 years of age seeking employment and higher education.
3. In terms of social conditions, the Borough falls within the worst 50 of the 354 English local authorities and has a high number of localities that fall within the worst 25% of English "Super Output Areas". These localities, mainly concentrated in the older urban areas in the east of the Borough score very poorly across the full range of indicators for income; employment; health and disability; education, skills and training; living environment; and crime and disorder. Symptoms of low demand, including high levels of vacancy and unfit housing, led to the designation of the "NewHeartlands" Pathfinder Area, in April 2002, in parts of Birkenhead, Bidston, Seacombe, Tranmere and Liscard.

### **Economic Growth**

4. Wirral has two strategic regional sites: at Twelve Quays and at the Wirral International Business Park. Major local facilities include the Birkenhead Docks system, part of the Port of Liverpool, including the Twelve Quays roll-on-roll-off ferry terminal; and the entrance to the Manchester Ship Canal. Wirral is also home to international companies such as Lever Faberge.
5. Key sectors in the local economy include retail and distribution, public administration and business services. In manufacturing, the Borough is strongest in chemicals and food and drink, which are regional target sectors. The number of tourism-related jobs is also significant. The promotion of tourism is a corporate priority.
6. The Borough's economic performance, nevertheless, continues to be a major concern. Although having grown strongly since 1995, the Borough's economic output per head of population is still below the UK average. Wirral also has fewer VAT registered businesses than many areas and a lower rate of business formation.
7. Although the total number of jobs in Wirral has grown from 98,500 in 1971 to 101,300 today, this is still not adequate to fully employ the working age population. Average earnings for jobs located in Wirral are also lower than the average weekly earnings of Wirral residents as a whole. These two factors continue to lead to a high number of journeys to work to Liverpool, Chester and beyond.
8. While Wirral is home to a higher than average proportion of managers and professional people, national indices continue to witness to a high concentration of income and

employment deprivation. Although registered unemployment, at 3.2%, is now well below the 19% peak of September 1985, economic activity rates are still lower than regional and national benchmarks.

### **Environmental Protection**

9. Wirral is an area of generally high environmental quality. The protection and improvement of the environment is a corporate priority and is a key objective of the Wirral Community Strategy.
10. Wirral has an extensive network of locally identified non-statutory Sites of Biological Importance, together with twelve Sites of Special Scientific Interest, two designated European nature conservation sites and two potential European nature conservation sites. These designations cover most of the key habitats identified as priorities within the Wirral Biodiversity Action Plan. The Borough's coastline is of special importance for nature conservation.
11. There are, however, relatively few designated sites within the urban areas of east Wirral and not all aspects of Wirral's biodiversity resource are currently captured by site designations. There are also twelve locally identified non-statutory sites designated for their importance to earth science.
12. Wirral has a significant built heritage, with over 1,850 listed structures, twenty-two designated conservation areas, nine scheduled ancient monuments and four sites on the English Heritage Register of Historic Parks and Gardens.
13. No air quality management areas are currently designated in Wirral, although the continuing high level of out-commuting has major implications for travel generation and long-term air quality. Car ownership is still at low levels in some parts of the Borough and increased economic prosperity may see these levels rise, with further implications for congestion and air quality.
14. Water quality within the Dee and Mersey Estuaries and inland watercourses continues to improve, largely due to the ongoing programme of capital works undertaken by United Utilities. Wirral's beaches are also consistently among the cleanest in the North West.
15. Levels of waste recycling remain low at around 10%, some way short of national targets, although the commissioning of a new Materials Recycling Facility at Bidston will result in a significant improvement. The existing landfill site at Bromborough Dock has now closed and no other containment sites are currently available within the Borough.

### **Natural Resources**

16. Wirral has no significant mineral reserves, apart from small amounts of winnable brick clay. Reserves of aggregates are very limited and generally constrained by nature conservation or other considerations.
17. Much of Wirral is founded on sandstone, which is a major aquifer and groundwater provides around 13% of Wirral's water resources.

18. Extensive low-lying areas, especially in the north of the Borough, are protected by defences from both tidal and fluvial (river) flooding. While much of the coastline is protected from erosion and/or flooding by “hard” defences, a short stretch of the clay cliffs at the Thurstaston and New Ferry Shorelines continue to be subject to natural erosion processes.
19. Land quality is generally good and there are significant areas of high-grade agricultural land, particularly in the south and west of the Borough. While major progress has been made on urban land reclamation, particularly in Bromborough, a number of significant sites in the east of the Borough can only be brought forward for development once contamination or other ground condition problems have been addressed.
20. The Government has identified Liverpool Bay for a significant expansion in offshore wind farm development. The construction of twenty-five turbines has started off the coast of New Brighton and the shore connection to the national grid will take place on the North Wirral Coast. There is, however, little provision of onshore renewable energy schemes.

### **Quality of Life**

21. Wirral generally offers a very high quality of life: 45% of the Borough is open countryside, with much of high landscape quality. The coast is a special feature of Wirral. There are also a significant number of leisure and cultural facilities in both urban and rural areas.
22. The need to maintain local character and distinctiveness and promote high quality design is a major local concern, especially in the lower density residential areas built during the Victorian and Edwardian eras. Although not an environmental protection designation, the Green Belt has made an important contribution to Wirral’s environmental quality.
23. Some of the urban area, including parts of Birkenhead Town Centre, is of limited attractiveness in terms of the environment and amenities.
24. Issues related to the prevention of crime and the promotion of sustainable travel choices will also have a significant impact on local quality of life. The promotion of safer communities is a key theme of the Wirral Community Strategy.

### **Other Related Information**

25. Data extracted from the 2001 Census shows that Wirral has a high level of car ownership and use. In 2001, of the 133,340 households in Wirral, 44% had access to a car, 25% had two or more cars, and 30% have no car. Two-thirds of journeys to work were by car or van. The 1991 Census indicates that that 36% of household had no car, 43% had access to a car and 20% had two or more cars. [
26. The high dependency on the car for journeys to work appears to have continued. Although not directly comparable to the Census in statistical terms, the Countywide Survey for 2005/06 showed that 70% of respondents in Wirral drive a car or van to work, the highest percentage in Merseyside. The average for Merseyside was 61%.

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## APPENDIX 6 - SUSTAINABILITY OBJECTIVES, DECISION CRITERIA AND INDICATORS<sup>3</sup>

SOCIAL INCLUSION		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
To promote a balanced population structure	<ul style="list-style-type: none"> <li>• will the policy or proposal retain and promote factors conducive to social regeneration</li> <li>• will the policy or proposal provide for jobs, services and facilities that will attract and retain the working age population</li> </ul>	<ul style="list-style-type: none"> <li>▪ Population change and structure</li> <li>▪ Population forecasts</li> <li>▪ Migration rates</li> </ul>
To reduce the incidence of multiple deprivation	<ul style="list-style-type: none"> <li>• will the policy or proposal provide for a service or facility that will address an identified local deficiency or inequality</li> <li>• will the policy or proposal include measures to improve economic, social and environmental conditions in areas of greatest need</li> <li>• will the policy or proposal assist in closing the gap between standards of living and opportunity</li> </ul>	<ul style="list-style-type: none"> <li>▪ Indices of Multiple Deprivation</li> <li>▪ Population by socio-economic grouping</li> <li>▪ Educational attainment</li> </ul>
To promote the accessibility of services and facilities to all sectors of society	<ul style="list-style-type: none"> <li>• will the policy or proposal improve access to modern health and social care services</li> <li>• will the policy or proposal provide a service or facility that will address an identified local deficiency</li> <li>• will the policy or proposal provide for access for people with restricted mobility</li> <li>• will the policy or proposal promote affordable transport links to areas of greatest need</li> </ul>	<ul style="list-style-type: none"> <li>▪ Population within easy walking distance of key local services</li> <li>▪ Population within easy walking distance of a bus stop or railway station</li> <li>▪ Proportion of jobs and services within easy walking distance of a bus stop or railway station</li> </ul>

<sup>3</sup> Taken from the Council's Sustainability Appraisal Framework, adopted July 2006, which can be viewed at [http://www.wirral.gov.uk/minute/public/execcs060712rep3c\\_20919.pdf](http://www.wirral.gov.uk/minute/public/execcs060712rep3c_20919.pdf)

SOCIAL INCLUSION		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
To meet identified local housing needs and promote housing market renewal	<ul style="list-style-type: none"> <li>• will the policy or proposal provide for development that will meet an identified local housing need</li> <li>• will the policy or proposal support the provision of modern affordable housing in areas of greatest need</li> <li>• will the policy or proposal support the promotion of housing market renewal</li> <li>• will the policy or proposal assist in reducing the number of unfit and vacant properties</li> </ul>	<ul style="list-style-type: none"> <li>▪ Dwelling stock by size, type and tenure</li> <li>▪ Number, percentage and location of unfit and vacant properties</li> <li>▪ Average house prices by area</li> <li>▪ Progress against HMRI objectives and indicators</li> </ul>
To promote inclusive, healthy communities	<ul style="list-style-type: none"> <li>• will the policy or proposal promote healthy lifestyles</li> <li>• will the policy or proposal protect or improve public health and safety</li> <li>• will the policy or proposal assist in addressing health inequalities</li> <li>• will the policy or proposal make appropriate provision for the needs of vulnerable people</li> </ul>	<ul style="list-style-type: none"> <li>▪ Life expectancy</li> <li>▪ Mortality by main cause (Standardised Mortality Ratios)</li> <li>▪ Other local health indicators (to be agreed)</li> </ul>

ECONOMIC GROWTH		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
To promote improved economic performance	<ul style="list-style-type: none"> <li>• will the policy or proposal provide for an increase in output and productivity and improved economic performance</li> <li>• will the policy or proposal secure adequate provision for new and emerging target sectors</li> </ul>	<ul style="list-style-type: none"> <li>▪ GVA per head</li> <li>▪ GVA as percentage of regional and national performance</li> <li>▪ Economic activity rates</li> </ul>
To provide for employment growth and business creation	<ul style="list-style-type: none"> <li>• will the policy or proposal encourage an increase in local employment</li> <li>• will the policy or proposal secure the provision of attractive land and premises</li> </ul>	<ul style="list-style-type: none"> <li>▪ Employment by sector</li> <li>▪ VAT registrations and de-registrations</li> <li>▪ Analysis of business enquiries</li> </ul>

<b>ECONOMIC GROWTH</b>		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
	<ul style="list-style-type: none"> <li>• will the policy or proposal assist business creation and support business growth</li> <li>• will the policy and proposal exploit local strengths and maximise the use of key facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Rates of employment development by type and location</li> </ul>
To reduce worklessness and income deprivation	<ul style="list-style-type: none"> <li>• will the policy or proposal contribute towards reducing unemployment and income deprivation</li> <li>• will the policy or proposal contribute towards meeting the employment needs and aspirations of local people</li> <li>• will the policy or proposal promote job opportunities that will be genuinely accessible to people in greatest need</li> </ul>	<ul style="list-style-type: none"> <li>▪ Unemployment by age and duration</li> <li>▪ Percentage of people in employment on social security benefits</li> <li>▪ Average earnings</li> </ul>
To promote the vitality and viability of town centres	<ul style="list-style-type: none"> <li>• will the policy or proposal contribute to the vitality and viability of an existing centre</li> <li>• will the policy or proposal promote the location of appropriate jobs and services within existing centres</li> <li>• will the policy or proposal restrict development that would harm the vitality and viability of existing centres</li> <li>• will the policy or proposal encourage a sequential approach to site selection</li> </ul>	<ul style="list-style-type: none"> <li>▪ Results of centre health checks</li> <li>▪ New retail, leisure and office development by type and location</li> <li>▪ Vacancy rates by centre</li> <li>▪ Retail rents</li> </ul>
To maximise provision for high quality tourism	<ul style="list-style-type: none"> <li>• will the policy or proposal protect and improve existing tourism resources</li> <li>• will the policy or proposal encourage the development of local tourism and visitor facilities</li> <li>• will the policy or proposal hinder the attraction additional visitors and tourism investment</li> </ul>	<ul style="list-style-type: none"> <li>▪ Number and type of visits by duration and location</li> <li>▪ Type, number and location of visitor facilities</li> <li>▪ Number, quality and location of bed spaces</li> </ul>

<b>ENVIRONMENTAL PROTECTION</b>		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
To maintain and improve biodiversity and natural habitats	<ul style="list-style-type: none"> <li>• will the policy or proposal promote biodiversity or contribute to habitat creation</li> <li>• will the policy or proposal protect sites already recognised as important for nature conservation or earth science</li> <li>• will the policy or proposal assist in the delivery of an approved Biodiversity Action Plan</li> </ul>	<ul style="list-style-type: none"> <li>▪ Number, area and condition of sites designated for nature or earth science conservation</li> <li>▪ Area and condition of Biodiversity Action Plan habitats</li> <li>▪ Progress against other Biodiversity Action Plan targets</li> </ul>
To minimise pollution to land, water or air	<ul style="list-style-type: none"> <li>• will the policy or proposal provide for the prevention or minimisation of pollution at source</li> <li>• will the policy or proposal provide for the remedy or treatment of an existing source of pollution</li> <li>• will the policy or proposal protect or improve the quality of ground, surface and coastal waters</li> <li>• will the policy or proposal minimise the loss of productive land and the opportunity for land contamination</li> <li>• will the policy or proposal minimise the likelihood of light or noise intrusion</li> <li>• will the policy or proposal protect or improve air quality and serve to reduce the emission of greenhouse gases</li> </ul>	<ul style="list-style-type: none"> <li>▪ Population living in Air Quality Management Areas</li> <li>▪ Number of days air pollution is moderate or high</li> <li>▪ Proportion of rivers registering good or fair for chemical and biological water quality</li> <li>▪ Number of beaches and coastal areas gaining international flag status</li> <li>▪ Number and area of Part 2A contaminated sites</li> <li>▪ Area and percentage of high quality agricultural land lost to development</li> </ul>
To conserve local heritage	<ul style="list-style-type: none"> <li>• will the policy or proposal provide for the conservation of designated conservation areas</li> <li>• will the policy or proposal provide for the preservation of listed buildings and structures</li> <li>• will the policy or proposal conserve other locally important buildings or townscapes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Number, area and condition of designated conservation areas</li> <li>▪ Number, area and condition of designated Historic Parks and Gardens</li> <li>▪ Number of Listed Buildings on English Heritage Buildings at Risk Register</li> <li>▪ Number and condition of Scheduled Ancient Monuments</li> </ul>

<b>ENVIRONMENTAL PROTECTION</b>		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
	<ul style="list-style-type: none"> <li>• will the policy or proposal promote the protection of archaeology</li> </ul>	
To provide for the separation of incompatible land uses	<ul style="list-style-type: none"> <li>• will the policy or proposal protect the amenity of sensitive uses such as residential areas, hospitals and nursing homes</li> <li>• will the policy or proposal direct activities likely to cause nuisance away from sensitive uses such as residential areas, hospitals and nursing homes</li> <li>• will the policy or proposal minimise the opportunity for hazards and accidents and maximise public safety</li> </ul>	<ul style="list-style-type: none"> <li>▪ Number of homes falling within the consultation distance of a Part A industrial process</li> <li>▪ Number of homes falling within a major hazard consultation zone</li> <li>▪ Number of people reporting disturbance from environmental nuisance</li> </ul>
To reduce the impact of traffic intrusion in residential areas	<ul style="list-style-type: none"> <li>• will the policy or proposal seek to minimise the impact of traffic on residential roads</li> <li>• will the policy or proposal route commercial and other traffic to main routes away from residential areas</li> <li>• will the policy or proposal assist in the reduction of traffic congestion and vehicle emissions</li> </ul>	<ul style="list-style-type: none"> <li>▪ Road accidents per 100,000 people</li> </ul>

<b>NATURAL RESOURCES</b>		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
To maximise the use of previously developed urban land	<ul style="list-style-type: none"> <li>• will the policy or proposal maximise the use of previously developed urban land and buildings</li> <li>• will the policy or proposal restrict development on previously undeveloped urban land and other urban open spaces</li> <li>• will the policy restrict development in the open countryside</li> </ul>	<ul style="list-style-type: none"> <li>▪ Proportion of new houses built on previously developed land</li> <li>▪ Proportion of new commercial development on previously developed land</li> </ul>
To minimise the reliance on non-renewable energy sources	<ul style="list-style-type: none"> <li>• will the policy or proposal promote the use of renewable energy</li> <li>• will the policy or proposal minimise the use of non-renewable energy sources, promote fuel efficiency and energy conservation</li> </ul>	<ul style="list-style-type: none"> <li>▪ Average energy consumption per head</li> <li>▪ Proportion of new homes built to ECO Homes standard</li> </ul>

<b>NATURAL RESOURCES</b>		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
	<ul style="list-style-type: none"> <li>• will the policy or proposal promote the use on new and clean technologies</li> </ul>	<ul style="list-style-type: none"> <li>▪ Number and type of renewable energy schemes and quantity of power generated</li> </ul>
To promote sustainable drainage and water conservation	<ul style="list-style-type: none"> <li>• will the policy or proposal minimise the impact on the water environment</li> <li>• will the policy or proposal maximise water conservation</li> <li>• will the policy or proposal provide for sustainable drainage systems</li> </ul>	<ul style="list-style-type: none"> <li>▪ Proportion of development using sustainable drainage systems</li> <li>▪ Average water consumption per household</li> </ul>
To minimise waste generation and maximise recycling	<ul style="list-style-type: none"> <li>• will the policy or proposal promote waste reduction</li> <li>• will the policy or proposal provide for an increased rate of domestic and commercial recycling</li> <li>• will the policy or proposal minimise the amount of waste going to landfill</li> <li>• will the policy or proposal promote the use of recycled materials in construction projects</li> </ul>	<ul style="list-style-type: none"> <li>▪ Annual volume of waste arisings by type and source</li> <li>▪ Proportion of municipal waste recycled and composted</li> <li>▪ Annual volume of waste sent to landfill</li> </ul>
To minimise the impact of flooding and other natural hazards	<ul style="list-style-type: none"> <li>• will the policy or proposal restrict development in areas of recognised risk</li> <li>• will the policy or proposal only permit development following an appropriate assessment of flood risk</li> <li>• will the policy or proposal promote development that will withstand the impact of climate change</li> </ul>	<ul style="list-style-type: none"> <li>▪ Proportion of new development in flood risk areas</li> <li>▪ Proportion of new development in areas at risk from coastal erosion</li> <li>▪ Number of planning approvals contrary to Environment Agency advice</li> </ul>

<b>QUALITY OF LIFE</b>		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
To maintain and promote a locally distinctive sense of place	<ul style="list-style-type: none"> <li>• will the policy or proposal provide for development that will respect the distinctive character of the locality</li> <li>• will the policy or proposal promote high quality urban design</li> <li>• will the policy or proposal promote the conservation of distinctive landscapes and other natural features such as, trees, hedges, ponds, rivers and coastlines</li> </ul>	<ul style="list-style-type: none"> <li>▪ Area of Green Belt</li> <li>▪ Area of woodland and tree cover lost to development</li> <li>▪ Extent of areas designated as high quality landscapes</li> </ul>
To protect and improve the attractiveness of the area	<ul style="list-style-type: none"> <li>• will the policy or proposal serve to promote the well-being of the area</li> <li>• will the policy or proposal serve to minimise any negative perceptions about the area</li> <li>• will the policy or proposal serve to promote the social, economic and environmental regeneration of areas of greatest need</li> </ul>	<ul style="list-style-type: none"> <li>▪ Residents satisfaction surveys</li> </ul>
To maximise opportunities for culture, sport and leisure	<ul style="list-style-type: none"> <li>• will the policy or proposal retain adequate provision of facilities for culture, sport and leisure</li> <li>• will the policy or proposal promote additional provision to meet identified needs</li> <li>• will the policy or proposal serve to assist in the promotion of local culture and history</li> </ul>	<ul style="list-style-type: none"> <li>▪ Type, number, size and location of facilities for sport, recreation and leisure</li> <li>▪ Population within easy walking distance of sport, recreation and leisure facilities</li> <li>▪ Residents satisfaction surveys</li> </ul>
To promote sustainable travel choices	<ul style="list-style-type: none"> <li>• will the policy or proposal promote easy accessibility to homes, jobs and services by alternatives to the private car</li> <li>• will the policy or proposal make appropriate physical provision for walking, cycling and the use of public transport</li> <li>• will the policy or proposal promote sustainable travel choices and a reduction in traffic congestion</li> <li>• will the policy or proposal encourage the greater use of rail and water for freight transport</li> </ul>	<ul style="list-style-type: none"> <li>▪ Extent of new development within easy walking distance of a bus stop or railway station</li> <li>▪ Journey to work by location, mode and distance</li> <li>▪ Location and length of designated cycle tracks</li> <li>▪ Volume of freight by mode</li> </ul>

<b>QUALITY OF LIFE</b>		
<i>Objective</i>	<i>Decision Criteria</i>	<i>Indicator</i>
To minimise opportunities for crime and anti-social behaviour	<ul style="list-style-type: none"> <li>• will the policy or proposal promote measures to maximise crime prevention</li> <li>• will the policy or proposal provide for measures to minimise the opportunity for anti-social behaviour</li> </ul>	<ul style="list-style-type: none"> <li>▪ Crime rates per 1000 people</li> <li>▪ Proportion of people reporting fear of crime</li> </ul>

## APPENDIX 7 - TESTING SPD OBJECTIVES AGAINST SUSTAINABILITY OBJECTIVES

SPD Objectives				
SA Objective	1	2	3	4
<b>Social Inclusion</b>	<b>Support More Sustainable Travel Choices</b>	<b>Minimise Environmental Impact Of Transport &amp; Reduce Reliance On Private Car</b>	<b>Consistency With Regional or Sub Regional Parking Standards</b>	<b>Encourage Pre-Application Discussions &amp; Good Quality Planning Applications.</b>
<i>Balanced Population</i>	0	0	0	0
<i>Multiple Deprivation</i>	0	0	0	0
<i>Accessibility of Jobs and Services</i>	+	0	0	0
<i>Housing Need and Market Renewal</i>	0	0	0	0
<i>Healthy Communities</i>	+	+	0	+
<p><b>Comments</b></p> <p>No conflicts foreseen.</p> <p>SPD objectives 1, 2 &amp; 4 would be positively compatible with the promotion of healthy communities.</p> <p>SPD objective 1 would be positively compatible with promoting accessibility of jobs and services</p>				

Key

++	Strongly positive impact
+	Positive impact
0	No impact or relationship
x	Negative impact
xx	Strongly negative impact
?	Uncertain or unknown impact

SPD Objectives				
SA Objective	1	2	3	4
<b>Economic Growth</b>	<b>Support More Sustainable Travel Choices</b>	<b>Minimise Environmental Impact Of Transport &amp; Reduce Reliance On Private Car</b>	<b>Consistency With Regional or Sub Regional Parking Standards</b>	<b>Encourage Pre-Application Discussions &amp; Good Quality Planning Applications.</b>
<i>Economic Performance</i>	0	0	0	0
<i>Employment Growth</i>	0	0	0	0
<i>Worklessness and Income Deprivation</i>	0	0	0	0
<i>Vitality of Town Centres</i>	0	0	0	0
<i>High Quality Tourism</i>	0	0	0	0
<b>Comments</b>				
<b>No conflicts foreseen.</b>				

++	Strongly positive impact
+	Positive impact
0	No impact or relationship
x	Negative impact
xx	Strongly negative impact
?	Uncertain or unknown impact

SPD Objectives				
SA Objective	1	2	3	4
<b>Environmental Protection</b>	<b>Support More Sustainable Travel Choices</b>	<b>Minimise Environmental Impact Of Transport &amp; Reduce Reliance On Private Car</b>	<b>Consistency With Regional or Sub Regional Parking Standards</b>	<b>Encourage Pre-Application Discussions &amp; Good Quality Planning Applications.</b>
<i>Biodiversity and Natural Habitats</i>	0	0	0	0
<i>Pollution</i>	0	0	0	0
<i>Local Heritage</i>	0	0	0	0
<i>Separation of Uses</i>	0	0	0	0
<i>Traffic Intrusion</i>	+	+	+	+
<p><b>Comments</b></p> <p><b>No conflicts foreseen.</b></p> <p><b>SPD objectives 1, 2, 3 &amp; 4 could be positively compatible with sustainability objective to reduce traffic intrusion in residential areas</b></p>				

++	Strongly positive impact
+	Positive impact
0	No impact or relationship
x	Negative impact
xx	Strongly negative impact
?	Uncertain or unknown impact

<b>SPD Objectives</b>				
<b>SA Objective</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Natural Resources</b>	<b>Support More Sustainable Travel Choices</b>	<b>Minimise Environmental Impact Of Transport &amp; Reduce Reliance On Private Car</b>	<b>Consistency With Regional or Sub Regional Parking Standards</b>	<b>Encourage Pre-Application Discussions &amp; Good Quality Planning Applications.</b>
<i>Previously Developed Urban Land</i>	0	0	0	0
<i>Non-Renewable Energy</i>	0	0	0	0
<i>Water Conservation</i>	0	0	0	0
<i>Waste and Recycling</i>	0	0	0	0
<i>Flooding and Hazards</i>	0	0	0	0
<b>Comments</b>				
<b>No conflicts foreseen.</b>				

++	Strongly positive impact
+	Positive impact
0	No impact or relationship
x	Negative impact
xx	Strongly negative impact
?	Uncertain or unknown impact

<b>SPD Objectives</b>				
<b>SA Objective</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Quality of Life</b>	<b>Support More Sustainable Travel Choices</b>	<b>Minimise Environmental Impact Of Transport &amp; Reduce Reliance On Private Car</b>	<b>Consistency With Regional or Sub Regional Parking Standards</b>	<b>Encourage Pre-Application Discussions &amp; Good Quality Planning Applications.</b>
<i>Local Distinctiveness</i>	0	0	0	+
<i>General Attractiveness</i>	+	+	0	+
<i>Culture, Sport &amp; Leisure</i>	0	0	0	0
<i>Sustainable Travel Choices</i>	+	0	+	0
<i>Crime Prevention</i>	0	0	0	+
<p><b>Comments</b></p> <p><b>No conflicts foreseen.</b></p> <p><b>SPD objectives 1 and 3 positively compatible with sustainability objective to promote sustainable travel choices.</b></p> <p><b>SPD objective 4 would be positively compatible with sustainability objectives for local distinctiveness, general attractiveness and crime prevention.</b></p> <p><b>SPD objectives 1 and 2 would be positively compatible with promoting general attractiveness</b></p>				

++	Strongly positive impact
+	Positive impact
0	No impact or relationship
x	Negative impact
xx	Strongly negative impact
?	Uncertain or unknown impact

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## APPENDIX 8 – CONSULTATION ON DRAFT SPD & SA REPORT

### 1. People and Organisations Consulted

Airwave MMO2	Ince Parish Council	North West Development Agency
Asset Planning Department	Knowsley MBC, Forward Planning	North West Regional Assembly
Barnston Conservation Society	Lands Office - Shell UK Pipelines	NTL
Bell Ingram Pipelines Ltd	Liverpool City Council	NW & North Wales Sea Fisheries Committee
British Aerospace	Mersey Estuary Development Co-ordinator	O2 UK Limited
Central Liscard Area Residents Association	Merseyside Environmental Advisory Service	Orange Pcs Ltd
Cheshire & Merseyside Strategic Health Authority	Merseyside Environmental Advisory Service	Peacock & Smith
Cheshire Association of Local Councils	Merseyside Policy Unit	Planning Bureau Limited
Cheshire County Council	Merseyside Waste Disposal Authority	Puddington & District Council
Claughton Community Group	Merseytravel	Ramblers Association (Wirral Group)
Cliff Walsingham & Company	Merseyside Archeological Service	Sefton MBC
Countryside Council for Wales	Mobile Operators Association	SP Manweb
Denbighshire County Council	Mr & Mrs A Pasterfield	Sport England North West Region
Development Planning Partnership	Mr Clegg	St Helen's MBC
Dwr Cymru Welsh Water	Mr D McKaigue	T Mobile (UK) Ltd
Ellesmere Port and Neston Borough Council	Mr Gladden	The Mersey Partnership
English Heritage (North West)	Mr I Coulthard	Theatres Trust
English Partnerships	Mr J Noble	United Utilities (Asset Protection)
Environment Agency	Mr L Burman	Vodafone Ltd
Flintshire County Council	Mr P Barton MCD BA (hons)	Willaston Parish Council
Garry Usherwood Associates	Mr P Haywood	WIRED
Government Office for the North West	Ms D Toony	Wirral Community Engagement Team
Halton UA - Environmental Services Directorate	National Grid	Wirral Community Safety Team
Health & Safety Executive	National Trust	Wirral Local Strategic Partnership
Helsby Parish Council	Natural England, NW Region	Wirral Society
Highways Agency	Network Rail (Mining)	Wirral Sustainable Transport Co-ordinator
Home Builders Federation	Network Rail (Planning)	Wirral Voluntary and Community Services Network
Hoylake Civic Society	New Brighton BRAVO	Wirral Wildlife
Hutchinson 3G UK Limited	Norman Street Residents Association	

## 2. People and Organisations Notified

Action Wirral Rivers	Brockway Dunn Limited	D Morgan Plc
Adams Holmes Associates	Brodies Solicitors	D2 Planning
Age Concern Wirral	Building Design Partnership	Daly International
Ainsley Gommon Architects	Bullivant Jones & Company	David McLean Homes Ltd
Alinbrook Ltd	C D Hughes	David Wilson Homes
Allerton Trust	Caldy CAAC	De Pol Associates
Ancient Monuments Society	Campaign for Real Ale	Dee Estuary Conservation Group
Arriva North West Limited	Carey Jones Architects	Denis Wilson Partnership
Asset Manager Surveyor, Unilever UK Property	Carpenter Bidwells Planning	Denton Clark & Co.
Athertons	Cass Associates	Depol Associates Ltd
Axis Planning Environment & Design	CB Richard Ellis	Design Planning Development
Barnston Women's Institute	CgMs Consulting	Development Planning & Design Services
Barratt Chester	Charlesworth Group Ltd	Dickinson Dees
Barton Willmore	Chelford Properties	Diocese of Chester
BE Group	Cheshire Gardens Trust	Dixon Webb
Bebington CVS	Cheshire Jehovah's Witnesses	Dr K Singh
Beechwood & Ballantyne EMB Ltd	Cheshire RIGS Group	Dr M Baker-Schommer
Beechwood Community Association	Cheshire Wildlife Trust	Dr M Day
Bell Developments Ltd	Childer Thornton Conservation Association	Dr Macbeath
Bellway Homes	Chris Thomas Limited	Drivers Jonas
Bett Limited	Church Commissioners	DTZ Pieda Consulting
Bidston Preservation Trust	Clive Watkin Partnership	E M Enterprises
Bidston Residents Association	CLM Services	Eastham Village Preservation Association
Bidston Village CAAC	Colin Buchanan & Partners	EDAW Plc
Biffa Waste Services	Colliers CRE	Edmund Kirby
Birkenhead Market Tenants Association	Corporate Property Solutions	Eleanor Road Residents Association
Birkenhead Town Centre Forum	Council for British Archaeology	Elite Homes (North) Limited
Black Macadam	Country Land & Business Association	Emerson Group
Bloomfields Limited	Countryside Properties	Emery Planning Partnership
Blue Sky Planning Limited	Crosby Homes NW Ltd	Energy Projects Plus
Bovis Homes Limited	Crown Estate	Entec UK Ltd
Braithwaite Associates	Cuff Roberts Solicitors	Environmental Resources Management
Bridgewater Meeting Room Trust	CUH2A Architecture & Planning	Fairclough Homes Limited (NW Division)
Bristol-Myers Squibb Pharmaceutical Research	Cunnane Town Planning	Fire Safety Command (Wirral District)
Broadway Malyan Planning	Cycling Project	Forestry Commission (NW Conservancy)

Wirral Council

SPD4 – Parking Standards

Sustainability Appraisal Report – June 2007

Fort Perch Rock  
Forthview Limited  
Forum Housing Association  
Frankby CAAC  
Friends of Ashton Park  
Friends of Birkenhead Park  
Friends of Eastham Country Park  
Friends of Heswall Shore  
Friends of Hoylake & Meols Gardens  
Friends of Royden Park  
Friends of Storeton Woods  
Friends of the Earth  
Fuller Peiser  
Garden History Society  
General Aviation Awareness Council  
George Wimpey  
Georgian Group  
Gerald Eve  
GL Hearn  
Goodwin Planning Services  
Gough Planning Services  
Groundwork Wirral  
GVA Grimley  
H D Gee Consultants  
Halcyon Properties  
Hallam Land Management Ltd  
Halliwells LLP, Planning Section  
Harlor Homes  
Haston Reynolds Partnership  
Henry Boot Developments Limited  
Hepher Dixon  
Heswall & District Business Association  
Heswall Society  
Hickling Gray Associates  
Higham & Co.  
HM Coastguard  
Hooton Park Trust

HOW Planning LLP  
Hoylake CVS  
Hylgar Properties  
Indigo Planning Limited  
Inglewood Properties  
Irby, Thurstaston & Pensby Amenity Society  
J10 Planning  
James Barr Consultants  
JMP Consulting  
Job Centre Plus  
Jones Lang LaSalle  
Kemp & Kemp  
Kersh Commercial  
King Sturge  
Kings Gap CAAC  
Kings Lane Supporters Association  
Knight Frank LLP  
Lairdside Communities Trust  
Lambert Smith Hampton  
Land Planning Group  
Land Projects UK Associates  
Landmark Information Group Ltd  
Leith Planning Limited  
Leverhulme Estates  
LRM Development Consultants  
M Hussenbux  
MacIntosh Communications Limited  
Malcolm E Lloyd  
Malcolm Judd and Partners  
Manor Egremont Mast Action Group  
Maritime Housing Association  
Mason Owen Property Consultants  
Matthews & Goodman  
McCormick Architecture  
McDyre & Co.  
McInerney Homes  
MCP Planning & Development

Meols Drive Residents Association  
Mersey Basin Campaign  
Mersey Docks and Harbour Company  
Mersey Estuary Conservation Group  
Mersey Waste Holdings Limited  
Merseyside & West Cheshire Ramblers  
Merseyside & West Lancs Bat Group  
Merseyside Civic Society  
Merseyside Cycling Campaign (Wirral Branch)  
Merseyside Environmental Trust  
Merseyside Fire Service Headquarters  
Merseyside Police  
Methodist Church Property Division  
Moneycorp Limited  
Mono Consultants Ltd  
Morris Homes (North) Limited  
Mouchel Parkman  
Mr R Neale  
Mr & Mrs D Gleave  
Mr & Mrs Dunne  
Mr & Mrs L & B Bell  
Mr & Mrs PM & UR Weston  
Mr A Kennaugh  
Mr A P McArdle  
Mr A T Hurst  
Mr B Legan Dip TP DMS  
Mr Brown  
Mr C Airey  
Mr C Lord  
Mr C M Brand  
Mr C P Hales  
Mr C R Hutchinson  
Mr C S Thompson  
Mr C T Moore  
Mr C W Dent BA Dip TP RIBA MRTPI  
Mr Casement  
Mr D Birkett

Mr D Clamp  
Mr D Cross  
Mr D Nooman  
Mr D Taylor  
Mr E J Norton  
Mr E Robinson OBE MRAeS  
Mr F Burgana BA MCD MRTPI  
Mr F Howell  
Mr F Hyde  
Mr G Bryan  
Mr G D Evans  
Mr G Noble  
Mr G S Puddy  
Mr Grey  
Mr H Turnbull  
Mr I Wyche  
Mr J A Wright BA (Hons) MRTPI  
Mr J M Corfe  
Mr J O'Neil  
Mr K Collins  
Mr L Parker-Davies  
Mr M Curtis  
Mr M F Lewis  
Mr M G Laurenson  
Mr M Harrison  
Mr M Muller  
Mr Mahoney  
Mr Martin  
Mr Nuttal  
Mr P Jackson  
Mr P Pendleton  
Mr R J Wood  
Mr R L Shelbourne  
Mr R Taylor  
Mr Reade  
Mr Rowland  
Mr T Tarr

Mr Toosey  
Mr W O'Dowd  
Mrs B Murthwaite  
Mrs Clarke  
Mrs E M Hale  
Mrs G Nicholas  
Mrs G Wollers  
Mrs J M Smith  
Mrs K M Ives  
Mrs Lewis  
Mrs M Dockrell  
Mrs R M Fraser  
Mrs S Charlesworth  
Mrs S Shaw  
Mrs T Chadwick  
Mrs V Doodson  
Mrs Weston  
Ms C Radford  
Ms Foster  
Ms J M McIlhatton  
Ms K Robinson  
Ms L Woodhead  
Ms M Johnson  
Ms S Colquhoun  
Ms S J Wall  
Ms S Magee  
Ms S Sweeney  
Ms Seager  
Muir Associates  
Murphys Taxis  
N Power Renewables  
Nathaniel Litchfield & Partners  
National Farmers Union - NW Region  
National Wind Power Limited  
New Brighton Community Association  
New Brighton Community Partnership  
New Brighton Environmentalists

New Brighton Football Club  
New Ferry & Rock Ferry Conservation Society  
New Ferry Business Association  
New Ferry Regeneration Action Group  
NJL Consulting  
North Birkenhead Neighbourhood Forum  
North Country Homes Group Limited  
North West Association of Sea Angling Clubs  
North Western Baptist Association  
Northern Trust  
Oxton Society  
P Wilson & Company, Chartered Surveyors  
Paddock Johnson Associates  
Partnership for Racial Equality  
Patrick Farfan Associates Ltd  
Paul & Company  
Paul Butler Associates  
Paul Dickinson Associates  
Peel Holdings Limited  
Persimmon Homes (North West)  
Port Sunlight Village Society  
Port Sunlight Village Trust  
Poulton & District Residents Association  
Poulton Protection Group  
Premier Brands UK Limited  
PTS Property  
Pulford Road Residents Association  
R G Drake  
Reddington Developments Limited  
Redrow Homes  
Rev Father Ostaszewski  
Robinson Architects  
Rock Ferry Community Partnership  
Rock Park Estate Management Committee  
Rodney Housing Association  
Roger Tym & Partners  
Roman Catholic Church

Royal Estates  
Royal Liverpool Golf Club  
Royal National Lifeboat Institute  
RPS Planning Transport & Environment  
RSPB Northern England  
Rural Development Service  
Safety Layne (Investments) Limited  
Salisbury Developments  
Saughall Massie CAAC  
Savills  
Seacombe Local Area Partnership  
Showmens Guild of Great Britain  
Smith & Sons Property Consultants  
Smiths Gore  
Society for the Protection of Ancient Buildings  
Sommerville Primary School  
St. Mary's Catholic College  
Stanton Estate Residents Association  
Stanton Land & Marine Development Limited  
Steer Davies Gleave  
Steven Abbott Associates  
Stewart Ross Associates  
Storey Sons & Parker  
Strutt & Parker  
Sure Start (Birkenhead Central)  
Survey & Design Associates  
Sustrans  
Taylor Woodrow Developments  
Taylor Young  
Terrence O Rourke  
Tetlow King Planning  
The BMF Foundation  
Thomas Estates Limited  
Thornecroft Residents Association  
Thornton Hough Community Trust  
Tower Action Group  
Townswomen Wirral 101-25

Tranmere Alliance  
Tranmere Together  
Tulip Limited  
Turley Associates  
Tweedale  
Twentieth Century Society  
Unichema Chemicals  
Unilever Research Port Sunlight  
Unilever UK Home and Personal Care  
Union Street Day Resource Centre  
United Co-operatives Ltd  
Venture Housing Association  
Villa Medical Centre  
Wainhomes (North West) Limited  
Wallasey Civic Society  
Wallasey Village Community Partnership  
Wardell Armstrong  
Wellington Road CAAC  
West Kirby Village CAAC  
Westbury Homes  
Westwood Road Residents Association  
White Young Green  
Wirral & Cheshire Badger Group  
  
Wirral 100  
Wirral Barn Owl Trust  
Wirral Chamber of Commerce  
Wirral CVS  
Wirral Federation of Tenants & Residents Associations  
Wirral Footpaths and Open Spaces Society  
Wirral Green Belt Council  
Wirral Green Party  
Wirral Hackey Section  
Wirral Hospitals Trust  
Wirral Investment Network  
Wirral LA21 Forum  
Wirral Methodist Housing Association

Wirral Metropolitan College  
Wirral Partnership Homes  
Wirral PCT, Public Health Department  
Wirral Transport Users Association  
Woodford Group  
Woodland Trust

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## APPENDIX 9 – RESPONSES TO CONSULTATION ON DRAFT SA REPORT

No <sup>1</sup> .	Organisation/individual	Consultation Response	Directors Comments
001	Natural England	SPD unlikely affect their environmental interests. They concur that Habitats Regulation Assessment is not required.	Noted.
002	Merseyside Cycling Campaign	Would like objectives and indicators to monitor cycle facilities and access to them.	The SA appraisal of the SPD considers the effects of the proposed parking standards for vehicles. No change proposed.
003	Government Office for the North West	<p>It would be helpful to explain that Natural England incorporates the former Countryside Agency &amp; English Nature.</p> <p>Paragraph 4.2 should refer to the latest LDS</p>	<p>Agreed. Insert new footnote to say 'Natural England replaced English Nature and the Countryside Agency on 2 October 2006' at paragraph 1.7 and the words 'who replaced English Nature and the Countryside Agency on 2 October 2006' at paragraph 1.9.</p> <p>It would be more appropriate to add new paragraph 1.3 to read 'The timetable for the preparation of the Supplementary Planning Document was originally set out within the Local Development Scheme, approved by the Secretary of State on 15 May 2006 and has been carried forward into the latest Scheme, approved by the Secretary of State on 24 April 2007. A copy of the latest Scheme can be viewed at <a href="http://www.wirral.gov.uk/ldf/ldfids.asp">http://www.wirral.gov.uk/ldf/ldfids.asp</a> The target date for the adoption of the final Supplementary Planning Document has remained at July 2007.'</p>
004	Wirral Society	Welcomes the fact that the SPD and SA recognise contribution of parking standards to sustainable transport policy.	Noted

No <sup>1</sup> .	Organisation/individual	Consultation Response	Directors Comments
		<p><b>Social inclusion table</b></p> <ul style="list-style-type: none"> <li>○ SPD objectives 1 and 2 could have positive impact on accessibility of jobs and services</li> </ul> <p><b>Economic Growth table</b></p> <ul style="list-style-type: none"> <li>○ SPD objective 1 could have positive impact on all the economic growth factors other than worklessness</li> </ul> <p><b>Environmental Protection table</b></p> <ul style="list-style-type: none"> <li>○ SPD Objective 2 could have positive impact on Biodiversity and Pollution</li> </ul> <p><b>Quality of Life table</b></p> <ul style="list-style-type: none"> <li>○ SPD objectives 1 and 2 could have positive impact on General Attractiveness</li> </ul>	<p>Agree that objective 1 (to support sustainable travel choice) could have a positive impact. No adverse impact is foreseen from objective 2 (to minimise environmental impact and reduce reliance on private car). Propose to change '0' to '+' in social inclusion table in Appendix 7 and add 'SPD objective 1 would be positively compatible with promoting accessibility of jobs and services' under Comments.</p> <p>While accepting the issues can be finally balanced, it is considered that objective 1 would have no significant impact. No change proposed.</p> <p>While accepting the issues can be finally balanced, it is considered that objective 2 would have no significant impact. No change proposed.</p> <p>Agree that objectives 1 and 2 could have a positive impact. Propose to change '0' to '+' in quality of life table in Appendix 7 and add 'SPD objectives 1 and 2 would be positively compatible with promoting general attractiveness' under Comments.</p>

## APPENDIX 10 – SUSTAINABILITY APPRAISAL – SUMMARY OF FINAL RESULTS

<b>Social Inclusion</b>				
<b>SA Objective</b>	<b>SPD Option 1</b>	<b>SPD Option 2</b>	<b>SPD Option 3</b>	<b>Comments</b>
<i>Balanced Population</i>	0	0	0	No significant effect foreseen.
<i>Multiple Deprivation</i>	0	0	+	No significant effect from options 1 or 2 is foreseen. Option 3 could have a positive effect through the inclusion of guidance for people with disabilities.
<i>Accessibility of Jobs and Services</i>	0	0	+	No significant effect from options 1 or 2 is foreseen. Option 3 could have a positive effect through guidance that sets standards for a range of motor vehicles including those that would carry people with disabilities.
<i>Housing Need and Market Renewal</i>	0	0	0	No significant effect foreseen.
<i>Healthy Communities</i>	0	+	+	No significant effect from option 1 foreseen. Both Options 2 & 3 could have a positive effect through guidance that sets maximum standards where parking space can be reduced when more sustainable alternative modes of transport are available

<b>Economic Growth</b>				
<b>SA Objective</b>	<b>SPD Option 1</b>	<b>SPD Option 2</b>	<b>SPD Option 3</b>	<b>Comments</b>
<i>Economic Performance</i>	0	0	0	No significant effect is foreseen.
<i>Employment Growth</i>	0	0	0	No significant effect is foreseen
<i>Worklessness and Income Deprivation</i>	0	0	0	No significant effect is foreseen
<i>Vitality of Town Centres</i>	0	0	0	No significant impact is foreseen.
<i>High Quality Tourism</i>	0	0	0	No significant impact is foreseen.

Environmental Protection				
SA Objective	SPD Option 1	SPD Option 2	SPD Option 3	Comments
<i>Biodiversity and Natural Habitats</i>	0	0	0	No significant impact from both options is foreseen.
<i>Pollution</i>	0	+	+	No significant effect from option 1 foreseen. Both Options 2 & 3 could have a positive effect through guidance that sets maximum standards where parking space can be reduced when more sustainable alternative modes of transport are available
<i>Local Heritage</i>	0	0	+	No significant effect from options 1 or 2 foreseen. Option 3 could have a positive effect through guidance on design
<i>Separation of Uses</i>	0	0	0	No significant impact is foreseen.
<i>Traffic Intrusion</i>	+	+	+	Existing policy aims to prevent nuisance from on street parking when planning applications are considered. This would be supported in each option.

<b>Natural Resources</b>				
<b>SA Objective</b>	<b>SPD Option 1</b>	<b>SPD Option 2</b>	<b>SPD Option 3</b>	<b>Comments</b>
<i>Previously Developed Urban Land</i>	0	0	0	No significant impact is foreseen.
<i>Non-Renewable Energy</i>	0	0	0	No significant effect is foreseen.
<i>Sustainable Drainage &amp; Water Conservation</i>	0	0	+	No significant effect from options 1 or 2 is foreseen. Use of sustainable drainage measures where flooding is an issues would be encouraged through Option 3.
<i>Waste and Recycling</i>	0	0	0	No significant effect is foreseen.
<i>Flooding and Hazards</i>	0	0	+	No significant effect from options 1 or 2 is foreseen. Use of sustainable drainage measures where flooding is an issues would be encouraged through Option 3.

Quality of Life				
SA Objective	SPD Option 1	SPD Option 2	SPD Option 3	Comments
<i>Local Distinctiveness</i>	0	0	+	No significant effect from options 1 or 2 is foreseen. Promotion of better design through option 3 could have positive effect
<i>General Attractiveness</i>	0	0	+	No significant effect from options 1 or 2 is foreseen. Promotion of better design through option 3 could have positive effect
<i>Culture, Sport &amp; Leisure</i>	0	0	0	No significant impact is foreseen.
<i>Sustainable Travel Choices</i>	0	+	+	No significant effect from option 1 is foreseen. Options 2 & 3 would promote reduced parking levels when sustainable travel choices are available
<i>Crime Prevention</i>	0	0	+	No significant effect from options 1 or 2 is foreseen. Crime Prevention could be promoted through better design via option 3