

Appendix 1

Review of plans, programmes and objectives

Appendix I: Review of Plans, programmes and objectives

DOCUMENT	KEY OBJECTIVES OF RELEVANCE	KEY TARGETS AND INDICATORS OF RELEVANCE	IMPLICATIONS FOR DPDs/SPDs AND SUSTAINABILITY APPRAISAL
International Policy and Guidance			
<p>Kyoto Protocol on Climate Change, United Nations, 1999</p>	<p>Main aim: for parties involved to achieve their quantified limitation and reduction commitments to Greenhouse gases in order to promote sustainable development.</p> <p>By:</p> <ul style="list-style-type: none"> - Enhancement of energy efficiency in relevant sectors of the national economy. - Protection and enhancement of sinks and reservoirs of greenhouse gases not controlled by the Montreal protocol, taking into account its commitments under relevant environmental agreements; promotion of sustainable forest management practices, afforestation and reforestation. - Promotion of sustainable forms of agriculture in light of climate change considerations. - Research on, and promotion, development and increased use of new and renewable forms of energy, of carbon dioxide sequestration technologies and of advanced and innovative environmentally sound technologies. - Progressive reduction or phasing out of market imperfections, fiscal incentives, tax and duty exemptions and subsidies in all greenhouse gas emitting sectors that run counter to the objective of the convention and application of market instruments. <p>Encouragement of appropriate reforms in</p>	<p>Article 3 of the protocol lists a number of targets to be achieved by each party to the protocol.</p>	<p>DPDs and SPDs should deal with prevention and impacts of global warming, minimise use of resource and emissions.</p>

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	<p>relevant sectors aimed at promoting policies and measures, which limit or reduce emissions of greenhouse gases not controlled by the Montreal Protocol.</p> <ul style="list-style-type: none"> - Measures to limit and/or reduce emissions of greenhouse gases not controlled by the Montreal Protocol. - Limitation and or reduction of methane emissions. 		
EU Water Framework Directive 2000 (2000/60/EC).	<p>Aim is to :</p> <ul style="list-style-type: none"> - Expand the scope of water protection to all waters, surface waters and groundwater; - Achieving good status for all waters by a set deadline; - Water management based on river basins; - ‘combined approach’ of emission limit values and quality standards; - Set the prices right; - Getting the citizens involved; - Streamlining legislation 	No targets	Ensure planning policy and implementation takes account of efficient management of water.
European Landscape Convention	<p>Aims</p> <ul style="list-style-type: none"> - to encourage public authorities to adopt policies and measures at local and national and international level for protecting, managing and planning landscapes throughout Europe. 	No targets	Policies for protecting and managing landscape will need to reflect the definition of landscape in the convention.
European Spatial Development	It identifies the conservation of natural resources and cultural heritage as a fundamental goal of	No targets	The LDF should be prepared to reflect the principles of ‘spatial planning’.

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Perspective	<p>European policy.</p> <p>This sets out three policy guidelines for the spatial development of the EUo:</p> <ol style="list-style-type: none"> 1) development of a balanced and polycentric urban system and a new urban-rural relationship; 2) securing parity of access to infrastructure and knowledge; and 3) sustainable development, prudent management and protection of nature and cultural heritage. 		<p>Policies on protection and conservation of natural resources and cultural heritage should be strengthened to reflect the emphasis in this strategy.</p>
World Heritage Convention	<p>World Heritage Convention aims to promote cooperation among nations to protect heritage from around the world that is of such outstanding universal value that its conservation is important for current and future generations.</p> <p>Signatories to the Convention commit themselves to ensure the identification, protection, conservation of World Heritage Properties. It also puts the onus on States to identify and safeguard heritage located in their territory, including World Heritage Properties. They agree, amongst other things, to as far as possible:</p> <ul style="list-style-type: none"> • 'adopt a general policy which aims to give the cultural and natural heritage a function in the life of the community and to integrate the protection of that heritage into comprehensive planning programs'. • undertake 'appropriate legal, scientific, technical, administrative and financial measures necessary for the identification, 	No targets	<p>The objectives of World Class Stratford should reflect the aims of this convention.</p>

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	<p>protection, conservation, presentation and rehabilitation of this heritage'</p> <ul style="list-style-type: none"> refrain from 'any deliberate measures which might damage, directly or indirectly, the cultural and natural heritage' of other Parties to the Convention, and to help other Parties in the identification and protection of their properties 		
Environmental Impact Assessment Directive 1985 (85/33/EEC as amended by 97/11/EC)	It requires the developer to compile an Environmental Statement describing the likely significant effects of a development on the environment and proposed mitigation measures	No targets	LDF should include robust policies to ensure the provisions of the Directive are adhered to.
Strategic Environmental Assessment (SEA) Directive 2001 (2001/42/EC)	Provides protection for the environment and progress towards sustainable development. Requiring an environmental assessment to be carried out of policies, plans and programmes that are likely to have an environmental impact.	No target	LDF should include robust policies to ensure the provisions of the Directive are adhered to
EU Habitat Directive 1992 (92/43/EEC)	To contribute towards enhancing biodiversity through the conservation of natural habitats and of wild fauna in the European territory of the member states to which the treaty applies.	No targets	LDF should include robust policies to protect SACS
Wild Birds Directive 1979 (79/409/EEC)	Seeks the long term protection and conservation of all birds species naturally living in the wild within the European territory or member states (except Greenland)	three policy guidelines for the spatial development of the EU ¹⁰ : I development of a balanced and polycentric urban system and a new urban-rural relationship; I securing parity of access to infrastructure and knowledge; and	

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		I sustainable development, prudent management and protection of nature and cultural heritage.	
National Policy and Guidance			
The Historic Environment: A Force for the Future (DCMS, 2001)	It aims to ensure that: <ul style="list-style-type: none"> - the full potential of the historic environment as a learning resource; - the historic environment is accessible to everybody and is seen as something with which the whole of society can identify and engage; - the historic environment is protected and sustained for the benefit of our own and future generations; - the historic environment's importance as an economic asset is skilfully harnessed 	No targets	Ensure that planning policy recognises the importance of the historic environment.
Planning (Listed Buildings and Conservation Areas) Act 1990	The Act consolidates certain enactments relating to special controls in respect of buildings and areas of special architectural or historic interest.	No target	Ensure that policy and implementation takes account of the provisions of the Act.
Ancient Monuments and Archaeological Areas Act 1979	An Act to consolidate the law relating to ancient monuments, to make provision for the investigation, preservation and recording of matters of archaeological or historic interest and for the regulation of operations and activities affecting such matters, to provide for the recovery of grants and to provide for grants by the Secretary of State to the Architectural Heritage Fund.	No target	Ensure that policy and implementation takes account of the provisions of the Act.
Heritage Protection White Paper (March 2007)	It aims to deliver transparent, inclusive and sustainable management of the historic environment, put the historic environment at the centre of social, environmental and economic agendas at a local and national level, and inspire new legislation that encourages change rather than prevents it.	No target	Ensure that policy and implementation takes account of the provisions of the White Paper.

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<p>Securing the Future – Delivering UK Sustainable Development Strategy</p>	<p>Guiding principles are:</p> <ul style="list-style-type: none"> - Living within environmental limits. - Ensuring a strong and just society - Achieving a sustainable economy - Promoting good governance - Using sound science responsibly <p>Shared priorities for the UK:</p> <ul style="list-style-type: none"> - Sustainable consumption and production ('One Planet Economy'); - Climate change and energy; - Natural resource protection and environmental enhancement; and - Sustainable communities. 	<ul style="list-style-type: none"> - Greenhouse gas emissions: Kyoto target and CO2 emissions 	<p>SA and DPDs should address revised guiding principles of sustainable development for the UK and seek to address the identified priorities. New developments should ensure positive contributions towards dealing with the impacts of climate change and minimise any resource consumption required.</p>
<p>Sustainable Communities Plan</p>	<p>Central aims are to:</p> <ul style="list-style-type: none"> · Tackling the housing shortage, including measures to accelerate the provision of housing, particularly affordable and keyworker dwellings, and addressing homelessness; · Addressing low demand and abandonment; · Seeking to ensure that all properties comply with decent homes standards; and · Improve the local environment of communities in order to deliver the liveability agenda. <p>The plan also provides region-specific requirements for a sustainable community. The strategic challenges for the West Midlands are to:</p> <p>Housing</p> <ul style="list-style-type: none"> - Tackle poor housing conditions in the social and private sectors - Ensure effective action towards meeting 	<ul style="list-style-type: none"> · Between 2003-04 and 2005-06, 400,000 fewer households in social homes below the decent homes standard, and 80,000 vulnerable households in the private sector helped to make their homes decent; · High quality local authority service delivery on local environment, public spaces and parks – every authority should have green spaces that achieve the Green Flag standard for care of parks; · Neighbourhood wardens in over 500 communities, improving the local environment and reducing crime and fear of crime; · By 2010, all social housing will have been made decent and a further 	<p>Emphasis on social inclusion, decent homes, high quality services, high quality environments and liveability. DPDs should provide a proper balance of all the strands of sustainable development</p>

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	<p>the Decent Homes standard in the social housing sector</p> <ul style="list-style-type: none"> - Improve more non-decent homes in the private sector especially those occupied by vulnerable households - Support urban and rural renaissance by arresting the shift of population from the conurbations to the rest of the region - Tackle the problems of low demand - Ensure optimal development of brownfield sites in urban areas - Ensure provision of sufficient affordable homes in areas of shortage - Tackle the factors that cause homelessness <p>Neighbourhood renewal</p> <ul style="list-style-type: none"> - Reduce the level of deprivation in the region's communities - Address the challenges of crime and drug abuse for delivering sustainable communities <p>Planning</p> <ul style="list-style-type: none"> - Create the variety and choice of high quality living and working environments required for urban renaissance <p>Transport</p> <ul style="list-style-type: none"> - Address the poor personal mobility of many of the region's communities - Improve the ability of communities to travel to work <p>Economy, employment and skills</p> <ul style="list-style-type: none"> - Tackle the wide variations in unemployment within the region's communities 	<p>130,000 vulnerable households in the private sector will have had their homes made decent;</p> <ul style="list-style-type: none"> · Improved design quality of public buildings and places integrated into all communities. 	

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	<ul style="list-style-type: none"> - Improve performance in existing sectors of the economy while attracting new high value-added activities - Enhance competitiveness by improving the skills of the region's workforce 		
PPS I: Delivering Sustainable Development	<p>Main objectives are:</p> <ul style="list-style-type: none"> · Planning policies should promote high quality inclusive design in the layout of new development in terms of function and impact over the lifetime of the development; · Design which fails to take opportunities to improve the character and quality of an area should not be accepted; · Development plans should contain clear comprehensive and inclusive access policies that consider people's diverse needs and aim to breakdown unnecessary barriers and exclusions to benefit the entire community; · Design policies should avoid unnecessary prescription or detail and should concentrate on guiding overall scale, density, layout access etc; · Policies should not impose architectural styles of tastes and should not stifle original design through unsubstantiated requirements to conform to certain styles; and · It is proper to seek to promote or reinforce local distinctiveness when supported by clear plan policies or supplementary planning documents. 	No targets	<p>The DPD and SPDs should ensure:</p> <ul style="list-style-type: none"> · High quality inclusive design of layout. · Design should take opportunities to improve the character and quality of an area; · Policies for access for all; · Focus developments that attract a large number of people, especially retail, leisure and office development, in existing centres to promote their vitality and viability, social inclusion; and · Reduce need to travel, support accessible public transport at major interchanges. · need to protect and enhance the historic environment and the quality and character of the countryside.
PPSI Supplement: Planning and Climate Change (Dec 07)	<p>Climate change mitigation and adaptation must be a key objective of the planning system, and be prioritised in policy and decision making Policies should be designed to promote, and not</p>	No targets	<p>The LDF should prioritise climate change mitigation and adaptation through policy. It should include policies requiring sustainable design and construction and renewable</p>

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	<p>restrict, renewable and low-carbon energy production.</p> <p>When selecting land for development, locations should be assessed against a range of sustainability criteria including opportunities for renewable energy production, and for open spaces contributing to biodiversity, sustainable drainage, and urban cooling.</p> <p>Local Authorities should require a proportion of energy used in new development to come from decentralised and renewable or low-carbon energy. Local authorities should expect new development to use layout, landform, building orientation, etc to minimise carbon dioxide emissions, and give priority to use of sustainable drainage, including water harvesting and water waste recycling.</p>		<p>energy in new development.</p>
PPG2: Green Belt	<ul style="list-style-type: none"> • Check unrestricted sprawl of large built up areas; • Prevent neighbouring towns from merging into one another; • Safeguard the countryside from encroachment; • Preserve the setting and character of historic towns; • Assist in regeneration by encouraging use of previously developed sites. 	No targets	DPDs and SPDs should seek to preserve the openness of the Green Belt
PPS 3: Housing	<p>PPS3: The Government's key objective for planning for housing is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they</p>	<p>PPS3: Mix of housing should be stated; Target for affordable housing to be provided; Identify broad locations and specific sites</p>	<p>DPDs and SPDs should ensure the following objectives are met:</p> <ul style="list-style-type: none"> · Provide sufficient housing to meet housing need; · Provide sufficient affordable housing to

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	<p>want to live. To achieve this objective, the Government is seeking to:</p> <p>(a) ensure that a wide choice of housing types is available, for both affordable and market housing, to meet the needs of all members of the community;</p> <p>(b) deliver a better balance between housing demand and supply in every housing market and to improve affordability where necessary; and</p> <p>(c) create sustainable, inclusive, mixed communities in all areas. Developments should be attractive, safe and designed and built to a high quality. They should be located in areas with good access to jobs, key services and infrastructure.</p> <p>To be considered developable, a site should meet the following criteria:</p> <p>(a) available – the site is available now or is likely to become available for housing development and be capable of being developed within five years. This means five years from the date of adoption of the site allocation development plan document;</p> <p>(b) suitable – the site offers a sustainable option for development and would contribute to the creation of sustainable urban and rural communities; and</p> <p>(c) viable – housing development is economically viable on the site.</p> <p>Local planning authorities should develop a shared vision with their local communities of the type of residential environments they wish to see and develop plans and policies</p>	<p>for continuous delivery of housing for at least 15 years from the date of adoption</p>	<p>meet need;</p> <ul style="list-style-type: none"> • Good quality design in new housing; • Larger housing development around transport nodes; • Housing as part of mixed use development; • Greater density in town centres and transport nodes; • Support car-free development where appropriate and cease use of minimum standards; • Need to reconcile, economic development, employment land and housing; and • Promote mixed use development which includes housing.

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	<p>aimed at:</p> <p>(a) creating places, streets and spaces which meet the needs of people, which are attractive, have their own distinctive identity, and positively improve local character; and</p> <p>(b) which promote designs and layouts that are inclusive, safe, take account of public health, crime prevention and community safety, ensure adequate natural surveillance and make space for water where there is flood risk. Local planning authorities should encourage applicants to apply principles of sustainable development and environmentally-friendly design and construction to new developments. It also emphasizes the importance of respecting local character</p>		
PPG 4: Industrial, commercial development and small firms	<ul style="list-style-type: none"> · Provide for choice, flexibility and competition and aim to ensure sufficient land is available readily capable of development and well served by infrastructure. · ensure that there is a wide variety of sites available to meet differing needs · businesses should be appropriately located to transport facilities, goods and services, and their business catchment areas · businesses should be located to reduce the need for travel and achieve sustainability objectives · many businesses can be carried on with few environmental effects so it may not be appropriate to separate them from the communities they serve · new residential development close to existing industrial users may however detrimentally curb 	No targets	<p>The DPDs should take account of the following:</p> <ul style="list-style-type: none"> · Provide a variety of appropriately located sites · Identify vacant and under used sites and allocate appropriate alternative uses. · Re-use of urban land with a mix of uses (potential for commercial or industrial uses)

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	<p>business activities</p> <ul style="list-style-type: none"> · ensure that development by some industries is separated from sensitive land uses. · Areas under used or vacant industrial land should be identified, with appropriate alternative uses indicated including industrial and commercial uses. 		
<p>PPS 6: Planning for town centres</p>	<p>The Government's key objective for town centres is to promote their vitality and viability by:</p> <ul style="list-style-type: none"> - planning for the growth and development of existing centres; and - 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. <p>In addition local authorities should seek to:</p> <ul style="list-style-type: none"> - enhancing consumer choice by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community, and particularly socially-excluded groups; - supporting efficient, competitive and innovative retail, leisure, tourism and other sectors, with improving productivity; and - improving accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport. <p>Local planning authorities should work in conjunction with stakeholders and the community to:</p> <ul style="list-style-type: none"> - assess the need for new floorspace for retail, leisure and other main town centre uses, 	<p>No targets</p>	<p>DPDs should:</p> <ul style="list-style-type: none"> · Promote vitality and viability within town centre; and · Encourage a wide range of services and promote high quality inclusive design.

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	<p>taking account of both quantitative and qualitative considerations;</p> <ul style="list-style-type: none"> - identify deficiencies in provision, assess the capacity of existing centres to accommodate new development, including, where appropriate, the scope for extending the primary shopping area and/or town centre, and identify centres in decline where change needs to be managed; - identify the centres within their area where development will be focused, as well as the need for any new centres of local importance, and develop strategies for developing and strengthening centres within their area; - define the extent of the primary shopping area and the town centre, for the centres in their area on their Proposals Map; - identify and allocate sites for suitable uses in town centres; - review all existing allocations and reallocate sites which do not comply with this policy statement; - develop spatial policies and proposals to promote and secure investment in deprived areas by strengthening and/or identifying opportunities for growth of existing centres, and to seek to improve access to local facilities; and - set out criteria-based policies, in accordance with this policy statement, for assessing and locating new development proposals, including development on sites not allocated in development plan documents. 		

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PPS 7 – Sustainable Development in Rural Areas.	Objectives of this PPS are: <ul style="list-style-type: none"> • to raise the quality of life and the environment in rural area; • to promote sustainable pattern of development • promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential; • to promote sustainable, diverse and adaptable agriculture sectors • commitment to good design that make a contribution to local identity and regional diversity and identifies the role of the historic environment in the economics of the region through tourism and leisure. 	No targets	Promote growth in rural economy whilst at the same time ensuring that its environmental quality is protected.
PPG 8 - Telecommunications	It fundamental objective is to ensure that people have a choice as to who provides their telecommunication service, a range of services to choose from and equitable access to the latest technologies as they become available. It balances need for telecommunication with need to control its design health and environmental impacts.	No targets	Ensure that the provision of telecommunication does not compromise the environmental character of the area and the health of the people.
PPS 9: Biodiversity and Geological Conservation	Central objectives of PPS9 are: <ul style="list-style-type: none"> · To promote sustainable development (by ensuring biodiversity is conserved) · To conserve, enhance and restore the diversity of England's wildlife and geology · To contribute to an urban renaissance (by enhancing biodiversity in green spaces and among developments in urban areas) · To contribute to rural renewal 	No targets	Promote sustainable development and conserve and enhance wildlife and geology and enhance biodiversity.
PPS 10: Planning and	Overall aim is to protect human health and the	Targets will reflect Warwickshire County	Produce less waste and encourage recycling

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waste management	<p>environment by producing less waste and by using it as a resource wherever possible. Through more sustainable waste management, moving the management of waste up the 'waste hierarchy' of reduction, reuse, recycling and composting, using waste as a source of energy, and only disposing as a last resort the Government aims to break the link between economic growth and the environmental impact of waste.</p> <p>Positive planning has an important role in delivering sustainable waste management:</p> <ul style="list-style-type: none"> – through the development of appropriate strategies for growth, regeneration and the prudent use of resources; and, – by providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time. 	Council's Waste Development Document	and composting.
PPS 12: Local Spatial Planning	<p>Every local planning authority should produce a core strategy which includes:</p> <ul style="list-style-type: none"> (1) an overall vision which sets out how the area and the places within it should develop; (2) strategic objectives for the area focussing on the key issues to be addressed; (3) a delivery strategy for achieving these objectives. This should set out how much development is intended to happen where, when, and by what means it will be delivered. Locations for strategic development should be indicated on a key diagram; and (4) clear arrangements for managing and monitoring the delivery of the strategy. <p>Core strategies may allocate strategic sites for</p>	No targets	Ensure procedure for preparing LPDs and the scope and level of detail are fit for purpose, and are in line with the provisions of PPS12.

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	<p>development. This should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. The time horizon should be at least 15 years from the date of adoption.</p> <p>The production of core strategies should follow the Government's principles for community engagement in planning. Local authorities should undertake timely, effective and conclusive discussion with key stakeholders on what option(s) for a core strategy are deliverable. Core strategies must be justifiable: they must be:</p> <ul style="list-style-type: none"> • founded on a robust and credible evidence base; and • the most appropriate strategy when considered against the reasonable alternatives. <p>In order to aid delivery of sustainable development, the local planning authority may prepare other development plan documents to provide additional detail which would not be suitable in a core strategy and which requires the status of the development plan. Supplementary Planning Documents can be used to provide greater detail on the policies in the DPDs.</p>		
PPG 13: Transport	<p>Main objectives are to:</p> <ul style="list-style-type: none"> · Promote more sustainable transport choices for people and for freight; · Ensure that jobs, shops, education, health, and leisure facilities are accessible by public transport, 	No targets	<ul style="list-style-type: none"> · Promote sustainable transport options; · Transport/Housing relationship (public transport accessibility in town centres enables higher density); · Location of travel generators;

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	<ul style="list-style-type: none"> walking, and cycling; · Reduce the need to travel, especially by car; · Focus major generators of travel demand in town centres near to major public transport interchanges; · Use parking policies as well as other planning and transport measures to promote sustainable transport choices and reduce reliance on the car for work and other journeys; · Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres and local neighbourhoods; and · Protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements. 		<ul style="list-style-type: none"> · Influence of parking policies in town centres; · People before traffic; · Accessibility of public transport and key services to local communities; and · Reduce air pollution levels and improve health.
PPG 14: Development on unstable land	<p>Headline objectives are:</p> <ul style="list-style-type: none"> · Aim is not to prevent development, but ensure that it is appropriate and that the physical constraints on the land have been taken into account at all stages of planning. · Scope for remedial, preventative or precautionary measures must be fully explored so that land is not sterilised unnecessarily. · Where areas of instability are known they should be shown on planning maps together with policies intended to apply to these areas. 	No targets	Identification of unstable land. Mitigation or avoidance of impacts of unstable land on property and human health and safety.
PPG 15: Planning for the Historic Environment	PPG15 encourage the use of policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment. It sets out the following principles:	No targets	Work towards the protection and enhancement of the historic environment. Policy and implementation should also assess the historic environments capacity to accommodate change and how design

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	<ul style="list-style-type: none"> · Historic environment should not be sacrificed in favour of short term interests but also recognise that the historic environment cannot be preserved entirely unchanged; · Therefore the special aspects of the historic environment together with its capacity for change should be identified and defined through the development plan system; · Conservation and economic growth should not be considered as in conflict; · Economic prosperity can secure the continued vitality of the historic areas and buildings provided there is a realistic and imaginative approach to their alteration and change of use · Conservation a key part in economic prosperity by offering attractive conditions that encourage inward investment; · Positive management of development in conservation areas to ensure vitality and prosperity; · Design in historic area needs careful consideration in terms of scale, height, mass alignment and materials but not necessarily copies of old style buildings; · Integrate old buildings into the townscape; · Establish lists of locally important buildings; · Economically viable uses for Listed buildings; · Balance the economic viability of possible uses against the possibly destructive alterations; and · Need for flexibility where new uses have to be considered to secure a building's survival. 		<p>issues are addressed.</p>
PPG 16: Archaeology and planning	PPG 16 sets out guidance on how the handling of archaeological remains and discoveries should be	No targets	Policies should ensure the protection, enhancement and preservation of sites of

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	<p>considered through the development plan system. The guidance sets out the following principles:</p> <ul style="list-style-type: none"> · archaeological remains should be considered a finite and non-renewable resource requiring appropriate management to ensure preservation of remains; · important therefore that development plan policies deal with the protection, enhancement and preservation of sites of archaeological interest and their setting and seek to reconcile the need for development with conservation; and · Archaeological field evaluations are important and required for the preservation of remains and archaeological agreements in the development process. 		archaeological interest.
PPG 17: Planning for Open Space, Sport and Recreation	<p>PPG17 sets out requirements for local authorities to undertake detailed assessments of existing and future needs and opportunities for open spaces, sports and recreational facilities (quantitative, qualitative, accessibility). In addition, local authorities should set local standards for open space, using information gained from an assessment of need. Local authorities should seek to maintain an adequate supply of open space and in particular protect existing open space.</p>	No targets	Existing open space should be protected and enhanced. Adequate levels of high quality open space should be provided – judgement should be informed by the PPG17 audit.
PPS 22: Renewable Energy	<p>PPS 22 sets out the following principles:</p> <ul style="list-style-type: none"> · Renewable energy projects such as hydropower should be accommodated where the technology is viable, and the environmental, economic, and social impacts can be addressed satisfactorily. · Promote and encourage rather than restrict the development of renewable energy sources. 	Government target to generate 10% of U.K electricity from renewable energy sources by 2010 and 20% by 2020,	Increase the proportion of energy generated from renewable energy sources. An SPD has been prepared for achieving sustainable low-carbon buildings.

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	<ul style="list-style-type: none"> · Foster community involvement in renewable energy projects to promote knowledge and acceptance. 		
PPS 23: Planning and Pollution Control	<p>Plans should work to compliment existing pollution control regimes by controlling development and use of land through:</p> <ul style="list-style-type: none"> · Identifying land or establishing criteria, for the acceptable location of potentially polluting developments and the reviewing the availability of alternative sites. · Highlighting the need to separate necessary but potentially polluting land uses to reduce conflicts. · Include appropriate policies for dealing with the potential for contamination and the remediation of land, reuse previously developed land and protect uncontaminated Greenfield land. · Ensuring compliance with other statutory environmental quality standards or existing action / management plans. 	60% of residential development should be developed on brownfield land.	<ul style="list-style-type: none"> · Separation of the polluting developments from pollution sensitive developments such as housing. · Promote the re-use of contaminated land. · Consistency with other schemes/plans · Ensure polluting land uses are appropriately located and managed. · promote the re-use of brownfield land
PPG 24: Planning and Noise	<p>Planning policy should be used to:</p> <ul style="list-style-type: none"> · Ensure that new 'noisy' developments should be sited away from noise sensitive land uses (housing). · Consideration of feasibility of controlling or reducing noise levels, mitigation through use of contributions or planning conditions. · Minimise adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business. 	No targets	<ul style="list-style-type: none"> · Protect noise sensitive land uses from noisy development and activities. · Priority to improving noise environments in town centre environment · Mitigate or avoid impacts arising from noisy activities.
PPG25: Development and Flood Risk (Dec 06)	<p>Planning strategies should:</p> <p>Appraise risk by identifying land at risk and the degree of risk of flooding and preparing a</p>	No targets	The LDF should take flood risk and the information in the Strategic Flood Risk Assessment for the district into account

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	<p>Strategic Flood Risk Assessments</p> <p>Manage risk by framing policies for the location of development which avoid flood risk to people and property where possible, and only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh the risks from flooding;</p> <p>Safeguard land that is required for current and future flood management and defences;</p> <p>Reduce flood risk to and from new development through location, layout and design, incorporating sustainable drainage systems (SUDS);</p> <p>Use opportunities offered by new development to reduce the causes and impacts of flooding eg surface water management plans; making the most of the benefits of green infrastructure for flood storage, conveyance and SUDS; re-creating functional floodplain; and setting back defences;</p> <p>Local Planning Authorities should work effectively with the Environment Agency, other authorities and stakeholders and ensure spatial planning supports flood risk management policies and plans, River Basin Management Plans and emergency planning.</p> <p>The SPD sets out a sequential risk-based approach to determining the suitability of land for development in flood risk areas, and an Exception Test.</p>		<p>when deciding the strategic location of new development. It should also include policies to ensure that development follows the principles of the SPD in terms of location, design and inclusion of surface water and flood risk management measures.</p>
Rural White Paper, 2002	<p>The vision:</p> <ul style="list-style-type: none"> - a living countryside, with thriving rural 	No targets	

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	<p>communities and access to high quality public services;</p> <ul style="list-style-type: none"> - a working countryside, with diverse economy giving high and stable levels of employment; - A protected countryside in which the environment is sustained and enhanced and which all can enjoy; - A vibrant countryside, which can shape its own future and with its voice heard by government at all levels. <p>Aim: To sustain and enhance the distinctive environment, economy and social fabric of the English countryside for the benefit of all.</p> <p>By:</p> <ul style="list-style-type: none"> - Supporting vital village services - Modernise rural services - Provide affordable homes - Deliver local transport solutions - Rejuvenate market towns and a thriving local economy - Set a new direction for farming - Preserve what makes rural England special - Ensure everyone can enjoy an accessible countryside - Give local power to country towns and villages - Think rural 		
Circular 05/2005 – planning obligation	To clarify the basis on which planning obligation should be assessed. Provides guidance on the	No targets	To ensure that the adverse impacts of development are fully mitigated for the

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	process for securing obligations.		benefit of local communities.
Circular 02/2007	It sets out how the Highways Agency's will deal with planning applications, take part in the development of Regional Spatial Strategies and the Local Development Framework. It also encourages the Highways Agency, Regional Planning Bodies and Local Authorities to work together to ensure effective participation on the preparation of regional and local sustainable development policy.	No targets	Partnership working to ensure that planning decisions reflect the aim of the Agency and the wider objective of sustainable development.
Circular 5/94 Planning Out Crime	The Circular provides advice on planning considerations relating to crime prevention. It also establishes design principles for all new development, which seek to reduce crime and the risk of crime and provide people with a safer and more secure environment.	No targets	Policies to deal with <ul style="list-style-type: none"> · Active frontages · Gated developments · Overlooking · Definition of public and private space · Maximising surveillance · Gardens and landscaping · Road layout and accessibility · Pubic transport facilities · Lighting · mixed use development · night time economy
Planning Employment Land Reviews	Sets out the following aims: <ul style="list-style-type: none"> · Promotion of strong stable productive and competitive economy · Review all non-housing allocations and consider whether some should be used for housing or mixed use development · Methodology for Employment Land Reviews 	No targets	<ul style="list-style-type: none"> · Review of existing employment sites in terms of sustainability objectives · Balance to be drawn between meeting housing targets and maintaining economic and cultural vitality of the borough
Urban White Paper:	Sets out a vision of an urban renaissance, which will	- more jobs by 2004 with the biggest	Encourage good design and sustainable

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Our Towns and Cities	<p>benefit everyone, making towns and cities vibrant and successful places where people will choose to live, and helping protect the countryside from development pressure.</p> <p>The following principles are advocated:</p> <ul style="list-style-type: none"> - people shaping the future of their community, supported by strong and truly representative local leaders; - people living in attractive, well-kept towns and cities which use space and buildings well; - good design and planning which makes it practical to live in a more environmentally sustainable way, with less noise, pollution and traffic congestion; - towns and cities able to create and share prosperity, investing to help all their citizens reach their full potential; and - good quality services health, education, housing, transport, finance, shopping, leisure and protection from crime that meet the needs of people and businesses wherever they are. <p>The UWP also stresses a need to:</p> <ul style="list-style-type: none"> - get empty property back into use and tackle low demand housing areas; - identify brownfield sites and assemble large areas of brownfield land for redevelopment; - reclaim contaminated land; and - encourage investment and the return of enterprise to brownfield areas. 	<p>improvements in the 30 areas with the lowest current employment rates and amongst disadvantaged groups;</p> <ul style="list-style-type: none"> - reduced crime rates with 30% less vehicle crime by 2004, 25% less domestic burglary by 2005 and 14% less robbery by 2005; - better education standards in all areas, and in particular in deprived areas, with fewer adults with literacy and numeracy problems, improved GCSE passes and better understanding of ICT and science by 2004; - better, safer and more reliable transport systems, leading to the increased use of public transport and reductions in road congestion by 2010; - better housing with all social housing being of a decent standard by 2010 and with most improvement taking place in deprived areas; - better health services and a reduction in the health gap between the most deprived areas and the rest of the country; and - a better environment with 60% of new housing provided on previously developed land or through conversions of existing buildings by 2008; 17% of underused land reclaimed by 2010; better designed buildings and places; and clean and more attractive streets. 	<p>development.</p> <p>Access to good quality services should be ensured.</p> <p>Empty property should be brought back into use and development on PDL encouraged.</p> <p>Crime rates should be reduced.</p>

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UK Air Quality Strategy - Working Together for Clean Air	The Strategy seeks to help make sure that everyone can enjoy a level of ambient air quality in public places which poses no significant risk to health or quality of life. This Strategy establishes the future for ambient air quality policy in the UK to 2003 and beyond.	Targets set for individual pollutants – overall reduction sought by 2008 at latest.	Reduce air pollution.
By Design: Urban Design in the Planning System - Towards Better Practice	Guide supplements PPG1 (and now PPS1). The aim of the guide is to promote higher standards in urban design. Series of inter-related urban design objectives outlined: <ul style="list-style-type: none"> - Character - Continuity and enclosure - Quality of the public realm - Ease of movement - Legibility - Adaptability - Diversity The Guide sets out the role of Urban Design Frameworks as: creating confidence, managing change and providing a strategy for implementation.	No targets	Encourage high standards of urban design.
Energy White Paper - our future, creating a low carbon economy	Sets out the following headline objectives: <ul style="list-style-type: none"> · To put the U.K on a path to achieving a 60% reduction in CO₂ emissions relative to 2000, by 2050. · To maintain the reliability of energy supplies · To promote competitive markets in the U.K and beyond. · To ensure that every home is adequately and affordably heated. 	Government target to generate 10% of U.K electricity from renewable energy sources by 2010 and 20% by 2020.	Increase the proportion of energy generated from renewable energy sources.
A New Deal for Transport: Better for Everyone (1998)	Strategy seeks commitment to create better, more integrated transport system to tackle the problems of congestion and pollution.	No targets	<ul style="list-style-type: none"> · Integrated transport system to tackle the problem of congestion and pollution, and as a means for regeneration of

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	<ul style="list-style-type: none"> · A New Deal for Transport means: - more real transport choice; - better buses and trains; - a better deal for the motorist; - better maintained roads; - a railway system working for the passenger; - more money for public transport; - more freight on the railway; and - safer and more secure transport systems. 		<ul style="list-style-type: none"> urban areas; · Increase personal choice by improving the alternatives. · Improving the transport system with an emphasis on sustainable transport methods
<p>Transport 2010: Meeting the Local Transport Challenge (2000)</p>	<p>Key challenges:</p> <ul style="list-style-type: none"> · Long term commitment to increase investment to the transport system and modernise the transport network. · Important to integrate transport with issues such as social inclusion, regeneration, and the environment. · The Strategy's 10 year objectives include: <ul style="list-style-type: none"> - More choice - Better integration - Better access - Better quality services - Reduced impacts of traffic on the environment; and - Safer and more reliable journeys. 	<p>10% increase in bus passenger journeys. Double light rail passenger journeys by 2010. Reduce road deaths or serious injury by 40% and the no. of child deaths or injury by 50% (against 94-98 average). Treble the number of cycling trips.</p>	<p>Sustainable transport options including cycling, walking and road safety.</p>
<p>The Future of Transport White Paper (2004)</p>	<p>The Strategy is focused around three central themes:</p> <ul style="list-style-type: none"> - Sustained investment over the long term. - Improvements in transport management - Planning ahead. 	<p>No targets</p>	<p>Sustainable transport options to be favoured.</p>
<p>Good Practice Guide on Planning for Tourism, 2006</p>	<p>Document designed to:</p> <ol style="list-style-type: none"> I. Ensure that planners understand the importance of tourism and take this fully into account when 	<p>No targets</p>	

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	<p>preparing development plans and taking planning decisions.</p> <ol style="list-style-type: none"> 2. Ensure that those involved in the tourism industry understand the principles of national planning policy as they apply to tourism and how these can be applied when preparing individual planning applications. 3. Ensure that planners and the tourism industry work together effectively to facilitate, promote and deliver new tourism developments in a sustainable way. <p>General Principles:</p> <ol style="list-style-type: none"> 1. Maximise the benefits of tourism, in particular ensuring that the development is able to reach its potential to contribute to tourism in the area and for local communities to enjoy those benefits. 2. Identify optimal locations, for example to maximise synergies with other tourist attractions and to promote opportunities for access by public transport. 3. Integrate development with its surroundings both in terms of design and layout and in the way that the service or facility is able to function. 4. Avoid adverse impacts, for example by disturbance to activities on adjacent land. 		
Badger Protection Act 1992	To protect badgers and their setts making it illegal to damage or destroy setts.		
Hedgerow Regulation 1997	Protect important countryside hedges from destruction or damage by controlling removal.		
Regional Policy and Guidance			

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Regional Biodiversity Strategy for the West Midlands	It aim to halt the decline of wildlife and landscape. It seeks to provide effective monitoring for habitat and species, developing new approaches for restoring wildlife with other environmental, social and economic sectors and also coping with climate change.	No targets	Policies and plans should take account of the provisions of the Strategy
Warwickshire Landscape Guidelines	It provides a comprehensive assessment of the Warwickshire landscape.	No targets	Policies and plans should take account of the provisions of the Strategy
Warwickshire, Coventry and Solihull Local Biodiversity Action Plan	It outlines how landowners, land managers and policy makers will protect the characteristic wildlife and landscape of the sub region. The Plan contains 26 species Action Plan for threatened plants and animals. There are 24 Habitat Action Plan covering farmlands, woodlands, wetlands, grasslands, urban areas and post industrial land.	No target	Policies and plans should take account of the provisions of the Strategy
Regional Sustainable Development Framework Version 2	To ensure consistency in the manner in which consideration is given to sustainability principles in the region.	No targets	To be used to inform the Sustainability Appraisal of DPDs and SPDs.
West Midlands Regional Spatial Strategy (2004)	The overall vision for the West Midlands Regional Spatial Strategy is one of an economically successful, outward looking and adaptable Region, which is rich in culture and environment, where all people, working together, are able to meet their aspirations and needs without prejudicing the quality of life of future generations. More specifically, a region: a) where there are opportunities for all to progress and improve their quality of life; b) with an advanced, thriving and diverse economy occupying a competitive position within European	No targets	Work towards an economically successful, outward looking and adaptable region. Tackle congestion, promote sustainable development and ensure opportunity for all. Work towards urban and rural renaissance.

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	<p>and World markets;</p> <p>c) where urban and rural renaissance is successfully being achieved;</p> <p>d) with diverse and distinctive cities, towns, sub-regions and communities with Birmingham as a “World City” at its heart;</p> <p>e) which is recognised for its distinctive, high quality natural and built environment;</p> <p>f) with an efficient network of integrated transport facilities and services which meet the needs of both individuals and the business community in the most sustainable way; and</p> <p>g) where all Regional interests are working together towards a commonly agreed sustainable future. There is a need to manage change and this will involve:</p> <p>a) adopting positive measures to address the relative decline in the Regional economy in both urban and rural areas;</p> <p>b) reversing the movement of people and jobs away from the Major Urban Areas (MUAs) and ensuring there is a greater equality of opportunity for all;</p> <p>c) tackling road and rail congestion; and</p> <p>d) achieving a more balanced and sustainable pattern of development, across the Region, including rural areas.</p>		
Regional Transport Strategy (within RSS) (2004)	The RTS set out in the RSS aims to provide a strategic framework for Regional and local transport planning in the West Midlands by:	Targets include: Increasing parking at rail stations by 50% by 2011.	Work towards better integration between transport policies and spatial strategies.

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	<p>a) ensuring better integration between transport policies and priorities and the wider Spatial Strategy;</p> <p>b) bringing together the outcomes of the multi-modal studies affecting the Region; and</p> <p>c) steering the development of the Region's local transport plans, the key planning and funding mechanism for local transport.</p>	<p>Increase Park and Ride for town centre spaces by 100% by 2011.</p> <p>Increase journeys by bus by 8% by 2011.</p> <p>Increase rail capacity to Birmingham by double to 10 million by 2011.</p> <p>Reduce congestion on truck roads to below 2000 levels by 2010.</p> <p>Reduce miles travelled per person per year to 6,500 miles by 2011.</p> <p>Reduce trips per person per year to 1,000 per 2011.</p> <p>Reduce trip length commuted per person to 6 miles.</p> <p>Reduce average education trip length to 2.5 miles by 2011.</p>	
<p>West Midlands Regional Housing Strategy (2005)</p>	<p>The core aims of the RHS are:</p> <ul style="list-style-type: none"> - to create mixed, balanced and inclusive communities; - to assist in the delivery of the WMRSS policies of Urban and Rural renaissance; - to influence the future development of new housing provision to facilitate and enhance the economic development of the Region; - to address the variety of needs across a range of specific sectors of housing circumstances; - to work towards the success of the two ODPM sponsored Housing Market Renewal Area Pathfinders in Birmingham /Sandwell and North Staffordshire/Stoke and the Regionally identified housing restructuring areas of East Birmingham /North Solihull and North Black Country/ South Telford; 	<p>Local authorities should establish the volume of non-decent homes occupied by vulnerable households in the private sector and produce plans for increasing the number of vulnerable households in decent housing with a view to ensuring that this is at least 65% by 2006, 70% by 2010 and 75% by 2020. As in ODPM Decent Homes Guidance 2004.</p>	<p>Create mixed, balanced and inclusive communities.</p> <p>Meet decent home standards</p> <p>Provide social and affordable houses to meet local need.</p>

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	<p>- to see that Government's Decent Homes standards are met in the municipal, social sectors, and for those in vulnerable circumstances in the private sector; and</p> <p>- to achieve social and other affordable housing, and and has sustainable access to minimise environmental resource consumption and traffic and improve the quality of the environment. Whilst Stratford does not have a high rate of homeless applications it does have a high rate of homeless household acceptances. Warwick District and Stratford Town stand out as areas with the highest affordable housing needs.</p> <p>The urban areas of Worcester, Warwick and Stratford should be the focal point for social housing investment in the short-term.</p>		

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West Midlands Regional Cultural Strategy (2001-06)	Aim is to make the West Midlands: “A very special place...offering the best you can find anywhere...with the widest range of choices...for the greatest number of people... contributing to prosperity for all...and making a lasting difference”	No targets	Provide a wide range of cultural activities, accessible to all, which contribute to making the West Midlands and very special place.
Connecting to Success:	The Regional Economic Strategy sets a vision for the	The headline focus in on closing the gap	Provide conditions for economic growth in

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West Midlands Economic Strategy (Dec 2007)	<p>West Midlands “To be a global centre where people and businesses choose to connect”.</p> <p>Three aspects to achieving this are: Becoming a more prosperous region, where economic growth supports improvements to quality of life and wellbeing; Becoming a more cosmopolitan and inclusive region; and Becoming a more sustainable regional minimising use of resources and preparing for a low-carbon future.</p>	<p>between the performance of the West Midlands and that of the UK as a whole. Headline indicator is GVA per head. Supplementary headline indicators are:</p> <ul style="list-style-type: none"> - GVA per employee - Index of sustainable economic well-being - Worklessness - % of working age population - Carbon Emissions per £10,000 GVA - Perceptions of the West Midlands as a global centre where people and businesses choose to connect. 	<p>Stratford to achieve the vision of the strategy. In preparing the LDF consideration could be given to monitoring using the headline indicators of the Strategy.</p>
Regional Energy Strategy	<p>The vision for the West Midlands is that by 2020 we will have:</p> <ul style="list-style-type: none"> • Delivered the West Midlands’ commitment to the climate change challenge • Ensured a sustainable, secure and affordable supply of energy for everyone • Strengthened the Region’s economic capability <p>The overall aims of the strategy are;</p> <ul style="list-style-type: none"> • To improve energy efficiency • To increase use of renewable energy • To ensure that business benefits from commercial opportunities to produce energy efficient products / initiatives • To provide focused and practical delivery 	<p>Improving Energy Efficiency:</p> <ul style="list-style-type: none"> - Industry: Reduce CO₂ emissions by 2.4 Mt (18%) by 2010 and an additional 4.3 Mt (32%) by 2020. - Commercial and public sector: Reduce emissions by 2.0 Mt (36%) by 2010 and an additional 1.5Mt (26%) by 2020. - Domestic: Reduce emissions by 2.4 Mt (19%) by 2010, and an additional 3.7 Mt (29%) by 2020. - Transport: Stabilise emissions by 2010 and reduce by 0.7 Mt (7%) by 2020. - Combined Heat and Power: A stretching target of 1,000 MWe³ by 2010. <p>Increasing the use of renewable energy resources:</p> <ul style="list-style-type: none"> - Renewable generation equivalent to 5% of electricity consumption by 2010 and 	<p>Work towards improving energy efficiency and increase the use of renewable energy.</p>

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		<p>10% by 2020. The 2010 target is equivalent to: up to 75 MW of landfill gas fuelled generators, 100 1.5 MW wind turbines and 27 1MW biomass/biogas powered generators.</p> <ul style="list-style-type: none"> - Heat from renewable sources providing 250 GWh (0.3% of consumption) by 2010 and 650 GWh (1% of consumption) by 2020. - Production of 460 GWh of liquid biofuels per year (approximately 44 million litres - 2% of current diesel sales) by 2010. 	
West Midlands Visitor Economy Strategy	<p>Vision: “The West Midlands Visitor Economy will be recognised for its continuing growth, and for the excellence of a number of sophisticated, world-class urban and authentic rural destinations for business and leisure visitors, which showcase the region's creativity and its heritage, celebrate its diversity and set new standards for quality and sustainability.” The aim of the strategy is to add value to the West Midlands visitor economy by attracting:</p> <ul style="list-style-type: none"> - more visitors; - more overnight visitors; - more business and high-value visitors; and - more private sector tourism investment. 	No targets	Attract more visitors and tourism investment into the West Midlands.
Warwickshire Historic Landscape Characterisation	It aims to achieve an archaeologist’s understanding of the historic and culture origins and development of the present day landscape through a desk-based programme of digital mapping, description and	No targets	Plans and strategies should take account of the provisions of the document.

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	<p>analysis, by the identification of the physical remains visible within the landscape that demonstrate the processes by which it has reached its present form. It promotes better understanding of the historic environment</p>		
<p>Warwickshire Regeneration Strategy 2001/05 (Soon to be replaced by the 2006/10 Regeneration and Competitiveness Strategy)</p>	<p>Aims:</p> <ul style="list-style-type: none"> - to improve Warwickshire's prosperity both relatively and absolutely and, in doing so, contribute to the well being of the sub-region, the region and the nation. - to promote opportunity and prosperity for disadvantaged groups and locations. - to achieve this within the context of social, economic and environmental sustainability. <p>To achieve these aims, the strategy is "to support competitiveness across the Warwickshire economy and to ensure that the benefits of a thriving economy spread to all parts of the county and all communities".</p> <p>We want our regeneration activities to be long lasting. To achieve this they will:</p> <ul style="list-style-type: none"> - be socially, economically and environmentally sustainable. In particular, projects will not require long term or permanent intervention nor will they lead to an unreasonable depletion of natural assets - have a strong community and stakeholder involvement and usually involve working in partnership with others. - be long-term solutions where the benefits will 	<p>No targets</p>	<p>Work towards an improvement in Warwickshire's prosperity and promote opportunity and prosperity for disadvantaged groups and locations through regeneration activities.</p>

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	outweigh possible disbenefits.		
South Warwickshire Economic Development Strategy	<p>The Economic Development Strategy and Delivery Plan seeks a significant improvement in the way that South Warwickshire can realise its economic development potential, thereby contributing to the vitality and viability of local communities.</p> <p>To maintain a local office in south Warwickshire for ease of access to services for businesses</p> <p>To increase client penetration figures, and customer satisfaction targets, as detailed in Chamber of Commerce Business Plan</p> <p>To assist in delivery of Business Link</p> <p>Headline targets:</p> <ul style="list-style-type: none"> • Improving Access to finance for SMEs. • Improving Management capabilities & skills in SMEs. • Encouraging international trade. • Enabling sector development. • Getting the UK On-line for business. • Promoting Innovation & knowledge transfer 	No targets	Realise economic potential of the region and contribute to to the viability and vitality of local communities.
Warwickshire Waste Plan	<p>The Plan advocates the use of the waste hierarchy – i.e. reduce waste produced as a first step.</p> <p>In addressing the 4% of total waste deposited in the County in 1995, as the Waste Disposal Authority, it is aiming to minimise the environmental and financial costs of dealing with household waste by promoting</p>	<p>To recover at least the target 40% of municipal waste by 2005.</p> <p>In relation to the vast bulk of waste deposited in the County by others, to reduce to the target national average of 60% by 2005 (i.e. a reduction of about</p>	To reduce the amount of waste produced – both by households and the construction industry and to design for waste recycling and composting.

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	<p>reduction, re-use and recycling by:-</p> <ul style="list-style-type: none"> i) working with the 'Going for Green' campaign and the District Councils in an education programme to reduce the amount of waste collected; ii) encouraging householders and charities to recycle glass, cans, paper, plastic and materials, where there is a market for these; iii) encouraging home composting working in partnership with District Councils and industry; iv) seeking to compost green waste from household waste sites assessing the viability of materials recycling facilities (MRFs); and v) investigating contracts for incinerating household waste in facilities which recover energy. 	<p>one third).</p>	
<p>Warwickshire Minerals Plan (1995)</p>	<p>The West Midlands Region is expected to make provision for about 55 million tonnes of secondary and recycled materials, in addition to the 180 million tonnes of sand and gravel and 150 million tonnes of crushed rock over the plan period. The implications for Warwickshire are that there will be a move towards reducing the reliance on traditional land won sources of aggregates, although the proportion of supply from traditional sources will nevertheless still be very significant. The Plan identifies constraints on potential areas for extraction and preferred areas for search.</p>	<p>No targets</p>	<p>No direct implications, although consumption of primary aggregates should be minimised and secondary and recycled sources used wherever possible to reduce the demand for new excavation.</p>
<p>Local Policy and Guidance</p>			
<p>Stratford-Upon-Avon Local Plan Review 1996 – 2011</p>	<p>Overall Goal of the Local Plan is to: “Make a significant contribution to the UK’s Sustainable Development Strategy by meeting the social and economic needs of communities throughout Stratford-on-Avon District whilst</p>	<p>To control future residential and commercial development. To provide 4626 new homes between 2002-2011. Ensure new employment provision</p>	<p>Sustainability Appraisal should seek to ensure: Provision of adequate housing to meet need Provision of adequate affordable housing</p>

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	<p>maintaining effective protection and enhancement of the environment and ensuring prudent use of resources.”</p> <p>Three core aims: To protect and enhance the District’s valuable environmental features and resources; To promote effective ways of improving the character and quality of the District; and To provide the needs of the District’s residents, businesses and visitors.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • To satisfy housing needs • To satisfy employment needs • To secure high quality design • To protect and enhance landscape character • To foster biodiversity • To promote historical heritage • To promote alternative modes of transport to the car • To facilitate energy conservation • To sustain water resources • To assist rural diversification • To stimulate rural centres • To enhance Stratford-Upon-Avon town centre • To support sustainable tourism • To provide leisure opportunities <p>Stratford Upon Avon specific objectives:</p> <ul style="list-style-type: none"> • Satisfying housing needs. 	<p>between 1996-2011 meets the targets set out in the Warwickshire Structure Plan.</p> <p>Utilise brownfield land except with the provisions of specific policies in the Local Plan.</p> <p>Respect and enhance the quality and character of the area.</p> <p>Protect the Greenbelt from inappropriate development.</p> <p>Protect against depletion of finite or irreplaceable resources.</p> <p>Encourage the provision of renewable energy schemes.</p> <p>Minimise the amount of energy resources consumed in building occupation.</p> <p>Assess the views of the local community within the planning process.</p> <p>Retain and provide shops and services which serve local communities</p> <p>Provide open space to a minimum standard of 3.0 hectares per 1,000 population.</p> <p>Proposals for residential development should incorporate incidental open space to a minimum standard of 10 square metres per person.</p> <p>Facilitate walking and cycling through safe, convenient to use and well connected facilities.</p> <p>Provide affordable housing where in the case of settlements with a population over 3,000 the development would</p>	<p>within Stratford-upon-Avon</p> <p>Protect and enhance the historical heritage of the town</p> <p>Ensure adequate shops and services to meet the needs of local communities</p> <p>Ensure access to open space</p> <p>Encourages sustainable transport modes</p> <p>Utilise brownfield land for new development.</p>

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	<ul style="list-style-type: none"> • Satisfying employment needs. • Protecting landscape character. • Protecting historic heritage. • Promoting alternative modes of transport to the car. • Supporting sustainable tourism. • Providing leisure opportunities. 	<p>comprise either 10 or more dwellings and / or involve a site of 0.4 hectares or more of land; or in the case of settlements with a population of fewer than 3,000 the development would comprise either 5 or more dwellings and / or involve a site of 0.2 hectares or more of land. Proposals of 10 or more dwellings or involving 0.4 hectares of land are expected to provide a range and mix of dwelling types.</p> <p>Locate new retail development to Stratford Upon Avon town centre. Provide a park-and-ride facility to serve Stratford-Upon-Avon. For sites incorporating residential uses a minimum of 30% of the dwellings to be provided should be 'affordable'.</p>	
Stratford District Community Plan	<p>Vision to maintain and enhance the heritage and green environment while building healthy, safe, informed, and active communities enjoying local services and employment opportunities.</p> <p>Guiding principles to:</p> <ul style="list-style-type: none"> - Make improvements and also retain the best of what we have now - Provide equality for all - Help develop communities to meet their needs <p>Priority areas:</p> <ul style="list-style-type: none"> - Improving confidence and public safety - A healthy environment - Supporting communities - Supporting individuals 	<p>To remain amongst the 25% of districts with the lowest crime levels in the country</p> <p>Achieve World Heritage Site status for the historic core of Stratford-upon-Avon and the major Shakespearean properties.</p>	<p>Maintain and enhance the heritage and green environment while buildings healthy, safe, informed and active communities enjoying local services and employment opportunities.</p>

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	<ul style="list-style-type: none"> - Lifelong learning - Economy and employment - Leisure and culture 		
Stratford District Council Corporate Strategy	<p>Aim 1: A District where everyone shares in an improved quality of life</p> <p>Aim 2: A clean and green District</p> <p>Aim 3: A District where business and enterprise can flourish</p> <p>Aim 4: An excellent Council that is well managed and respected by the community.</p>	<p>Community Ambition: To improve the quality of life locally so that by 2012 Stratford District is one of top 10 places to live in the country.</p> <p>There are actions with associated targets for a very wide range of topics. Some of these are directly related to the LDF including:</p> <ul style="list-style-type: none"> - Increase the proportion of 2 and 3 bedroom properties on new developments. - Use planning policies to minimise the number of properties at risk of flooding. - Revise Planning Policy to facilitate bio-diversity through new development - Develop use of planning system to provide quality open spaces. - Conserve and enhance the historic built environment. - Review our planning policies to promote business diversification and growth - Consider current local planning policies to assess whether a more positive approach should be taken towards proposals for hotel development in the District. 	<p>Ensure that the LDF meets specific targets set out in the Corporate Strategy Action Plans, and take into account the priorities of the Strategy.</p>

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Stratford Draft Housing Strategy	<p>Vision to “create sustainable communities by improving the housing and support options of all people in Stratford-on-Avon District who are experiencing housing difficulties, or who are at risk of experiencing housing difficulties”.</p> <p>Three key aims:</p> <p>Aim 1: To increase the supply of affordable housing both in Stratford town and rural areas to meet local needs</p> <p>Aim 2: To enable people to live independently in good quality homes</p> <p>Aim 3: To reduce homelessness</p>	<p>To enable a minimum of one hundred and ninety affordable homes in Stratford town between 2005 and 2008.</p> <p>To enable a minimum of sixty affordable homes in rural areas between 2005 and 2008.</p> <p>Enable an extra fifty people to live independently each year.</p> <p>An annual increase of ten percent in the number of households where homelessness is prevented.</p>	<p>Sustainability appraisal should seek to ensure:</p> <ul style="list-style-type: none"> - provision of affordable housing for local people, primarily within the town, but also in rural areas. - provision of accessible and lifetime homes which are consciously designed to meet a wide range of requirements.
Meeting Housing Needs SPG	<p>Contribute to the creation of a balanced housing market.</p> <p>Enhance the sustainability of all new housing by promoting the development of balanced communities, particularly through the provision of more affordable homes.</p> <p>Boost the provision of affordable housing, especially as a proportion of the overall supply of new housing.</p> <p>Provide more detailed guidance on the District Council’s policies and priorities for the development of new homes, in order to implement development plan policies.</p> <p>Promote best practice in the development of new housing, in order to improve its sustainability.</p> <p>Promote existing planning policy initiatives designed to increase the supply of new homes to meet identified local needs, especially in rural areas.</p>	<p>District Housing Assessment, a minimum of 35% on-site affordable housing will be sought from all housing sites to which Policy COM.13 applies. Affordable housing</p>	<p>The Sustainability appraisal should seek to create a balanced housing market through the provision of more affordable homes.</p>

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Stratford-upon-Avon District Design Guide	to provide design guidance to applicants for planning permission, including Listed Building Consent, Conservation Area Consent and Express Consent for advertisements, in Stratford-on-Avon District. The main objective of the guidance is to help secure designs that are: <ul style="list-style-type: none"> • Local • Sustainable • Equitable 	New development should respond to its location within a settlement or surroundings as a whole and all appropriate levels of scale.	Secure design which is sustainable, local and equitable.
Provision of Open Space SPG	Sets out the detailed mechanism for the provision of Open Space applicable to Stratford-upon-Avon and the Main Rural Settlements,	Open Space to a minimum standard of 3.0ha per 1000 population in Stratford-upon-Avon.	Ensure adequate open space to meet need.
Waterfront Masterplan	A design-led vision for the future of the Waterfront public realm area at Stratford-upon-Avon, seen in the context of proposals which are anticipated in relation to the redevelopment of the Royal Shakespeare Theatre. <p>to:</p> <ul style="list-style-type: none"> • create a world class public realm, which complements the proposed development of the RSC's theatre and land holdings, • accommodate the needs of those who use the area and travel through it, • improve the character and quality of the physical environment. 	Design for the future minimise energy and resource use over the life of the development, <p>Design with nature and the locality</p> <p>Create neighbourhoods</p> <p>Create a clearly defined and legible public realm</p>	To build upon the objectives set out in the Masterplan and ensure the public realm improvements are realised and supported by additional urban design interventions where required.
Car and cycle parking standards SPG	<ul style="list-style-type: none"> • to reduce traffic congestion in urban areas • to provide effective access to town centres 		Reduce congestion and improve access to the town centre.

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	<ul style="list-style-type: none"> • to sustain and improve upon the economic viability of the District • to assist in achieving an effective balance between car based travel and environmentally friendly alternatives such as walking, cycling and public transport • to ensure safety in the use of transport • to assist in improving upon the aesthetic quality of towns and villages and • to strike a balance between the provision of adequate car parking to serve the development and the need to avoid highway danger. 		Reduce reliance on private vehicle and encourage travel by environmentally friendly alternatives.
Developer Contributions towards Transport Schemes SPG	To provide a fair, simple and justifiable method of calculating developer contributions towards transport schemes for all developments that have significant transport impact in the town.	Applies to residential developments of 5 dwellings or more. An equivalent threshold of 250 sq.m of floor space has been set for commercial developments.	Seek to minimise the adverse impact upon the transport network and other infrastructure of new development.
Planning for Farm Diversification Advice Note	The continuation of the basic farm business and the retention, rather than disposal, of its assets. This will help to sustain agriculture in the longer term rather than be just a quick fix.		Sustain agriculture and growth in the rural economy in the long term.
Sustainable Low-carbon Buildings SPD	To ensure new development incorporates sustainable drainage, energy efficiency measures, renewable energy and to encourage good practice in sustainable construction.	Requires that schemes over 100m ² non-residential floor space, or 1 or more dwellings provide renewable energy to replace at least 10% of predicted carbon dioxide emissions.	To improve the environmental impact of new buildings in the district and promote the use of renewable energy.
Warwickshire Final Local Transport Plan 2006.	Main objectives: <ul style="list-style-type: none"> ▪ To improve accessibility to the transport system in order to promote a fairer, more 		Core Strategy should take account of the transport strategy for Stratford and the main rural centres.

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	<p>inclusive society.</p> <ul style="list-style-type: none"> ▪ To seek a transport system which will promote full employment and a strong, sustainable local and sub-regional economy. ▪ To reduce the impact of transport on the environment. ▪ To improve the environment and safety of people when they are using the transport system. ▪ To encourage the integration of transport both in terms of policy planning and the physical interchange of modes. 		
Stratford Major Transport Study (July 2003)	<p>3 main objectives:</p> <ol style="list-style-type: none"> 1. To provide a pedestrian environment in the town centre and Theatre Zone which matches the best examples to be found in Europe. 2. To reduce traffic congestion in the town centre and thereby support the previous objective. 3. To improve access to the town centre and other trip attractors for people using public transport, walking and cycling thus reducing traffic congestion. 		
Stratford Town's Urban Edge (landscape) Study (Revised January 2004)	<p>Aim of the study: To assess the character of the landscape around Stratford-upon-Avon and to demonstrate how this could be used as a decision support tool in the development planning process.</p> <p>3 main components:</p> <ol style="list-style-type: none"> 1. Establish what is appropriate in a particular landscape. 2. Define the potential for change 3. Define the need/opportunities for 		
Stratford-upon-Avon	The aim of the project was to determine potential		

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Demand Management Study (Mar. 2001)	solutions to access and movement problems in Stratford-upon-Avon. The report was very broad in the modes of travel it covered; walking, cycling, park and ride, private car, bus, train.		
Warwickshire Landscape Guidelines (Arden, Avon, Dunsmore, High Cross Plateau and Mease Lowlands	<p>Assesses:</p> <ul style="list-style-type: none"> ▪ The character and special features of different landscapes within the county. ▪ Recent changes which have affected the landscape. ▪ Current issues, which are likely to influence change in the future. <p>Objectives:</p> <ul style="list-style-type: none"> ▪ Conserve all sites of archeological and historical importance. ▪ Conserve the rural character of villages by retaining existing features and local patterns in all development schemes. ▪ Protect and enhance the internal open space and irregular outline of village settlements. ▪ Conserve the historic nucleated settlement pattern by avoiding new development in open countryside. ▪ New agricultural buildings should be sited, designed and landscaped to blend with the surrounding farmed landscape. Landscape assessment should be a major consideration at the inception of all road schemes. ▪ Conserve rural character by limiting standardised treatments during highway improvement schemes. ▪ Protect the character and special features of country roads. ▪ Highway landscaping should be strongly linked 		

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	<p>to the surrounding landscape pattern.</p> <ul style="list-style-type: none"> ▪ Restoration proposals for mineral workings should be based upon an assessment of landscape character. 		
Stratford-upon-Avon Rail Study (Oct. 1996)	<p>The study evaluates:</p> <ul style="list-style-type: none"> ▪ The need for, and the cost of, providing new stations and or enhanced or new services on the existing rail lines serving Stratford – upon Avon (essentially to the North and East). ▪ The feasibility, in physical and financial terms, of reopening the former line from Stratford-upon-Avon to Honeybourne (essentially to the South). <p>The report explores how rail can meet the transport needs of the surrounding rural areas; and how it can relieve peak period road congestion by providing an alternative to the private car.</p> <p>Other objectives investigate the feasibility of and methods to:</p> <ul style="list-style-type: none"> ▪ Increase rail patronage through timetable enhancements. ▪ Increase rail patronage through station improvements and the provision of new stations. ▪ Increase rail patronage through new marketing initiatives. ▪ Integrate proposals with other existing and proposed rail and bus services in the area. ▪ Increase proposed passenger services with proposed freight services. ▪ Consider the potential for park and ride. 		
Housing Needs Study	To assess the need for housing in the District		To guide housing need and distribution
Retail Study	This report assesses any changes in the District,		

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	<p>identifies any specific problems and provides recommendations relating to planning policy and retailing.</p> <p>It covers the following areas:</p> <ul style="list-style-type: none"> ▪ Retailing trends ▪ Planning policy framework ▪ Stratford-upon-Avon Health Check ▪ Out of town retail ▪ Retail health of Alcester, Shipston on Stour and Southam ▪ Forthcoming major developments 		
Rural Economic Issues Study	<p>The study attempts to address the problems, which affect the economy and employment in the rural areas of the district. It has 4 main objectives:</p> <ol style="list-style-type: none"> 1. To investigate the research undertaken and roles played by various organisations who have responsibility for the rural economy of Stratford-upon-Avon district. 2. To critically assess the economic aspects of rural strategies and other approaches to rural economic development. 3. To establish a detailed framework for creating local economic growth and employment opportunities which will meet the needs of the rural population of the district. 4. To suggest projects and other initiatives which could be pursued in order to address rural economic issues faced in the district. 		
Riverside Environs Study (1998)	<p>The report concentrates on 6 key issues:</p> <ul style="list-style-type: none"> ▪ Landscape and ecology – measures must not destroy the area which visitors have come to enjoy. ▪ Townscape and Town Form – preserve the 		

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	<p>older street pattern and attractive town form, which are so associated with Stratford-upon-Avon.</p> <ul style="list-style-type: none"> ▪ Development Pressures and Control – ascertain the needs of private interests as well as those of the council. ▪ Movement within the study area and links to town – there are a number of conflicts which need to be resolved: <ul style="list-style-type: none"> ▪ Visitors in cars vs visitors on foot ▪ Pedestrians vs cars in town ▪ Pedestrians vs pedestrians in constrained areas ▪ Car parking vs recreational landscape ▪ Cyclists vs pedestrians and cars ▪ Through traffic vs everyone else ▪ Quality of the public realm – effective measures to separate cars and pedestrians and a reduction in unnecessary street furniture. ▪ Management of activities and events – expand the planning authority’s role to include town centre management as well as land-use planning. 		
Housing Development Sites	Monitor the supply of housing in the district	Future provision of housing in the District: Average annual building rates over next five years is 428 dwellings	LDF needs to take account in the provision of housing in the District
Provision of Industrial Land in the District	Monitor the supply on employment land in the District		LDF needs to take account in the provision of housing in the District
Stratford-upon-Avon Landscape Study	<p>The study aims to assess the effects of the identified growth options on the appearance and natural quality of the landscape. The study has 3 main objectives:</p> <ol style="list-style-type: none"> I. To identify the present character, relative 		

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	<p>quality, visual importance, and related ecological value of the landscape surrounding Stratford-upon-Avon which would be affected by development if planning permission were granted. The evaluation will have regard to the relative importance of each site in its own right, and the contribution it currently makes to the landscape setting of the town.</p> <ol style="list-style-type: none"> 2. To identify practical measures by which mitigating landscaping works could be implemented to limit the most significant potentially harmful effects of development on the site itself and on the site in the context of the whole town. 3. To identify where such practical measures would either not be possible, or desirable owing to their effects on the quality, visual appearance or ecological value of the landscape on the site itself and on the town as a whole. 		
Landscape Assessment of Potential Park and Ride Sites in Stratford-upon-Avon	<p>The purpose of this study was to identify the present character, relative quality, visual importance, and related ecological value of 8 sites identified for potential park and ride facilities in Stratford-upon-Avon.</p> <p>It attempts to establish which sites are best suited to the facility.</p>		Assist in proposals to identify further park and ride sites when required
Vale of Evesham Freight Study (March 2002)	<p>The aims of the study were to:</p> <ul style="list-style-type: none"> ▪ Identify the main generators of freight within the Vale. ▪ Quantify the lorry movements on the main routes within the Vale. ▪ Assess future changes in freight patterns, 		

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	<p>including the potential for the expansion of rail freight.</p> <ul style="list-style-type: none"> ▪ Measure the impact of lorries on each settlement within the Vale ▪ Make recommendations to reduce the impact of lorry traffic on communities in the Vale. 		
Stratford-upon-Avon Community Woodland and Wildlife Habitat Study (July 1994)	<ul style="list-style-type: none"> ▪ Maximise ecological and environmental benefits for local people. ▪ Secure key recreational benefits for local people. ▪ Contribute to the overall character and heritage of Stratford-upon-Avon. ▪ Obtain and maintain the support and involvement of landowners, local amenity groups, grant aiding bodies and local residents 		
A Sustainable Parking Strategy for Stratford-upon-Avon (May 1998)	<p>5 objectives:</p> <ol style="list-style-type: none"> 1. To provide a network of car parking facilities that meet the accessibility needs of the people and business and also the special needs of the residents in an effective, efficient, and environmentally sustainable manner without compromising the attractiveness and economic viability of the town. 2. To effectively manage reducing amounts of on-street parking in the town centre and to ensure that they are retained at an operational minimum required to service various activities. 3. To use the management of parking as one of the essential tools to influence a shift in the mode of travel to environmentally friendly alternatives such as walking, cycling and public transport, thereby cutting down the levels of pollution and congestion and meeting the travel 		

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	<p>needs of all sections of the community.</p> <ol style="list-style-type: none"> 4. To create a safe, clean, and welcoming environment, particularly in the town centre, which gives priority to the pedestrians, cyclists, public transport and the car in that order. 5. To preserve and enhance the amenity of the town. 		
Cultural Stratford for Stratford-on-Avon	It seeks to broaden access to cultural activities, addresses gaps in cultural provision, recognises the role of culture in economic and social wellbeing and create the economic conditions for cultural businesses to flourish		Policy should take into account the provisions of the strategy
Warwickshire Market Towns: A Pilot Study for Coleshill and Southam (November 2000)	<p>The report is intended to serve two purposes:</p> <ol style="list-style-type: none"> 1. To provide a framework for developing distinctive strategies for the long term future of Coleshill and Southam as Warwickshire Market Towns. 2. To develop a process which can be applied to other market towns; therefore it is intended to assist in the regeneration of other market towns in the county. <p>There are 4 main aims:</p> <ul style="list-style-type: none"> ▪ To retain the character of market towns whilst still responding to the challenges of a rapidly changing world. ▪ To meet the needs of the local people and to provide access to a wide range of retail, leisure, professional and public services. ▪ To ensure that market towns are focal points for comprehensive local transport networks. ▪ To ensure that the people and communities who live in and around these market towns shape their future. 		

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2020 Visions for Alcester, Stour area and Southam (Market Towns Initiative)	Sets out the community vision and priorities for Alcester, Southam and Shipston-on-Stour and its surrounding area.		LDF should take these locally specific community aspirations into account. Policies should seek to be supportive of projects coming forward to deliver the Visions.