

# Screening Statement on the determination of the need for Strategic Environmental Assessment (SEA) for the Southampton City Council (SCC) Parking Standards Supplementary Planning Document (SPD)

## **1.0 Introduction: Strategic Environmental Assessment screening and the 2004 Regulations**

1.1 Under the Environmental Assessment of Plans and Programmes Regulations 2004 (the Regulations), Councils must carry out a Strategic Environmental Assessment (SEA) of land-use and spatial plans.

1.2 Where the Council can demonstrate that any land-use or spatial plan is unlikely to have significant environmental effects (Regulation 9(3)), or where the proposed development is less than 0.5 hectares in area, a SEA will not be required.

1.3 The first stage in the SEA process is for the Council to determine whether or not a plan is likely to have a significant effect on the environment. The regulations advise that this is determined by a screening process, which should use a specified set of criteria (set out in Schedule 1 of the Regulations). The results of this process must be summarised in an SEA screening statement, which must be publicly available.

1.4 The Council has a duty to consult with specified environmental organisations (Natural England, English Heritage and the Environment Agency) when determining the need for SEA. We did not receive any response from any of the statutory environmental consultees regarding an SEA scoping opinion within the specified timescale. Therefore SEA scoping has not been deemed to be required for this Parking Standards SPD.

1.5 In situations where SEA is not deemed to be required, the Council has a duty to prepare a statement of its reasons for determining that SEA is not required. The SEA Screening Statement should provide sufficient information to demonstrate whether the SPD is likely to have significant environmental effects. In the situation whereby it is concluded that there are not to be significant environmental effects and therefore no need for SEA this statement will clearly indicate the reasons for such a decision.

## **2.0 Southampton Parking Standards SPD**

2.1 The Parking Standards SPD sets out requirements and guidance for developers regarding parking provision at new development sites outside the City Centre area. It provides additional detail and advice in support of LDF Core Strategy policy CS19 (Car & Cycle Parking). The SPD covers the following specific areas:

- Maximum parking standards for motor vehicles
- Minimum parking standards for cycles
- Design requirements and guidance for motor vehicle and cycle parking
- Transport assessment and Travel Plan thresholds

2.2 The preparation of the SPD has involved consultation with statutory consultee groups, the local community of developers and their advisers, local business representatives, and the general public. Consultation was carried out in line with SCC's adopted Statement of Community Involvement (SCI), and with the requirements set out in the Town and Country Planning (Local Development) (England) Regulations 2004.

### 3.0 Assessment of requirement for SEA

#### The Environmental Assessment of Plans and Programmes Regulations 2004

In principle, supplementary planning documents should not be subject to the SEA Directive or require sustainability appraisal because they do not normally introduce new policies or proposals or modify planning documents which have already been subject to sustainability appraisal. However, a supplementary planning document may occasionally be found likely to give rise to significant effects which have not been formally assessed in the context of a higher-level planning document.

<http://www.pas.gov.uk/pas/core/page.do?pagelId=469626#contents-3> – PAS, 18 March 2010

#### *Determinations of the responsible authority:*

This section has no associated Explanatory Memorandum

9.—(1) The responsible authority shall determine whether or not a plan, programme or modification of a description referred to in—

(a) paragraph (4)(a) and (b) of regulation 5;  
(b) paragraph (6)(a) of that regulation; or  
(c) paragraph (6)(b) of that regulation,  
is likely to have significant environmental effects.

(2) Before making a determination under paragraph (1) the responsible authority shall—

(a) take into account the criteria specified in Schedule 1 to these Regulations; and  
(b) consult the consultation bodies.

(3) Where the responsible authority determines that the plan, programme or modification is unlikely to have significant environmental effects (and, accordingly, does not require an environmental assessment), it shall prepare a statement of its reasons for the determination.

SCHEDULE 1- CRITERIA FOR DETERMINING THE LIKELY SIGNIFICANCE OF EFFECTS ON THE ENVIRONMENT

This schedule has no associated Explanatory Memorandum

**1. The characteristics of plans and programmes, having regard, in particular, to:**

Criterion	Is there effect?	Is there a significant environmental impact?	Justification
(a)the degree to which the SCC Parking Standards SPD sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	Yes	No	The SCC Parking Standards SPD sits at the lowest tier of the development plan system. In this respect it does not set a framework for other plans and strategies. Instead it offers site specific guidance to implement policies within the Core Strategy.
(b)the degree to which the SCC Parking Standards SPD influences other plans and programmes including those in a hierarchy;	No	No	The SCC Parking Standards SPD sits at the lowest tier of the development plan system. In this respect it does not set a framework for other plans and strategies.
(c)the relevance of the SCC Parking Standards SPD for the integration of environmental considerations in particular with a view to promoting sustainable development;	Yes	No	<p>The SCC Parking Standards SPD sets out the maximum amounts of motor vehicle parking and minimum amounts of cycle parking that may be provided at new developments outside the city centre area. It also provides guidance on the types of design of vehicle and cycle parking that SCC wish to see.</p> <p>To this end the contents of the SPD will directly influence the amount of parking provided at new developments, with implications for land use, drainage and runoff, and aims to reduce the impact that parking has with regards drainage and runoff. Through implementation of the design recommendations, there may be indirect (positive) effects on associated topics aspects such as road safety, aesthetics and landscaping. The Parking Standards SPD design recommendations encourage and promote sustainable development.</p> <p>Also, as the parking standards</p>

		<p>are designed to restrict parking provision at the destination of trips, there is a likelihood that they will indirectly influence the mode choice and hence environmental impact of trips to/from new developments. Again, this impact is likely to be positive, and act as one of a suite of measures and policies that encourage sustainable travel behaviour.</p> <p>The SPD will not however provide an environmental policy in its own right, and so does not have a significant environmental impact on environmental considerations.</p>
<p>(d)environmental problems relevant to the SCC Parking Standards SPD; and</p>	<p>Yes</p>	<p>No</p> <p>Standards regarding provision of parking at new developments are set out by this SPD. To this end, in some circumstances, the contents of this SPD may influence the decision on whether or not to develop a site, or use a site for a certain purpose. However as this is a general policy and guidance document, it does not directly address environmental problems at specific locations.</p> <p>As noted in section 1c, provision of parking spaces is a change of land use and can lead to increases in rainwater runoff. Whilst most development where this SPD will apply is anticipated to take place on brownfield sites or be regenerations of existing active sites, and consequently provision of parking on land is unlikely to significantly affect runoff levels, the SPD's aims of minimising parking provision in the most accessible areas, coupled with expectations regarding use of Sustainable Urban Drainage Systems and permeable surfacing should minimise additional runoff impacts at the few Greenfield sites that may come forward. In some cases, these requirements may lead to reductions in runoff from brownfield/ regeneration</p>

			<p>sites compared to previous use, depending on what this use was.</p> <p>As also noted in section 1c, parking availability at a journey destination has a substantial effect on mode choice. By providing stricter requirements on parking provision at key destinations, and also in the city centre (via the separate City Centre Action Plan Parking Standards), over time, this SPD may help to encourage more sustainable mode choice for some journeys. This aim is supported by the reduced parking that may be provided in highly accessible areas, increasing the viability of public transport links. Modal shift has positive effects on many environmental indicators such as carbon and other greenhouse gas emissions, noise, air quality, etc.</p>
(e)the relevance of the SCC Parking Standards SPD for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	No	No	The SCC Parking Standards SPD is not relevant to implementation of EC legislation.

**2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:**

Criterion	Is there a significant environmental impact?	Justification
(a)the probability, duration, frequency and reversibility of the effects of SCC Parking Standards SPD;	No	The SCC Parking Standards SPD will not set policy. It will however provide supplementary guidance to LDF Core Strategy policies, and influence the nature of parking at developments to which they are applied. Therefore the effects of this SPD may be apparent for the life of the developments to which it applies, which may range from under 50 years to potentially hundreds of years. These effects will occur at locations where compliant development occurs, and may not be reversible

		<p>without alteration to the development.</p> <p>It should be noted that any effects of the requirements of this SPD (ie parking quantity and design) would be broadly similar to the effects of the existing policy, and some design guidance and requirements of the new Parking Standards SPD should provide positive effects compared to existing requirements.</p>
(b)the cumulative nature of the effects of the SCC Parking Standards SPD;	No	The SCC Parking Standards SPD is not anticipated to have any significant cumulative effects.
(c)the transboundary nature of the effects of SCC Parking Standards SPD;	No	There are no anticipated trans-boundary issues across member states.
(d)the risks to human health or the environment (for example, due to accidents) of the SCC Parking Standards SPD;	No	There are no significant direct risks to human health or the environment of this SPD. Through design guidance, aspects such as safety (with regards to road traffic and pedestrians/ vulnerable highway users) may be improved.
(e)the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	No	Any anticipated effects would be small-scale, and confined to the site and immediate area.
(f)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; and	No	<p>This SPD is a supplement to policy (Southampton LDF Core Strategy) which is likely to have significant effects.</p> <p>However the Parking Standards SPD is not itself likely to have negative effects on any of the listed considerations. In fact, through improved design guidance and updated design requirements, new developments compliant with these parking standards should complement the listed considerations.</p> <p>There is no anticipated significant effect on cultural heritage in the city.</p>
(g)the effects on areas or landscapes which have a recognised national, Community or international protection status.	No	Not relevant- no such areas within the area this SPD will apply.