

Maldon District  
Vehicle Parking Standards  
Supplementary Planning Document

Strategic Environmental Assessment Screening Report



May 2018

## Contents

1.0	Introduction	3
2.0	SEA Screening Process	3
3.0	Statement of Reasons for Determination	7
4.0	Consultation	7
5.0	Responses from the Statutory Consultees	8

## **1.0 Introduction**

- 1.1 Maldon District Council is producing a Vehicle Parking Standards Supplementary Planning Document (SPD) to clarify and elaborate upon several policies in the approved Maldon District Local Development Plan (LDP), July 2017.
- 1.2 The draft Vehicle Parking Standards SPD updates the adopted 2006 SPD, and provides clarity and detail about the amount and type of parking provision that will be expected within new developments.
- 1.3 The requirement for a Strategic Environmental Assessment (SEA) is set out in the European Directive 2001/42/EC and the Environmental Assessment of Plans and Programmes Regulations 2004. These put an obligation on LPAs to undertake an SEA on any land use plan or programme 'which sets the framework for future development consent of projects.' There is also a requirement for SEA to be carried out on certain types of plans with significant environmental effects.
- 1.4 A Sustainability Appraisal (SA) assesses the economic, social and environmental impacts of a plan to determine whether the approach taken is the most sustainable. A SA became a requirement under the Planning and Compulsory Purchase Act 2004 for all Development Plan Documents and SPDs.
- 1.5 However, the Planning Act 2008 changed this: a SA of SPDs is no longer required because SPDs add further detail to the policies in the 'higher tier' Local Development Plan that has been subject to SA. Exceptions to this are for plans 'which determine the use of small areas at a local level' or which only propose 'minor modifications to plans' if the LPA determines that the plan is unlikely to have significant environmental effects. An SPD is only able to provide additional information and guidance in relation to the operation of LDP policies and is unable to allocate land for a particular purpose or propose modifications to the LDP. It is considered that a SA is not therefore required.
- 1.6 The Council's recently approved Local Development Plan (July 2017) has already been subject to SA/SEA to aid the implementation of sustainable development. The SEA has an environmental focus whereas the SA focuses upon social, economic and environmental issues.

## **2.0 SEA Screening Process**

- 2.1 The Council is therefore required to undertake a SEA screening to assess whether the draft SPD is likely to have significant environmental effects. If an SPD is considered unlikely to have significant environmental effects through the screening process, then the conclusion will be that a SEA is not necessary.
- 2.2 A Practical Guide to the Strategic Environmental Assessment Directive, 2005 provides guidance on how to comply with the SEA Directive. The guidance is intended to apply to all plans and programmes in the UK which fall within the scope of the Directive. This guide has been used as the basis to identify if there is a need for the SPD to engage in the SEA process. See Table 1 below.

<b>Table 1: Establishing the need for a SEA</b>		
<b>Stage</b>	<b>Decision</b>	<b>Rationale</b>
1. <b>Is the SPD 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))</b>	Yes	Following a stakeholder and public consultation, the Council intends to adopt the SPD for use when preparing and assessing planning applications.
2. <b>Is the SPD required by legislation, regulatory or administrative provisions? (Article. 2(a))</b>	Yes	The Council's Local Development Scheme 2017 identifies the need to produce a Vehicle Parking Standards SPD
3. <b>Is the SPD prepared for agricultural, 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? (Article 3.2(a))</b>	No criterion b)	The SPD is being prepared for town and country planning use. It does not set a framework for future development consent of projects in Annexes I and II to the EIA Directive (Article 3.2(a)).
4. <b>Will the SPD, in view of its likely effect on sites, require an assessment under Article 6 or 7 of the Habitats Directive? (Article 3.2(b))</b>	No	A Habitats Regulations Assessment has been undertaken for the higher tier Maldon District Approved Local Development Plan. The SPD only elaborates upon approved LDP policies, does not introduce new policy or allocate sites for development, therefore it is not considered necessary to undertake a HRA assessment of the SPD.
6. <b>Does the SPD set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Article 3.4)</b>	No	The higher tier Maldon District Approved Local Development Plan provides the framework for the future consent of projects. The SPD only elaborates upon approved LDP policies, does not introduce new policy or allocate sites for development.

2.3 It is clear from Table 1 that the preparation of the Vehicle Parking Standards SPD will not reach Question 8 of the Practical Guide: "*Is it likely to have a significant effect on the environment? (Article 3(5))*", therefore a SEA is not required. However, for completeness, Table 2 assesses whether the draft SPD will have any significant environmental effects using the criteria set out in Annex II of the SEA Directive. These criteria can be used to determine the likely significance of effects and are set out in Table 12 below.

2.4 Where it is determined that the SPD is unlikely to have significant environmental effects, and therefore does not need to be subject to a SEA, the Council must show the reasons for this conclusion (see Section 3.0).

- 2.5 This screening statement must be subject to consultation with Historic England, the Environment Agency and Natural England. Following consultation, the results of the screening process will be added to this report and publicised on the Council's website [www.maldon.gov.uk](http://www.maldon.gov.uk).

**Table 2: Criteria for determining the likely significance of effects**

SEA Directive Criteria and Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004	Is there a significant effect?	Justification
<b>1. The characteristics of the Vehicle Parking Standards SPD</b>		
a) The degree to which the Vehicle 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.	No	While the SPD will not allocate resources, it will provide a framework for the level of vehicle parking provision in new developments. The SPD only provides more guidance relating to the policies in the upper tier LDP which have been subject to SA/SEA.
b) The degree to which the Vehicle Parking Standards SPD influences other plans and programmes including those in a hierarchy.	No	Not applicable. The SPD sits at the lowest tier of the development plan hierarchy: therefore does not influence other plans and programmes. The guidance in the SPD will be in line with the upper tier LDP which has been subject to full SEA/SA.
c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development.	No	The SPD will promote sustainable development by providing guidance on the implementation of, and, compliance with, policies in the higher tier LDP. The SPD clarifies and adds detail on the provision of vehicle parking within new developments. Overall, it contributes positively to the integration of environmental matters by reducing the negative impact of overspill on-street parking in terms of highway safety and impact on amenity, and encourages sustainable modes of travel through including standards for cycle parking facilities and EV charging points.
d) Environmental problems relevant to the SPD.	No	The SPD will not introduce or exacerbate any environmental problems. Rather it will help to address environmental problems by ensuring that options for sustainable modes of travel are available and that new development does not exacerbate on-street parking, which can hinder the free flow of traffic and increase air pollution.

SEA Directive Criteria and Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004	Is there a significant effect?	Justification
e) The relevance of the SPD for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).	No	Not relevant. The SPD supplements the approved LDP and is not relevant to the implementation of Community legislation on the environment.
<b>2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:</b>		
a) The probability, duration, frequency and reversibility of the effects.	No	The overall aim of the SPD will be positive by maximising the positive environmental effects of new development through the existing regulatory framework and ensuring vehicle parking provision that offsets negative environmental impacts. It is therefore anticipated that the duration and frequency of adverse environment effects will be minimised or mitigated. Positive effects are likely to remain in situ for the lifetime of the development.
b) The cumulative nature of the effects of the SPD.	No	The effect of this SPD will be largely beneficial therefore any cumulative impacts will also be beneficial.
c) The trans-boundary nature of the effects of the SPD.	No	The effects of this SPD are limited to areas in the locality of new development in Maldon District.
d) The risks to human health or the environment (e.g. due to accidents).	No	No risks to human health are envisaged through the application of this SPD. Overall, it contributes by reducing the negative impact of overspill on-street parking in terms of highway safety and impact on amenity.
e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected) by the SPD.	No	The SPD is applicable only to new developments within Maldon District.
f) The value and vulnerability of the area likely to be affected by the SPD due to: <ul style="list-style-type: none"> <li>• special natural characteristics or cultural heritage;</li> <li>• exceeded environmental quality standards or limit values; or</li> <li>• intensive land-use.</li> </ul>	No	There are a range of special natural characteristics in the District including Ramsar sites, SPA and SAC, Sites of Special Scientific Interest, and locally important sites as well as heritage assets: Scheduled Monuments, areas of archaeological significance, listed buildings, Registered Parks and Gardens, Conservation Areas and other locally important assets. These are protected, conserved and enhanced by high tier LDP policies

SEA Directive Criteria and Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004	Is there a significant effect?	Justification
		which also set out prescribed standards to be met for environmental and design quality and intensity of land use. The SPD is unlikely to have a significant impact on these areas.
g) The effects of the SPD on areas or landscapes which have a recognised national, Community or international protection status.	No	There are a range of areas or landscapes which have a recognised national, Community or International protection status in Maldon District. These are protected, conserved and enhanced by approved higher tier LDP policies. The SPD is unlikely to have a significant impact on these areas.

2.6 The screening assessment in Table 2 demonstrates that the draft Vehicle Parking Standards SPD is unlikely to have significant effects on the environment. Therefore, it will not be necessary to carry out an SEA on this document.

### 3.0 Statement of Reasons for Determination

3.1 The Council considers that the impact of this draft SPD, highlighted through responses to Establishing a Need for an SEA in Table 1 and also those in the SEA Directive Criteria in Table 2 above, will not have significant environmental effects. In addition, the SPD is not setting new policy or allocating land for new development; it is providing further guidance on approved policies in the Maldon District Local Development Plan, which have already been subject to SA/SEA. Therefore, it is considered that an SEA will not be required for the draft Vehicle Parking Standards SPD.

### 4.0 Consultation

4.1 In accordance with the Regulations, and to provide greater transparency, Natural England, Historic England and the Environment Agency will be consulted on this report to ensure that the reason for determination is robust and credible.

## 5.0 Responses from the Statutory Consultees

**From:** [James, Edward](#)  
**To:** [Policy](#)  
**Cc:** [eastplanningpolicy](#); [James, Edward](#)  
**Subject:** RE: Consultation on Maldon District Vehicle Parking Standards (SPD) & Statement of Community Involvement (SCI)  
**Date:** 02 July 2018 16:21:10  
**Attachments:** [image001.png](#)

---

Dear Ian,

Thank you for consulting us with regard to the Maldon District Vehicle Parking Standards SPD (VPS SPD).

Thank you for your email of 13 June regarding the above consultation. As the Government's adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process. Therefore we welcome this opportunity to review the draft SPD. For the purposes of this consultation, Historic England will confine its advice to the question, "Is it (the VPS SPD) likely to have a significant effect on the historic environment?". Our comments are based on the information supplied with the Screening Report.

The Screening Report indicates that the Council considers that the SPD will not have any significant effects on the historic environment. On the basis of the information supplied, and in the context of the criteria set out in Schedule 1 of the Environmental Assessment Regulations [Annex II of 'SEA' Directive], Historic England concurs with the Council that the preparation of a Strategic Environmental Assessment is not required.

The views of the other two statutory consultation bodies should be taken into account before the overall decision on the need for an SEA is made.

We should like to stress that this opinion is based on the information provided by you with your correspondence below. To avoid any doubt, this does not reflect our obligation to provide further advice on later stages of the SEA process and, potentially, object to specific proposals which may subsequently arise (either as a result of this consultation or in later versions of the SPD) where we consider that, despite the SEA, these would have an adverse effect upon the environment.

Kind regards,

Edward

-----  
Edward James MA BA ACIfA  
Historic Places Adviser  
Planning Group | East of England  
Historic England



## Historic England

Brooklands | 24 Brooklands Avenue | Cambridge | CB2 8BU

[www.historicengland.org.uk](http://www.historicengland.org.uk)

Twitter: @HE\_EoE

For the first time ever, you can now share your knowledge and photos on the nation's list of historic buildings and places [www.historicengland.org.uk/ETL](http://www.historicengland.org.uk/ETL) #ListEngland



Historic England

We are the public body that helps people care for, enjoy and celebrate England's spectacular historic environment, from beaches and battlefields to parks and pie shops.

Follow us: [Facebook](#) | [Twitter](#) | [Instagram](#) Sign up to our [newsletter](#)

We're creating a list of the 100 places which tell England's remarkable story and its impact on the world; listen to our [podcasts](#) to see what's made the list. [A History of England in 100 Places](#) sponsored by [Ecclesiastical](#).

This e-mail (and any attachments) is confidential and may contain personal views which are not the views of Historic England unless specifically stated. If you have received it in error, please delete it from your system and notify the sender immediately. Do not use, copy or disclose the information in any way nor act in reliance on it. Any information sent to Historic England may become publicly available. We respect your privacy and the use of your information. Please read our full [privacy policy](#) for more information.

---

**From:** Crewe LUP Hub (NE)  
**To:** Policy  
**Subject:** NE Response 248029 Maldon Vehicle Parking Standards SPD - SEA screening  
**Date:** 05 July 2018 15:16:13  
**Attachments:** [Vehicle Parking Standards SPD - SEA-SA Screening Report.pdf](#)  
[Vehicle Parking Standards SPD Final Draft 240518.pdf](#)

Date: 05 July 2018  
Our ref: 248029  
Your ref: Vehicle Parking Standards SPD - SEA screening report.

Leonie Alpin  
Vehicle Parking Standards SPD Consultation  
Planning Policy  
Maldon District Council  
Princes Road  
Maldon  
Essex  
CM9 5DL

**BY EMAIL ONLY**

Dear Leonie Alpin

**Maldon District Vehicle Parking Standards Supplementary Planning Document (SPD) - SEA screening report**

Thank you for your consultation on the above dated 24 May 2018, which was received by Natural England on 24 May 2018.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Our remit includes protected sites and landscapes, biodiversity, geodiversity, soils, protected species, landscape character, green infrastructure and access to and enjoyment of nature.

**Whilst we welcome this opportunity to give our views, the topic of the Supplementary Planning Document does not appear to relate to our interests to any significant extent. We therefore do not wish to comment.**

Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.

**Strategic Environmental Assessment/Habitats Regulations Assessment**

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.

Please send all planning consultations electronically to the consultation hub at [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

Yours sincerely  
Carla Wright

Natural England  
Technical Services  
Consultations Team  
Hornbeam House  
Crewe Business Park  
Electra Way,  
Crewe  
Cheshire, CW1 6GJ  
Tel: 020 8026 8328  
Email: [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk)  
[www.gov.uk/natural-england](http://www.gov.uk/natural-england)

**We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.**

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

**Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Presubmission**

**Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.**

For further information on the Discretionary Advice Service see [here](#)

For further information on the Pre-submission Screening Service see [here](#)