

Strategic Environmental Assessment (SEA)

Draft Car and Cycle Parking Standards Supplementary Planning Document

Screening Report

June 2017

1. Introduction

This screening report is designed to determine whether or not the Rushmoor Car and Cycle Parking Standards Supplementary Planning Document (SPD) requires a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004. The primary aim of the SPD will be to help the Council's customers by setting out the level of parking provision required for differing types of new development. This will include guidance on the levels of car, cycle, motorcycle and disabled parking that should be provided. Information and advice on design and layout will also be included.

The legislative background for a screening exercise is set in Section 2 below. Section 3 provides a screening assessment of the likely significant environmental effects of the SPD and the need for a full SEA.

2. Legislative Background

The legislative basis for Strategic Environmental Assessments and Sustainability Appraisal (SA) is European Directive 2001/42/EC which was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004, known as the SEA Regulations. Detailed guidance on these regulations can be found in the Government publication 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM2005):

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practical_guidesea.pdf

The Planning and Compulsory Purchase Act 2004 first required Local Authorities to produce Sustainability Appraisals (SA) for all local development documents to meet the requirement of the EU Directive on SEA. In England it is considered best practice to incorporate requirements of the SEA Directive into an SA when required.

The Planning Act 2008 removed the requirement to undertake a Sustainability Appraisal for all Supplementary Planning Documents, as they do not normally introduce new policies or proposals or modify planning documents which have already been subject to Sustainability Appraisal. However, the Council is still required to screen its SPDs to ensure that the legal requirements for SA are still met where there are impacts that are not covered in the appraisal of an adopted parent DPD (Development Plan Document) or where an assessment is required by the SEA Regulations.

The principal DPD for Rushmoor Borough is the Rushmoor Borough Local Plan (Core Strategy).

During preparation of the plan work was undertaken to ensure the Plan was compliant with both the requirements of Sustainability Appraisal and SEA. The Rushmoor Borough Pre-Submission Core Strategy Sustainability Appraisal is the penultimate document in this process and accompanied the Pre-Submission Plan. It is available to view online:

The Local Plan (Core Strategy) went on to be adopted with no changes being made that would affect the sustainability appraisal findings in respect of parking. Other Sustainability Appraisal documents published to support the Local Plan, including the Local Plan (Allocations) can be viewed on our website.

This report focuses on screening for the SEA and the criteria for establishing whether a full assessment is needed for the Parking SPD.

3 Assessment

The diagram below, taken from 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM 2005), illustrates the process for screening a planning document to ascertain whether a full SEA is required:

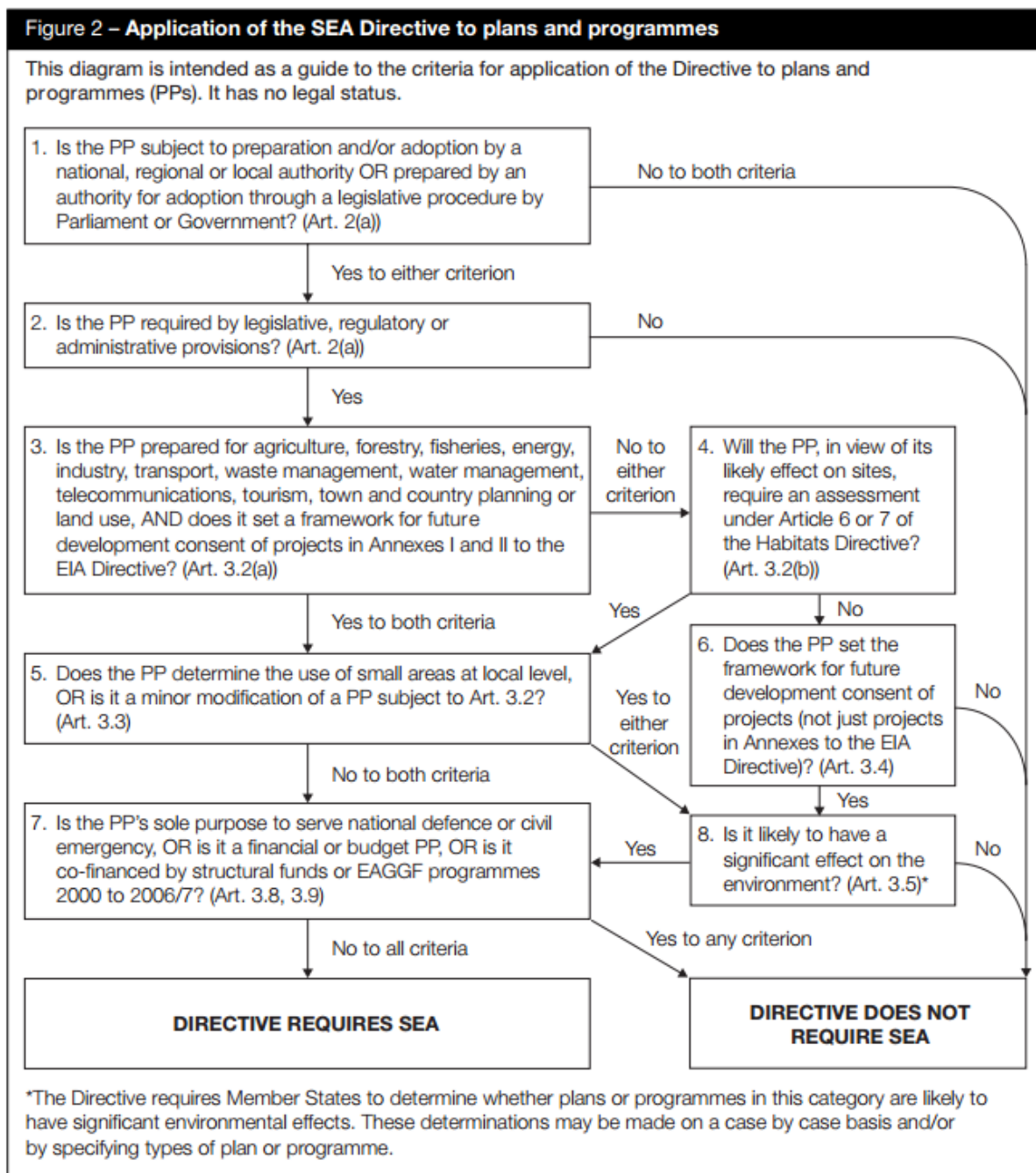


Table 1 later shows the assessment of whether the Parking SPD will require a full SEA. The questions in the table are drawn from the diagram above.

Table 1: Requirement for SEA

Decision making criteria	Yes/No	Reason
<p>1. Is the PP (plan or programme) subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a)) If no, SEA not required. If yes, go to Q.2</p>	Yes	The Rushmoor Car and Cycle Parking Standards Supplementary Planning Document (SPD) is prepared by the local authority
<p>2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a)) If no, SEA not required. If yes, go to Q.3</p>	Yes	The SPD is required for administrative purposes. The document will provide additional information to supplement the Local Plan (Core Strategy) and will be used in assessing the adequacy of the levels of parking provision in planning applications
<p>3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a)) If no, go to Q.4 If yes, go to Q5</p>	No	Although the SPD is prepared for transport and town and country planning purposes, it does not set a framework for future consent of projects in Annexes I and II to the EIA Directive
<p>4. Will the PP, in view of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b)) If no, go to Q.6 If yes, go to Q.5</p>	No	No The SPD is not likely to have an effect, particularly given that it will have little influence over the location of development and therefore is unlikely to have an impact on habitats.

Decision making criteria	Yes/No	Reason
5. Does the PP Determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (Art. 3.3) If no, go to 7 If yes, go to 8	Yes	Yes The SPD does not constitute a modification of any plan but it will set out parking standards which will inform the use of the land at a local level
6. Does the PP set the framework for future development consent of projects (not just projects in annexes to the EIA Directive)? (Art 3.4) If no, SEA not required If yes, go to 8	Yes	Yes This SPD will be accorded weight as a material planning consideration in the determination of planning applications
7. Is the PP's sole purpose to serve the national defence or civil emergency, OR is it a financial or budget PP, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art 3.8, 3.9) If no, SEA required. If yes, SEA not required	No	The SPD will not serve the national defence or civil emergency, it is not a financial or budget PP, and it is not co-financed by structural funds or EAGGF programmes
8. Is it likely to have a significant effect on the environment? (Art. 3.5) If no, SEA not required If yes, SEA required	No	See Tables 2 and 3 for full details.

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

Table 2: The Characteristics of the Plan or Programme

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

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

Criterion	Response	Is the effect significant?
(a) What are the probability, duration, frequency and reversibility of the effects of the SPD	The Parking SPD will provide supplementary guidance to Policies CP16 and CP17 of the Rushmoor Borough Local Plan (Core Strategy) and Policy IN2 of the emerging Rushmoor Local Plan which sets planning policy to 2032. The SPD will influence the nature of parking at new developments following its adoption and the effects are considered to be localised in nature. The effects of the SPD will be apparent for the duration of the development, which are likely to be long-term, and irreversible without alteration to the actual development.	No
(b) What are the cumulative nature of the effects of the SPD	The cumulative effects are considered to be positive with better/more appropriate parking having a positive effect on the environment. The SPD may encourage more sustainable modes of travel. Modal shift has various positive environmental implications including reducing carbon emissions, reducing air pollutants, reducing noise, as well as having positive economic and social implications	No
(c) What is the transboundary nature of the effects of the SPD	There are no anticipated transboundary effects	No
(d) Are there any risks to human health or the environment from the SPD	There are not considered to be any risks to human health or the environment that will result from implementation of the SPD	No
(e) What is the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected) of the SPD	The SPD will be applicable to developments within the Borough of Rushmoor, which covers a total area of 3,905 hectares and has a population of 93,807 (2011 Census). The majority of development will take place within the urban area. Although this is sizeable any anticipated effects arising from the SPD would be small scale and confined to the site and the immediate area and population surrounding a development	No

Criterion	Response	Is the effect significant?
(f) Is the value and vulnerability of the area likely to be affected due to: i. special natural characteristics or cultural heritage ii. exceeded environmental quality standards or limit values, or iii. intensive land use	The Borough contains numerous heritage assets, including conservation areas and listed buildings which are dispersed throughout the built up area and contains numerous natural sites that have either a local or national designation. It is not anticipated that the Parking Standards SPD will have any adverse effects on any of the listed considerations	No
(g) Will the SPD have effects on areas of landscape which have are recognised national, EC or international protection status	The Borough contains a number of areas of biodiversity importance. These include parts of the Thames Basin Heaths Special Protection Area. international designations comprise the Special Protection Area (SPA) and a number of local nature reserves. Any impacts arising from the SPD are considered to be small scale and localised in nature. Appropriate parking provision on developments near these sites will avoid indiscriminate parking encroaching onto sites of importance.	No

4 Determination of the need for SEA

On the basis of this screening process, although Table 1 shows that SEA may be required, the results from Tables 2 and 3 show it to be unlikely that there will be any significant environmental effects arising and as such, it is the council's opinion that no SEA is required.

5 Consultation

In accordance with Regulation 9 (2) (b), the screening opinion will be sent to the three statutory consultation bodies for consideration:

Environment Agency

Historic England

Natural England

This screening report will also be made available on the Council's website.

The consultation period commences on 7 July 2017 and closes on 6 September 2017.

Representations should be made to:

Planning Policy

Rushmoor Borough Council

Council Offices

Farnborough Road

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