



**Screening Statement on the determination of the need for
Strategic Environmental Assessment for the BCP Council
Parking Standards Supplementary Planning Document (SPD)**

November 2020

1. Introduction

1.1 This statement sets out BCP Council's 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 Supplementary Planning Document (SPD).

1.2 Under separate legislation (Planning and Compulsory Purchase Act 2004 and associated Regulations), local planning authorities are required to undertake Sustainability Appraisal (SA) for all Development Plan Documents (DPDs) to assess the environment, social and economic impacts of the proposed plan.

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, an SA is required for the SPD.

2. Parking Standards SPD

2.1 In April 2019, a new Council for Bournemouth, Christchurch & Poole came into being. Due to a fundamental shift in the need to manage growth and plan for sustainable travel, the council is accelerating the adoption of a consolidated Parking SPD to provide guidance on how parking provision, across all use classes, should be incorporated into development proposals.

2.2 The SPD will replace the Parking SPDs which operated under the preceding three councils as follows:

- Bournemouth Parking SPD (2014)
- Poole Parking and Highway Layout in Development SPD (2011)
- Dorset Residential Car Parking Study (2011).

2.3 BCP Council planning decision-making will continue to operate with three statutory Development Plans for the time being, until a single new Plan is adopted. Thus, the current parent DPDs are the Bournemouth Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), Poole Local Plan (2018) have all been subject to Sustainability Appraisal incorporating SEA.

3. 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.

3.2 The council also has to consult the Environment Agency, English Heritage and Natural England on the content of this screening statement. A final determination cannot be made until the three statutory bodies have been consulted and their comments incorporated into the screening report.

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 BCP Council's Regulation 9(3) statement.**

4. Sustainability Appraisal

- 4.1 Whilst there is no statutory reason to undertake a Sustainability Appraisal of SPDs, the council has considered whether a SA of this SPD is required. BCP Council has determined that the SPD is unlikely to have significant environmental, social or economic effects beyond those of the policy it supplements. These are; policy CS16 (Bournemouth Core Strategy [2012]), Policy KS12 (Christchurch and East Dorset Local Plan Part 1 [2014]), Policy PP35 (Poole Local Plan [2018]), and informs the application of the following Neighbourhood Plans: Boscombe & Pokesdown Neighbourhood Plan (2019), Broadstone Neighbourhood Plan (2018) and Poole Quays Forum Neighbourhood Plan (2017).
- 4.2 In coming to this conclusion BCP Council is mindful that this SPD does not create new policies and serves only to expand on existing policy within its 'parent DPDs', the Bournemouth Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), Poole Local Plan (2018) (which have been subject to SAs incorporating SEAs).

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 SPD, against the conservation objectives of any sites designated for their nature conservation importance. HRAs¹ have been carried out on the 'parent DPDs': the Bournemouth Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), Poole Local Plan (2018).
- 5.3 Bournemouth Core Strategy Policy CS16 was screened in to the HRA of the Bournemouth Core Strategy, the policy is considered unlikely to have a significant effect on the integrity of European sites however the potential harm could not be ruled out. This is due to the increased development that is associated with the policy may have an unconfirmed impact on protected sites. Policy KS12 was screened in to the HRA of the Christchurch and East Dorset Local Plan and considered unlikely to have significant effect on the integrity of European sites however the potential harm could not be ruled out. Policy PP35 was screened in to the HRA of the Poole Local Plan and considered unlikely to have significant effect on the integrity of European sites however the potential harm could not be ruled out.
- 5.4 As the purpose of this SPD is to expand on this policy, BCP Council has determined that a HRA is not required.

6. Conclusions

- 6.1 On the basis of the screening process it is the **BCP Council's opinion that the Parking Standards 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 CS16 (Bournemouth Core Strategy [2012]), Policy KS12 (Christchurch and East Dorset Local Plan Part 1 [2014]), Policy PP35 (Poole Local Plan [2018]) which already have had SEAs & SAs undertaken.

¹ Habitats Regulations Assessment for the Bournemouth Local Plan Core Strategy, Pre-Submission Stage, August 2011 (<http://www.bournemouth.gov.uk/PlanningBuildings/Planning/Policy/Local-Plan/CoreStrategy/CoreStrategyFiles/CS-PreSub-HRA.pdf>) Habitats Regulations Assessment for the Town Centre Area Action Plan, Pre-Submission Stage, August 2011 (<http://www.bournemouth.gov.uk/PlanningBuildings/Planning/Policy/Local-Plan/TCAAP/AAPEvidenceFiles/AAP-HRA-Report-PreSubmission.pdf>)

Appendix 1 - SEA screening for the Parking Standards SPD

Criteria (Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004)	BCP Council's response
Characteristics of the plan or programme	
(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 Local Development Plan (which have already been subject to SAs incorporating SEAs). 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 parent DPDs. The purpose of the document is to supplement policy CS16 (Bournemouth Core Strategy [2012]), Policy KS12 (Christchurch and East Dorset Local Plan Part 1 [2014]), Policy PP35 (Poole Local Plan [2018]), and the Boscombe & Pokesdown Neighbourhood Plan (2019), Broadstone Neighbourhood Plan (2018) and Poole Quays Forum Neighbourhood Plan (2017), and to guide the preparation and determination of planning applications.
(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. It encourages a reduced level of parking dependant on the location of the development relative to the accessibility of the area. It seeks to support higher density developments in the most sustainable locations.
(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 CS16 (Bournemouth Core Strategy [2012]), Policy KS12 (Christchurch and East Dorset Local Plan Part 1 [2014]), Policy PP35 (Poole Local Plan [2018]), and the SPD all comply with legislation.
Characteristics of the effects and of the area likely to be affected	
(a) the probability, duration, frequency and reversibility of the effects.	The SPD 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 borough wide and the proposals both on their own and with other plans and programmes covering the town, are unlikely to result in significant environmental effects beyond those identified in the SA / SEA of the Bournemouth

Criteria (Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004)	BCP Council's response
	Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), and Poole Local Plan (2018).
(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 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 the whole of BCP Council's administrative 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.	The SPD will be applied across the whole of BCP Council's administrative area. The parking standards and increased bay sizes 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 Bournemouth Core Strategy (2012), Christchurch and East Dorset Local Plan Part 1 (2014), and Poole Local Plan (2018) SAs / SEAs and HRAs 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.