

Parking Standards and Transport Assessments  
Supplementary Planning Document

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# Strategic Environmental Assessment & Sustainability Appraisal screening statement

July 2014

## **1.0 Introduction**

- 1.1 This statement sets out Portsmouth City Council's (the council) determination under Regulation 9 of the Environmental Assessment of Plans and Programmes Regulations 2004 (which transposed EC Directive 2001/42/EC) on whether or not a Strategic Environmental Assessment (SEA) is required for the Parking Standards and Transport Assessments Supplementary Planning Document (SPD).
- 1.2 Under separate legislation (Planning and Compulsory Purchase Act 2004 and associated Regulations), the council is also required to carry out a Sustainability Appraisal (SA) for all Development Plan Documents (DPDs). This process is designed to consider the environment, social and economic impacts of the proposed plan / document.
- 1.3 Whilst the Planning Act 2008 and Town and Country Planning (Local Development) (England) Regulations 2012 removed the requirements for a SA to be produced for all SPDs, the council is still required to screen its SPDs to ensure that the legal requirements for sustainability appraisals are met where there are impacts that are not covered in the appraisal of a parent DPD or where an assessment is required by the SEA regulations. This statement also sets out whether or not a SA is required for the draft SPD.

## **2.0 Background of the Parking Standards and Transport Assessments SPD**

- 2.1 The purpose of the Parking Standards and Transport Assessments SPD is to supplement policy PCS17 Transport of the adopted Portsmouth Plan, replacing the existing Residential Parking Standards SPD (November 2008) and Appendix 9 of the previous Local Plan (Portsmouth City Local Plan 2001-2011). The Portsmouth Plan is the 'parent DPD', which has been subject to SA incorporating SEA<sup>1</sup>.
- 2.2 The SPD sets:
  - Portsmouth City Council's standards and design principles for car parking in residential and non-residential developments;
  - Standards and design guidance for cycle parking provision, and
  - Guidance on when transport assessments and travel plans will be required to address the transport impacts of developments.

## **3.0 The Strategic Environmental Appraisal process**

- 3.1 The first stage of the process is for the council to determine whether or not the SPD is likely to have significant effects on the environment. This screening process includes assessing the SPD against a set of criteria (as set out in Schedule 1 of the regulations). The results of this have been set out in Appendix 1 of this statement. The aim of this statement is to provide sufficient information to demonstrate whether the SPD is likely to have significant environmental effects.

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<sup>1</sup> Local Development Framework, Sustainability Appraisal Report, Core Strategy (Regulation 27), Portsmouth City Council, February 2011: <http://www.portsmouth.gov.uk>

3.2 The council has consulted the Environment Agency, English Heritage and Nature England on this screening statement as part of the consultation on the SPD, which took place between December 2013 and January 2014. No comments were made on the screening statement.

3.3 Where the council determines that a SEA is not required then under Regulation 9(3) the council must prepare a statement setting out the reasons for this determination. **This statement is Portsmouth City Council's Regulation 9(3) statement.**

#### **4.0 Sustainability Appraisal**

4.1 Whilst there is no statutory reason to undertake a SA of SPDs, the council has considered whether a SA of this SPD is required. The council has determined that the SPD is unlikely to have significant environmental, social or economic effects beyond those of the policy it supplements (PCS17 of the Portsmouth Plan). In coming to this conclusion the council is mindful that this SPD does not create new policies and serves only to expand on existing policy within its 'parent DPD', the Portsmouth Plan (which has already been subject to SA incorporating SEA).

#### **5.0 Habitats Regulations Assessment**

5.1 In addition to SEA and SA, the council is also required to consider Habitats Regulations Assessment (HRA). HRA is the process used to determine whether a plan or project would have significant adverse effects upon the integrity of internationally designated sites of nature conservation importance, known as European sites or European offshore marine sites. The need for a HRA is set out within the Conservation of Habitats and Species Regulations 2010 (which transposed EC Habitats Directive 92/43/EEC).

5.2 The regulations state the council must assess the potential effects of its land use plans, in this case the SPD, against the conservation objectives of any sites designated for their nature conservation importance. A HRA<sup>2</sup> has been carried out on the 'parent DPD', the Portsmouth Plan.

5.3 Although PCS17 was screened into the HRA of the Portsmouth Plan, this was solely on the basis of the reference to the Tipner to Horsea Island Bridge, which has no bearing on the Parking Standards and Transport Assessments SPD. The rest of the policy is considered to be unlikely to have a significant effect on the integrity of European sites. As the purpose of this SPD is to expand on this policy, the council has determined that a HRA is not required.

#### **6.0 Conclusions**

6.1 On the basis of the screening process **it is the council's opinion that the Parking Standards and Transport Assessment SPD does not require a Strategic Environmental Appraisal or a Sustainability Appraisal.** This is because there will be no significant environmental, social or economic effects arising from its implementation and that it supplements policy PCS17 of the Portsmouth Plan.

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<sup>2</sup> Habitats Regulations Assessment for the Portsmouth Core Strategy, Submission Stage, July 2011 (<http://www.portsmouth.gov.uk>)

## Appendix 1 - SEA screening for the Parking Standards and Transport Assessments SPD

Criteria (Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004)	Portsmouth City Council's response
<b>Characteristics of the plan or programme</b>	
(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	The SPD provides more detail to the policies and principles established within the Portsmouth Plan (which has already been subject to SA incorporating SEA), particularly policy PCS17. The purpose of the SPD is to set a framework for the policy's implementation and to give developers more detailed information on the expected parking standards.
(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	The SPD is at the lower tier of the development plan hierarchy, as it sits underneath the Portsmouth Plan (the Local Plan). The purpose of the document is to supplement the policies in the Portsmouth Plan and to guide the preparation and determination of planning applications. It does not influence any other planning policy documents. The SPD is linked to the Council's Parking Strategy, but does not influence the content of that strategy.
(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development.	The SPD sets out parking standards that seek to acknowledge that people want to own a car, but at the same time encourages them to use other modes of transport to get to their destinations. The SPD will require applicants to demonstrate why the level of parking proposed in a development is appropriate, which includes whether it is sustainable or not. It also places an emphasis on providing for sustainable modes of transport such as the bicycle.
(d) environmental problems relevant to the plan or programme.	The document seeks to play a part in addressing people's reliance on car use, and the related issues of congestion and air quality.
(e) the relevance of the plan or programme for the implementation of community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	The SPD seeks to provide further detail to policy PCS17 of the Portsmouth Plan. Both the Portsmouth Plan and the SPD comply with legislation.

Criteria (Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004)	Portsmouth City Council's response
Characteristics of the effects and of the area likely to be affected	
(a) the probability, duration, frequency and reversibility of the effects.	The SPD, once adopted, will influence the amount of car and cycle parking in new development. These developments are likely to remain in place for a number of decades, but parking arrangements can be altered over time. It is hoped that users of developments will be influenced by the SPD to change their travel behaviour in the long term to more sustainable patterns.
(b) the cumulative nature of the effects.	The SPD will be implemented city-wide and the proposals both on their own and with other plans and programmes covering the city, are unlikely to result in significant environmental effects beyond those identified in the SA / SEA of the Portsmouth Plan.
(c) the trans-boundary nature of the effects.	There are unlikely to be any trans-boundary effects resulting from the SPD.
(d) the risks to human health or the environment (for example, due to accidents).	There are no perceived risks to human health or the environment arising from the draft SPD.
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).	The SPD will be implemented across Portsmouth.
(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.	The SPD will be applied across Portsmouth - parking standards could result in more or less intensive land use than might otherwise be the case.
(g) the effects on areas or landscapes which have a recognised national, community or international protection status.	The Portsmouth Plan SA / SEA and HRA examined how the proposals in the plan may impact upon the European sites and there are plans in place to avoid and mitigate adverse effects on those sites.  The provisions which the SPD helps to implement were screened out early in the HRA process as it would not lead to an adverse effect on any European sites.