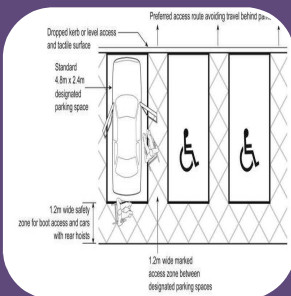


ISLAND PLAN



Guidelines for Parking Provision as Part of New Developments SPD Final Environmental Screening Statement



January 2017

1. Introduction

- 1.1 This statement sets out the Isle of Wight Council's (the council) draft 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 draft Guidelines for Parking Provision as Part of New Developments 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 environmental, 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. Background of the Draft Guidelines for Parking Provision as Part of New Developments SPD

- 2.1 National planning policy is set out in the [National Planning Policy Framework](#) (NPPF), which is supported by [planning practice guidance](#) (PPG). Section 4 of the NPPF covers Promoting sustainable transport, and in specific relation to parking it sets out¹ that:

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

- 2.2 The PPG goes on to say² that *maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.*

¹ Paragraph 39, National Planning Policy Framework

² Paragraph: 008 Reference ID: 42-008-20140306

- 2.3 In a [written statement](#) to Parliament in March 2015 the Secretary of State for Communities and Local Government confirmed the Government's commitment to ensure that there is adequate parking provision both in new residential developments and around town centres and high streets.
- 2.4 It also confirmed the Government's view that arbitrarily restricting new off-street parking spaces does not reduce car use, it just leads to parking misery. It is for this reason that the government abolished national maximum parking standards in 2011. The market is best placed to decide if additional parking spaces should be provided.

3. The Strategic Environmental Appraisal Process

- 3.1 The first stage of the process is for the council to determine whether or not the draft 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 Table 3 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.
- 3.2 The council also has to consult the Environment Agency, Historic England and Natural England on this screening statement. A final determination cannot be made until the three statutory consultation bodies have been consulted. This statement will be sent to those bodies for their comments.
- 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 the Isle of Wight Council's Draft Regulation 9(3) statement.**

4. 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 draft SPD is required. The council has determined that the draft SPD is unlikely to have significant environmental, social or economic effects beyond those of the policy it supplements (Island Plan Core Strategy policy DM17 Sustainable Travel).
- 4.2 In coming to this conclusion the council is mindful that this draft SPD does not create new policies and serves only to expand on existing policy within its 'parent DPD', the Island Plan Core Strategy (which has already been subject to SA incorporating SEA). There are no impacts beyond those assessed in the SA of the 'parent' development plan document.
- 4.3 This judgement is based upon the fact that the draft SPD seeks to implement specific parts of Core Strategy policy DM17 Sustainable Travel, being the SPD referred to (Residential and Non-Residential Parking Guidance SPD), even though the title of this consultation SPD is different. This change in title better reflects the document's content, particularly given the changes in national policy and guidance that have occurred since the adoption of the core strategy.

- 4.4 While the title of the proposed SPD has changed, the guiding principle behind it has not and the SPD will contribute to supporting sustainable travel patterns. The detail of the SPD will support the core strategy policies and help the council manage the provision of parking associated with new development.
- 4.5 Table 4.1 below highlights key parts of the Core Strategy SA, notably that the preferred option in terms of likelihood of delivering the most sustainability benefits (when assessed against the Core Strategy SA Objectives), is clearly related to the primary aim of the draft SPD. Therefore the SPD can be considered to be in conformity with the 'parent' plan and accompanying SA, through implementation.

Table 4.1: Mitigation identified in the SA of the Core Strategy that the SPD is seeking to implement

Core Strategy Policy	Core Strategy SA Summary Extract	Draft SPD Aim
DM17 Sustainable Travel	<i>The SA shows that the policy has potential for positive effects against a number of the SA objectives, particularly those relating to climate change mitigation, health, economic objectives, regeneration and provision of infrastructure. There are also likely to be some indirect positive effects felt in relation to social objectives as a result of providing sustainable routes and access to settlements and services. The effects on environmental objectives will be addressed by other relevant policies of the Plan.</i>	To ensure future developments provide sufficient and appropriate parking that will not result in an unacceptable impact on the surrounding road network.

5. 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 draft SPD, against the conservation objectives of any sites designated for their nature conservation importance. A HRA has been carried out on the 'parent DPD', the Island Plan Core Strategy.

Table 3: Extracts from the Habitats Regulations Assessment for the Isle of Wight Core Strategy Appropriate Assessment Report (April 2011) on the assessment of Core Strategy policy DM17 Sustainable Travel

Core Strategy Policy	Relevant HRA extract
DM17 Sustainable Travel	<p><i>Policy Summary</i> The policy supports proposals that increase travel choice and provide alternatives to the car and sets out a number of expectations which development proposals will be expected to meet such as meeting the aims and objectives of the Local Transport Plan and implementing maximum parking standards.</p>
	<p><i>Rationale</i> The policy does not provide a framework for development and has therefore been assessed as having no effect on European or Ramsar sites.</p>

5.3 As highlighted above, the policy from the ‘parent DPD’ has been screened out in the first round of ‘Initial Policy Screening’³ on the basis of the content of the policy and it’s likely implications, it is self-evident that there will be no significant negative effects on European sites.

5.4 As the purpose of this draft SPD is to provide further detail on Core Strategy policy DM17 Sustainable Travel, through an approach already identified as preferable in the Core Strategy SA/SEA, the council has determined that a HRA is not required. Adopting an approach to the provision of sufficient and appropriate parking (that will not result in an unacceptable impact on the surrounding road network) in conformity with both national and local planning policy to address local need and demand will not lead to any significant adverse impacts on European and Ramsar sites.

6. SEA Screening Procedure

6.1 It is the responsibility of the Responsible Authority (the Isle of Wight Council) to determine whether the plan or programme under assessment is likely to have a significant adverse environmental effect. This assessment must be made taking account of the criteria set out in Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004 and in consultation with the Environment Agency, Historic England and Natural England.

³ See Habitats Regulations Assessment for the Isle of Wight Core Strategy Appropriate Assessment Report April 2011

- 6.2 Where the Responsible Authority determines that a plan or programme is unlikely to have significant effect, and therefore, does not need to be subject to a full Strategic Environmental Assessment, the Responsible Authority must prepare a statement showing the reason for this determination. This is set out in Table 4 below.

Table 4: SEA Screening for the Guidelines for Parking Provision as Part of New Developments Draft SPD

Criteria (Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004)	Isle of Wight Council Response
<i>Characteristics of the plan or programme</i>	
<i>(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.</i>	Provides a framework for parking provision for new development. It will not in itself determine projects/developments, or their, size, nature or location.
<i>(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy.</i>	The guidance provided by the draft SPD is in conformity with the strategic objectives, spatial vision and policies of the Isle of Wight Island Plan Core Strategy – which has been subject to full SA and SEA.
<i>(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development.</i>	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 and the provision of infrastructure to support electric vehicles.
<i>(d) environmental problems relevant to the plan or programme.</i>	The document seeks to play a part in addressing people's reliance on car use, and the related issues of congestion and air quality, such as through the provision of guidance for cycle parking and catering for electric vehicles.
<i>(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).</i>	The plan has no direct relevance to the implementation of community legislation.
<i>Characteristics of the effects and of the area likely to be affected</i>	
<i>(a) the probability, duration, frequency and</i>	There are no effects.

Criteria (Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004)	Isle of Wight Council Response
<i>reversibility of the effects.</i>	
<i>(b) the cumulative nature of the effects.</i>	There are no effects.
<i>(c) the trans-boundary nature of the effects.</i>	There are no effects.
<i>(d) the risks to human health or the environment (for example, due to accidents).</i>	There are no effects.
<i>(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).</i>	The plan will apply to the entire authority area (i.e. the Isle of Wight) but will extent no further and is not anticipated to have effects beyond the authority boundary. Neighbouring mainland authorities already have such plans/mechanisms in place.
<i>(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.</i>	There are no effects.
<i>(g) the effects on areas or landscapes which have a recognised national, community or international protection status.</i>	There are no effects.

7. Screening and consultation outcome

- 7.1 Based on the above screening it is clear that the Guidelines for Parking as Part of New Developments SPD are unlikely to have a significant effect on the environment.
- 7.2 Table 7.1 below sets out the comments⁴ received from the Environment Agency, Historic England and Natural England regarding this screening report for the Guidelines for Parking as Part of New Developments SPD and the likely effects on the environment.

Table 7.1: Comments received from the Statutory Consultees on the Draft Screening Report

Statutory Consultee	Statutory Consultee Response
Environment Agency	Having reviewed the document we are happy with the content and have no specific comments to make with regards to the policies.
Historic England	Having considered the draft SPDs and the Council's screening opinions, we concur with the Council that neither SPD is likely to have

⁴ To be completed following consultation.

	significant (historic) environmental effects and we therefore consider that neither SPD need be subject to strategic environmental assessment.
Natural England	A SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance here. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project. If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance.

7.3 A consultation statement for the SPD will be published by the council that summarises the main issues raised by respondents and how those issues have been addressed. Appendix 1 of the consultation statement will provide a summary of issues raised and how these have been addressed.

7.4 *Having considered the comments received from the Statutory Consultees on the Draft Screening Report no changes are proposed either to the SPD itself or this Screening Statement.*

8. Conclusion

8.1 As discussed above, the Guidelines for Parking Provision as Part of New Developments SPD has not been subject to a full Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA) or Habitat Regulations Assessment (HRA) for the following reasons:

- The nature of the plan is to provide a framework for parking provision for new development. It will not in itself determine projects/developments, or their, size, nature or location, which in itself will not have any environmental impacts;
- The plan aims to deliver the preferred option as identified through the 'parent' plan SA/SEA and is therefore likely to deliver certain sustainability benefits (primarily against the 'Climate change mitigation, Health, Economic objectives, Regeneration and Provision of infrastructure' SA Objectives of the Core Strategy);
- The SA/SEA of the 'parent DPD' determined no likely significant effects; and
- The HRA of the 'parent DPD' determined no likely significant effects.