

West Midlands Regional Assembly

Sustainability Appraisal of Draft  
Regional Spatial Strategy (RSS)  
Phase 2 Revision for the West  
Midlands

OPTIONS APPRAISAL REPORT – December 2006



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## **NON-TECHNICAL SUMMARY**

### **INTRODUCTION**

This is a Non-Technical Summary of the *Options Appraisal Report*, produced as part of the Sustainability Appraisal of Phase 2 of the West Midlands Regional Spatial Strategy. It summarises the findings of appraisal work carried out on the following papers issued by the West Midlands Regional Assembly:

- Sections on 'Employment', 'Strategic Centres', 'Offices', 'Regional Casinos', 'Waste' and 'Transport' from the draft Spatial Options Paper issued on 22 September 2006; and
- The section on 'Housing' issued on 22 November 2006.

### **WHAT IS SUSTAINABILITY APPRAISAL?**

Sustainability Appraisal is a structured process for predicting and assessing the significance of the economic, social and environmental effects that would arise from a plan, programme or strategy. Sustainability Appraisal is mandatory for Regional Spatial Strategies under Section 39(2) of the *Planning and Compulsory Purchasing Act 2004*, and so must be carried out as part of the Phase Two Revision of the West Midlands RSS.

Sustainability Appraisal is an iterative process (ie involves the repetition of a number of steps) so that the implications of plan proposals are understood as the plan is being developed. As part of this process, an appraisal has been carried out on the draft Spatial Options Paper (from 27 September 2006 and 22 November 2006), to understand the effects that are likely to arise from the proposals set out in that paper.

### **WHAT DOES THE SPATIAL OPTIONS PAPER SET OUT?**

The draft Spatial Options Paper contains three options for future housing growth up to 2026<sup>1</sup>:

- Option 1, 'business as usual', based on a continuation of current RSS policies, with the Shire Districts making use of available urban capacity (as identified in the *Housing Land and Urban Capacity Study 2004*, and the *Regional Housing Land and Urban Capacity Study Refresh – Birmingham, the Black Country, Coventry, Solihull, and Telford and Wrekin, 2006*). This would result in the construction of **381,000 new houses** between 2001-2026 (an annual housing completion rate of 15,200);
- Option 2, 'managed growth', derived from advice from and further discussion with the Section 4(4) Strategic Authorities (and based on local knowledge of opportunities and constraints), which would result in a wider spread of development and the construction of **491,200 new houses** (an annual completion rate of 19,648)

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<sup>1</sup> Each option relates to gross housing completions and is broken down by local authority

- Option 3, 'meeting projected demand', designed to meet predicted housing demand associated with the Government's latest household projection figures (which predict a growth of 447,000 households between 2001 and 2026), which would see even greater development in areas of high demand and the construction of **575,000 new houses** (an annual completion rate of 23,000).

In addition, the Spatial Options Paper also contains sections on the following topics:

- 'Employment' (which includes Future Employment Land Requirements, Protection of Employment Land, Regional Investment Sites, Major Investment Sites and Regional Logistics)
- 'Strategic Centres'
- 'Offices'
- 'Regional Casinos'
- 'Waste'
- 'Transport and Accessibility' (which includes Strategic Park and Ride; Car Parking Standards; Road User Charging; and, Role of the Region's Airports)

These sections do not present distinct options for addressing each topic, but instead present background information on each topic and outline issues and questions for consideration by stakeholders.

### ***KEY IMPLICATIONS ARISING FROM SPATIAL OPTIONS PAPER***

Each section of the Spatial Options Paper was subject to an appraisal, so that the specific implications of individual aspects of the paper could be understood. In addition, an overall assessment of the implications of the Spatial Options Paper as a whole was undertaken, although there are considerable uncertainties associated with drawing overall conclusions from the appraisal findings. The key overall implications that appear to arise from the Spatial Options Paper are summarised below.

#### *Urban Renaissance*

A key objective of the RSS is to focus housing development within the Major Urban Areas. By 2021, for every ten houses constructed in MUAs, only seven should be constructed elsewhere in the Region. However, none of the three options appears to support this objective by focusing development within the Major Urban Areas. By 2026, for every ten houses constructed in MUAs:

- Option 1 would result in the construction of 8.84 houses outside the MUAs, and 53.4% of households will be in MUAs by 2026 (compared to 55.1% in 2001);
- Option 2 would result in the construction of 9.54 houses outside the MUAs, and 52.7% of households will be in MUAs by 2026; and
- Option 3 would result in the construction of 9.88 houses outside the MUAs, and 52.4% of households will be in MUAs by 2026.

This pattern of development has significant implications for a range of other issues, such as transport and accessibility. For example, in general terms, the less that development is concentrated around urban areas (where travelling distances are shorter and public transport services more frequent and flexible) the less likely it is that alternatives to the car will be used, and inhabitants are likely to travel greater distances to access services and amenities.

### *Economic Development*

The Spatial Options Paper will establish new infrastructure for economic development and prosperity, in particular employment land, Regional and Major Investment Sites, Regional Logistics Sites, office space and retail development. Although it is impossible for this appraisal to predict the precise impacts that these proposals will have on economic development and prosperity, it seems likely that the Region's economy would be supported by the proposals outlined in the Spatial Options Report.

It should be noted that the economic benefit of some important proposals are unclear:

- In terms of casinos, the Regional Centres Study is not persuaded of an overall economic gain, but rather of offsetting other spend or reducing savings.
- Airport expansion could have both positive and negative impacts on the regional economy. The York Aviation study identified the potential for impacts on other economic activity through diversion of resources away from more productive activity, for increased costs of congestion and for loss of jobs and tourism overseas, although this needs to be balanced against the economic benefits of increased trade, inward tourism and investment. The likely balance of effects is not known.

### *Land Use*

There is insufficient available land identified in the Urban Capacity studies to meet the requirements set out in all three housing options. While according to the study there is sufficient urban capacity for 452,107 houses, this land is not always distributed in districts where houses are to be constructed:

- Of the 381,000 dwellings to be constructed under Option 1, 370,390 (or 97.1%) could be provided on land identified in the Urban Capacity studies. Therefore, a minimum of 11,010 dwellings would be sited on land that is not included in the Urban Capacity studies, covering 334ha of land (either Greenfield or reallocated from other uses) or 3% of all the land required for the proposed housing growth.
- Of the 491,200 dwellings to be constructed under Option 2, 422,388 (or 84.5%) could be provided land identified in the Urban Capacity studies. 435,505 (or 88.7%) could be provided land identified in the Urban Capacity studies. Therefore, a minimum of 55,563 dwellings would be sited on land that is not included in the Urban Capacity studies, covering 1,735ha of land or 11.3% of all the land required for the proposed housing growth.
- Of the 575,000 dwellings to be constructed under Option 3, 444,170 (or 77.2%) could be provided on land identified in the Urban Capacity studies. Therefore, a minimum of 130,830 dwellings would be sited on land that is not included in

the Urban Capacity studies, covering 3,543ha of land or 22.8% of all the land required for the proposed housing growth.

As none of three housing options proposed in the Spatial Options Paper can be delivered on land identified in the Urban Capacity studies, it will be increasingly necessary to use other sources of land to provide for the higher housing growth rates. These housing growth rates are likely to put pressure on land already allocated for employment uses, and other land which might have become available for employment uses. It seems likely that housing and employment will have to 'compete' for the best sites.

All of the options can be delivered using large amounts of PDL and all would be above the PPG3 target of 60% by 2008. However, Options 2 and 3 would not meet the RSS target of 76% between 2001 and 2011 – 85.8% of the Option 1 total could be delivered on PDL (327,225 of 381,000 dwellings), 75.0% of Option 2 (368,330 of 500,000), and 64.2% of Option 3 (369,335 of 575,000). Furthermore, a number of local authority (Unitary and County) level targets would also be missed under all three options.

### *Transport*

The overall impact on of the Spatial Options Paper on transport patterns is very unclear, and it is impossible to predict accurately without carrying out modelling. Furthermore, any impacts that might arise from proposals in the Spatial Options Paper are likely to be mitigated or exacerbated by regional or local transport (particularly public transport) policies, which are not covered by the Phase 2 Revision.

There are a number of sections within the Spatial Options Paper that will have an impact on the accessibility of jobs, services and amenities, journey distances and the availability/convenience of different transport modes, including the following:

- All of the spatial options will result in a greater proportion of housing being located outside of the MUAs, where public transport is likely to be a more practical mode of transport for more journeys. By allowing for growth of new housing and households away from these areas, into areas where public transport is possibly less well developed, there is a danger that more of the Region's population would need to travel further to access employment, services etc.
- By relating the provision of new employment land to the distribution of housing, the Spatial Options paper may contribute to reducing travel-to-work distances.
- By focusing new office development in town centres, the Spatial Options Paper is likely to promote public transport, walking and cycling as options for commuter travel.
- The stricter parking standards for new developments will make car use a less attractive option in the longer term.
- Although the use of public transport at the Region's airports is expected to meet a target of 25% at Birmingham Airport, the four-fold increase in passenger numbers will mean that the overall number of car journeys to those airports will increase dramatically.

- Park and ride policies will provide an alternative to car use for accessing town centres.

### *Resource Use*

All three options would significantly increase demand for water and minerals (aggregate):

- Water surpluses will be reduced, even allowing for developments in water supply infrastructure, with some areas going into deficit at different times under different scenarios. (eg Birmingham, Severn and South Staffordshire).
- The use of aggregates for housing is expected to increase by between 0.8 and 1.2m tonnes per year. Most of this would be primary aggregate, unless the production of recycled aggregate in the Region improves from current levels (4.3mt). Aggregate demand would be further increased by the development of associated transport and other infrastructure, and the development of employment sites.

It will be necessary to develop policies within the RSS Revision to ensure (a) the highest standards of water efficiency in new development (25% efficiency savings would be needed to address water deficits under Options 2 and 3) and (b) that recycled aggregate is increased.

The Spatial Options Paper does not directly address the issue of resource efficiency and the use of renewable resources, and there are no policies relating to the design of housing and other developments in terms of resource use, energy etc. However, current proposals could have indirect and potentially significant implications for these issues, both positive and negative, for example:

- The location of greater levels of housing outside the MUAs may result in more intra-regional movement of people and goods, rather than offering opportunities for more efficient transport patterns.
- Other policies – on offices, park and ride, parking and retail development – should encourage more efficient use of transport infrastructure.
- Airports policies will result in significant increases of air traffic and surface transport.

The overall impacts for efficient resource use and use of renewables is unclear.

### *Climate Change*

In 2002, 16.5m tonnes of CO<sub>2</sub> were emitted from all sources in the West Midlands. The levels of growth in housing and households proposed in the Spatial Options Paper, and the increase in economic activity, transport and other activities, is extremely likely to increase energy demand in the Region. Without the deployment of renewables technologies and energy efficiency measures, CO<sub>2</sub> emissions will also rise. It should be noted that the Spatial Options Paper does not contain specific policies relating to energy generation (eg on the deployment of renewable technologies in new housing) or to energy (or resource) efficiency for housing or other developments.

Emissions of CO<sub>2</sub> from domestic energy use will increase as a result of the growth in the number of households, as follows:

- Option 1 would produce an additional 1.69mt tonnes of CO<sub>2</sub> per year by 2026
- Option 2 would produce an additional 2.19mt
- Option 3 would produce an additional 2.68mt.

No information on CO<sub>2</sub> emissions from transport and industry is currently available.

Some aspects of the Spatial Options Paper may partially mitigate increases in energy use and/or greenhouse gas emissions, for example:

- Park and ride policies, which could encourage people to use public transport
- Parking provision, which in the longer term will have an impact on the availability of car parking spaces and may de-incentivise private car use
- Waste policy which will reduce the amount of waste being landfilled (a major source of methane) and make recycled materials available as alternatives to raw materials

Other aspects are likely to have the opposite effect, in particular airports expansion, which will increase energy use through air travel, surface transport and economic activity.

### *Biodiversity*

At this stage, work to assess the effects of spatial options on key biodiversity assets (in particular international sites) has not been carried out. Furthermore, most of the proposals set out in the Spatial Options Paper are not location-specific, and cannot be related to biodiversity receptors.

However, in general terms, the levels of development which are being proposed in the Spatial Options Paper will place increased pressures on biodiversity (from increased land-take, pollution and disturbance etc), unless effective mitigation measures are implemented on those developments at a local level. Other proposed developments could have impacts which cannot be mitigated, for example, the expansion of capacity at Birmingham Airport which may affect a neighbouring SSSI.

### *Waste*

Waste arisings will rise with increased levels of development under the three options, from more households and increased economic activity. Municipal waste is likely to increase by between 14% and 25% (up to 761,000 tonnes per year – see table below). Commercial and industrial waste is expected to increase by 50% (from 7mt to 10.5mt). The waste policy section does not include any policy on promoting waste minimisation to reduce these arisings.

Option	Net increase in households 2001-2026	Appraisal Projections		Options Paper Projections	
		Additional waste arisings by 2026, tonnes <sup>2</sup>	% growth	Additional waste arisings by 2026, tonnes <sup>3</sup>	% growth
Option 1	282,291	352,864	14.1%	529,000	17.1%
Option 2	365,440	456,800	18.3%	707,000	22.8%
Option 3	446,726	558,408	22.3%	761,000	24.6%

The impact of increased waste arisings can be mitigated by the waste policies set out in the Spatial Options Paper, eg through recycling and recovery rather than disposal to landfill. The waste policies currently strongly promote the recovery of both municipal and commercial/industrial waste, and residual waste to landfill will reduce for all three options. Recycling of construction and demolition waste would be supported although there is no explicit policy proposed to increase recycling for C&I waste or MSW.

In terms of use of recycled materials, at present there is no policy relating to the use of such materials in physical development projects. However, the waste policy section aims to encourage on-site recycling of C&D waste, which should help to ensure higher use of recycled materials particularly for replacement of demolished housing.

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<sup>2</sup> Projections based on baseline household waste arisings in 2000-2001 of 2.5m tonnes

<sup>3</sup> Projections based on baseline household waste arisings in 2005-2006 of 3.0m tonnes



This report has been produced by URSUS Consulting Ltd, who have been commissioned by the West Midlands Regional Assembly (WMRA) to carry out the Sustainability Appraisal of Phase 2 of the West Midlands Regional Spatial Strategy.

The report presents the findings of a sustainability appraisal of the Spatial Options Paper<sup>4</sup> issued by the West Midlands Regional Assembly in two stages:

- Sections on 'Employment', 'Strategic Centres', 'Offices', 'Regional Casinos', 'Waste' and 'Transport', which were issued on 22 September 2006; and
- The section on 'Housing', which was re-issued on 22 November 2006.

The Options Appraisal Report Report is structured as follows:

- *Section 2* presents an overview of the requirements and standard process for Sustainability Appraisal, as specified in legislation and statutory guidance;
- *Section 3* summarises the key points from the scoping stage of this appraisal, in particular the Sustainability Appraisal Framework;
- *Section 4* presents work carried out to test the RSS Objectives and Phase 2 Revision Objectives against the objectives of the Sustainability Appraisal;
- *Section 5* summarises and explains the Spatial Options Paper that has been the subject of this appraisal;
- *Section 6* presents the findings that have emerged from the appraisal of the Spatial Options Paper;
- *Section 7* presents an overall review of the implications that are likely to arise from the Spatial Options Paper; and
- *Section 8* sets out the next steps in the appraisal process.

In addition, the following annexes are included:

- *Annex A* presents more detailed information on the three housing options that have been set out in the Spatial Options Paper
- *Annex B* sets out the detailed findings of the appraisal
- *Annex C* reviews the work carried out as part of this appraisal against a Quality Assurance Checklist

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<sup>4</sup> Full title of this paper is 'West Midland Regional Spatial Strategy Phase 2 – Spatial Options'



## **2 WHAT IS SUSTAINABILITY APPRAISAL?**

### **2.1 STATUTORY REQUIREMENTS**

Sustainability Appraisal (SA) aims **to promote sustainable development through the integration of social, economic and environmental consideration into plans, programmes and strategies.** Sustainability Appraisal is mandatory for Regional Spatial Strategies under Section 39(2) of the *Planning and Compulsory Purchasing Act 2004*. Therefore, an SA is being carried out as part of the Phase Two Revision of the West Midlands RSS.

This SA is being carried out in line with official guidance provided by ODPM. In particular, the appraisal process has been developed in reference to the ODPM's Guidance for Regional Planning Bodies and Local Planning Authorities on *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents* (issued in November 2005).

In line with guidance, this SA is designed to meet the requirements of EU *Directive 2001/41*, otherwise known as the Strategic Environmental Assessment (or SEA) Directive. SEA is a process for assessing and mitigating the negative environmental impacts of specific plans and programmes, and is required for Regional Spatial Strategies under the Directive as transposed into UK law by the *Environmental Assessment of Plans and Programmes Regulations 2004*.

### **2.2 WHO IS INVOLVED IN THIS SUSTAINABILITY APPRAISAL?**

This Sustainability Appraisal is being carried out by URSUS Consulting Ltd, on behalf of the West Midlands Regional Assembly.

To assist the SA process, a Sustainability Appraisal Steering Group has been established, to provide advice to the Assembly and the consultants throughout the process, and to ensure that representatives from outside the Assembly can input into the appraisal process from start to finish.

### **2.3 HOW DO YOU CARRY OUT A SUSTAINABILITY APPRAISAL?**

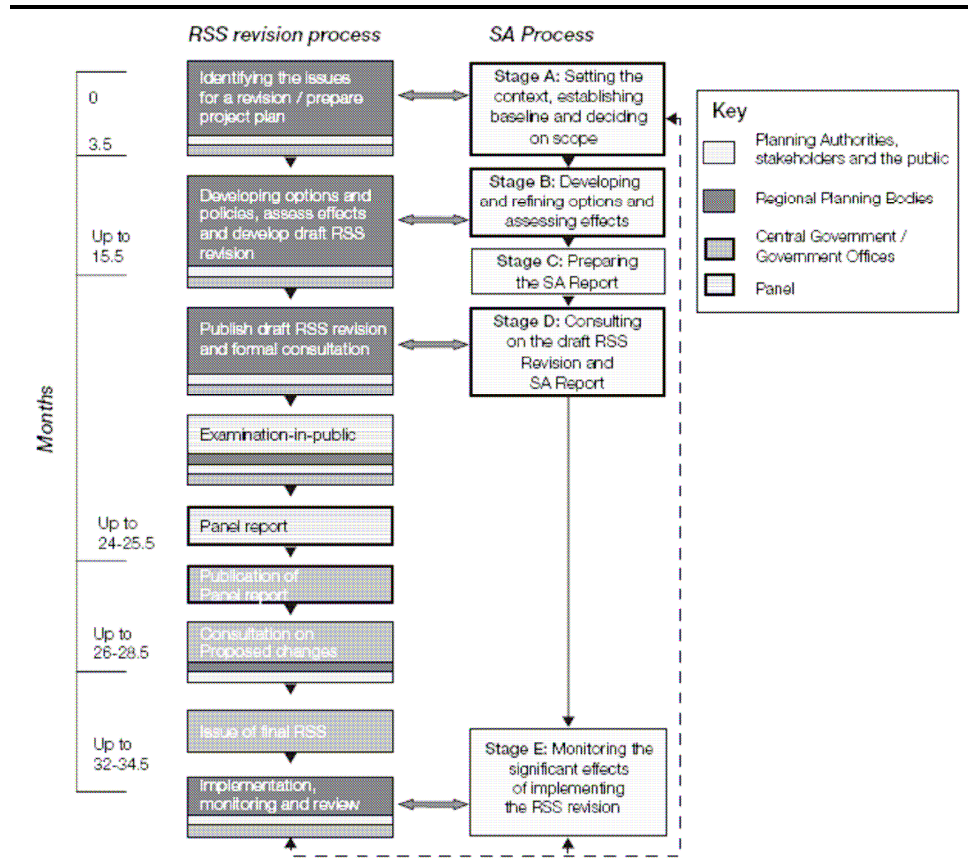
Sustainability Appraisal is an iterative process that identifies and reports on the likely significant effects of the proposed plan, and the extent to which implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined. As such, the SA should:

- take a long-term view of whether and how the area covered by the plan is expected to develop;
- provide a mechanism for ensuring that sustainability objectives are translated into sustainable planning policies;
- reflect global, national, regional and local concerns; and

- provide an audit trail of how the plan has been revised to take into account the findings of the appraisal.

Moreover, Sustainability Appraisal must be an integral part of producing a draft revision of an RSS. As such, it follows five stages that are designed to link into the revision process, presented in *Figure 2.1*.

**Figure 2.1 Regional Spatial Strategy Preparation Process, with SA Stages**



Source: ODPM Guidance on Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents

Each of the five stages of SA is in turn broken down into a number of tasks with specific outputs, presented in *Figure 2.2* overleaf.

**Figure 2.2 Sustainability Appraisal (SA) Stages and Tasks**

RSS Stage	SA Stage	Task	Purpose
<p>1. Identify the issues for an RSS revision, prepare a project plan, including a statement of public participation</p>	<p><b>A. Setting the context and objectives, establishing the baseline and deciding on the scope</b></p>	<p>A1. Identifying other relevant policies, plans, programmes and sustainability objectives</p>	<p>To document how the plan is affected by outside factors and to suggest ideas for how constraints can be overcome</p>
		<p>A2. Collecting baseline information</p>	<p>To provide an evidence base for the prediction of effects and for monitoring</p>
		<p>A3. Identifying sustainability issues and problems</p>	<p>To ensure that the appraisal is focused, and to streamline subsequent stages, eg baseline data analysis, setting the Appraisal Framework etc</p>
		<p>A4. Developing the SA Framework</p>	<p>To provide a means by which the sustainability of the plan can be assessed</p>
		<p>A5. Consulting on the scope of the SA (5 weeks in duration)</p>	<p>To ensure that the appraisal covers the key sustainability issues, by consulting with statutory authorities and other relevant bodies on a <i>Scoping Report</i></p>
<p>2. Develop options and policies, taking account of assessed effects and developing the draft RSS revision</p>	<p><b>B. Developing and refining options and assessing effects</b></p>	<p>B1. Testing the RSS revision objectives against the SA Framework</p>	<p>To ensure that the overall objectives of the plan are in accordance with agreed sustainability principles, and provide a framework for developing options</p>
		<p>B2. Developing the RSS revision options</p>	<p>To assist in the development and refinement of options, by identifying potential sustainability effects of options for achieving plan objectives</p>
		<p>B3. Predicting the effects of the RSS revision</p>	<p>To identify and describe the social, economic and environmental effects of the plan options</p>
		<p>B4. Evaluating the effects of the RSS revision</p>	<p>To evaluate the significance of the predicted effects, and to assist in the refinement of the plan</p>
		<p>B5. Considering ways of mitigating adverse effects and maximising beneficial effects</p>	<p>To ensure all potential mitigation measures and measures for maximising beneficial effects are considered, and as a result residual effects identified</p>
		<p>B6. Proposing measures to monitor the significant effects of implementing the RSS revision</p>	<p>To detail the means by which the sustainability performance of the plan can be assessed</p>
	<p><b>C. Preparing the Sustainability Appraisal Report</b></p>	<p>C1. Preparing the <i>SA Report</i></p>	<p>To provide a detailed account of the process, including findings and how it influenced the plan, for consultation</p>

RSS Stage	SA Stage	Task	Purpose
3, 4, 5. Submission of the Draft RSS revision to the Secretary of State, Examination in Public, and the Panel report	<b>D. Consulting on the draft RSS revision and SA Report</b>	D1. Consulting on the draft RSS revision and SA Report (6-12 weeks in duration)	To provide the public and statutory bodies with an opportunity to express their opinion on the <i>SA Report</i> , and to use it as a reference point in commenting on the plan
6, 7. Publication of proposed changes and issue of revised RSS		D2. Appraising any significant changes proposed by the Secretary of State	To ensure that any significant changes to the plan are assessed for their sustainability implications, and to influence the revision of the plan
8. Implementation, monitoring and review		D3. Making decisions and providing information	To provide information on how the <i>SA Report</i> and consultees' opinions were taken into account in preparing the plan
	<b>E. Monitoring the significant effects of implementing the RSS revision</b>	E1. Finalising aims and methods for monitoring	To provide information that can be used to highlight specific performance issues and significant effects associated with plan implementation
E2. Responding to adverse effects		To react to adverse effects identified through monitoring	

Summarising the ODPM process model in simple terms, the appraisal process can be seen as having five stages, as follows:

- Stage 1: Scoping (Tasks A1 to A5 of the ODPM process model)
- Stage 2: SA of Spatial Options Paper (Tasks B1 to B4), including:
  - Testing the RSS and revision objectives against the SA objectives
  - Appraising the spatial options
- Stage 3: Consultation on the SA of the Spatial Options Paper
- Stage 4: SA of the Draft RSS Preferred Option and Policies (Tasks B3 to B6 and C1)
- Stage 5: Consultation on the SA of the Draft RSS Preferred Option and Policies (Tasks D1 to D3)

Stages 1 and 2 are now complete. This report is the key output resulting from work carried out under Stage 2 of this process, and provides the basis for consultation under Stage 3.

A summary of the key points from Stage 1 (Scoping) is presented in *Section 3*. Most of the remainder of this report (*Sections 4 to 7*) presents the findings of work carried out under Stage 2 (in particular, testing the RSS and revision objectives, and appraising the Spatial Options Paper).



### **3 KEY POINTS FROM THE SCOPING STAGE**

#### **3.1 PREPARATION OF THE SCOPING REPORT**

Work on the Sustainability Appraisal began in early November 2005. Stage 1 was focused around the production of, and consultation on, a *Scoping Report*. The purpose of the *Scoping Report* is to **set out the scope of the Sustainability Appraisal of the Phase Two Revision of the West Midlands RSS**. In particular, the scoping phase led to the development of the Sustainability Appraisal Framework. The SA Framework sets out the questions which are now being used to 'interrogate' and appraise the Spatial Options being developed as part of the Phase 2 Revision process.

In line with the requirements of official ODPM guidance, developing the *Scoping Report* involved:

- identifying and reviewing other relevant policies, plans, programmes and sustainability objectives.
- collecting and reviewing baseline information.
- identifying sustainability issues and problems in the West Midlands.
- developing the Sustainability Appraisal Framework.

The *Scoping Report* was drafted between December 2005 and February 2006.

#### **3.2 CONSULTATION**

Consultation on the *Scoping Report* took place between 27 February and 3 April 2006 (5 weeks). The report was distributed to a wide range of statutory environmental consultation bodies and other stakeholders, and written responses were received from:

- The Countryside Agency
- The Council for the Protection of Rural England
- English Heritage
- English Nature
- The Environment Agency
- Natural England
- The Woodland Trust
- Taylor Woodrow
- The RSS Monitoring Policy Lead

In addition, a number of follow-up telephone discussions were held with consultees on points which the consultants were initially unable to deal with.

### **3.3 FINALISING THE SCOPING REPORT**

The *Scoping Report* was revised and updated as a result of consultation feedback, and reissued in June 2006. Since that time, some aspects of the report have been further amended and updated:

- The Sustainability Appraisal Framework has been revised in line with amendments made to the West Midlands Regional Sustainable Development Framework (RSDF), which provides the basis for the SA Framework.
- The review of baseline conditions in the Region is updated on a regular basis with up-to-date and/or more accurate information.

### **3.4 THE SUSTAINABILITY APPRAISAL FRAMEWORK**

#### **3.4.1 Core Framework Questions**

The 33 objectives of the Regional Sustainable Development Framework have been adopted as the objectives for this Sustainability Appraisal.

The objectives of the RSDF have been turned into 33 **core appraisal questions**, which can be used to interrogate options and proposals, and/or to present an overall assessment of the implications of the revision for that RSDF issue.

#### **3.4.2 Subsidiary Framework Questions**

Some of the 33 appraisal objectives are self-explanatory, and can act as stand-alone appraisal questions in their own right. However, others are generic and do not on their own provide a suitable basis for appraising proposals. Therefore, a set of **subsidiary appraisal questions** have been developed to address more detailed issues that:

- are particularly relevant to the West Midlands RSS in terms of deliverability (ie the RSS can be expected to deliver key aspects of an RSDF objective) or influence (ie the RSS can be expected to be a major influence on the achievement of an RSDF objective);
- reflect the objectives and targets from the review of other plans and strategies; and
- focus on the key sustainability issues and problems in the Region.

#### **3.4.3 Indicators and Targets**

Indicators and targets are included for many of the core and subsidiary objectives. This is to ensure that the appraisal is linked to quantified measures of performance wherever possible, rather than being entirely qualitative in nature.

#### **3.4.4 Use of the Framework Questions**

All core and subsidiary appraisal questions will be used for appraising work done under the Phase Two Revision.

It should be noted that some appraisal questions are more useful for appraising the implications of broad strategic options, while others are more focused on issues at policy level. This reflects the nature and scope of the RSS.

The Sustainability Appraisal Framework is set out overleaf. **Core appraisal questions are set out in bold.**

**Table 3.1 Sustainability Appraisal Framework**

<b>RSDf Objective</b>	<b>Appraisal Questions: Will the option/proposal...</b>	<b>Indicators</b>	<b>Targets</b>
<b>1. Sustainable Consumption and Production</b>			
<b>1.1 Use natural resources such as water and minerals efficiently, including by incorporating efficiency measures into new land use and developments, redevelopment and refurbishment</b>	<b>use natural resources such as water and minerals efficiently, including by incorporating efficiency measures into new land use and developments, redevelopment and refurbishment?</b>		
	promote the balance of water supply and demand?		
	reduce the use of primary aggregates?		
<b>1.2 Promote and support the development of new high value and low impact technologies, especially resource-efficient technologies and environmental technology initiatives</b>	<b>promote and support the development of high value and low impact new technologies, especially resource-efficient technologies and environmental technology initiatives?</b>		
	promote the development of technologies to address climate change, eg new energy generators using renewable sources, more efficient industrial technology and processes to minimise or mitigate for the impacts of climate change?		
	secure improvements to communication infrastructure?	Accessibility to broadband – % of households and businesses with access to broadband	All businesses and 97% of households with access to broadband
<b>1.3 Promote and ensure high standards of sustainable resource efficient design, construction and maintenance of buildings, both new build and existing stock, where possible exceeding the requirements of the Building Regulations</b>	<b>promote and ensure high standards of sustainable resource-efficient design, construction and maintenance of buildings, where possible exceeding the requirements of the Building Regulations?</b>		
	ensure the adoption of sustainable design and construction practices in all buildings?	Numbers of buildings built with BREEAM 'very good' or 'excellent' ratings	

RSDF Objective	Appraisal Questions: Will the option/proposal...	Indicators	Targets
<b>1.4 Increase use of public transport, cycling and walking as a proportion of total travel in order to reduce road traffic congestion, pollution and accidents, and improve health through increased physical activity</b>	<b>increase use of public transport, cycling and walking as a proportion of total travel in order to reduce road traffic congestion, pollution and accidents, and improve health through increased physical activity?</b>	Walking and cycling as a percentage of all trips (UKSD) Public transport as a percentage of all trips (UKSD) Children who walk or cycle to school (UKSD) Percentage of resident population that travels to work a) by private motor vehicle; b) by public transport; c) on foot or by cycle (LQOL 42)	10% growth in bus patronage by 2010 50% growth in rail passengers 2000-2015
	promote more sustainable transport patterns in areas suffering from congestion?	Congestion/journey times – mean travel time to work (minutes). Congestion/journey times – % of average trunk road speed achieved at a.m. peak.	
	promote a shift of freight from road to rail?	Tonnes of freight transported by rail and road per annum	Increase rail share of market by 10% by 2010
	Improve the quality of transport infrastructure?		
	make best use of existing airport capacity?		
<b>1.5 Ensure development is primarily focused in the major urban areas, and makes efficient use of existing physical infrastructure and reduces need to travel, especially by private car</b>	<b>ensure development is primarily focused in the major urban areas, makes efficient use of existing physical infrastructure and helps reduce need to travel, especially by private car?</b>		
	focus development in the major urban areas?		
	reduce the number and length of journeys made by car?	Number/length of car journeys	
	reduce the need to travel?		
	promote alternative, more sustainable, modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and appropriate infrastructure for sustainable modes of transport?	Public transport usage Walking and cycling trips per person	

<b>RSDF Objective</b>	<b>Appraisal Questions: Will the option/proposal...</b>	<b>Indicators</b>	<b>Targets</b>
<b>1.6 Encourage and enable waste minimisation, reuse, recycling and recovery to divert resources away from the waste stream, including the use of recycled materials where possible</b>	<b>encourage and enable waste minimisation, reuse, recycling and recovery to divert resources away from the waste stream?</b>		
	reduce waste arisings?	Total waste arisings	
	ensure that sustainable waste management can be carried out in the Region?	Amount of waste being generated, recycled, recovered, going to landfill etc	Recycle 30% of domestic waste by 2010
	enable communities to take responsibility for their own waste and meet their own needs (self-sufficiency)?		
<b>1.7 Encourage local sourcing of food, goods and materials</b>	<b>encourage local sourcing of food, goods and materials?</b>		
<b>1.8 Reward efficient resource use and encourage development of alternative and renewable resources in order to reduce dependence on fossil fuels</b>	<b>reward efficient resource use and encouraging development of alternative and renewable resources in order to reduce dependence on fossil fuels?</b>	Ecological footprint	
	See questions under Objectives 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.9, 2.1, 2.2, 2.3, 3.4 and 4.5		
<b>1.9 Encourage corporate social and environmental responsibility, with regional organisations and agencies leading by example</b>	<b>encourage corporate social and environmental responsibility, with regional organisations and agencies leading by example?</b>	Number of companies with ISO14001 registration	
	encourage sustainable procurement?		
<b>1.10 Encourage and support a culture of enterprise and innovation, including social enterprise</b>	<b>encourage a culture of enterprise and innovation, including social enterprise?</b>	Business survival rates – % of new companies surviving 3 years Levels of business innovation – % of companies reporting innovative activity	
<b>1.11 Achieve a strong, stable and sustainable economy and prosperity for the benefit of all the Region's inhabitants</b>	<b>achieve a strong, stable and sustainable economy and prosperity for the benefit of all the Region's inhabitants?</b>		
	narrow the GVA gap between the best and worst performing parts of the Region?	GVA per capita	To raise GVA per capita above the national average.

<b>RSDF Objective</b>	<b>Appraisal Questions: Will the option/proposal...</b>	<b>Indicators</b>	<b>Targets</b>
	support efficient, competitive, diverse and innovative business, commercial, industrial, retail, tourism and leisure sectors?		
<b>2. Climate Change and Energy</b>			
<b>2.1 Reduce overall energy use through increased energy efficiency</b>	<b>reduce overall energy use through increased energy efficiency?</b>		
	raise energy efficiency to current Building Regulations standards in refurbishments for Decent Homes Standard?		
<b>2.2 Increase the proportion of energy generated from renewable and low carbon sources, including by micro-generation, CHP, district heating, and in transportation</b>	<b>and increase the proportion of energy generated from renewable and low carbon sources, including by micro-generation, CHP, district heating, and in transportation?</b>	% of energy generated from renewables and CHP	Renewable generation equivalent to 5% of electricity consumption by 2010 and 10% by 2020. 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.
	promote energy generation from CHP and community heating?		Combined Heat and Power: 1,000 MWe by 2010
<b>2.3 Minimise the Region's contribution to the causes of climate change by reducing emissions of greenhouse gases from transport, domestic, commercial and industrial sources</b>	<b>minimise the Region's contribution to the causes of climate change by reducing emissions of greenhouse gases from transport, domestic, commercial and industrial sources?</b>	Carbon dioxide emissions by sector and per capita (LQOL 25)	Industry: Reduce CO <sub>2</sub> 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
	reduce the Region's contribution to climate change?		

RSDF Objective	Appraisal Questions: Will the option/proposal...	Indicators	Targets
			(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.
<b>2.4 Implement a managed response to the unavoidable impacts of climate change, ensuring that the design and planning process takes into account predicted changes in the Region's climate</b>	<b>implement a managed response to the unavoidable impacts of climate change, ensuring that the design and planning process takes account of the predicted changes in the Region's climate?</b>		
	promote the adoption of climate change adaptation and climate proofing principles in planning and design?		
	promote sustainable urban drainage systems?		
<b>2.5 Land use and development that takes into account predicted changes in the Region's climate including flood risk</b>	<b>ensure that land use and development takes into account predicted changes in the Region's climate, including flood risk?</b>		
	prevent all inappropriate development in areas of flood risk?	% of new houses built in flood risk areas	
<b>3. Natural Resource Protection and Environmental Enhancement</b>			
<b>3.1 Value, protect, enhance and restore the Region's environmental assets, including the natural, built and historic environment and landscape</b>	<b>value, protect, enhance and restore the Region's environmental assets, including the natural, built and historic environment and landscape?</b>	Area of land designated as a local nature reserve per 1,000 population (LQOL 30) Proportion of developed land that is derelict (LQOL 22) Employment and economic value associated with environmental economy activities – such as environment based tourism and recreation (as estimated in the 'Environmental Economy of the West Midlands').	

RSDF Objective	Appraisal Questions: Will the option/proposal...	Indicators	Targets
	value, enhance and protect the Region's natural environmental assets (eg Green Belt, parks and open spaces, AONBs etc)?		
	value, enhance and protect the Region's historic environment assets (eg World Heritage Sites, archaeological remains, historic buildings, parks and gardens, and landscapes, and conservation areas, battlefields and other architectural and historically important features and areas, and their settings)?	Number of listed buildings (Grade I and II*); monuments (Scheduled Monuments); and landscapes (Registered Parks and Gardens) at risk	
	promote heritage-led regeneration?		
	promote the repair and reuse of historic buildings?		
	enhance the amenity value of the countryside, meeting the recreational and leisure needs of communities?		
	protect, enhance and manage the character and appearance of the region's landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place?	Percentage of Joint Character Areas showing no change or showing change consistent with existing character area descriptions. Number of Village or Local Area Design Statements that have been adopted by the relevant local planning authority as planning guidance	
<b>3.2 Value, maintain, restore and re-create regional biodiversity, where possible using approaches that improve the resilience of natural systems such as linking fragmented habitats</b>	<b>value, maintain, restore and re-create regional biodiversity?</b>	Percentage area of land designated as sites of special scientific interest (SSSI) within the Region in favourable condition (LQOL 30)	95% by 2010
	value, enhance and protect the Region's designated sites, including sites designated for geodiversity?	Extent of ancient woodland	
		Farmland bird populations (UKSD) Woodland bird populations (UKSD)	

<b>RSDF Objective</b>	<b>Appraisal Questions: Will the option/proposal...</b>	<b>Indicators</b>	<b>Targets</b>
	value, enhance and protect the Region's priority habitats and species, and promote the delivery of regional biodiversity targets?	Area of priority habitats protected and restored in the region Change (additions and subtractions) to: <ul style="list-style-type: none"> <li>priority biodiversity habitats (by type)</li> <li>areas designated for their intrinsic environmental value, including sites of international, regional or subregional significance</li> </ul>	Twenty three priority habitats have targets set for both protection and restoration
	support development that incorporates improvements to wildlife habitats?		
<b>3.3 Minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils</b>	<b>minimise air, water, soil, light and noise pollution levels, and create good quality air, water and soils?</b>		
	promote more sustainable transport patterns in areas of low air quality?	SO <sub>2</sub> , NO <sub>2</sub> , PM <sub>10</sub> levels Number of AQMAs	
	address air quality impacts arising from specific development activities?		
	protect and enhance the quality of watercourses in the Region?	% of watercourses in 'good' or 'fair' biological and chemical quality	
	reduce the quantity of contaminated land in the Region?	Amount of derelict and contaminated land in different parts of the region	
	prevent noise and light pollution?	Tranquility	
<b>3.4 Encourage land use and development that optimises the use of previously developed land and buildings</b>	<b>encourage land use and development that optimises the use of previously developed land and buildings?</b>	New dwellings built on previously developed land (UKSD)	
<b>3.5 Encourage land use and development that creates and sustains well-designed, high quality built environments that incorporate green space, encourage biodiversity, and promote local distinctiveness and sense of place</b>	<b>encourage land use and development that creates and sustains well-designed, high quality built environments that incorporate green space, encourage biodiversity, and promote local distinctiveness and sense of place?</b>		

<b>RSDF Objective</b>	<b>Appraisal Questions: Will the option/proposal...</b>	<b>Indicators</b>	<b>Targets</b>
	require good urban design to create attractive, high quality environments where people will choose to live, work and invest?	Percentage of residents satisfied with living in their local community	
	increase access to good quality green space (eg increase the number of people in towns and cities with accessible greenspace within 300m of their homes)?	Area/accessibility of greenspace in towns and cities % of population within 500m access to woodland of no less than 2ha in size % of population within 4km access to woodland of no less than 20ha in size Parks/open spaces attaining 'Green Flag' status	2 ha of accessible greenspace within 300m of home 1 ha of Local Nature Reserve per 1000 population At least 1 greenspace of 20 ha within 2 km of home One 100ha site within 5km of home One 500ha site within 10km of home
	protect existing and encourage the development of new biodiversity assets in developments?		
<b>3.6 Encourage local stewardship of local environments, for example by promoting best practice in agricultural management or enabling communities to improve their neighbourhoods</b>	<b>encourage local stewardship of local environments, for example by promoting best practice in agricultural management or enabling communities to improve their neighbourhoods?</b>		
<b>3.7 Promote environmental justice, recognising that deprived areas and disadvantaged communities are more likely to be affected by environmental damage and degradation</b>	<b>promote environmental justice, recognising that deprived areas and disadvantaged communities and more likely to be affected by environmental damage and degradation?</b>		
	specifically improve environmental quality in deprived communities?		
<b>4. Sustainable Communities</b>			
<b>4.1 Enable communities to influence the decisions that affect their neighbourhoods and quality of life</b>	<b>enable communities to influence the decisions that affect their neighbourhoods and quality of life?</b>	% participation rates in community and volunteering activities	
	promote the use of community-based planning tools?		

<b>RSDF Objective</b>	<b>Appraisal Questions: Will the option/proposal...</b>	<b>Indicators</b>	<b>Targets</b>
<b>4.2 Ensure easy and equitable access to services, facilities and opportunities, including jobs and learning, and that people are not disadvantaged with regard to ethnicity, gender, age, disability, faith, sexuality, background or location</b>	<b>ensure easy and equitable access to services, facilities and opportunities, including jobs and learning, regardless of culture, ethnicity, faith, gender, sexuality, age, disability or location?</b>	Changes in the level of accessibility to housing and key services in different parts of the region (IMD) Households finding it very or fairly difficult to get to a corner shop or supermarket; post office; doctor or hospital (UKSD)	
	ensure that existing services and opportunities are retained and, where possible, developed?		
	promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel?		
<b>4.3. Address poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantage</b>	<b>address poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantage?</b>	Wage/income levels – gross weekly pay Indices of deprivation – % of wards in bottom 10% of UK wards Working age people/children living in workless households (UKSD) Children/pensioners in relative low-income households before/after housing costs (UKSD)	
	ensure the provision of employment land in, or accessible to, the most deprived communities in the Region?		
<b>4.4 Improve health and reduce health inequalities by encouraging and enabling healthy active lifestyles and protecting health, as well as providing equitable access to health services</b>	<b>improve health and reduce health inequalities by encouraging and enabling healthy active lifestyles and protecting health, as well as providing equitable access to health services?</b>		
	diminish inequalities in mortality, health and wellbeing across the Region?	Healthy life expectancy (UKSD) Infant mortality (UKSD) Death rates from circulatory disease; cancer; suicides (UKSD) Prevalence of cigarette smoking (UKSD) Life expectancy at birth (LQOL 32)	
	ensure that infrastructure for healthcare is provided to meet projected future demand and need?		

RSDF Objective	Appraisal Questions: Will the option/proposal...	Indicators	Targets
	promote healthy lifestyles and opportunities for exercise (eg through environmental infrastructure and design)?		
	promote opportunities to participate in sport?	Area of outdoor playing space per 1,000 pop Percentage of population within 20 minutes travel time (urban – walking; rural – by car) of different sports facility types (LQOL 9)	National Playing Fields Association standard: 2.4ha per 1,000 pop
<b>4.5 Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability to meet local needs, in clean, safe and pleasant local environments</b>	<b>provide decent and affordable housing for all, of the right quantity, type, tenure and affordability for local needs, in clean, safe and pleasant local environments?</b>	Numbers, types, tenures and locations of newly built housing Housing starts and completions (market and affordable) Percentage of housing that is unfit (LQOL 40) Households living in fuel poverty (UKSD) Number of rough sleepers (UKSD) Households in temporary accommodation (UKSD) Household accommodation without central heating (LQOL 38)	Halve the numbers living in temporary accommodation by 2010. Ensure that all social housing meets set standards of decency by 2010 Eradicate fuel poverty for vulnerable households by 2010 and for all households by 2016. Ensuring the number of vulnerable households in decent housing is at least 65% by 2006, 70% by 2010 and 75% by 2020
	deliver genuine 'pathways of housing choice' <sup>5</sup>		
	increase the supply of affordable housing?	Affordable dwellings completed as a percentage of all new housing completions (LQOL 37) House price to income ratio (LQOL 41) House prices relative to national and regional averages Vacancy rates and Concealed Households	
	reduce the percentage of unfit/non-decent homes?	% of unfit/non-decent homes	

<sup>5</sup> 'Pathways of Housing Choice' means providing a variety of housing opportunities for people in terms of type, tenure and location over the length of their housing career, so that people can exercise different choices within a locality rather than having to make choices between localities when they want to adjust their housing situation

RSDF Objective	Appraisal Questions: Will the option/proposal...	Indicators	Targets
	encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net); and seek greater intensity of development at places with good public transport accessibility (such as city, town, district and local centres or around major nodes along good quality public transport corridors)?		
	promote the renovation and reuse of existing building stock, rather than the construction of new houses, where appropriate?		
	ensure the adoption of sustainable design and construction practices in housing?	Numbers of houses with EcoHomes 'very good' or 'excellent' ratings	
<b>4.6 Reduce crime, fear of crime and antisocial behaviour</b>	<b>reduce crime, fear of crime and antisocial behaviour?</b>	Recorded robberies; burglaries; vehicle crimes per 100,000 population (UKSD) Percentage of residents that think people being attacked because of their skin colour, ethnic origin or religion is a very or fairly big problem in their area (LQOL 2) Percentage of residents who say they feel very or fairly safe outside a) during the day; b) after dark (LQOL 5)	Reduce domestic burglary by 5% Reduce robberies by 9% Reduce vehicle crimes by 8% Reduce violent crime by 5% (Targets for 2004-2005)
	promote the reduction of crime rates?		
	encourage the adoption of principles to 'design out' crime in housing and employment sites?		

<b>RSDF Objective</b>	<b>Appraisal Questions: Will the option/proposal...</b>	<b>Indicators</b>	<b>Targets</b>
<b>4.7 Improve opportunities to participate in the diverse cultural, sport and recreational opportunities the West Midlands can offer locally and in the wider region</b>	<b>improve opportunities to participate in the diverse cultural, sport and recreational opportunities the West Midlands can offer locally and in the wider region?</b>	Percentage of residents that think over the past three years community activities for their area have got better or stayed the same (LQOL 3) Percentage of residents that think over the past three years for their area a) activities for teenagers; b) cultural facilities; c) facilities for young children; d) sport and leisure facilities and e) parks and open spaces have got better or stayed the same (LQOL 10) number of school pupil visits to museums and galleries number of visits to libraries per capita	
	ensure that facilities and locations for cultural activities are protected and provided?		
	protect and create high quality or valued recreational spaces and avoid erosion of recreational function?		
<b>4.8 Encourage physical development with a better balance of jobs, housing, social and cultural services and amenities within each part of the Region in order to meet local needs locally and encourage stable and sustainable communities</b>	<b>encourage physical development with a better balance of jobs, housing, services and facilities within each part of the Region in order to meet local needs locally and encourage stable and sustainable communities?</b>		
	Focus retail and office development in town centres?	Percentage of resident population travelling over 20km to work (LQOL 43)	
	link housing development and employment opportunities?		
	reverse the pattern of people migrating from metropolitan areas to rural parts of the Region?	Pattern of population movement to and from the Major Urban Areas and changes over time	
<b>4.9 Ensure that the Region's workforce is equipped with the skills to access high quality employment opportunities suited to the changing needs of the Regional economy, whilst recognising the value and contribution of unpaid work</b>	<b>ensure that the Region's workforce is equipped with the skills to access high quality employment opportunities suited to the changing needs of the Regional economy, whilst recognising the value and contribution of unpaid work?</b>		

RSDF Objective	Appraisal Questions: Will the option/proposal...	Indicators	Targets
	reduce inequalities in employment rates across the Region?	People of working age in employment (UKSD) Working age people economically inactive (UKSD) 16-18 year olds not in employment, education or training (UKSD) Percentage of population of working age claiming key benefits (LQOL 15) Employment rate by local authority IMD Employment deprivation	
	provide employment land near to the potential workforce?		
<b>4.10 Promote investment in future prosperity, including ongoing investment and engagement in learning and skills development</b>	<b>promote investment in future prosperity, including ongoing investment and engagement in learning and skills development?</b>	R&D investment levels	
	ensure an appropriate supply of employment sites within the region to support sustainable economic development?		
	Encourage investment to develop deprived areas and focusing resources in areas of greatest need		
	ensure that education and skills infrastructure meets projected future demand and need?	% of workforce qualified to NVQ 3+ % of school leavers staying on to FE/structured training Numbers of organisations employing graduates Percentage of employers reporting skills gaps	50% of young people moving into higher education by 2010
	reduce inequalities in education and skills across the Region?		

**4.1****INTRODUCTION**

Official guidance on SA explains that ‘it is important for the objectives of the RSS revision to be in accordance with sustainability principles... The objectives should be tested for compatibility with the SA objectives’.

Two sets of objectives were reviewed in terms of their compatibility with the 33 RSDF objectives (which have been adopted as the objectives for this SA):

1. Ten **Strategic Objectives of the RSS**. These objectives were set out in the RSS document that was approved in June 2004. It is intended that the Phase 2 revision will develop and strengthen, rather than change, these objectives.
2. 20 **Revision Objectives**, which have been established to define the scope of the Phase 2 revision.

Of key importance has been to identify any areas where there may be tensions or conflicts between the sets of objectives, in particular to identify where the RSS/Revision objectives may prevent the achievement of the Region’s RSDF objectives.

**4.2****RSS OBJECTIVES**

The ten strategic objectives of the RSS are presented below.

**Figure 4.1 Strategic Objectives of the RSS**

- |  |
|--|
| <ol style="list-style-type: none"> <li>a) to make the Major Urban Areas of the West Midlands increasingly attractive places where people want to live, work and invest;</li> <li>b) to secure the regeneration of the Rural Areas of the Region;</li> <li>c) to create a joined-up multi-centred Regional structure where all areas/centres have distinct roles to play;</li> <li>d) to retain the Green Belt, but allow an adjustment of boundaries where this is necessary to support urban regeneration;</li> <li>e) to support the cities and towns of the Region to meet their local and sub regional development needs;</li> <li>f) to support the diversification and modernisation of the Region’s economy while ensuring that opportunities for growth are linked to meeting needs and reducing social exclusion;</li> <li>g) to ensure the quality of the environment is conserved and enhanced across all parts of the Region;</li> <li>h) to improve significantly the Region’s transport systems;</li> <li>i) to promote the development of a network of strategic centres across the Region; and</li> <li>j) to promote Birmingham as a world city.</li> </ol> |
|--|

A matrix illustrating the compatibility of RSS objectives with the RSDF objectives is presented in *Table 4.1* overleaf.

**Table 4.1 Compatibility of RSS Objectives**

✓ = positive compatible, Ø = neutral, ? = uncertain, ✖ = possible conflict, ✓/? = mixed

Is the objective likely to...	a) to make the Major Urban Areas of the West Midlands increasingly attractive places where people want to live, work and invest	b) to secure the regeneration of the Rural Areas of the Region	c) to create a joined-up multi-centred Regional structure where all areas/centres have distinct roles to play	d) to retain the Green Belt, but allow an adjustment of boundaries where this is necessary to support urban regeneration	e) to support the cities and towns of the Region to meet their local and sub regional development needs	f) to support the diversification and modernisation of the Region's economy while ensuring that opportunities for growth are linked to meeting needs and reducing social exclusion	g) to ensure the quality of the environment is conserved and enhanced across all parts of the Region	h) to improve significantly the Region's transport systems	i) to promote the development of a network of strategic centres across the Region	j) to promote Birmingham as a world city
1.1 Use natural resources such as water and minerals efficiently, including by incorporating efficiency measures into new land use and developments, redevelopment and refurbishment	Ø	Ø	Ø	Ø	Ø	Ø	✓	Ø	Ø	Ø
1.2 Promote and support the development of new high value and low impact technologies, especially resource-efficient technologies and environmental technology initiatives	Ø	Ø	Ø	Ø	Ø	✓?	Ø	Ø	Ø	Ø
1.3 Promote and ensure high standards of sustainable resource efficient design, construction and maintenance of buildings, both new build and existing stock, where possible exceeding the requirements of the Building Regulations	Ø	Ø	Ø	Ø	Ø	Ø	✓?	Ø	Ø	Ø
1.4 Increase use of public transport, cycling and walking as a proportion of total travel in order to reduce road traffic congestion, pollution and accidents, and improve health through increased physical activity	✓?	?	?	Ø	?	?	✓?	✓?	?	Ø
1.5 Ensure development is primarily focused in the major urban areas, and makes efficient use of existing physical infrastructure and reduces need to travel, especially by private car	✓✓	?	?	✓	?	?	✓?	✓	?	✓
1.6 Encourage and enable waste minimisation, reuse, recycling and recovery to divert resources away from the waste stream, including the use of recycled materials where possible	Ø	Ø	Ø	Ø	Ø	?	✓?	?	Ø	Ø
1.7 Encourage local sourcing of food, goods and materials	Ø	Ø	Ø	Ø	Ø	Ø	✓	Ø	Ø	Ø
1.8 Reward efficient resource use and encourage development of alternative and renewable resources in order to reduce dependence on fossil fuels	Ø	Ø	Ø	Ø	Ø	?	✓	Ø	Ø	Ø
1.9 Encourage corporate social and environmental responsibility, with regional organisations and agencies leading by example	Ø	Ø	Ø	Ø	Ø	?	✓?	Ø	Ø	Ø
1.10 Encourage and support a culture of enterprise and innovation, including social enterprise	Ø	Ø	Ø	Ø	Ø	✓?	Ø	Ø	Ø	✓
1.11 Achieve a strong, stable and sustainable economy and prosperity for the benefit of all the Region's inhabitants	✓	✓	✓	Ø	✓	✓	✓	✓	✓	✓
2.1 Reduce overall energy use through increased energy efficiency	Ø	Ø	Ø	Ø	Ø	?	✓?	✓?	Ø	Ø
2.2 Increase the proportion of energy generated from renewable and low carbon sources, including by micro-generation, CHP, district heating, and in transportation	Ø	Ø	Ø	Ø	Ø	✓?	✓?	Ø	Ø	Ø

Is the objective likely to...	a) to make the Major Urban Areas of the West Midlands increasingly attractive places where people want to live, work and invest	b) to secure the regeneration of the Rural Areas of the Region	c) to create a joined-up multi-centred Regional structure where all areas/centres have distinct roles to play	d) to retain the Green Belt, but allow an adjustment of boundaries where this is necessary to support urban regeneration	e) to support the cities and towns of the Region to meet their local and sub regional development needs	f) to support the diversification and modernisation of the Region's economy while ensuring that opportunities for growth are linked to meeting needs and reducing social exclusion	g) to ensure the quality of the environment is conserved and enhanced across all parts of the Region	h) to improve significantly the Region's transport systems	i) to promote the development of a network of strategic centres across the Region	j) to promote Birmingham as a world city
2.3 Minimise the Region's contribution to the causes of climate change by reducing emissions of greenhouse gases from transport, domestic, commercial and industrial sources	?	?	?	∅	?	?	✓?	?	?	∅
2.4 Implement a managed response to the unavoidable impacts of climate change, ensuring that the design and planning process takes into account predicted changes in the Region's climate	?	?	?	✓?	?	∅	✓?	∅	?	?
2.5 Land use and development that takes into account predicted changes in the Region's climate including flood risk	?	?	?	✓?	?	∅	✓?	∅	?	?
3.1 Value, protect, enhance and restore the Region's environmental assets, including the natural, built and historic environment and landscape	?	?	?	✓?	?	?	✓	?	?	∅
3.2 Value, maintain, restore and re-create regional biodiversity, where possible using approaches that improve the resilience of natural systems such as linking fragmented habitats	?	?	?	?	∅	?	✓	?	∅	∅
3.3 Minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils	?	?	?	∅	?	?	✓	?	?	∅
3.4 Encourage land use and development that optimises the use of previously developed land and buildings	✓?	?	?	✓	∅	∅	✓	?	?	✓?
3.5 Encourage land use and development that creates and sustains well-designed, high quality built environments that incorporate green space, encourage biodiversity, and promote local distinctiveness and sense of place	✓	?	?	✓	?	?	✓	∅	∅	✓?
3.6 Encourage local stewardship of local environments, for example by promoting best practice in agricultural management or enabling communities to improve their neighbourhoods	∅	∅	∅	✓?	∅	∅	✓	∅	∅	∅
3.7 Promote environmental justice, recognising that deprived areas and disadvantaged communities are more likely to be affected by environmental damage and degradation	✓	?	✓?	?	✓?	∅	✓	✓?	∅	?
4.1 Enable communities to influence the decisions that affect their neighbourhoods and quality of life	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅
4.2 Ensure easy and equitable access to services, facilities and opportunities, including jobs and learning, and that people are not disadvantaged with regard to ethnicity, gender, age, disability, faith, sexuality, background or location	✓	✓	✓	∅	✓	∅	∅	✓	✓	∅
4.3. Address poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantage	✓	✓	✓	∅	✓	✓	∅	✓	✓	∅
4.4 Improve health and reduce health inequalities by encouraging and enabling healthy active lifestyles and protecting health, as well as providing equitable access to health services	∅	∅	∅	∅	∅	∅	✓?	?	∅	∅
4.5 Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability to meet local needs, in clean, safe and pleasant local environments	✓	✓	✓	∅	✓	∅	∅	∅	✓	∅

Is the objective likely to...	a) to make the Major Urban Areas of the West Midlands increasingly attractive places where people want to live, work and invest	b) to secure the regeneration of the Rural Areas of the Region	c) to create a joined-up multi-centred Regional structure where all areas/centres have distinct roles to play	d) to retain the Green Belt, but allow an adjustment of boundaries where this is necessary to support urban regeneration	e) to support the cities and towns of the Region to meet their local and sub regional development needs	f) to support the diversification and modernisation of the Region's economy while ensuring that opportunities for growth are linked to meeting needs and reducing social exclusion	g) to ensure the quality of the environment is conserved and enhanced across all parts of the Region	h) to improve significantly the Region's transport systems	i) to promote the development of a network of strategic centres across the Region	j) to promote Birmingham as a world city
4.6 Reduce crime, fear of crime and antisocial behaviour	∅	∅	∅	∅	∅	√?	∅	∅	∅	∅
4.7 Improve opportunities to participate in the diverse cultural, sport and recreational opportunities the West Midlands can offer locally and in the wider region	∅	∅	∅	√	∅	∅	√?	√	∅	∅
4.8 Encourage physical development with a better balance of jobs, housing, social and cultural services and amenities within each part of the Region in order to meet local needs locally and encourage stable and sustainable communities	√	√	√	√	√	√	∅	∅	√	∅
4.9 Ensure that the Region's workforce is equipped with the skills to access high quality employment opportunities suited to the changing needs of the Regional economy, whilst recognising the value and contribution of unpaid work	∅	∅	∅	∅	∅	√?	∅	∅	∅	∅
4.10 Promote investment in future prosperity, including ongoing investment and engagement in learning and skills development	?	?	?	∅	?	√?	∅	√	?	√

#### 4.2.1

### **Key Findings**

In summary, **none of the RSS objectives appear to be unequivocally incompatible with the RSDF objectives.**

However, it should be noted that many RSS objectives are very broad, covering a range of different (albeit interrelated) issues, and are not always sufficiently specific to facilitate analysis. For example, it is not clear what would be involved by ‘the diversification and modernisation of the Region’s economy’, ‘improve significantly the Region’s transport systems’, ‘support cities/towns to meet their local and sub-regional development needs’, or ‘promote Birmingham as a world city’, and whether implementation of these objectives would help to promote the achievement of many of the RSDF’s objectives, particularly the environmental objectives (eg reduced energy use, promotion of renewables, reduced pollution, development of biodiversity etc).

The following objectives may have uncertain or negative implications for some aspects of environmental sustainability, depending on their precise meaning and implementation:

- a) to make the Major Urban Areas of the West Midlands increasingly attractive places where people want to live, work and invest
- b) to secure the regeneration of the Rural Areas of the Region
- c) to create a joined-up multi-centred Regional structure where all areas/centres have distinct roles to play
- d) to retain the Green Belt, but allow an adjustment of boundaries where this is necessary to support urban regeneration
- e) to support the cities and towns of the Region to meet their local and sub regional development needs
- f) to support the diversification and modernisation of the Region’s economy while ensuring that opportunities for growth are linked to meeting needs and reducing social exclusion
- h) to improve significantly the Region’s transport systems
- i) to promote the development of a network of strategic centres across the Region

Economic development, regeneration and growth can potentially result in increased waste and pollution and increased pressure on environmental assets in general. ‘Smart growth’, whereby economic activities are ‘decoupled’ from resource use and waste, could allow these RSS objectives to be fulfilled without compromising the achievement of the environmental objectives from the IRF.

#### 4.3

### **PHASE 2 REVISION OBJECTIVES**

The 20 Phase 2 Revision Objectives are presented below.

#### **Figure 4.2 Phase 2 Revision Objectives**

Communities for the Future:

- |   |   |
|---|---|
| A | To re-examine regional and subregional housing needs and requirements and how these can be best met in the Region up to 2026. |
|---|---|

B	To examine, within the overall requirement, how additional new affordable housing provision can be made across the Region.
C	To examine local housing market areas as required by Draft PPS3.
Sub Regional Foci:	
D	To consider the role they play in the RSS.
E	To determine what criteria are needed to guide the scale and rate of development.
F	To determine whether additional foci should be defined, and if so, where.
Prosperity for All:	
G	To re-examine regional and subregional employment land needs and requirements and to consider the desirability and feasibility of identifying district level figures for the period to 2026.
H	To re-assess existing strategic land designations and identification of broad locations for additional provision.
I	To identify the number and broad location of regional warehousing and distribution facilities.
J	To identify investment priorities within the strategic network of centres.
K	To provide guidance to local authorities across the Region for the location of the new generation of casinos.
Quality of the Environment:	
L	To provide sufficient opportunities to meet identified needs of the West Midlands for waste management for all streams.
Transport and Accessibility:	
M	To identify broad locations for Strategic Park and Ride sites.
N	To identify parking standards.
O	To provide guidance on road user charging.
P	To establish the implications of the Airports White Paper for the Region and subsequent master planning including:
Q	The future roles of Birmingham International Airport, Coventry, Wolverhampton and Cosford.
R	Any necessary revision of Policy T11.
S	The wider spatial and economic impacts of any proposed airport expansion.
T	The policy changes necessary to support and mitigate any such development.

A matrix illustrating the compatibility of Phase 2 Revision Objectives with the RSDF objectives is presented in *Table 4.2* overleaf. It should be noted that the Revision Objectives were assessed against a previous version of the RSDF, which contained 29 objectives. This assessment will be updated in due course to reflect the 33 objectives of the new RSDF.

**Table 4.2 Compatibility of Phase 2 Revision Objectives**

✓ = positive compatible, Ø = neutral, ? = uncertain, ✗ = possible conflict, ✓/? = mixed

Appraisal Questions	A	B	C	D/E/F	G	H	I	J	K	L	M	N	O	P
<b>Will the objective...</b>														
<b>Develop thriving sustainable communities</b>														
<b>1. Access</b>														
<b>ensure easy and equitable access to services, facilities and opportunities, including jobs and learning, regardless of culture, ethnicity, faith, gender, sexuality, age, disability or location?</b>	?	Ø	Ø	?	✓	Ø	Ø	?	Ø	Ø	✓	?	Ø	Ø
ensure that existing services and opportunities are retained and, where possible, developed?	Ø	Ø	Ø	?	?	Ø	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø
promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel?	?	Ø	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
<b>2. Participation</b>														
<b>enable communities to influence the decisions that affect their neighbourhoods and quality of life?</b>	Ø	Ø	Ø	?	Ø	Ø	Ø	Ø	✓	✓	Ø	Ø	Ø	?
promote the use of community-based planning tools?	Ø	Ø	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
<b>3. Poverty</b>														
<b>address poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantage?</b>	?	✓	?	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
ensure the provision of employment land in, or accessible to, the most deprived communities in the Region?	Ø	Ø	Ø	Ø	?	Ø	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø
<b>4. Health</b>														
<b>improve health and reduce health inequalities by encouraging and enabling healthy active lifestyles and protecting health, as well as providing equitable access to health services?</b>	?	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
diminish inequalities in mortality, health and wellbeing across the Region?	?	?	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
ensure that infrastructure for healthcare is provided to meet projected future demand and need?	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
promote healthy lifestyles and opportunities for exercise (eg through environmental infrastructure and design)?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
promote opportunities to participate in sport?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
<b>5. Housing</b>														
<b>provide decent and affordable housing for all, of the right quantity, type, tenure and affordability for local needs, in clean, safe and pleasant local environments?</b>	?	?	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
deliver genuine 'pathways of housing choice'?	?	✓	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
increase the supply of affordable housing?	Ø	✓	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
reduce the percentage of unfit/non-decent homes?	✓	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net); and seek greater intensity of development at places with good public transport accessibility (such as city, town, district and local centres or around major nodes along good quality public transport corridors)?	?	Ø	?	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	✓	Ø	Ø
promote the renovation and reuse of existing building stock, rather than the construction of new houses, where appropriate?	✗	Ø	✗	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
ensure the adoption of sustainable design and construction practices in housing?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
<b>6. Crime</b>														
<b>reduce crime, fear of crime and antisocial behaviour?</b>	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
promote the reduction of crime rates?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
encourage the adoption of principles to 'design out' crime in housing and employment sites?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø

Appraisal Questions	A	B	C	D/E/F	G	H	I	J	K	L	M	N	O	P
Will the objective...														
<b>7. Culture &amp; recreation</b>														
<b>improve opportunities to participate in the diverse cultural, sport and recreational opportunities the West Midlands can offer?</b>	?	Ø	?	?	Ø	Ø	Ø	Ø	✓	Ø	✓	Ø	Ø	Ø
ensure that facilities and locations for cultural activities are protected and provided?	?	Ø	Ø	?	Ø	Ø	Ø	Ø	✓	Ø	Ø	Ø	Ø	Ø
protect and create high quality or valued recreational spaces and avoid erosion of recreational function?	?	Ø	?	?	Ø	Ø	Ø	Ø	?	Ø	Ø	Ø	Ø	Ø
<b>8. Balanced Development</b>														
<b>encourage physical development with a better balance of jobs, housing, services and facilities within each part of the Region in order to meet local needs locally and encourage stable and sustainable communities?</b>	?	Ø	?	?	✓	Ø	Ø	?	Ø	?	Ø	Ø	Ø	Ø
focus retail and office development in town centres?	Ø	Ø	Ø	Ø	Ø	✓	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø
link housing development and employment opportunities?	?	Ø	?	Ø	✓	Ø	Ø	✓	Ø	Ø	Ø	Ø	Ø	Ø
reverse the pattern of people migrating from metropolitan areas to rural parts of the Region?	?	?	?	?	Ø	Ø	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø
<b>Enhance and Protect the Environment</b>														
<b>9. Environmental assets</b>														
<b>value, protect, enhance and restore the Region's environmental assets, including the natural and built environment and the historic environment?</b>	?	Ø	?	Ø	Ø	?	?	?	?	Ø	?	Ø	?	?
value, enhance and protect the Region's natural environmental assets (eg Green Belt, parks and open spaces, AONBs etc)?	?	Ø	?	?	Ø	?	?	?	?	Ø	?	Ø	Ø	x
value, enhance and protect the Region's historic environment assets (eg World Heritage Sites, archaeological remains, historic buildings, parks and gardens, and landscapes, and conservation areas, battlefields and other architectural and historically important features and areas, and their settings)?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	✓	?	Ø	?
promote heritage-led regeneration?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
promote the repair and reuse of historic buildings?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø
enhance the amenity value of the countryside, meeting the recreational and leisure needs of communities?	?	Ø	?	?	Ø	?	?	?	?	Ø	?	Ø	Ø	Ø
protect, enhance and manage the character and appearance of the region's landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place?	?	Ø	?	?	Ø	?	?	?	?	Ø	?	?	?	?
<b>10. Biodiversity</b>														
<b>value, maintain, restore and re-create regional biodiversity?</b>	?	Ø	?	Ø	Ø	?	?	?	?	Ø	?	Ø	Ø	?
value, enhance and protect the Region's designated sites, including sites designated for geodiversity?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	?
value, enhance and protect the Region's priority habitats and species, and promote the delivery of regional biodiversity targets?	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
support development that incorporates improvements to wildlife habitats?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
<b>11. Land Use</b>														
<b>encourage land use and development that optimises the use of previously developed land and buildings and creates high quality built environments that incorporate green space, encourage biodiversity, promote local distinctiveness and sense of place, and are well-designed?</b>	?	Ø	?	?	?	?	?	?	?	Ø	?	Ø	Ø	Ø
require good urban design to create attractive, high quality environments where people will choose to live, work and invest?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
increase access to good quality green space (eg increase the number of people in towns and cities with accessible greenspace within 300m of their homes)?	?	Ø	?	?	Ø	?	?	?	?	Ø	?	Ø	Ø	?
encourage the provision of housing and employment land on previously developed land (in line with the sequential approach)?	?	Ø	?	?	?	?	?	?	?	Ø	Ø	Ø	Ø	Ø
protect existing and encourage the development of new biodiversity assets in developments?	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	?	Ø	Ø	Ø

Appraisal Questions	A	B	C	D/E/F	G	H	I	J	K	L	M	N	O	P
<b>Will the objective...</b>														
<b>12. Stewardship</b>														
<b>encourage local stewardship of local environments?</b>	∅	∅	∅	∅	∅	∅	∅	∅	?	✓	∅	∅	∅	∅
<b>13. Pollution</b>														
<b>minimise air, water and soil pollution levels?</b>	∅	∅	∅	∅	∅	∅	∅	∅	?	?	?	✓	?	?
promote more sustainable transport patterns in areas of low air quality?	∅	∅	∅	∅	∅	∅	∅	?	?	∅	?	✓	?	∅
address air quality impacts arising from specific development activities?	∅	∅	∅	∅	∅	∅	∅	?	?	∅	∅	✓	∅	?
protect and enhance the quality of watercourses in the Region?	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅
reduce the quantity of contaminated land in the Region?	✓	∅	✓	∅	∅	?	∅	∅	?	?	∅	∅	∅	∅
prevent noise and light pollution?	∅	∅	∅	∅	∅	∅	∅	∅	?	∅	?	✓	?	?
<b>14. Climate change</b>														
<b>minimise the Region's contribution to the causes of climate change by reducing emissions of greenhouse gases from transport, domestic, commercial and industrial sources?</b>	x	∅	?	?	x	?	?	?	x	∅	?	?	?	x
reduce the Region's contribution to climate change?	x	∅	?	?	x	?	?	?	x	∅	?	x	?	x
prevent all inappropriate development in areas of flood risk?	∅	∅	?	?	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅
promote sustainable urban drainage systems?	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅
promote the adoption of climate change adaptation and climate proofing principles in planning and design?	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅
<b>Ensure prudent and efficient use of natural resources</b>														
<b>15. Energy</b>														
<b>reduce overall energy use through increased energy efficiency, and increase the proportion of energy generated from renewable and low carbon sources, including by microgeneration, CHP, district heating, and in transportation?</b>	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	?	?	?	x
raise energy efficiency to current Building Regulations standards in refurbishments for Decent Homes Standard? (Also see question on EcoHomes standard under issue 5, Housing).	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅
promote energy generation from CHP and community heating?	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅
<b>16. Efficiency</b>														
<b>using natural resources such as water and minerals efficiently, including by incorporating efficiency measures into new land use and developments?</b>	∅	∅	∅	∅	∅	∅	∅	∅	∅	✓/?	∅	∅	∅	∅
promote the balance of water supply and demand?	?	∅	?	?	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅
reduce the use of primary aggregates?	x	∅	∅	∅	∅	∅	∅	∅	∅	?	∅	∅	∅	∅
<b>17. Standards</b>														
<b>promote and ensure high standards of sustainable resource-efficient design, construction and maintenance of buildings, where possible exceeding the requirements of the Building Regulations?</b>	∅	∅	∅	∅	∅	∅	∅	∅	∅	?	∅	∅	∅	∅
ensure the adoption of sustainable design and construction practices in all buildings?	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅	∅
<b>18. Planning</b>														
<b>ensure the location of development makes efficient use of existing physical infrastructure and helps reduce need to travel, especially by private car?</b>	?	∅	?	?	?	∅	✓/x	?	?	?	?	?	∅	✓/?/x
reduce the number and length of journeys made by car?	?	∅	?	?	?	∅	✓	?	x	∅	?	?	?	x
reduce the need to travel?	?	∅	?	?	?	∅	x	✓/?	x	?	?	∅	∅	x
promote alternative, more sustainable, modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and appropriate infrastructure for sustainable modes of transport?	?	∅	?	?	?	∅	✓	?	?	∅	✓	∅	∅	✓
<b>19. Transport</b>														
<b>increase use of public transport, cycling and walking as a proportion of total travel in order to reduce</b>	?	∅	?	?	∅	∅	∅	?	?	∅	✓	✓	?	?




Appraisal Questions	A	B	C	D/E/F	G	H	I	J	K	L	M	N	O	P
<b>Will the objective...</b>														
<b>road traffic congestion, pollution and accidents, and improve health through increased physical activity?</b>														
promote more sustainable transport patterns in areas suffering from congestion?	Ø	Ø	?	?	Ø	Ø	Ø	?	?	Ø	?	?	?	?
promote a shift of freight from road to rail?	Ø	Ø	Ø	Ø	Ø	Ø	✓	Ø	Ø	✓	Ø	Ø	?	?
improve the quality of transport infrastructure?	Ø	Ø	?	?	Ø	Ø	?	Ø	Ø	Ø	✓	Ø	Ø	?
make best use of existing airport capacity?	Ø	Ø	Ø	Ø	Ø	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø	
<b>20. Waste</b>														
<b>Encourage and enable waste minimisation, reuse, recycling and recovery to divert resources away from the waste stream?</b>	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	✓/?	Ø	Ø	Ø
reduce waste arisings?	✗	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	?	Ø	Ø	Ø
ensure that sustainable waste management can be carried out in the Region?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	?	Ø	Ø	Ø
enable communities to take responsibility for their own waste and meet their own needs (self-sufficiency)?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	✓	Ø	Ø	Ø
<b>21. Local sourcing</b>														
<b>encourage local sourcing of goods and materials?</b>	Ø	Ø	Ø	Ø	Ø	Ø	Ø	✗	Ø	Ø	?	Ø	Ø	✗
<b>22. Resource use</b>														
<b>reward efficient resource use and encouraging development of alternative and renewable resources where resources are likely to become depleted?</b>	Ø	Ø	Ø	Ø	Ø	Ø	Ø	?	Ø	?	Ø	Ø	Ø	Ø
See questions under Objective 5 (Housing), Objective 15 (Energy), Objective 16 (Efficiency), Objective 17 (Standards) and Objective 20 (Waste)														
<b>Develop a flourishing, diverse and stable regional economy</b>														
<b>23. Growth</b>														
<b>achieve a strong, stable and sustainable economy and prosperity for the benefit of all the Region's inhabitants?</b>	Ø	Ø	Ø	Ø	?	✓	✓	?	?	Ø	Ø	?	?	?
narrow the GVA gap between the best and worst performing parts of the Region?	Ø	Ø	Ø	Ø	?	✓	✓	?	?	Ø	Ø	Ø	Ø	?
support efficient, competitive, diverse and innovative business, commercial, industrial, retail, tourism and leisure sectors?	Ø	Ø	Ø	Ø	Ø	✓	Ø	Ø	✓/?	✓	Ø	?	Ø	?
<b>24. Employment</b>														
<b>ensure that the Region's workforce is equipped with the skills to access high quality employment opportunities suited to the changing needs of the Regional economy?</b>	Ø	Ø	Ø	Ø	Ø	Ø	✓	Ø	Ø	Ø	Ø	Ø	Ø	Ø
reduce inequalities in employment rates across the Region?	Ø	Ø	Ø	Ø	?	✓	✓	?	?	Ø	Ø	Ø	Ø	?
provide employment land near to the potential workforce?	?	Ø	?	?	✓	Ø	✓	✓	?	Ø	Ø	Ø	Ø	?
<b>25. Investment</b>														
<b>promote investment in future prosperity, including ensuring an appropriate supply of employment sites within the region to support sustainable economic development?</b>	?	Ø	?	?	✓	?	✓	✓	✓	Ø	Ø	?	Ø	?
Encourage investment to develop deprived areas and focusing resources in areas of greatest need	?	Ø	?	?	✗	✓	✓	?	?	Ø	Ø	?	Ø	?
<b>26. Skills</b>														
<b>encourage ongoing investment and engagement in learning and skills development?</b>	Ø	Ø	Ø	Ø	Ø	Ø	✓	Ø	Ø	Ø	Ø	Ø	Ø	Ø
ensure that education and skills infrastructure meets projected future demand and need?	?	Ø	?	?	?	Ø	✓	Ø	Ø	Ø	Ø	Ø	Ø	Ø
reduce inequalities in education and skills across the Region?	Ø	Ø	Ø	?	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
<b>27. Innovation</b>														
<b>encourage a culture of enterprise and innovation?</b>	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	✓	Ø	Ø	Ø
<b>28. Technology</b>														
<b>promote and support the development of new technologies, especially those with high value and low impact and green technology initiatives?</b>	Ø	Ø	Ø	Ø	Ø	✓/?	Ø	Ø	Ø	?	Ø	Ø	Ø	Ø

<b>Appraisal Questions</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D/E/F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>	<b>P</b>
<b>Will the objective...</b>														
promote the development of technologies to address climate change, eg new energy generators using renewable sources, more efficient industrial technology and processes to minimise or mitigate for the impacts of climate change?	∅	∅	∅	∅	∅	?	∅	∅	∅	∅	∅	∅	∅	∅
secure improvements to communication infrastructure?	∅	∅	∅	∅	∅	?	∅	∅	∅	∅	∅	∅	∅	∅
<b>29. Responsibility</b>														
<b>encourage corporate social and environmental responsibility, with regional organisations and agencies leading by example?</b>	∅	∅	∅	∅	∅	∅	∅	∅	∅	?	∅	∅	∅	∅
encourage sustainable procurement?	∅	∅	∅	∅	∅	∅	∅	∅	∅	?	∅	∅	∅	∅

### 4.3.1

#### **Key Findings**

In appraising the compatibility of the RSS Phase 2 Revision objectives with the RSDF/SA objectives, it was found that there were many areas where the compatibility is uncertain. This is principally because the Revision objectives are expressed as objectives for the revision process rather than objectives for policy outcomes. It is only possible to assess the policy outcomes by appraising the Spatial Options Paper, as has been done in *Section 6*.

Nevertheless, with the greater clarification on policy direction provided in the Spatial Options Paper, it has been possible to identify where there are clear areas of compatibility or of potential conflict or omission between the RSS revision objectives and the SA objectives (indicated by  or  in the table). However, for many areas there is still uncertainty over specific policy objectives (indicated by  in the table). The appraisal work in *Section 6* examines these areas in more detail.

The areas of potential conflict or omission are highlighted below and recommendations made for potential ways of addressing them. Key emerging issues relate to the growth in travel and transport and associated greenhouse gas emissions, as well as emissions from growth in housing numbers and in economic activity.

#### *Housing Growth*

Significant growth in housing numbers is likely to increase the emissions of greenhouse gases from the domestic sector and potentially also the transport sector. It will increase demand for primary aggregates and other building materials, and increase regional waste arisings.

Studies seek to identify areas of demand to provide for local needs, although it is not clear how much weight has been given to the need for improvement of the existing stock in particular areas through replacement. This is an important aspect of housing improvement and the provision of decent housing, although it may make only a small contribution to new housing provision.

#### *Future Employment Land Provision*

In defining employment land requirements it is not apparent that any account has been taken of areas of deprivation or any focus of resources on areas of need. The importance of this should be recognised in the revision process and a clearer indication given of the role this plays in determining requirements.

Providing land for new economic development and growth is likely to increase the emission of greenhouse gases from the commercial and industrial sector, and probably also from the transport sector.

#### *Regional Warehousing and Distribution*

Expanding the regional logistics sector will increase the demand for transport, although emphasis is also given to good rail as well as road connections. Increasing large-scale distribution is likely to encourage more long-distance

transport of goods and this could undermine efforts to increase local sourcing of food, goods and materials. Consideration could be given to a greater priority for rail freight and for additional measures to promote local sourcing as a regional policy objective.

#### *New Generation of Casinos*

Casinos are likely to generate large additional amounts of traffic movement and therefore will not support the objective of reducing the need to travel or of reducing greenhouse gas emissions. Developments will need to consider the potential impact on road congestion and pollution and promoting the use of public transport to reach casinos.

#### *Parking Standards*

Although restricting new parking provision in developments will help to reduce the growth of car use, it will not reduce car use per se and so fails to support the objective of reducing greenhouse gas emissions. However, it is doubtful whether this could be achieved within the remit of this revision objective.

#### *Airports*

Development at airports will have impacts on natural assets. Green belt is likely to be lost at BIA and possibly also at Coventry. Airport expansion is likely to encourage new economic activity close to airports which may have additional impacts on green belt and landscapes. Consideration could be given to requiring compensation for assets lost.

Airport development will clearly increase the demand for travel and inevitably increase use of the car to access airports. It will result in significant increases in fossil fuel use and in greenhouse gas emissions from aviation and from surface activity. It will increase the distances travelled by goods and materials and may indirectly undermine efforts to increase the market for local goods and materials. The region should consider transformational policies to reduce greenhouse gas emissions to offset the increase from this and other sectors.



## **5 SPATIAL OPTIONS PAPER**

### **5.1 DEVELOPMENT OF OPTIONS**

Options for achieving the objectives of the Phase 2 RSS revision have been outlined in a consultation document entitled 'West Midlands Regional Spatial Strategy Phase 2 – Spatial Options' (known as the 'Spatial Options Paper').

Development of options has been in progress since April 2006, and the Spatial Options Paper has been in development since July 2006, by the RSS Task Group on behalf of the WMRA.

### **5.2 OVERVIEW OF THE SPATIAL OPTIONS PAPER**

#### **5.2.1 Introduction**

The Spatial Options paper has been developed to deliver 'Urban and Rural Renaissance', which 'lie at the heart of the Spatial Strategy'. According to the paper, the key challenge in delivering Urban and Rural Renaissance is to direct two main regional drivers: housing and employment land. The paper therefore covers 'Housing' and 'Employment' in some detail, and also contains sections on five other topics: 'Strategic Centres'; 'Offices'; 'Regional Casinos'; 'Waste'; and 'Transport and Accessibility' (which includes Strategic Park and Ride; Car Parking Standards; Road User Charging; and, Role of the Region's Airports).

At this stage, clear options (ie alternative scenarios that can be assessed and compared) have only been developed for housing, rather than for each of the other policy topics, in line with ODPM Guidance on options appraisal.<sup>6</sup>

#### **5.2.2 Housing Options**

Housing options are being prepared to 're-examine regional and sub-regional housing needs and requirements and how these can be best met in the Region up to 2026', and 'to examine local housing market areas'. Following consultation on the Spatial Options paper, the 'Preferred Option' will set out household figures for each Local Planning Authority up to 2026. This will provide the framework for Local Development Plan Documents across the Region.

Housing options from the Spatial Options Paper of 22 November 2006 are defined in terms of numbers (ie 'how many?') and distribution (ie 'where?'), and cover the period between 2001 and 2026. **The three options relate to gross housing completions** – the number of new houses which will be built to allow for increases in population/households, to replace demolished stock, and to allow for a 3% vacancy rate in new stock.

There are three options proposed for consultation:

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<sup>6</sup> ODPM Guidance on options appraisal states that 'it is recommended that broad strategic options are considered as opposed to detailed policy wording variants.'

- Option 1, 'business as usual', based on a continuation of current RSS policies, with the Shire Districts making use of available urban capacity (as identified in the *Housing Land and Urban Capacity Study 2004*, and the *Regional Housing Land and Urban Capacity Study Refresh – Birmingham, the Black Country, Coventry, Solihull, and Telford and Wrekin, 2006*). This would result in the construction of 381,000 new houses between 2001-2026 (an annual housing completion rate of 15,200);
- Option 2, 'managed growth', derived from advice from and further discussion with the Section 4(4) Strategic Authorities (and based on local knowledge of opportunities and constraints), which would result in a wider spread of development and the construction of 491,200 new houses (an annual completion rate of 19,648)
- Option 3, 'meeting projected demand', designed to meet predicted housing demand associated with the Government's latest household projection figures (which predict a growth of 447,000 households between 2001 and 2026), which would see even greater development in areas of high demand and the construction of 575,000 new houses (an annual completion rate of 23,000).

**Table 5.1 Housing Options from Spatial Options Paper, 22 November 2006**

District	Number of Households 2001 <sup>1</sup>	Gross Housing Completions					
		Draft Option 1: "Business as usual"		Draft Option 2: "Managed growth"		Draft Option 3: "Growth to meet demand"	
		2001-25	Annual	2001-25	Annual	2001-25	Annual
Birmingham	390,792	70,800	2,832	83,600	3,344	92,000	3,680
Coventry	122,353	19,000	760	24,400	976	44,000	1,760
Dudley	124,988	21,000	840	23,800	952	25,400	1,016
Sandwell	115,426	23,600	944	39,400	1,396	36,400	1,456
Solihull	80,930	11,000	440	15,000	600	18,000	720
Walsall	101,333	17,400	696	21,000	840	22,400	896
Wolverhampton	97,122	17,400	696	20,200	808	22,500	900
<b>Metropolitan Area Tot</b>	<b>1,032,944</b>	<b>180,200</b>	<b>7,208</b>	<b>222,900</b>	<b>8,916</b>	<b>260,700</b>	<b>10,428</b>
<b>Shropshire</b>	<b>117,301</b>	<b>24,800</b>	<b>992</b>	<b>29,100</b>	<b>1,164</b>	<b>29,100</b>	<b>1,164</b>
Bridgnorth	20,925	4,300	172	3,200	128	3,200	128
North Shropshire	23,149	3,900	156	7,000	280	7,000	280
Oswestry	15,656	2,900	116	4,200	168	4,200	168
Shrewsbury and Atcham	40,308	10,800	432	9,700	388	9,700	388
South Shropshire	17,262	2,900	116	5,000	200	5,000	200
<b>Telford and Wrekin</b>	<b>63,738</b>	<b>24,000</b>	<b>960</b>	<b>30,000</b>	<b>1,200</b>	<b>36,000</b>	<b>1,440</b>
<b>Staffordshire</b>	<b>328,234</b>	<b>51,300</b>	<b>2,052</b>	<b>67,900</b>	<b>2,716</b>	<b>77,900</b>	<b>3,116</b>
Cannock Chase	37,104	6,000	240	7,000	280	7,000	280
East Staffordshire	42,717	7,700	308	15,000 <sup>3</sup>	600 <sup>2</sup>	15,000 <sup>3</sup>	600 <sup>2</sup>
Lichfield	37,501	6,500	260	11,000	440	16,000	640
Newcastle-under-Lyme	50,738	7,200	288	7,500	300	7,500	300
South Staffordshire	41,971	5,000	200	5,000	200	5,000	200
Stafford	50,025	9,500	380	12,900	516	12,900	516
Staffordshire Moorlands	37,796	5,500	220	5,500	220	5,500	220
Tamworth	29,382	3,900	156	4,000	160	9,000 <sup>3</sup>	360 <sup>2</sup>
<b>Stoke-on-Trent</b>	<b>103,196</b>	<b>15,000</b>	<b>600</b>	<b>21,000</b>	<b>840</b>	<b>21,000</b>	<b>840</b>
<b>Warwickshire</b>	<b>210,900</b>	<b>39,000</b>	<b>1,560</b>	<b>52,500</b>	<b>2,100</b>	<b>67,500</b>	<b>2,700</b>
North Warwickshire	25,176	3,100	124	3,900	156	3,900	156
Nuneaton	48,683	10,000	400	13,100	524	15,600	624
Rugby	36,483	7,100	284	13,100	524	23,100 <sup>3</sup>	924 <sup>2</sup>
Stratford-upon-Avon	47,202	7,200	288	9,300	372	9,300	372
Warwick	53,356	11,600	464	13,100	524	15,600	624



The Spatial Options Paper also states the **net increase in the over numbers of houses in the West Midlands as a whole** which would result from each option. These figures account for the demolition of existing housing stock. Total net increases under each option are as follows:

- Option 1: 381,000 gross housing completions, resulting in a net increase of 293,400 houses for the West Midlands between 2001-2026, an increase of 11,700 more houses per year;
- Option 2: 491,200 gross housing completions, resulting in a net increase of 376,700 houses for the West Midlands between 2001-2026, an increase of 15,070 more houses per year; and
- Option 3: 575,00 gross housing completions, resulting in a net increase of 460,500 houses for the West Midlands between 2001-2026, an increase of 18,400 more houses per year.

The housing options do not specify the net increase in the numbers of houses *for each local authority* in the West Midlands. However, estimated figures have been produced under this Options Appraisal, and are presented in *Annex A*.

For Options 2 and 3, Appendix One of the Spatial Options Paper sets out the number of households which will require rehousing from demolished stock between 2001-2025 by local authority. From this it is possible to calculate the number of houses which will be demolished, by allowing for a vacancy rate of 3% that is assumed in the Spatial Options Paper (ie for every 97 households rehoused from demolition, 100 houses would be demolished). The number of demolitions is then subtracted from the gross housing completions figure to provide a figure for net housing increase. In this way, for example, in Solihull under Option 2:

- 2,295 households are expected to require rehousing from demolished stock between 2001-2026.
- Assuming a 3% vacancy rate, this equates to 2,364 houses to be demolished.
- This means that, if 15,000 houses are completed in Solihull between 2001-2026, the net increase in housing will be 12,636.

For Option 1, the Spatial Options Paper states that there will be 88,000 demolitions in the West Midlands between 2001-2026 (the gross housing completions figure minus the net housing increase figure), but does not provide any information at local authority level on demolitions or the number of households which will need rehousing as a result of demolitions. In this case, the total number of demolitions has been divided between local authorities using the same proportions as for Options 2 and 3 (ie Birmingham has 39.95% of demolitions under Option 1, as well as under Options 2 and 3).

Furthermore, the housing options do not specify the total number of *new households* which will result from the three options. However, figures have been produced under this Options Appraisal, based on the assumption (taken from the Spatial Options Report) that 3% of new housing stock will be vacant,

eg a net increase of 12,636 houses in Solihull will result in an increase of 12,257 households. All of these figures are presented in *Annex A*.

A summary of key characteristics of the housing options is presented below.

**Table 5.2** *Housing Options*

	Housing		Households	
	Gross Completions	Net Growth	Increase	% change on baseline
<b>Option 1</b>	371,400	293,400	282,291	13.1%
<b>Option 2</b>	491,200	376,742	365,440	17.0%
<b>Option 3</b>	575,000	460,542	447,129	20.8%

### 5.2.3 *Other Topics covered by the Spatial Options Paper*

As previously mentioned, as well as setting out three options for the future growth of the Region's housing, the Spatial Options Paper also contains sections on the following topics:

- 'Employment' (which includes Future Employment Land Requirements, Protection of Employment Land, Regional Investment Sites, Major Investment Sites and Regional Logistics)
- 'Strategic Centres'
- 'Offices'
- 'Regional Casinos'
- 'Waste'
- 'Transport and Accessibility' (which includes Strategic Park and Ride; Car Parking Standards; Road User Charging; and, Role of the Region's Airports)

These sections do not present distinct options for addressing each topic, but instead present background information on each topic and outline issues and questions for consideration by stakeholders.



## 6 **SUSTAINABILITY APPRAISAL OF THE SPATIAL OPTIONS PAPER**

### 6.1 **INTRODUCTION**

According to the ODPM's statutory guidance on SA of RSSs, RPBs are required to 'develop options, working with the community and relevant stakeholders, to achieve the objectives of the RSS revision'. The guidance explains: 'Only reasonable, realistic and relevant options need to be put forward. [For the purposes of the SA] it is helpful if they are sufficiently distinct to enable meaningful comparisons to be made of the implications of each.'

**Under the statutory SA process, RSS options must be appraised – in particular by identifying potential sustainability effects of options for achieving plan objectives – so that options can be developed and refined accordingly.**

### 6.2 **APPRAISAL OF THE SPATIAL OPTIONS PAPER**

#### 6.2.1 **Appraisal Process**

The ODPM's statutory guidance explains that 'the assessment of options should be made against the SA framework' through an iterative process. The appraisal of options in the West Midlands has followed just such a process. Since options development began in April 2006, a number of activities have taken place, in particular:

- Members of the Sustainability Appraisal team have attended meetings of the RSS Task Group since April 2006, so that the development of the spatial options could be fully understood, and to ensure that options suitable for appraisal were developed.
- A first draft Spatial Options Paper was issued by the WMRA on 5 September, and an initial appraisal of that paper (using the SA Framework) was completed and returned to the Assembly on 19 September.
- A second draft Spatial Options Paper, which had taken account of some of the comments and recommendations from the initial appraisal, was issued for a second, formal appraisal on 27 September. The appraisal was completed, and findings fed back to the Assembly, on 19 October.
- A final draft Spatial Options Paper, with amended housing figures, was issued on 22 November. This appraisal was completed and fed back to the Assembly on 15 December.

This report presents the findings from the formal appraisal of the draft Options Papers from 27 September and 22 November.

*Statutory Guidance on Options Appraisal*

ODPM Guidance states that the appraisal of options should involve predicting the effects of each option, and evaluating the significance of those effects.

According to ODPM Guidance, prediction of effects should involve:

- Predicting the changes which are likely to arise against the baseline, making it possible to assess the relative effects of each option and to understand the likely implications of each option for SA objectives; and
- Describing those changes in terms of their magnitude, their geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects.

Effects should be quantified where possible, although qualitative predictions can be valid where quantification is impossible.

Having identified and described the likely effects of the options, the ODPM Guidance requires that an evaluation of their significance be made, basing that judgement on the probability, duration, frequency and reversibility of effects, including secondary, cumulative and synergistic effects.

*Methods Used*

All sections of the Spatial Options Paper have been appraised using the SA Framework, as follows:

- *Housing Options:* The effects arising from each housing option have been quantified where possible, although for many issues only a qualitative appraisal can be made as it is not always possible to answer appraisal questions or express options in quantitative terms. Whether using quantitative or qualitative techniques, each option has been individually appraised in terms of whether they are likely to make a positive or negative contribution towards the achievement of each issue specified by SA Framework. In this way, comparisons between the relative merits of each option can be made. In addition, other effects of the options are explored in more general terms. The Framework includes columns to illustrate whether the implications of the options are direct/indirect, permanent/temporary, and significant (high, medium or low). A commentary is also provided to explain issues such as the geographic scale and location of effects, time periods and the probability of effects.
- *Other topics:* The effects arising from each of the other topics covered by the Spatial Options Paper are also considered, in terms of whether the implications of effects likely to arise from proposals would be positive or negative, when those effects would be felt (short, medium and long-term), and whether those effects are direct/indirect and permanent/temporary.

### *Limitations and Uncertainties*

It should be noted that there are a number of limitations and uncertainties associated with the appraisal findings for both housing options and the other topics covered by the Spatial Options Paper.

Many of the effects of housing options would be determined by local circumstances, in particular the precise location and method of implementation. As such, many of the effects arising from housing development would be affected by other policy issues. In these cases, the appraisal is usually only able to discuss the broad probability of an effect occurring.

Furthermore, the text on other topics do not always present concrete policy proposals, instead simply outlining issues and possible ways forward to be considered during consultation. It is considerably more difficult to appraise discursive sections of text than formal proposals.

It is also extremely difficult to appraise secondary, synergistic and cumulative impacts, primarily because as at the options stage this Spatial Options Paper presents a range of issues and ways forward for discussion, and does not aim to present a single, definitive set of proposals. Cumulative impacts can only really be determined at the 'Preferred Option' stage, when a final set of concrete proposals is put forward. However, *Section 7* attempts a basic review of cumulative impacts by drawing together the overall implications of the Spatial Options Paper for each SA Objective.

## **6.3**

### ***APPRAISAL FINDINGS***

The following sections present a summary of the appraisal of the Spatial Options paper, using the Sustainability Appraisal Framework, with sections on each of the following:

- Housing
- Future Employment Land Requirements and Protection of Employment Land
- Regional Investment Sites and Major Investment Sites
- Regional Logistics
- Strategic Centres
- Offices
- Regional Casinos
- Waste
- Strategic Park and Ride
- Parking Standards
- Road User Charging
- Role of the Region's Airports

Each of the above have been appraised using the Sustainability Appraisal Framework, developed during the Scoping Phase. Detailed appraisal findings are set out in *Annex B*; the following sections summarise the key implications arising from the Spatial Options Paper.

## **6.4 HOUSING**

### **6.4.1 Urban Renaissance**

A key objective of both the RSS and the RSDF (and reflected in the SA Framework) is the aim of focusing housing development within the Major Urban Areas. By 2021, for every ten houses constructed in MUAs, only seven should be constructed elsewhere in the Region. **However, none of the three options appears to support this objective by focusing development within the Major Urban Areas.** By 2026, for every ten houses constructed in MUAs:

- Option 1 would result in the construction of 8.84 houses outside the MUAs;
- Option 2 would result in the construction of 9.54 houses outside the MUAs; and
- Option 3 would result in the construction of 9.88 houses outside the MUAs.

Of the 2,152,642 households in the West Midlands in 2001, 55.1% were located in MUAs (1,186, 878) and 44.9 were outside the MUAs (965,754), so that there were 81 non-MUA households for every 100 MUA households (a ratio of 1 : 0.81). As a result of the three options:

- Under Option 1, by 2026, 53.4% of households will be in MUAs, a ratio of 1 : 0.87.
- Under Option 2, 52.7% of households will be in MUAs, a ratio of 1 : 0.90.
- Under Option 3, 52.4% of households will be in MUAs, a ratio of 1 : 0.91.

This pattern of development has significant implications for a range of other issues, such as transport and accessibility. For example, in general terms, the less that development is concentrated around urban areas (where travelling distances are shorter and public transport services more frequent and flexible) the less likely it is that alternatives to the car will be used, and inhabitants are likely to travel greater distances to access services and amenities.

### **6.4.2 Availability and Affordability of Housing**

According to the Government's household projections, 575,000 new houses will be required to meet housing demand in the West Midlands. **Options 1 and 2 therefore cannot be expected to provide sufficient housing to meet market demand.**

By going further to meet demand for housing, higher housing growth rates are likely to address problems of housing affordability more effectively than lower growth rates. However, a considerable step change in the provision of affordable housing must be achieved to meet demand for this housing type.

While an estimated 6,000-6,500 affordable and social houses are required each year at Option 1 housing growth rates (approximately 40% of 15,250, according to the current RSS), only 16% of houses constructed in 2004-05 were affordable homes (3,000 of 19,000).

### 6.4.3 *Land Use*

*Table 6.1* below presents summary information on land use requirements associated with the three options. Key findings from the options appraisal are that:

- there is insufficient land identified in the Urban Capacity studies to meet the requirements set out in all three housing options; and
- all of the options would be above the PPG3 target of 60% of housing on previously-developed land (PDL) by 2008. However, Option 3 would not meet the RSS target of 76% between 2001 and 2011, and a large number of district level targets would also be missed under all three options.

#### *Availability of Urban Capacity*

As previously explained, **there is insufficient land identified in the Urban Capacity Studies 2004 and 2006 to meet the requirements set out in all three housing options.** While according to the studies there is sufficient urban capacity for 469,027 houses, this land is not always distributed in districts where houses are to be constructed. Therefore:

- Of the 381,400 dwellings to be constructed under Option 1, 370,390 (or 97.1%) could be provided on land identified in the Urban Capacity studies. Therefore, a minimum of 11,010 dwellings would be sited on land that is not included in the Urban Capacity studies, covering 334ha of land (either greenfield or reallocated from other uses) or 3% of all the land required for the proposed housing growth. This land is located in three of the Region's 34 local authority areas: Herefordshire (170ha), Shrewsbury and Atcham (68ha), and Worcester (95ha).
- Of the 491,200 dwellings to be constructed under Option 2, 435,505 (or 88.7%) could be provided land identified in the Urban Capacity studies. Therefore, a minimum of 55,563 dwellings would be sited on land that is not included in the Urban Capacity studies, covering 1,735ha of land or 11.3% of all the land required for the proposed housing growth. This land is located in 20 of the Region's 34 local authority areas: Walsall (1ha), Newcastle under Lyme (1ha), Herefordshire (313ha), North Shropshire (109ha), Oswestry (44ha), Shrewsbury and Atcham (41ha), South Shropshire (87ha), Cannock Chase (22ha), East Staffordshire (182ha), Lichfield (126ha), Stafford (109ha), North Warwickshire (13ha), Nuneaton and Bedworth (57ha), Rugby (137ha), Stratford-upon-Avon (45ha), Warwick (29ha), Malvern Hills (46ha), Redditch (78ha), Worcester (249ha), and Wychavon (48ha).
- Of the 575,000 dwellings to be constructed under Option 3, 444,170 (or 77.2%) could be provided on land identified in the Urban Capacity studies. Therefore, a minimum of 130,830 dwellings would be sited on land that is not included in the Urban Capacity studies, covering 3,543ha of land or 22.8% of all the land required for the proposed housing growth. This land

is located in 27 of the Region's 34 local authority areas: Birmingham (141ha), Dudley (35ha), Sandwell (28ha), Walsall (30ha), Wolverhampton (37ha), Coventry (370ha), Solihull (69ha), Newcastle-under-Lyme (1ha), Herefordshire (313ha), North Shropshire (109ha), Oswestry (44ha), Shrewsbury and Atcham (41ha), South Shropshire (87ha), Cannock Chase (22ha), East Staffordshire (182ha), Lichfield (274ha), Stafford (109ha), Tamworth (139ha), North Warwickshire (13ha), Nuneaton and Bedworth (131ha), Rugby (407ha), Stratford-upon-Avon (45ha), Warwick (88ha), Malvern Hills (46ha), Redditch (241ha), Worcester (411ha), and Wychavon (131ha).

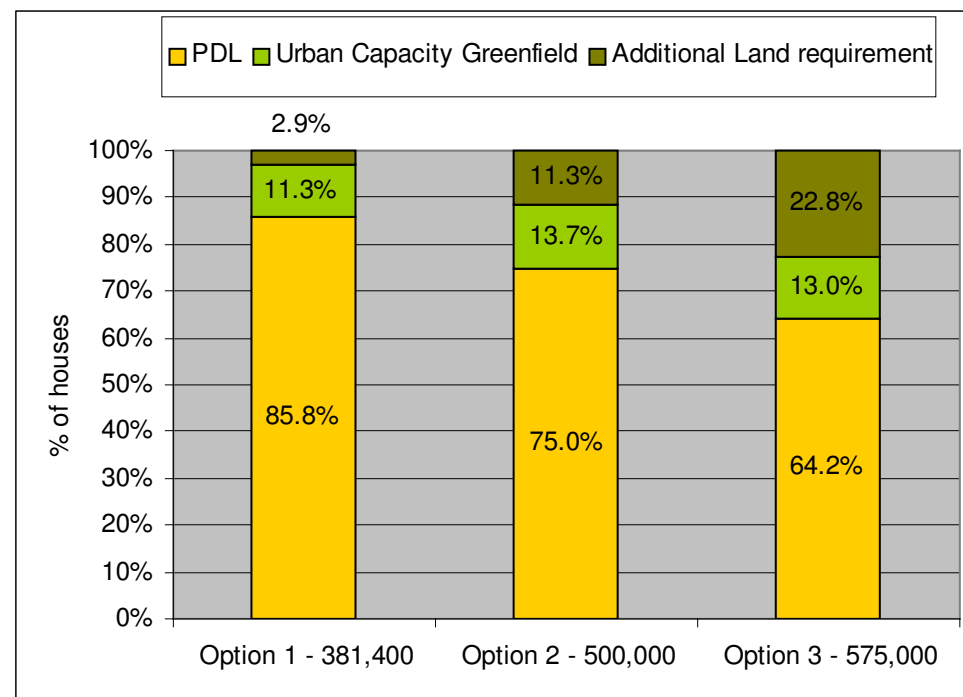
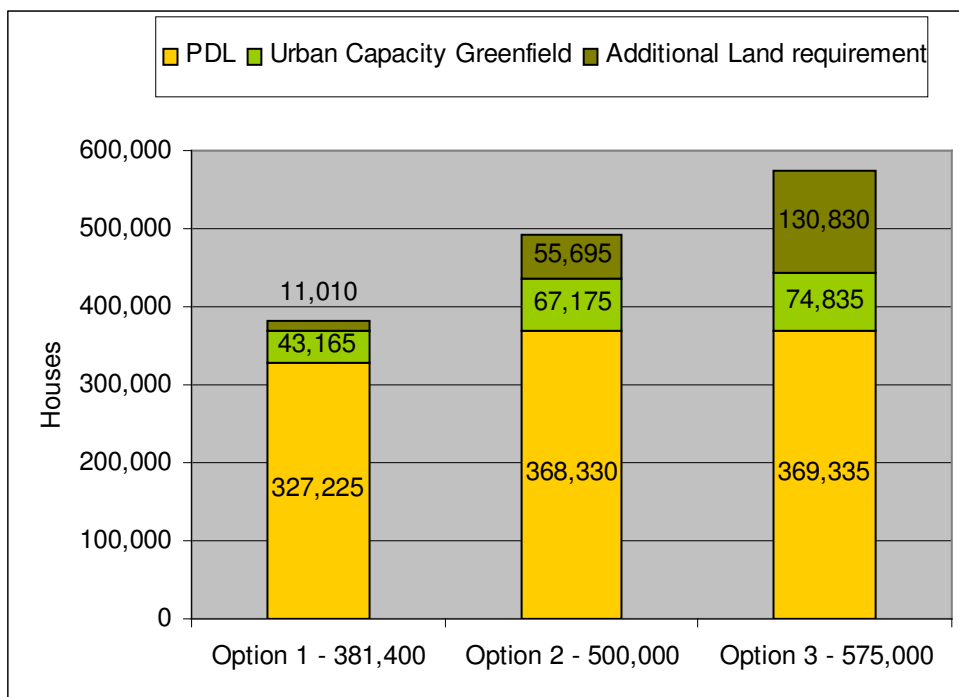
#### *Use of Previously-Developed Land*

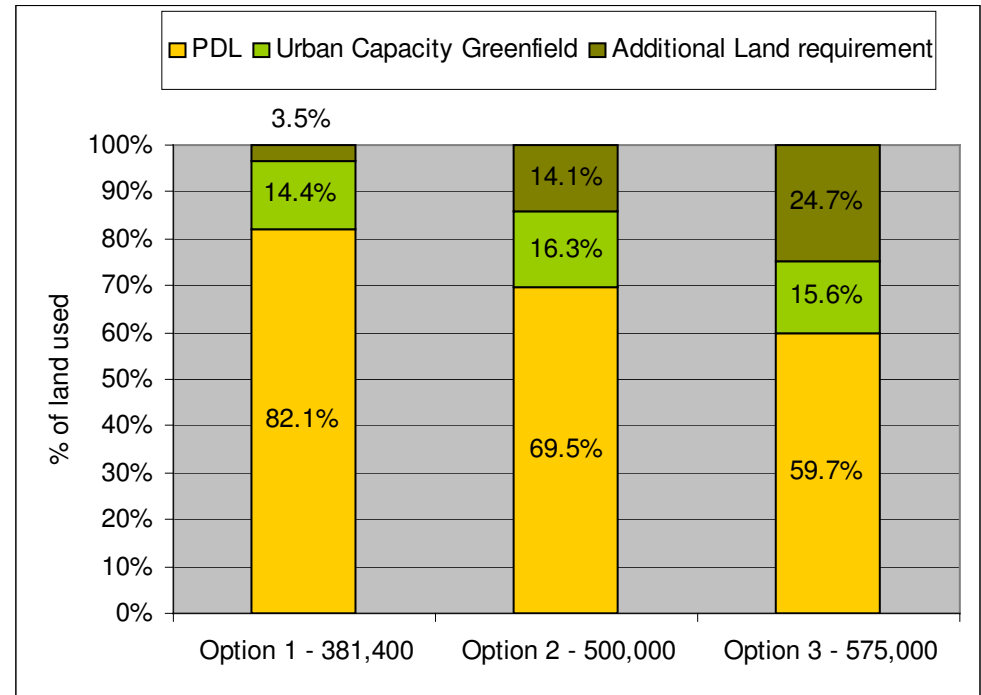
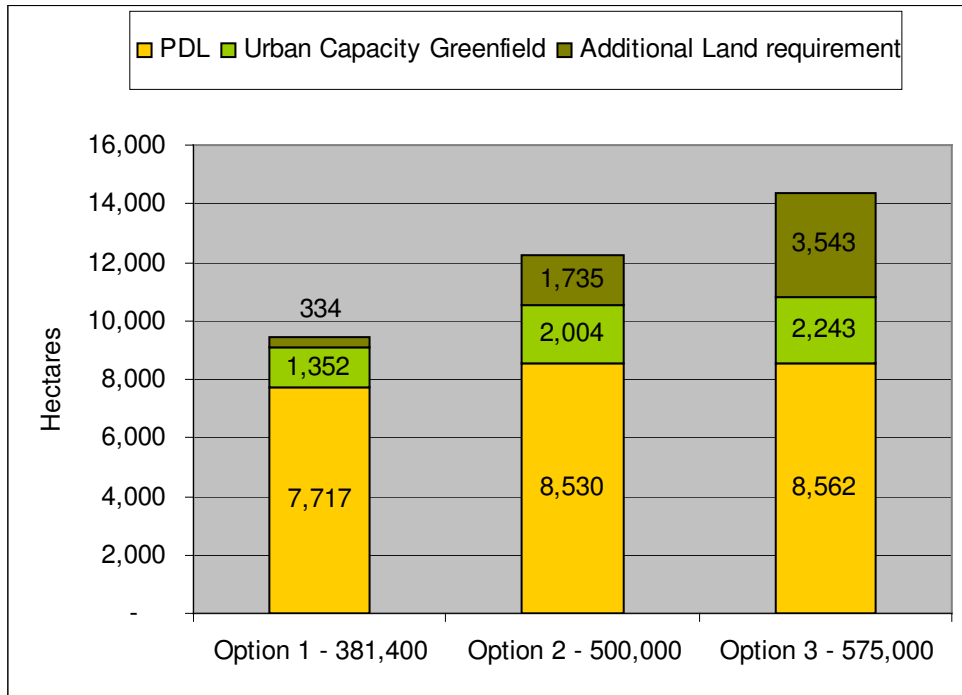
**All of the options can be delivered using large amounts of PDL and all would be above the PPG3 target of 60% by 2008.** However, Options 2 and 3 would not meet the RSS target of 76% between 2001 and 2011 – 85.8% of the Option 1 total could be delivered on PDL (327,225 of 381,000 dwellings), 75.0% of Option 2 (368,330 of 500,000), and 64.2% of Option 3 (369,335 of 575,000). **Furthermore, a number of local authority (Unitary and County) level targets would also be missed under all three options,** as follows:

- Under Option 1, the following 10 districts would not be able to deliver projected housing growth and meet their RSS district or county-wide PDL use target: Herefordshire, Bridgnorth, Oswestry, South Shropshire, Cannock Chase, South Staffordshire, Staffordshire Moorlands, Rugby, Redditch, Worcester.
- Under Option 2, the following 21 districts would not be able to meet their RSS district or county-wide PDL use target: Sandwell, Wolverhampton, Coventry, Herefordshire, Bridgnorth, North Shropshire, Oswestry, South Shropshire, Cannock Chase, East Staffordshire, Lichfield, South Staffordshire, Stafford, Staffordshire Moorlands, Nuneaton and Bedworth, Rugby, Stratford upon Avon, Malvern Hills, Redditch, Worcester, Wychavon.
- Under Option 3, the following 25 districts would not be able to meet their RSS district or county-wide PDL use target: Birmingham, Dudley, Sandwell, Wolverhampton, Coventry, Solihull, Herefordshire, Bridgnorth, North Shropshire, Oswestry, South Shropshire, Cannock Chase, East Staffordshire, Lichfield, South Staffordshire, Stafford, Staffordshire Moorlands, Tamworth, Nuneaton and Bedworth, Rugby, Stratford upon Avon, Warwick, Malvern Hills, Redditch, Worcester, Wychavon.

**Table 6.1 Land Use Requirements**

Proposed Options	Land identified as available in Urban Capacity studies		PDL that could be used from Urban Capacity studies			Greenfield that could be used in Urban Capacity studies		Additional land required (ie shortfall in urban capacity)		Non-PDL (ie greenfield + additional land)			
	Total gross housing completions 2001-2026	Total gross hectares required	Houses	Hectares	Houses	Hectares	PDL%	Houses	Hectares	Houses	Hectares	Houses	Hectares
Option 1	381,400	9,402	370,390	9,069	327,225	7,717	85.8%	43,165	1,352	11,010	334	54,175	1,686
Option 2	491,200	12,270	453,505	10,534	368,330	8,530	75.0%	67,175	2,004	55,695	1,735	122,870	3,739
Option 3	575,000	14,348	444,170	10,805	369,335	8,562	64.2%	74,835	2,243	130,830	3,543	205,665	5,786





#### 6.4.4 **Availability of Employment Land**

As previously explained, the three housing options proposed in the Spatial Options Paper cannot be delivered on land identified in the Urban Capacity studies, and it will be increasingly necessary to use other sources of land to provide for the higher housing growth rates. **These housing growth rates are likely to put pressure on land already allocated for employment uses, and other land which might have become available for employment uses.** It seems likely that housing and employment will have to 'compete' for the best sites.

#### 6.4.5 **Natural, Built and Historic Environmental Assets and Biodiversity Assets**

**The delivery of the higher growth scenarios would require the use of more greenfield sites, and are therefore more likely to impact negatively on environmental assets.** However, the implications for individual sites and assets are currently unclear, as the Spatial Options Paper does not identify specific sites for development.

However, further work is underway under this Sustainability Appraisal and the Appropriate Assessment to understand constraints on development, and to identify the sites which are most likely to undergo housing development, so that more precise information on impacts for environmental assets can be provided.

#### 6.4.6 **CO<sub>2</sub> Emissions**

In 2002, 16.5m tonnes of CO<sub>2</sub> were emitted from all sources in the West Midlands.<sup>7</sup> The appraisal has calculated the additional CO<sub>2</sub> emissions that should arise through **domestic energy use** as a result of an increase in households, as follows<sup>8</sup>:

- Option 1 would produce an additional 1.694mt tonnes of CO<sub>2</sub> per year by 2026
- Option 2 would produce an additional 2.193mt
- Option 3 would produce an additional 2.680mt.

These figures do not include CO<sub>2</sub> emissions that would result from additional transport and economic activity that would be associated with the increase in households.

#### 6.4.7 **Water Resources**

**With increased housing growth rates there is a greater potential for headroom deficits in all the resource zones, with the Birmingham, Severn and South Staffordshire Critical period zones being the most vulnerable.**

- For Option 1, surpluses are reduced across all zones, but all remain in surplus except the Severn Zone and the South Staffordshire Critical Period.

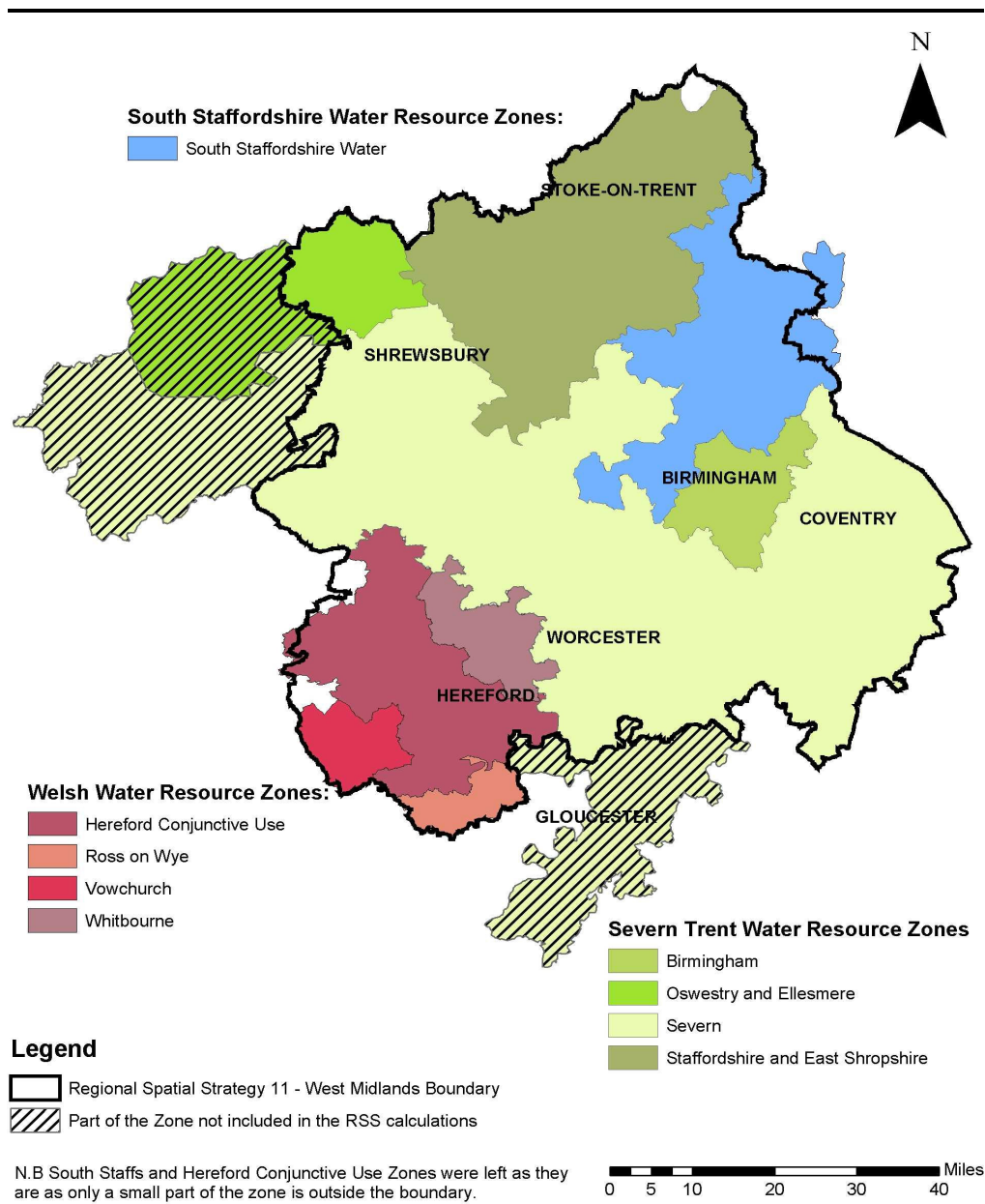
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<sup>7</sup> We are currently collecting more up-to-date and accurate data on CO<sub>2</sub> emissions

<sup>8</sup> These projections assume that household consumption patterns remain the same over the plan period, ie that there are no improvements in efficiency, that the same energy sources are used etc

- For Option 2, the Staffordshire & East Shropshire, South Staffordshire Water and Oswestry & Ellesmere zones all remain in surplus under this scenario until towards the end of the planning period – but again surpluses are reduced. The Birmingham zone has a small deficit by 2017 and remains in deficit until 2022 when this is removed through Water Company planned developments. The Severn zone starts in deficit and struggles to meet demands until 2015 when resource developments are planned. The Severn zone falls again into deficit in 2019 with it only going into surplus at the end of the planning period. South Staffordshire Water under this scenario would be in deficit during peak week demands by 2011, with the deficit increasing until 2021 when new resources are developed.
- For Option 3, the Staffordshire & East Shropshire, South Staffordshire Water and Oswestry & Ellesmere zones all remain in surplus in this scenario until 2026. The Birmingham and South Staffordshire Critical Period zones follow a very similar pattern to the 25 % increase scenario with deficits by 2016 and 2009 respectively and remaining in deficit until 2022. The Severn zone starts in deficit and remains in deficit until 2015 and subsequently falls again into deficit in 2018 with it only going into surplus at the end of the planning period.

**Figure 6.1 Water Company Resources Zones within the West Midlands**



**6.4.8 Use of Aggregates**

In 2001, 19.2m tonnes of primary aggregates were consumed within the West Midlands. Assuming an average requirement of 52.5 tonnes per dwelling, a continuation of current build rates of 17,400 per annum (average from 2001-2005) would account for 913,000 tonnes of aggregate per year, and 22.8mt between 2001 and 2026. In comparison:

- The construction of 371,400 houses under Option 1 would consume 801,000 tonnes/year, or 20m tonnes by 2026
- Option 2, 1.03mt/year or 25.8mt by 2026
- Option 3, 1.2mt/year or 30.2mt by 2026

### 6.4.9 **Household Waste**

The appraisal looked at household waste arisings from new households created in the Region under each option. The Spatial Options Paper also produced projections for household waste arisings. The implications of each option for household waste arisings are summarised below.

**Table 6.2 Household Waste Arisings**

Option	Net increase in households 2001-2026	Appraisal Projections		Options Paper Projections	
		Additional waste arisings by 2026, tonnes <sup>9</sup>	% growth	Additional waste arisings by 2026, tonnes <sup>10</sup>	% growth
Option 1	282,291	352,864	14.1%	529,000	17.1%
Option 2	365,440	456,800	18.3%	707,000	22.8%
Option 3	446,726	558,408	22.3%	761,000	24.6%

### 6.4.10 **Construction and Demolition Waste**

The appraisal also calculated the likely arisings of construction and demolition waste that would result from housing construction (ie the appraisal excluded C&D waste arising from other activities such as road building). On a baseline of 3.3m tonnes of C&D waste in 2000-2001, each option would produce the following

- Under Option 1, a further 171,630 tonnes of C&D waste would be produced each year as a result of housing construction, 4.3mt of waste between 2001-2026.
- Under Option 2, a further 221,040 tonnes of C&D waste would be produced each year as a result of housing construction, 5.53mt of waste between 2001-2026.
- Under Option 3, a further 258,750 tonnes of C&D waste would be produced each year as a result of housing construction, 6.47mt of waste between 2001-2026.

## 6.5 **FUTURE EMPLOYMENT LAND REQUIREMENTS AND PROTECTION OF EMPLOYMENT LAND**

Defining employment land requirements and safeguarding sites will help to support regional economic growth, although this will almost inevitably increase emissions of greenhouse gases from the commercial and industrial sector, and probably also from the transport sector. The options paper addresses importance of estimating future employment land needs based on household projections for local authority areas which will focus the provision of employment land in reasonable proximity to new housing development. This will help to support the provision of employment land near to potential employees where possible, improving access to job opportunities and helping to reduce the need to travel. However, travel to work patterns are generally complex and vary with type of employment and economic status. "Sustainable access" is identified as a possible criterion for allocating employment land, although this needs to be more clearly defined.

<sup>9</sup> Projections based on baseline household waste arisings in 2000-2001 of 2.5m tonnes

<sup>10</sup> Projections based on baseline household waste arisings in 2005-2006 of 3.0m tonnes

Although issues of poverty and disadvantage are not apparently considered in assessing employment land needs and requirements, the options paper states the need to focus development in the MUAs which include a number of the most deprived areas in the region. RSS policy gives additional emphasis to this objective in MUAs and twelve other named regeneration areas, although it is not apparent that any particular focus will be placed on areas of deprivation and employment need outside these areas. Although the focus is on MUAs, their allocation constitutes less than a half of future employment land provision.

There is a need to take account of the education and skills infrastructure needed to support future economic growth and this is covered in RSS policy.

Although RSS policy prioritises the use of previously developed land, greenfield sites may be used for employment land if sufficient previously developed land is not available.

## **6.6 REGIONAL INVESTMENT SITES AND MAJOR INVESTMENT SITES**

Provision of RISs is likely to create significant employment opportunities and contribute to the diversification of the regional economy, although the potential number of sites and employment numbers which may be created are not known. New commercial/industrial development may promote increased greenhouse gas emissions from the sector, although this may be offset by reductions due to declines in other commercial or industrial activity.

However, provision of sites could also result in loss of greenfield land to development which may have a value as open space, or adversely affect the landscape or townscape or biodiversity, although policy PA6 envisages maximum use of recycled land and allows development on greenfield sites only as a last resort.

Provision of sites to support the Central Technology Belt and the High-Technology Corridor will help to support the growth of innovative businesses based on new technologies, including businesses in environmental technologies and sectors focusing on higher added value.

The focus on Regeneration Zones for provision of new investment sites will help to address regional inequalities in employment rates and economic growth.

The options paper highlights the need to ensure that the types of permitted development does not conflict with the objective of focusing office development in town centres, although the possible policy approach and potential effects are currently unclear.

## **6.7 REGIONAL LOGISTICS**

The expansion of the logistics sector in the region will contribute to economic growth, although the scale is not quantifiable. The criteria for identifying suitable RLSs include a focus on areas of employment need which is therefore likely to help support economic growth in areas of low growth and address regional

disparities in employment levels. It will also promote the location of sites near to the potential workforce. Criteria also emphasise the importance of both qualifications and the ability to improve qualification levels, which indirectly gives support to the objective of skills improvement.

The approach to RLSs which offers a genuine modal choice is likely to help promote more rail freight, although an increase in warehousing and logistics activity overall may nevertheless increase the amount of road freight, and will increase the amount of freight transport overall, thereby promoting an increase in greenhouse gas emissions from the transport sector. The scale of any shift from road to rail is unknown, particularly in the long term. There may also be implications for air freight although this is not addressed in the options paper. The expansion of long-distance transport of goods may undermine efforts to promote local sourcing of food and other goods.

The options paper envisages the potential need for greenfield land to accommodate new RLSs. Although RSS policy allows development on greenfield sites only as a last resort, other considerations such as access to the transport network are likely to take precedence. The nature and scale of likely impacts is dependent on circumstances at specific sites.

## **6.8 STRATEGIC CENTRES**

Development of centres will help to promote economic growth although this will be focused in the urban areas and other areas are unlikely to benefit. However, deprivation was considered as part of the Regional Centres Study, and all areas suffering the worst deprivation are included in the list of strategic centres. The link to employment rates is less clear, and varies according to the potential preferred option. The option to focus on areas in need of regeneration would target those areas with the lowest unemployment rates.

Different mixes of MUAs and non-MUAs are provided in each option. Focusing development in strategic centres will help to optimise the use of previously developed land, to protect natural assets and landscapes in other areas and to avoid increasing pressure on biodiversity. Impacts on biodiversity within strategic centres are less likely, but dependent on specific locations. Developments will also be linked to housing projections, helping to ensure a balanced development and provision of employment near to the potential workforce.

Concentrating development in existing strategic centres according to the sequential approach of PPS6 will indirectly help to promote the use of public transport to access developments and may prevent any increase in travelling which may occur through development outside strategic centres, although some of the centres host current congestion black spots and therefore will require active measures to prioritise the use of public transport in accessing developments, as will those in or near to AQMAs. However, focusing development in centres where people currently travel away to other more distant centres is only provided as a potential option. Therefore this travel behaviour may increase if this option is not preferred.

Changing transport patterns will also affect the contribution of transport to climate change, and this could be positive or negative depending on the options and also

on the overall amount of travel generated by developments. Greenhouse gas emissions will also arise from construction and use of retail developments.

## **6.9 OFFICES**

Provision of new office space spread throughout the region will help to support widespread economic growth and promote prosperity. Although concentrating the majority of new office development in the MUAs is unlikely to help significantly to reduce regional disparities in GVA or employment, the worst areas of employment deprivation are all covered by new office space allocation. Focusing development in the MUAs and in town centres through the sequential approach will also help to provide employment in accessible locations. However, there is also likely to be provision for out-of-centre offices, although it is not clear how the proposed options for approaches to out-of-centre provision may affect the balance of office provision in or out of town centres.

The allocation of new office development space broadly follows population distribution across the region, providing most new space near to the largest areas of potential workforce. The options paper also recognises the importance of taking account of housing projections, although it is not clear what effect that might have on allocations.

Concentrating new office space in the MUAs and in town centres will help to promote the use of public transport to access office developments and reduce both the number and length of car journeys. Concentration in the MUAs will also help to reduce travel distances by providing employment in proximity to the main areas of population. This will help to reduce the potential growth in greenhouse gas emissions, although emissions will also arise from construction and occupation of offices and the overall balance of effects is unknown. There is potential for promoting the reuse of buildings as office developments, which would help to reduce resource consumption and may also help to favour urban locations and some sustainable rural locations, although the proposals appear to focus on provision of new space.

Focusing development in town centres will help to optimise the use of previously developed land, as it is more likely that this will arise in the more urbanised areas. It will also protect natural assets and landscape and thus will help to avoid increasing pressure on biodiversity. Impacts on biodiversity within town centres are less likely, but dependent on specific locations. Impacts on the built and historic environment within urban centres are possible, but dependent on specific locations.

## **6.10 REGIONAL CASINOS**

Casinos are likely to generate large additional amounts of traffic movement and therefore will increase travel, potentially longer-distance travel. This will also increase greenhouse gas emissions from transport. Depending on the criteria chosen for deciding on location, there may or may not be scope for promoting alternatives to the car. PPG13 requires major generators of travel demand to be focused in urban centres and near to major public transport interchanges, although the options paper appears to offer a departure from PPG13 by

suggesting urban centres may not be a stated priority for locating casinos. Conversely, a requirement to promote urban renaissance is also proposed as an option.

It is unclear what impact casinos might have on growth and sustainable economic development. The options paper identifies the potential role of casinos in promoting major investment and economic regeneration, and they clearly provide new employment. However, the Regional Centres Study questions the overall economic benefit of casinos, predicting diversion of consumer spend from other areas or from savings with little gain in expenditure for the region as a whole. It is also not clear to what extent developments might draw business away from existing casinos and leisure facilities rather than generate new business. While regeneration potential is identified as a benefit of casinos, it is not clear whether local economic need will be included as a criterion for location, and if so, what impacts might be expected.

Promoting town centre locations for large casinos will reduce the likelihood of greenfield development, although the issue of location is being considered in the options. Regional casinos may not be prioritised in town centre locations but may follow general government guidance on the location of development. Greenfield development is therefore possible for either type of casino, and may result in the loss of valued open space or impacts on landscape and biodiversity. Conversely, town centre locations may affect the townscape and local sense of place. However, the nature and likelihood of impacts is dependent on specific locations.

## **6.11**

### **WASTE**

The RSS revision will promote greater recovery and reuse of resources from waste, although increased recycling is not an explicit objective for MSW or C&I waste. The options paper does not address waste minimisation as an objective. Recovery of resources and value will be promoted for MSW and C&I waste, through setting target percentages/capacities for reduction of landfill of these waste streams, and by proposing an option to require all developments to include facilities for the segregation of waste. The paper also proposes an option to restrict the granting of permissions for new landfill, which will contribute to promoting the diversion of resources away from the waste stream. The options paper suggests the possibility of requiring waste facilities to move the management of waste up the waste hierarchy although this is not proposed as an option. The paper also proposes requiring new developments to incorporate facilities for segregating waste, which will help to facilitate increased recycling and recovery of resources by improving people's access to facilities.

Part of the recovery of resources from waste will be through energy recovery. This will help to displace fossil fuel use, although only a proportion of this energy is likely to be renewable and will depend on the waste technologies used. The consumption of energy by waste management facilities and the effect on energy efficiency depends largely on waste management methods which are not addressed by the revision.

New technologies will be required to manage the waste, which may lead to more innovation within the sector. It is unlikely however that these will be either high value or low impact. The waste sector is also expected to grow in size, thereby

leading to a strengthening and diversification of the sector and increasing its contribution to the economy. However, reducing reliance on landfill is likely to mean that the costs of waste management will rise and this will need to be paid for by householders. The overall balance on the economy and individual prosperity is unknown.

Encouraging C&D waste recycling by promoting on-site recycling and urban quarries, and by requiring construction, demolition and development projects to produce Site Waste Management Plans, will help to encourage the recycling of C&D waste by projects and to reduce the expected growth in primary aggregate use.

Overall impacts on waste transport distances, and therefore the associated greenhouse gas emissions, are not known. In general, increased recycling is likely to lead to greater waste transport distances. However, there are a number of measures proposed to minimise waste transport distances, including the option to require each Waste Planning Authority to ensure enough facilities to deal with the equivalent of waste arising within its own area, for managing waste in proximity to its source, and for good accessibility from the urban areas or major planned development. Promotion of on-site and urban C&D waste recycling will also help to reduce transport distances for C&D waste and reduce need for transport of primary aggregates. Requiring hazardous waste facilities in the MUAAs and agricultural waste facilities in the non-MUAAs will encourage management of these wastes closer to where they are produced than might otherwise happen. These options will also contribute to greater self-sufficiency, taking responsibility for waste and meeting local needs locally. However, requiring non-MUAAs to provide hazardous landfill capacity would not support these objectives.

Greenhouse gas emissions will also be affected by choices of waste management methods as well as waste transport. The landfill of biodegradable waste will help to reduce the potential future growth in methane emissions. The level of greenhouse gas emissions also depends on specific waste management methods but these are not addressed by the revision. The overall balance of effects on greenhouse gas emissions is not known.

Corporate responsibility may be promoted for parts of the private sector, although opportunities in the public sector are missed. The options paper proposes requiring developers and those intending construction and demolition projects to produce Site Waste Management Plans, thereby promoting greater corporate environmental responsibility for those companies involved and encouraging more sustainable practices in site waste management and potentially more sustainable construction techniques. Requiring the on-site recycling of C&D waste through policy can also help to promote this objective. There may be an opportunity for the RSS revision to promote public sector sustainable procurement to support local recycling and composting markets, although this is not addressed in the options paper.

The options paper proposes permitting waste development in the green belt. It also proposes permitting waste development on open land. Both of these may have adverse consequences for preserving openness and natural assets, and potentially also affect amenity value. However, promoting increased recycling of C&D waste through the various options proposed will help to reduce the growth in

demand for primary aggregates which may contribute to reducing the pressure on natural assets from the effects of quarrying. Furthermore, the options paper proposes some types of previously developed land as potential criteria for locating waste-related development, thereby encouraging its reuse.

Reducing reliance on landfill may help to reduce soil and water pollution by reducing the risk of pollution incidents. The impact on air quality is partly dependent on waste management methods which are not addressed by the RSS revision. Air quality impacts are also dependent on the effect on levels of waste transport which are not known.

## **6.12 STRATEGIC PARK AND RIDE**

Park and ride schemes will improve transport infrastructure by providing new public transport services, and this will help to increase the proportion of people travelling by public transport. However, while these are likely to be in areas suffering congestion, it is not clear that park and ride will actually reduce road traffic levels rather than increase travel by alternative means. Other measures are required in tandem with park and ride to reduce traffic levels.

Park and ride can have economic and social benefits. They can help increase economic vitality in centres by increasing shopper numbers without increasing congestion. They can also help to improve the accessibility of services and facilities, including cultural facilities, in centres that are served by Strategic Park and Ride sites, although they will do little to affect equality of access by continuing to require the use of the private car.

Park and ride schemes should increase energy efficiency by increasing the proportion of people travelling by public transport as opposed to the private car. However, they could increase energy consumption by transport if the overall effect is to encourage increased numbers of people travelling to centres served by park and ride. The overall effects on greenhouse gas emissions, air quality and noise are similarly unclear, although schemes may help to reduce potential future increases.

Park and ride may also help to protect built, natural and historic assets by reducing the potential growth in car use and pressure on assets in urban areas, although schemes may also have adverse impacts on natural assets depending on the choice of location for the car parks. Impacts depend on particular locations and should be controlled and compensated if necessary in development control policy. The potential extent of use of previously developed land is not known, but dependent on specific locations. Although the RSS contains policy to prioritise previously developed land, other criteria are likely to take precedence.

## **6.13 PARKING STANDARDS**

Will help to promote a greater proportion of public transport use and discourage use of the private car, although it is unlikely to affect levels of road traffic in the short term as focus is on some types of new development only. In the medium to longer term, as new developments replace existing ones, the effects may be more significant. The benefits of reduced air emissions, noise, congestion and

energy use are only likely to be gained in the medium to longer term. Restricting parking provision will also allow greater housing density particularly in urban areas where public transport access is likely to be better.

Parking provision is identified in the options paper as a factor in the economic vitality of town and city centres, although it is not clear whether generating more car use is expected to have a negative or positive impact on vitality. Note that PPG13 does not identify economic need or impact as an issue to be factored in parking provision. Economic and social need are identified as possible criteria in the option of a criteria-based approach to parking standards. However, it is not clear whether economic and social need would restrict or relax parking standards nor how social need might be defined and how it might affect parking provision.

Heritage areas can be protected by restricting parking, although it is not clear that the options paper addresses this aspect in discussing possible approaches to standards. The improvement of urban environments and townscapes more generally could be a benefit of restricting parking provision although this is not addressed in the options paper.

#### **6.14 ROAD USER CHARGING**

The introduction of congestion charging schemes has the potential for a range of impacts depending on the approach, the types of scheme and any supporting measures such as investment in public transport infrastructure. However, it is not possible to assess the likelihood of significant impacts because the potential policy options and approaches are undefined.

There are environmental benefits to be gained from reduced congestion, such as improved air quality, reduced traffic noise, less energy consumption, reduced greenhouse gas emissions, improvements to the urban environment and reduced impacts on buildings and other infrastructure. However, the environmental impacts of traffic may to an extent be displaced to other areas.

The increase in public transport use and the significance of any shift away from road freight may depend to a large extent on the existence and scope of any accompanying infrastructure investment. There may be implications for access to services, and particularly benefits from reduced congestion for those who use public transport, but also potential negative social impacts of charging on low-income households. The economy is identified in RSS policy as a potential factor in decisions on congestion charging. However, it is not clear whether this might be expected to have a positive impact through reducing the costs of congestion or negative impacts through increased charges or reduced commercial activity within city centres.

The options paper identifies that there are links between congestion charging policy and the policy on housing and employment land distribution, and potential knock-on effects on rural areas, although those links are not clear.

#### **6.15 ROLE OF THE REGION'S AIRPORTS**

The demand for air travel will increase significantly and surface travel will also increase. Current capacity is unlikely to meet future demand, although it is

unclear to what extent expansion will also fuel demand. Airport expansion will make a direct contribution to improving transport infrastructure, both air and surface, particularly with development concentrated at Birmingham International Airport. New rail facilities to support increased passenger numbers are identified in the options paper. New modal split targets should increase in the share of public transport for airport access, although overall car use is likely to increase as a result of airport development. Public transport capacities to BIA would have to increase by an estimated 800% to meet the long term 25% modal share target. Road improvement and expansion is likely to be required to deal with increased congestion, for example from the estimated 350% increase in car numbers accessing BIA. There may be opportunities to promote rail freight in conjunction with airports, but this is not addressed in the options paper. Providing air services to attract passengers away from Heathrow and Manchester may not represent best use of existing capacity, nor is it clear what effect this will have on surface transport.

Other impacts are potentially significant but in many cases unquantified. Airport expansion could have both positive and negative impacts on the regional economy. Airport expansion can promote the business, commercial, industrial, retail and tourism sectors. There will be benefits from increased employment, trade, inward tourism and investment, but this needs to be balanced with the potential for impacts on other economic activity through diversion of resources away from more productive activity, for increased costs of congestion and for loss of jobs, tourism and investment overseas. There are no particular benefits apparent for economic efficiency or innovation. Many of the wider economic impacts of airport development are difficult or impossible to quantify e.g. the potential consequences of outward investment exceeding inward investment, the regional element of the UK tourism deficit or the extent to which improved connectivity delivers increased investment and trade independent of other attraction factors. All four airports are in reasonable proximity to the major urban areas and therefore reasonably near to areas of potential workforce, although there is a need to ensure the employment opportunities are available to areas of employment need through suitable access strategies.

Energy use and greenhouse gas emissions from aviation and surface activity will increase significantly. Noise levels and other air emissions are also likely to increase although these may be within acceptable limits. There is the potential for light pollution although the significance is dependent on local circumstances. Increase in air emissions, noise and additional land take from air travel and surface activity may have adverse consequences for biodiversity. The likelihood and significance of any impacts are unknown, although impacts are possible on an SSSI at BIA. Green belt is likely to be lost by airport expansion and possibly by the generation of other new economic activity close to airports. All four airports are within the green belt.

**7.1****INTRODUCTION**

This section draws together an overall review of the implications that are likely to arise from proposals set out in the Spatial Options Paper, looking at housing options alongside all of the other topics covered by the paper. Obviously, given that there are three housing options and a wide range of issues raised for consultation on the other topics, it is extremely difficult to predict what the overall effect of these proposals are likely to be. However, this is an attempt to provide an overarching assessment of the cumulative impacts that should arise from the Spatial Options Paper.

In the table overleaf, each SA/RSDF objective is reviewed in turn, and a broad assessment is provided as to whether that objective is likely to be promoted or hindered by proposals in the Spatial Options Paper. To help with the interpretation of findings in the table, symbols have been used to summarise the main thrust of the appraisal, as follows:

++	clear, strongly positive implications
+	overall implications likely to be positive
∅	neutral
?	mixed or unclear
-	overall implications likely to be negative
--	clear, strongly negative implications
○	not relevant

**Table 7.1 Overall Assessment of the Spatial Options Paper against the SA/RSDf Objectives**

Sustainability Appraisal/RSDf Objective		Overall Implications of Spatial Options Paper
<b>1. Sustainable Consumption and Production</b>		
<p>1.1 Use natural resources such as water and minerals efficiently, including by incorporating efficiency measures into new land use and developments, redevelopment and refurbishment</p>		<p>The level of housing development envisaged under all three options would significantly increase demand for water and minerals (aggregate). Water surpluses will be reduced, even allowing for developments in water supply infrastructure, with some areas going into deficit at different times under different scenarios. (eg Birmingham, Severn and South Staffordshire). The use of aggregates for housing is expected to increase by between 0.8 and 1.2m tonnes per year. Most of this would be primary aggregate, unless the production of recycled aggregate in the Region improves from current levels (4.3mt). Aggregate demand would be further increased by the development of associated transport and other infrastructure, and the development of employment sites.</p> <p>It will be necessary to develop policies within the RSS Revision to ensure (a) the highest standards of water efficiency in new development (25% efficiency savings would be needed to address water deficits under Options 2 and 3) and (b) that recycled aggregate is increased.</p>
<p>1.2 Promote and support the development of new high value and low impact technologies, especially resource-efficient technologies and environmental technology initiatives</p>	?	<p>Housing growth per se will not have any impact on the development of resource efficient/environmentally-sound technologies or the use of design/construction techniques, unless RSS policy requires the deployment of such technologies and methods in new development (eg applying environmental design standards such as EcoHomes, embedding renewable energy technologies etc). By stimulating demand for these technologies and methods, this may support their development and supply by businesses in the West Midlands.</p>
<p>1.3 Promote and ensure high standards of sustainable resource efficient design, construction and maintenance of buildings, both new build and existing stock, where possible exceeding the requirements of the Building Regulations</p>		

Sustainability Appraisal/RSDf Objective		Overall Implications of Spatial Options Paper
<p>1.4 Increase use of public transport, cycling and walking as a proportion of total travel in order to reduce road traffic congestion, pollution and accidents, and improve health through increased physical activity</p>	?	<p>The Spatial Options Paper does not include general policies relating to the development of public transport or the promotion of walking and cycling, although there are sections on 'Park and Ride' and 'Airports'. However, there are a number of issues arising from proposals within the Spatial Options Paper which may have indirect implications for these issues, eg:</p> <ul style="list-style-type: none"> <li>• All of the spatial options will result in a greater proportion of housing being located outside of the MUAs, where public transport is likely to be a more practical mode of transport for more journeys. By allowing for growth of new housing and households away from these areas, into areas where public transport is possibly less well developed, there is a danger that more of the Region's population would need to travel further to access employment, services etc.</li> <li>• By relating the provision of new employment land to the distribution of housing, the Spatial Options paper may contribute to reducing travel-to-work distances.</li> <li>• By focusing new office development in town centres, the Spatial Options Paper is likely to promote public transport, walking and cycling as options for commuter travel.</li> <li>• The stricter parking standards for new developments will make car use a less attractive option in the longer term.</li> <li>• Although the use of public transport at the Region's airports is expected to meet a target of 25% at Birmingham Airport, the four-fold increase in passenger numbers will mean that the overall number of car journeys to those airports will increase dramatically.</li> <li>• Park and ride policies will provide an alternative to car use for accessing town centres.</li> </ul> <p>The overall impact on transport patterns is very unclear, and it is impossible to predict accurately without carrying out modelling. Furthermore, any impacts that might arise from proposals in the Spatial Options Paper are likely to be mitigated or exacerbated by regional or local transport (particularly public transport) policies, which are not covered by the Phase 2 Revision.</p>
<p>1.5 Ensure development is primarily focused in the major urban areas, and makes efficient use of existing physical infrastructure and reduces need to travel, especially by private car</p>	?	<p>Waste arisings will rise with increased levels of development under the three options, from more households and increased economic activity. Municipal waste is likely to increase by between 13% and 25% (up to 761,000 tonnes per year); commercial and industrial waste is expected to increase by 50% (from 7mt to 10.5mt). The waste policy section does not include any policy on promoting waste minimisation to reduce these arisings.</p> <p>The impact of increased waste arisings can be mitigated by the waste policies set out in the Spatial Options Paper, eg through recycling and recovery rather than disposal to landfill. The waste policies currently strongly promote the recovery of both municipal and commercial/industrial waste, and residual waste to landfill will reduce for all three options. Recycling of construction and demolition waste would be supported although there is no explicit policy proposed to increase recycling for C&amp;I waste or MSW.</p> <p>In terms of use of recycled materials, at present there is no policy relating to the use of such materials in physical development projects. However, the waste policy section aims to encourage on-site recycling of C&amp;D waste, which should help to ensure higher use of recycled materials particularly for replacement of demolished housing.</p>
<p>1.6 Encourage and enable waste minimisation, reuse, recycling and recovery to divert resources away from the waste stream, including the use of recycled materials where possible</p>	?	<p>Waste arisings will rise with increased levels of development under the three options, from more households and increased economic activity. Municipal waste is likely to increase by between 13% and 25% (up to 761,000 tonnes per year); commercial and industrial waste is expected to increase by 50% (from 7mt to 10.5mt). The waste policy section does not include any policy on promoting waste minimisation to reduce these arisings.</p> <p>The impact of increased waste arisings can be mitigated by the waste policies set out in the Spatial Options Paper, eg through recycling and recovery rather than disposal to landfill. The waste policies currently strongly promote the recovery of both municipal and commercial/industrial waste, and residual waste to landfill will reduce for all three options. Recycling of construction and demolition waste would be supported although there is no explicit policy proposed to increase recycling for C&amp;I waste or MSW.</p> <p>In terms of use of recycled materials, at present there is no policy relating to the use of such materials in physical development projects. However, the waste policy section aims to encourage on-site recycling of C&amp;D waste, which should help to ensure higher use of recycled materials particularly for replacement of demolished housing.</p>

Sustainability Appraisal/RSDf Objective		Overall Implications of Spatial Options Paper
1.7 Encourage local sourcing of food, goods and materials	?	<p>The Spatial Options Paper does not appear to have any significant direct implications for promoting the local sourcing of goods etc.</p> <p>The expansion of airports and logistics sites is likely to facilitate the transport of food, goods and materials into the Region, potentially working against efforts to encourage local sourcing. Encouraging the use of on-site recycled C&amp;D waste should help to reduce the need to transport primary aggregates or recycled materials from elsewhere.</p>
1.8 Reward efficient resource use and encourage development of alternative and renewable resources in order to reduce dependence on fossil fuels	?	<p>The Spatial Options Paper does not directly address the issue of resource efficiency and the use of renewables, and there are no policies relating to the design of housing and other developments in terms of resource use, energy etc. However, current proposals could have indirect and potentially significant implications for these issues, both positive and negative, for example:</p> <ul style="list-style-type: none"> <li>• The location of greater levels of housing outside the MUAs may result in more intra-regional movement of people and goods, rather than offering opportunities for more efficient transport patterns.</li> <li>• Other policies – on offices, park and ride, parking and retail development – should encourage more efficient use of transport infrastructure.</li> <li>• Waste policies will encourage recovery of resources from waste.</li> <li>• Airports policies will result in significant increases of air traffic and surface transport.</li> </ul> <p>The overall impacts for efficient resource use and use of renewables is unclear.</p>
1.9 Encourage corporate social and environmental responsibility, with regional organisations and agencies leading by example	O	<p>The Spatial Options Paper does not have any significant implications, or particular relevance, for the development of corporate social and environmental responsibility, although the waste policies would require all housing developers to develop site waste management plans.</p>
1.10 Encourage and support a culture of enterprise and innovation, including social enterprise	+	<p>The Spatial Options Paper does not explicitly deal with issues around enterprise and innovation, although it clearly seeks to ensure that appropriate infrastructure is in place to support economic development, enterprise and innovation (eg by providing sufficient employment land, by addressing a lack of Regional Investment Sites). In addition, the waste policies (which will require a significant increase in treatment capacity) will require the waste sector to develop innovative ways to handle increasing waste arisings.</p>
1.11 Achieve a strong, stable and sustainable economy and prosperity for the benefit of all the Region's inhabitants	+	<p>The Spatial Strategy aims to ensure that infrastructure is in place to support economic development within the Region. As well as providing sufficient housing to meet demand, the paper seeks to deliver other infrastructure for economic activity, including employment, Regional and Major Investment Sites, Regional Logistics Sites, office space etc. Although it is impossible for this appraisal to predict how the proposals are likely to impact on economic development and prosperity, it seems likely that the Region's economy would be supported by the proposals outlined in the Spatial Options Report.</p>

Sustainability Appraisal/RSDf Objective		Overall Implications of Spatial Options Paper
<b>2. Climate Change and Energy</b>		
2.1 Reduce overall energy use through increased energy efficiency	-	<p>The levels of growth in housing and households proposed in the Spatial Options Paper, and the increase in economic activity, transport and other activities, is extremely likely to increase energy demand in the Region. There are currently no policies relating to energy (or resource) efficiency for developments.</p> <p>Some aspects of the Spatial Options Paper may partially mitigate this increase, for example:</p> <ul style="list-style-type: none"> <li>• Park and ride policies, which could encourage people to use public transport</li> <li>• Parking provision, which in the longer term will have an impact on the availability of car parking spaces and may de-incentivise private car use</li> </ul> <p>Other aspects are likely to have the opposite effect, for example:</p> <ul style="list-style-type: none"> <li>• Airports expansion will increase energy use through air travel, surface transport and economic activity</li> </ul>
2.2 Increase the proportion of energy generated from renewable and low carbon sources, including by micro-generation, CHP, district heating, and in transportation	+	The Spatial Options Paper does not contain specific policies relating to energy generation (eg on the deployment of renewable technologies in new housing), although the waste policies are likely to result in increased energy recovery (some of which may count as renewable energy).
2.3 Minimise the Region's contribution to the causes of climate change by reducing emissions of greenhouse gases from transport, domestic, commercial and industrial sources	-	<p>The growth in housing/households, economic activity and transport seem certain to increase gross energy demand in the Region (although demand per head may decrease). Figures are not yet available for how much energy demand may increase from current levels. Unless renewable energy capacity is significantly increased, emissions of CO<sub>2</sub> will rise as a result. The use of more energy efficient design and processes (eg in new housing) will help to mitigate demand and therefore reduce the rate of CO<sub>2</sub> increase.</p> <p>Waste policy is one area where reductions in emissions of greenhouse gases may be achieved, in particular by reducing the amount of waste being landfilled (a major source of methane) and by making recycled materials available as alternatives to raw materials.</p>
2.4 Implement a managed response to the unavoidable impacts of climate change, ensuring that the design and planning process takes into account predicted changes in the Region's climate	?	The Spatial Options do not appear to have been developed in light of predicted climate change impacts. It is unclear whether any predictions have been made about the future impacts of climate change in the West Midlands.
2.5 Land use and development that takes into account predicted changes in the Region's climate including flood risk		

Sustainability Appraisal/RSDF Objective		Overall Implications of Spatial Options Paper
<b>3. Natural Resource Protection and Environmental Enhancement</b>		
3.1 Value, protect, enhance and restore the Region's environmental assets, including the natural, built and historic environment and landscape	?	<p>The proposals set out in the Spatial Options Paper will have significant impacts for the Region's environmental assets, most directly through the land-take that would result from developments. Most impacts will be site-specific, and effects could be mitigated through the implementation of policies on design and other issues, so it is not generally possible to predict effects on specific environmental assets from the proposals put forward in the Spatial Options Paper.</p> <p>However, some general observations can be made about the quantities and types of land that may be used for proposal developments:</p> <ul style="list-style-type: none"> <li>• While existing RSS policy requires policy to be given to PDL, it is also clear that not all development can be located on PDL identified in the Urban Capacity studies.</li> <li>• In terms of proposed housing growth, all of the options will require the use of significant quantities of non-PDL (varying from 1,765ha under Option 1 to 6,135ha under Option 3).</li> <li>• An additional amount of land (between 4,654ha and 5,244ha) will be required for employment land purposes; it is unclear how much PDL would be available for this development.</li> </ul> <p>There will also be impacts arising from transport and economic activity that cannot be predicted but are likely to be locally significant.</p>
3.2 Value, maintain, restore and re-create regional biodiversity, where possible using approaches that improve the resilience of natural systems such as linking fragmented habitats		<p>At this stage, work to assess the effects of spatial options on key biodiversity assets (in particular international sites) has not been carried out. Furthermore, most of the proposals set out in the Spatial Options Paper are not location-specific, and cannot be related to biodiversity receptors.</p> <p>However, in general terms, the levels of development which are being proposed in the Spatial Options Paper will place increased pressures on biodiversity (from increased land-take, pollution and disturbance etc), unless effective mitigation measures are implemented on those developments at a local level. Other proposed developments could have impacts which cannot be mitigated, for example, the expansion of capacity at Birmingham Airport which may affect a neighbouring SSSI.</p>
3.3 Minimise air, water, soil, light and noise pollution levels and create good quality air, water and soils		<p>The growth and development proposed in the Spatial Options Paper will result in increased environmental pressures, including air pollution and noise from traffic and some types of development, wastewater from housing and economic activities, and light pollution from urban expansion etc. Mitigation (eg the use of pollution abatement and cleaner/more efficient technologies) could reduce or eliminate some of these pressures, but the Spatial Options Paper does not generally discuss proposals relating to this issue. An exception to this are policies on waste, which will result in a reduction in landfilling, and as a result are likely to reduce risks of pollution to soils and water.</p>

Sustainability Appraisal/RSDf Objective		Overall Implications of Spatial Options Paper
3.4 Encourage land use and development that optimises the use of previously developed land and buildings	+	As already explained, the Spatial Options Paper seeks to implement developments in line with the RSS policy, maximising the use of PDL, and the proposed levels of development will require the use of significant quantities of PDL if targets are to be achieved. For example, housing growth could result in the use of between 8,636ha and 9,613ha (Option 3) of PDL, with between 84.8% and 63.1% of all houses being completed on PDL, above the regional target for PDL use in housing developments. Obviously, however, there will be instances where PDL is not available for development, and it is certain that greenfield sites will be used for some developments. Furthermore, some county and unitary authority-level targets for PDL use (as set out in the RSS) will not be achieved.
3.5 Encourage land use and development that creates and sustains well-designed, high quality built environments that incorporate green space, encourage biodiversity, and promote local distinctiveness and sense of place	?	The Spatial Options Paper does not discuss the design or form of development that would be implemented under the RSS, and it is unclear whether the levels of development proposed could be delivered in a way that supports the objective. It will be important that policies are developed alongside the Preferred Option that addresses these issues.
3.6 Encourage local stewardship of local environments, for example by promoting best practice in agricultural management or enabling communities to improve their neighbourhoods	∅	No effect.
3.7 Promote environmental justice, recognising that deprived areas and disadvantaged communities are more likely to be affected by environmental damage and degradation	+	The Spatial Options Paper does not explicitly seek to address environmental justice by addressing low environmental quality specifically in deprived communities. It is not clear whether the proposals would improve or reduce environmental quality in those communities, although the demolition of poor quality housing and its replacement with new housing developments is likely to have a significant, positive effect on the quality of life for communities affected by those developments.
<b>4. Sustainable Communities</b>		
4.1 Enable communities to influence the decisions that affect their neighbourhoods and quality of life	+	Many of the proposals would be subject to local planning processes where local communities would be consulted on proposals.
4.2 Ensure easy and equitable access to services, facilities and opportunities, including jobs and learning, and that people are not disadvantaged with regard to ethnicity, gender, age, disability, faith, sexuality, background or location	?	The distribution of houses in the Spatial Options Paper would weaken efforts to concentrate households in MUAs, and this is likely to reduce the accessibility of higher order services and opportunities that would be located in the MUAs. However, other proposals in the paper would promote access, including: <ul style="list-style-type: none"> <li>• The location of employment land, which would be focused areas near housing</li> <li>• The location of offices, which would give priority to town centres</li> <li>• Park and ride, which should make town centres more accessible</li> </ul> In addition, the waste policies will help to improve access to waste recycling facilities by requiring that all new developments must have facilities for the collection of separated recyclable waste.

Sustainability Appraisal/RSDf Objective		Overall Implications of Spatial Options Paper
4.3. Address poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantage	+	<p>The Spatial Options Paper does not appear to be focused on assisting communities facing multiple disadvantage, and it is not possible to appraise its likely impact on poverty and disadvantage. However, there are some aspects of the paper which would seem likely to have a positive impact on these issues, including:</p> <ul style="list-style-type: none"> <li>• The demolition and replacement of housing is likely to be in areas of poor quality housing and low housing demand, where disadvantage may be more prevalent</li> <li>• The location of employment land and offices etc, which would be focused in urban areas and more accessible to deprived communities</li> </ul>
4.4 Improve health and reduce health inequalities by encouraging and enabling healthy active lifestyles and protecting health, as well as providing equitable access to health services	?	The overall impacts of the Spatial Options Paper on health, healthy lifestyles and access to health services is unclear. There are no measures or proposals which specifically address health issues.
4.5 Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability to meet local needs, in clean, safe and pleasant local environments	?	<p>A high percentage of the Region's housing stock does not meet the 'decent homes' standard, and parts of the region have major problems of affordability.</p> <p>The spatial options are likely to have positive impact on the issue of unfit/non-decent housing, by proposing the demolition and replacement of large numbers of homes in the MUAs.</p> <p>The problems of affordability are likely to be addressed by the higher growth options, particularly Option 3 which seeks to meet housing demand, but (based on predicted demand) Option 1 would probably fail to address the affordable housing shortage.</p>
4.6 Reduce crime, fear of crime and antisocial behaviour	○	There do not appear to be any important or direct implications for crime arising from the Spatial Options Paper. There are no measures or proposals which specifically address issues of crime.
4.7 Improve opportunities to participate in the diverse cultural, sport and recreational opportunities the West Midlands can offer locally and in the wider region	○	The Spatial Options Paper does not establish policies relating to the protection or provision of cultural, sporting or recreational infrastructure, and it is difficult to identify any obvious links between the paper and this issue.
4.8 Encourage physical development with a better balance of jobs, housing, social and cultural services and amenities within each part of the Region in order to meet local needs locally and encourage stable and sustainable communities	+	In broad terms, the Spatial Options Paper aims to develop a less dispersed pattern of development across the Region, with housing, employment land, office space and other aspects of regional development being focused around MUAs and Sub-Regional Foci (although all of the housing options would slightly reduce the overall proportion of households in the MUAs).
4.9 Ensure that the Region's workforce is equipped with the skills to access high quality employment opportunities suited to the changing needs of the Regional economy, whilst recognising the value and contribution of unpaid work	○	The Spatial Options Paper does not seem to have any impacts on, or direct relevance to, the skills agenda.

Sustainability Appraisal/RSDf Objective		Overall Implications of Spatial Options Paper
4.10 Promote investment in future prosperity, including ongoing investment and engagement in learning and skills development	+	<p>The Spatial Options Paper will establish new infrastructure for economic development and prosperity, in particular employment land, Regional and Major Investment Sites, Regional Logistics Sites, office space and retail development. Although it is impossible for this appraisal to predict the precise impacts that these proposals will have on economic development and prosperity, it seems likely that the Region's economy would be supported by the proposals outlined in the Spatial Options Report.</p> <p>It should be noted that the economic benefit of some important proposals are unclear:</p> <ul style="list-style-type: none"> <li>• In terms of casinos, the Regional Centres Study is not persuaded of an overall economic gain, but rather of offsetting other spend or reducing savings.</li> <li>• Airport expansion could have both positive and negative impacts on the regional economy. The York Aviation study identified the potential for impacts on other economic activity through diversion of resources away from more productive activity, for increased costs of congestion and for loss of jobs and tourism overseas, although this needs to be balanced against the economic benefits of increased trade, inward tourism and investment. The likely balance of effects is not known.</li> </ul> <p>See above for review of implications for skills.</p>



## **8 NEXT STEPS**

### **8.1 INTRODUCTION**

As previously explained, the SA process can be seen as having five stages, as follows:

- Stage 1: Scoping (Tasks A1 to A5 of the ODPM process model)
- Stage 2: SA of Spatial Options Paper (Tasks B1 to B4), including:
  - Testing the RSS and revision objectives against the SA objectives
  - Appraising the spatial options
- Stage 3: Consultation on the SA of the Spatial Options Paper
- Stage 4: SA of the Draft RSS Preferred Option and Policies (Tasks B3 to B6 and C1)
- Stage 5: Consultation on the SA of the Draft RSS Preferred Option and Policies (Tasks D1 to D3)

Stages 1 and 2 are now complete. This *Options Appraisal Report* is the key output resulting from work carried out under Stage 2 of this process, and provides the basis for consultation under Stage 3.

This section presents a review of how the remaining stages of this Sustainability Appraisal will be carried out.

### **8.2 STAGE 3: CONSULTATION ON THE SA OF THE SPATIAL OPTIONS PAPER**

Consultation on this *Options Appraisal Report*, and on the Spatial Options Paper itself, will begin with a launch event on 8 January 2007 and run for three months. This report will be available through the WMRA website.

### **8.3 STAGE 4: SA OF THE DRAFT RSS PREFERRED OPTION AND POLICIES**

The development of the Preferred Option and Policies, which will become the draft Phase 2 Revision Document, will begin following the end of the consultation phase. Consultation responses will inform the development of the Preferred Option and Policies.

As the Preferred Option and Policies are developed, they will again be subject to an iterative appraisal process, whereby proposals can be amended so that negative impacts are reduced or mitigated, opportunities are taken advantage of, and the SA/RSDF objectives are promoted more effectively.

A final draft Phase 2 Revision Document, setting out the Preferred Option and Policies, will eventually be subject to a formal sustainability appraisal, which will result in the production of a *Sustainability Appraisal Report*. This report is likely to contain information on the following issues:

- Sustainability Appraisal methodology

- Summary of key points from scoping stage
- Summary of key findings from options appraisal stage
- Assessment and evaluation of the effects of Preferred Option and Policies
- Mitigation measures
- Monitoring measures
- Explanation of how the Sustainability Appraisal has influenced the Phase 2 Revision process
- Explanation of how the Sustainability Appraisal has met the requirements of the SEA Directive
- Non-technical summary of the above

#### **8.4**

##### ***STAGE 5: CONSULTATION ON THE SA OF THE DRAFT RSS PREFERRED OPTION AND POLICIES***

Consultation on the draft Phase 2 Revision Document (containing the Preferred Option and Policies) will run between when and when, and the *Sustainability Appraisal Report* will also be subject to consultation at the same time.