



Essex Planning Officers Association

# Essex Part 2 Parking Guidance - Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) Screening Report

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# 1. Introduction

## 1.1 The purpose of this Report

This Screening Report is an assessment of whether or not the Essex Planning Officers Association - Essex Part 2 Parking Guidance (2023) document requires a Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/ EC and associated Environmental Assessment of Plans and Programmes Regulations.

## 1.2 The Essex Planning Officers Association - Essex Part 2 Parking Guidance document (2023)

The purpose of the Part 2 Parking Guidance document is to support the guidance set out in the Part 1 guidance in determining appropriate levels of parking provision and parking designs and arrangements that operate effectively and safely, but specifically for 'strategic development' proposals; those being Garden Communities (GCs), Large Scale Developments (LSDs), and Walkable Neighbourhoods (WNs).

The Part 2 guidance has been developed to guide the quantum and design of parking in new strategic developments where sustainable mobility objectives relate to reducing car use, and enhancing place quality and design. It has been prepared on the basis that major residential sites in Essex will be developed as sustainable places. It therefore necessarily challenges conventional approaches to parking standards and design.

The Part 2 guidance is aimed at:

- Local Planning Authorities (LPAs) and Local Highway Authorities (LHAs) who have 'adopted' the guidance, in determining appropriate levels and design of parking within GCs, LSDs and WNs.
- Developers of GCs, LSDs and WNs, and their agents and consultants, when undertaking masterplanning and preparing planning applications.

The document sets out that it is anticipated that the guidance will be applied at the planning and pre-planning stages of development, informing outline and reserved matters planning applications in tandem with Transport Assessments and masterplanning. The accessibility component in Chapter 4 may also be useful informing site allocations in Local Plans and infrastructure in Local Transport Plans.

## 2. Legislative Background

### 2.1 Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA)

Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment states that,

*‘Environmental assessment is an important tool for integrating environmental considerations into the preparation and adoption of certain plans and programmes which are likely to have significant effects on the environment.*

*(10) All plans and programmes which are prepared for a number of sectors and which set a framework for future development consent of projects listed in Annexes I and II to Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment, and all plans and programmes which have been determined to require assessment pursuant to Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild flora and fauna, are likely to have significant effects on the environment, and should as a rule be made subject to systematic environmental assessment. When they determine the use of small areas at local level or are minor modifications to the above plans or programmes, they should be assessed only where Member States determine that they are likely to have significant effects on the environment.*

*(11) Other plans and programmes which set the framework for future development consent of projects may not have significant effects on the environment in all cases and should be assessed only where Member States determine that they are likely to have such effects.’*

The Report from the Commission to The Council, The European Parliament, The European Economic and Social Committee and the Committee of the Regions states, on the application and effectiveness of the Directive on Strategic Environmental Assessment (Directive 2001/42/EC), that

*‘the following Plan & Programme (P&P), and modifications to them, are covered when prepared and/or adopted by an authority and required pursuant to legislative, regulatory or administrative provisions:*

- *P&P prepared for certain sectors and which set the framework for future development consent in respect of projects under the Environmental Impact Assessment-EIA-Directive.*
- *P&P requiring an assessment under the Habitats Directive (92/43/EEC).*
- *P&P setting the framework for development consent in respect of projects (not limited to those listed in the EIA Directive; see above) and determined by*

*"screening" as being likely to have significant environmental effects.'*

The guidance document would not formally influence frameworks for future development in the manner that a Development Plan Document (DPD) or a Supplementary Planning Document (SPD) would, however in a practical sense could be used ancillary to those plans and programmes that do set such a framework, albeit on a discretionary basis. As such it can be determined that the principle of the guidance and its use in planning decisions should be screened for the necessary application of the SEA Directive.

# 3. SA/SEA Screening

## 3.1 When is SA/SEA required?

Articles 2 and 3 of the SEA Directive set out the circumstances in which a SEA is required. The figure below sets out a practical guide regarding the interpretation of these articles.

Figure 1: Guide to application of the SEA Directive

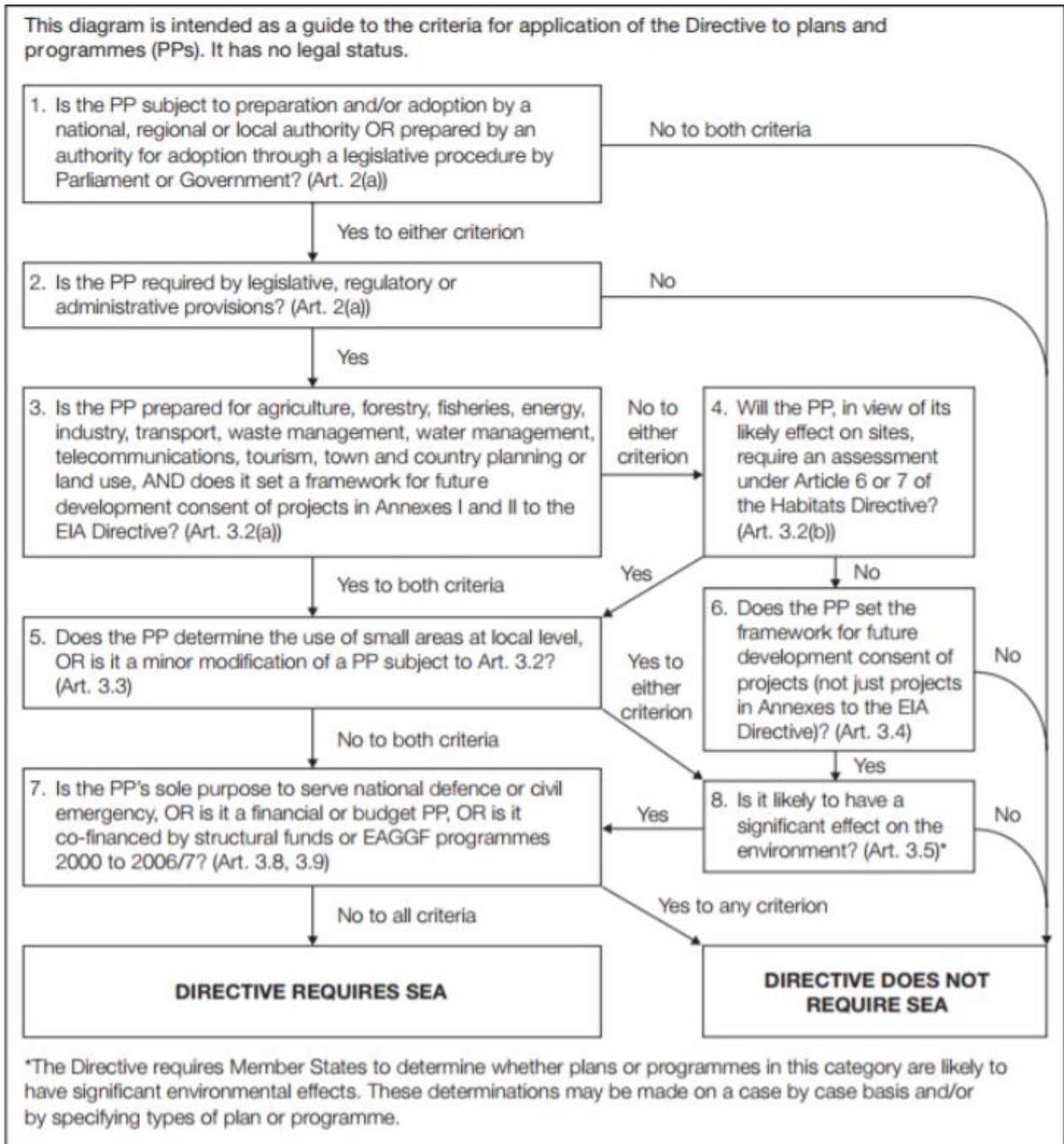


Table 1 sets out the assessment of whether the guidance document will require a ‘full’ SA/SEA Environmental Report.

**Table 1: Exploring whether the principle of the guidance would warrant SA/SEA**

Q	Criteria	Response	Outcome	Commentary
1	Is the PP subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through legislative procedure by Parliament or Government? (Art. 2(a))	Yes	Go to question 2	Although not formally a ‘plan or programme’ (PP), the guidance document has been prepared for local authorities as well as other users such as developers and those undertaking masterplanning of strategic development proposals.
		No to both criteria	DOES NOT REQUIRE SA/SEA	
2	Is the PP required by legislative, regulatory or administrative provision? (Art. 2(a))  Typical characteristics of "administrative provisions" are that they are publicly available, prepared in a formal way, probably involving consultation with interested parties. The administrative provision must have sufficient formality such that it counts as a "provision" and it must also use language that plainly requires rather than just encourages a Plan to be prepared.	Yes	Go to question 3	The guidance document is not considered to fall within the category of an ‘administrative provision’ in so far as its production is not mandatory and formal consultation is not required.  Nevertheless, the use of the guidance by local authorities in the determination of planning applications and the replication of guidance in local policy / plans would fall under such a category.
		No	DOES NOT REQUIRE SA/SEA	
3	Is the PP prepared for agriculture, forestry, fisheries, energy,	Yes to both criteria	Go to question 5	The use of the guidance / processes proposed are relevant

Q	Criteria	Response	Outcome	Commentary
	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?	No to either criteria	Go to question 4	to town and country planning. The document does not set a framework for future development consent however, existing as guidance that assists in the application of other such frameworks.
4	Will the PP, in view of its likely effect on sites, require an assessment under Article 6 or 7 of the Habitats Directive?	Yes	Go to question 5	The use of the guidance will not of itself require an assessment under Article 6 or 7 of the Habitats Directive.
		No	Go to question 6	
5	Does the PP determine the use of small areas at local level, OR is it a minor modification of a Plan likely to require assessment under the Habitats Directive?	Yes to either criteria	Go to question 8	N/A
		No to both criteria	Go to question 7	
6	Does the PP set the framework for future development consent of projects (not just projects in the Annexes of the EIA Directive)?	Yes	Go to question 8	The document does not set a framework for future development consent, existing as guidance that assists in the application of other such frameworks.
		No	DOES NOT REQUIRE SA/SEA	
7	Is the PPs sole purpose to serve national defence or civil emergency, OR is it a financial or budget Plan, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7	Yes to any criteria	DOES NOT REQUIRE SA/SEA	N/A
		No to all criteria	REQUIRES SA/SEA	

Q	Criteria	Response	Outcome	Commentary
8	Is it likely to have a significant effect on the environment?	Yes	REQUIRES SA/SEA	Irrespective of the determination that the document would not require SEA (see question 6 above), for thoroughness the likely significant effects of any decision to use the guidance is explored in more detail elsewhere in this Screening Report.
		No	DOES NOT REQUIRE SA/SEA	

The following section looks at the criteria for identifying potential significant effects on the environment and the identified effects of the parking standards document / guidance in line with the criteria. Crucially, it will determine whether there are any likely significant effects on the environment.

### 3.2 Criteria for assessing the effects of the Parking Guidance document

Criteria for determining the likely significant effects on the environment, referred to in Article 3(5) of Directive 2001/42/EC are set out below.

## Annex II of SEA Directive 2001/42/EC – Significant Effects

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

- 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 degree to which the plan or programme influences other plans and programmes including those in a hierarchy,
- the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,
- environmental problems relevant to the plan or programme,
- the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).

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

- the probability, duration, frequency and reversibility of the effects,
- the cumulative nature of the effects,
- the transboundary nature of the effects,
- the risks to human health or the environment (e.g. due to accidents),
- the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),
- the value and vulnerability of the area likely to be affected due to:
  - \* special natural characteristics or cultural heritage,
  - \* exceeded environmental quality standards or limit values,
  - \* intensive land-use,
  - \* the effects on areas or landscapes which have a recognised national, Community or international protection status.

### 3.3 Likely significant effects resulting from the use of the Parking Guidance document

The following assessment will consider the likelihood of local authority use of the parking standards document to have significant effects on the environment. The table below will explore the likelihood of effects on the following required themes, as included within Annex I of the SEA Directive (2001/42/EC):

- Biodiversity;
- Population;
- Human health;
- Fauna;
- Flora;
- Soil;
- Water;
- Air;
- Climatic factors;
- Material assets;
- Cultural heritage including architectural and archaeological heritage;
- Landscape; and
- The interrelationship between the above factors.

**Table 2: Assessment of Likely Significant Effects on the Environment**

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
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.	Local authority and developer use of the parking guidance document is considered discretionary and an internal process to aid both the formulation and determination of planning applications, as well as the formulation of any relevant local planning policy. The document acts as guidance only and would be used alongside such frameworks, such as the Local Plan, any SPDs, and any DPDs/SPDs related to specific strategic development masterplans. The guidance document does not set a framework itself with regard to the location, nature, size and operating conditions of development

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	proposals or by allocating resources.
<p>The degree to which the plan or programme influences other plans or programmes including those in a hierarchy.</p>	<p>The parking standards document does not represent a ‘plan or programme’ in a formal manner, such as a DPD or SPD. The use of the guidance is a consideration in the masterplanning and development management process. Local Plan policies, and those DPDs/SPDs related specifically to strategic development proposals, set out the requirements that the detailed proposals would have to adhere to in the first instance.</p> <p>There is considered to be no degree to which the use of the parking standards guidance influences other plans or programmes including those in a hierarchy.</p>
<p>The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development.</p>	<p>The parking guidance document responds to challenges and incorporates sustainable mobility objectives related to reducing car use, enhancing place quality and design, as well as ensuring the infrastructure for more sustainable and lower emission transport options. The document identifies a parking hierarchy that prioritises the storage of active and sustainable mobility and e-mobility modes to be most convenient, attractive and prominent. These modes include (but are not limited to) bicycles, e-bikes and cargo bikes, scooters and e-scooters, and mobility scooters. The document also identifies that parking for petrol and diesel private vehicles should be made the least convenient and attractive type of parking, and should not be prominent within the streetscape or areas of parking.</p> <p>The use of the guidance ensures that environmental considerations, in particular with a view to promoting sustainable transport, will be considered for all relevant development proposals.</p>
<p>Environmental problems relevant to the</p>	<p>Essex reflects a large area. This Screening Report identifies the following potential environmental problems or sources of</p>

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
plan area	<p>potential problems relevant to the Essex:</p> <ul style="list-style-type: none"> <li>• Essex contains a range of sites with ecological designations, including Ramsar sites, Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest and National and Local Nature Reserves.</li> <li>• In Essex there are 10 Ramsar sites which cover approximately 30,524ha and include coastal areas, estuaries, rivers and lakes/reservoirs. These include Hamford Water, parts of the Colne and Blackwater estuaries, and the Dengie Marshes.</li> <li>• Special Protection Areas (SPAs) are designated to protect rare and vulnerable birds and for regularly occurring migratory species. The majority of the Essex coastline has been designated as part of the Mid-Essex Coast Phase, which is made up of 5 separately designated SPAs. Combined, these cover an area of approximately 23,000 ha.</li> <li>• Special Areas for Conservation (SACs) are sites of international importance designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (92/43/EEC). There are three SACs in the County: Epping Forest, Essex Estuaries and Hamford Water.</li> <li>• Sites of Special Scientific Interest (SSSIs) are designated areas of land which are considered to be of special interest due to their fauna, flora, geological and/or physiographical features. In Essex there are 87 SSSIs covering a total of approximately 37,000 ha, the largest proportion of which are along the coastline.</li> <li>• There are seven National Nature Reserves located in Essex. They are the Blackwater Estuary, Colne Estuary, Dengie, Hales Wood, Hamford Water, Hatfield Forest and Leigh. There are also 49 Local Nature Reserves.</li> <li>• The amount of woodland has diminished</li> </ul>

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	<p>considerably in Essex over time. The total wooded area is now 5.7% and this is fragmented and scattered across Essex.</p> <ul style="list-style-type: none"> <li>• In Essex, 75% of the land area is considered agricultural land and over half of this is of high-grade soils. There are significant areas of Grade 1 agricultural land within Tendring and Rochford Districts, and smaller areas within Maldon District and Colchester Borough.</li> <li>• The quality of water within the County’s rivers is generally fair to good in terms of chemical and biological quality. However, the chemical quality of the rivers is worse than the average quality of rivers in the East of England. There are potential issues with removal of part of an aquifer and disrupting groundwater flows.</li> <li>• The county includes large numbers of recorded archaeological sites, listed buildings and conservation areas, as well as scheduled monuments. Many of these assets lie in close proximity to mineral deposits. The NPPF requires a positive strategy for the conservation of the historic environment.</li> <li>• Landscape scale heritage assets such as Registered Parks and Gardens, Registered Battlefields, or non-designated heritage assets, can be particularly sensitive to changes in their setting, for example through development, visual intrusion, the introduction of movement and noise, and changes in hydrology / groundwater flows.</li> <li>• Development needs in Greater Essex amount to a need for approximately 160,000 homes over a 15-20 year period.</li> <li>• The majority of the south and western parts of the County are located within the designated Metropolitan Green Belt. Of the 85,240 hectares of Green Belt in Essex, the biggest proportions can be found in Epping Forest (37%) and Brentwood</li> </ul>

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	<p>(16%).</p> <ul style="list-style-type: none"> <li>• The total number of listed buildings or groups of buildings in Essex is around 14,000. There is a fairly even distribution of listed buildings within Essex; however, there is a greater concentration to the north particularly in the districts of Uttlesford and Braintree and also around historic towns such as Colchester.</li> <li>• There are over 36,000 records of archaeological sites and finds, recorded on the Essex Historic Environment Record (EHER) for the county. The archaeological deposits range in date from the Palaeolithic, through to structures related to the Cold War. Archaeological sites (and their setting) constitute a finite, non-renewable resource, vulnerable to damage.</li> <li>• There are 296 Scheduled Monuments in Essex, ranging from prehistoric burial mounds to unusual examples of World War II defensive structures.</li> <li>• Essex also currently has 193 designated Conservation Areas.</li> <li>• There are currently 37 historic parks and gardens in Essex. Of the 37, six have been graded II* and one, Audley End, has been awarded grade I status which is the highest quality.</li> <li>• In Essex there is one Area of Outstanding Natural Beauty (AONB), Dedham Vale, which lies on the border of Suffolk and Essex and covers an area of 90 sq. km. It has been designated as such because it is an exceptional example of a lowland river valley.</li> <li>• Regarding inland water resources, the majority of Essex has a very low contamination vulnerability rating. It is only the northern part of the county, including Halstead and Saffron Walden that has a higher vulnerability because of the porosity of the underlying chalk.</li> </ul>

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	<ul style="list-style-type: none"> <li>• In addition to natural water bodies there are various artificial water bodies in the county, especially reservoirs created through mineral extraction. Hanningfield and Abberton are Essex’s largest inland water resources.</li> <li>• Sea level rise and subsidence will lead to more frequent flooding of coastal areas. Increased temperatures and greater fluctuation in annual precipitation will further increase pressure on water resources.</li> <li>• Within Essex, Uttlesford District residents emitted the highest per capita amount of CO2 at 9 tonnes (t) with Castle Point residents emitting the least at 3.2t. The Essex average was recorded at 5t.</li> <li>• In Essex the largest proportion of CO2 emissions produced in 2017 was within the transport sector, accounting for 48.9% of total CO2 emissions, followed by the domestic sector which produced 29.7%.</li> <li>• There are currently 7 Air Quality Management Areas (AQMAs) within Essex. In 2017, 0.6% of Essex’s population was recorded living within an AQMA, which was higher than the national average for England at 0.2%.</li> <li>• In 2017, air pollution levels (as measured by fine particulate matter) for Essex were 9.8%, which was higher than both the regional average (9.7%) and the national average for England (8.9%). In 2018, the fraction of mortality attributable to particulate air pollution for Essex was 5.5%, which was higher than the national average for England at 5.2%. Nitrogen Dioxide appears to be the most common air pollutant in Essex.</li> </ul>
The relevance of the plan or programme for the implementation of Community legislation	The principle of the parking guidance is not in conflict with any relevant planning documents adopted by any LPAs within the County related to waste management or water protection. The guidance supports Local Plan policies regarding parking in

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
on the environment (e.g. plans and programmes linked to waste management or water protection).	new development proposals.
The probability, duration, frequency and reversibility of the effects on the following factors:	The following impacts have been identified within this Screening Report:
<ul style="list-style-type: none"> <li>Biodiversity</li> </ul>	<p>The parking standards are not considered to have any direct impact on biodiversity. Indirectly, the standards' guidance in regard to flooding and drainage could have indirect positive effects. The Part 1 standards acknowledge that flooding and drainage are important considerations when planning for parking within new development and support the use of Sustainable Drainage System (SuDS) techniques such as 'green roofs' and 'bioretention areas.' These elements of the Part 1 standards would similarly apply to strategic development proposals.</p> <p>Irrespective of any possible positive implications of good design in parking areas in regard to biodiversity, the use of the guidance will be a consideration alongside thematic Local Plan policy requirements regarding biodiversity and effects on designated sites, as well as those of any strategic development specific DPDs/SPDs. These will still be applicable and relevant in planning decisions on a case-by-case 'project level' basis at the development management and masterplanning stages.</p> <p>In consideration of the status of the decision to use the guidance negative effects on biodiversity can be ruled out.</p>
<ul style="list-style-type: none"> <li>Population</li> </ul>	The design of the urban environment can encourage active travel and contribute positively to public health and social

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	<p>wellbeing. The guidance identifies that a key part of this is limiting the access of vehicles, and where access is provided, the managing volume and speed of vehicles in ‘human scale’ spaces (including public squares and residential streets) through traffic management measures. The role of parking in the wider design and layout of strategic development proposals is considered to have positive effects for the new communities.</p> <p>It is considered that there would be no significant negative effects on population resulting from the decision to use the guidance that would warrant the application of the SEA Directive.</p>
<ul style="list-style-type: none"> <li>Health</li> </ul>	<p>At the forefront of many of the guidance document’s principles are socially themed objectives that support health and wellbeing. The guidance acknowledges that strategic development proposals offer a unique opportunity to tackle car dependency, which has effects regarding worsening congestion, climate change and public health.. The guidance provides positive measures to ensure benefits in this regard.</p> <p>Irrespective of the positive implications of good design in parking areas in regard to public health and wellbeing, the use of the guidance will be a consideration alongside thematic Local Plan policy requirements regarding health, as well as those of any focused masterplan DPDs/SPDs. These will still be applicable and relevant in planning decisions on a case-by-case ‘project level’ basis at the development management stage.</p> <p>There are considered to be no possible significant negative effects resulting from the decision to use the guidance regarding human health.</p>
<ul style="list-style-type: none"> <li>Fauna &amp; Flora</li> </ul>	<p>There are no direct impacts resulting from the decision to use the guidance on fauna and flora. Statutorily protected plants and species require special consideration in regard to development yet can co-exist with development if adequate</p>

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	<p>arrangements are in place.</p> <p>Furthermore, irrespective of the positive implications of good design in regard to fauna and flora, the use of the guidance will be a consideration alongside thematic Local Plan policy requirements regarding protected species and habitats, as well as those of any site-specific masterplan DPDs/SPDs. These will still be applicable and relevant in planning decisions on a case-by-case 'project level' basis at the development management stage.</p> <p>There are considered to be no possible significant negative effects resulting from the decision to use the guidance regarding fauna and flora.</p>
<ul style="list-style-type: none"> <li>• Soils</li> </ul>	<p>Development on greenfield land can lead to inevitable conflicts with the preservation of high-quality soils. The remit of the parking guidance document is not considered relevant to the suitability of proposals in regard to their general location, existing land use, or the principle of development.</p> <p>Furthermore, the use of the guidance will be a consideration alongside thematic Local Plan policy requirements regarding soils. These will still be applicable and relevant in planning decisions on a case-by-case 'project level' basis at the development management stage.</p>
<ul style="list-style-type: none"> <li>• Water</li> </ul>	<p>The Part 1 guidance document acknowledges that good design principles can have positive implications in regard to offsetting proposals' effect on water quality, through the successful integration of Sustainable Drainage Systems (SuDS). This principle of the Part 1 guidance can be considered still applicable to strategic development proposals, and are not reiterated in the Part 2 guidance.</p> <p>Furthermore, irrespective of the implications of parking design in regard to water quality, the use of the guidance will be a consideration alongside thematic Local Plan policy requirements regarding water quality and SuDS, as well as those of any site-specific masterplan DPDs/SPDs. These will</p>

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	<p>still be applicable and relevant in planning decisions on a case-by-case 'project level' basis at the development management stage.</p> <p>There are considered to be no possible significant negative effects resulting from the decision to use the guidance regarding water quality.</p>
<ul style="list-style-type: none"> <li>Air</li> </ul>	<p>Good parking design principles, as included within the standards, can negate effects and offset proposals' effects on air quality. Furthermore, the introduction of appropriate parking standards and design in relation to reducing car dependency can ensure that their uptake is more viable in the future.</p> <p>Irrespective of the positive implications of the guidance in regard to air quality, the use of the guidance will be a consideration alongside thematic Local Plan policy requirements regarding air quality, as well as those of any site-specific masterplan DPDs/SPDs. These will still be applicable and relevant in planning decisions on a case-by-case 'project level' basis at the development management stage.</p> <p>There are considered to be no possible significant negative effects resulting from the decision to use the guidance regarding air quality.</p>
<ul style="list-style-type: none"> <li>Climatic factors</li> </ul>	<p>The document acknowledges, as a key principle, that parking standards in strategic development proposals should reflect a desire to tackle car dependency, congestion and climate change. The Part 1 standards similarly acknowledge countywide commitments of reducing the county's carbon footprint to limit the impacts of climate change and becoming Net Zero by 2050. These are considered equally applicable to strategic development proposals and are not reiterated within the Part 2 guidance.</p> <p>Irrespective of the positive implications of standards in regard to EV infrastructure, the use of the guidance will be a</p>

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	<p>consideration alongside thematic Local Plan policy requirements regarding climate change and flood risk, as well as those of any site-specific masterplan DPSs/SPDs. These will still be applicable and relevant in planning decisions on a case-by-case 'project level' basis at the development management stage.</p> <p>There are considered to be no possible significant negative effects resulting from the decision to use the guidance regarding climate change and flood risk.</p>
<ul style="list-style-type: none"> <li>Material assets</li> </ul>	<p>Regarding material assets, such issues are more appropriate to be considered on a case-by-case basis at the development management stage and in accordance with relevant policies contained within relevant adopted or emerging Local Plans. There are therefore considered to be no possible significant negative effects resulting from the decision to use the parking guidance.</p>
<ul style="list-style-type: none"> <li>Cultural heritage</li> </ul>	<p>Measures in regard to cultural heritage or the historic environment are not included within the parking standards guidance.</p> <p>Use of the guidance is discretionary and in those instances where there may be a conflict between new development and the protection objectives of heritage assets or the wider historic environment, then thematic Local Plan policy requirements regarding such matters will apply, as well as those of any site-specific masterplan DPSs/SPDs. These will still be applicable and relevant in planning decisions on a case-by-case 'project level' basis at the development management stage.</p> <p>There are considered to be no possible significant negative effects resulting from the decision to use the guidance regarding the historic environment.</p>
<ul style="list-style-type: none"> <li>Landscape</li> </ul>	<p>The document acknowledges that the design of parking plays</p>

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	<p>a critical role in the feel and function of streets and spaces, influencing landscaping, placemaking, safety and amenity. The document includes guidance on how to consider landscaping and the visual impact of car parking areas, regarding streetscape and integration with the public realm. The use of the guidance can ensure that parking provision is integrated with, rather than taking precedence over, blue and green infrastructure and that landscaping enhances parking wherever possible.</p> <p>Irrespective of the positive implications of good parking design in regard to the local landscape, the use of the guidance will be a consideration alongside thematic Local Plan policy requirements regarding the effects on landscape from new development, as well as any site-specific masterplan DPDs/SPDs. These will still be applicable and relevant in planning decisions on a case-by-case 'project level' basis at the development management stage.</p> <p>There are considered to be no possible significant negative effects resulting from the decision to use the guidance regarding landscape.</p>
The cumulative nature of the effects.	Due to the status of the decision to use the guidance in planning decisions and the formulation of applications on a discretionary basis, no significant negative effects have been identified for any of the above themes. As such, no significant cumulative effects have been identified within the scope of this Screening Report.
The trans boundary nature of the effects.	The use of the guidance, alongside relevant policies that are taken into account in the determination of planning applications, can be considered to support the protection and improvement of conditions relevant to those sustainability factors listed within the SEA Directive. The use of the guidance is not considered to be in conflict with any possible thematic policies, such as in Local Plans, that may apply to a development proposal. There are considered to be no transboundary effects resulting from the use of the parking

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
	guidance.
The risks to human health or the environment (e.g., due to accidents).	It is considered that there is no risk to human health or the environment as a result of the use of the guidance. This is in consideration of the above screening requirements related to sustainability themes. The use of the guidance is unlikely to give rise to, and is designed to minimise, accidents that can be considered to have a significant risk to human health or the environment.
The magnitude spatial extent of the effects (geographical area and size of the population likely to be affected).	The magnitude and spatial extent of Essex, and the scope of development proposals possibly forthcoming within the County (or in neighbouring authorities), can both be seen as significant. The positive implications of the use of the parking guidance can be expected to be realised over a wide geographic area, albeit in site specific instances, and no negative effects are assessed within this Report.
<p>The value and vulnerability of the area likely to be affected due to:</p> <ul style="list-style-type: none"> <li>• special natural characteristics or cultural heritage</li> <li>• exceeded environmental quality standards</li> <li>• intensive land use</li> </ul>	As highlighted above in the screening per sustainability theme, use of the parking guidance has not been assessed as having the potential for negative effects that would warrant further exploration through the application of the SEA Directive.
The effects on areas or landscapes which have	As highlighted above in the screening determinations per sustainability theme, the use of the parking guidance has not



Criteria for determining the likely significance of effects (Annex II SEA Directive)	Likelihood and summary of significant effects
a recognised national, community or international protection status.	been assessed as having any significant effects on areas or landscapes which have a recognised national, community or international protection status.

## 4. Conclusion

### 4.1 Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA)

The decision of any Local Authority to use the parking guidance would largely be intended for town and country planning purposes, yet the guidance document itself does not set a framework for future development consent. All guidance acts as a mechanism that can be used to ensure positive outcomes where appropriate and relevant and assists in the application of other such frameworks. The decision to follow guidance can be considered an internal process, and the guidance document itself does not meet the classification of a 'Plan or Programme' as defined within the SEA Directive.

At this time the use of the guidance is intended to be discretionary but may be formally adopted by Local Authorities in the future. The decision to use guidance is not however considered an amendment to any existing plan, or policy within a plan, that would require SA/SEA.

The guidance document is neither a Development Plan Document (DPD), nor a Supplementary Planning Document (SPD). It is planning policy at the relevant local (i.e. Local Planning Authority (LPA)) level that sets the framework for consent of planning applications. If the use of guidance is set out within a LPA's Local Plan policy framework, then its use would be considered within the Sustainability Appraisal (SA) of that Local Plan, as mandatory, with any significant effects on the environment explored. If guidance is produced and adopted in the form of an SPD by the LPA, then the SPD would also be screened for significant effects by the LPA in the same manner as this Report. The use of guidance as screened within this Report, does not carry the same weight as a DPD or SPD in the decision-making process.

Irrespective of the conclusion that guidance document does not meet the definition of 'plan or programme', this Screening Report further considers that significant effects on the environment will not occur from its use and only positive outcomes can be expected.

As such, it is considered that the Essex Part 2 Parking Guidance can therefore be **screened out** for its requirement of SA/SEA in line with the requirements of Directive 2001/42/EC.



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