



Basingstoke and Deane Borough Council Parking Supplementary Planning Document

Strategic Environmental Assessment Screening and Habitats Regulations Assessment –

January 2018

Executive Summary

This report details the need for a Strategic Environmental Assessment and/or a full Habitats Regulations Assessment to be produced to accompany the Parking Supplementary Planning Document.

Following consultation with the three statutory consultees (the Environment Agency, Historic England and Natural England), it concludes that an SEA is not required, and that the SPD would not need to be subject to full Appropriate Assessment under the Habitats Regulations.

Introduction

- 1 This report is designed to determine whether the Parking Supplementary Planning Document (the SPD) requires:
 - A Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004; and
 - An assessment against the Habitats Regulations to establish whether there would be any significant effects on European site(s).

Purpose and content of the Parking SPD

- 2 Basingstoke and Deane Borough Council, in its role as Local Planning Authority is producing a Parking SPD. It is anticipated that consultation on a draft document will take place in early 2018.
- 3 The purpose of the Parking SPD is to provide more detailed guidance regarding the implementation of Policy CN9 (Transport) and EM10 (Delivering High Quality Development) of the adopted Basingstoke and Deane Local Plan (2011-2029) (policies set out in Appendix 1). The SPD seeks to add greater detail to the Local Plan policies in relation to parking provision and provide guidance on how those policies should be interpreted and implemented. The geographic area covered by the SPD is the borough of Basingstoke and Deane (see appendix 2).

- 4 The principle objectives associated with developing Parking for the borough are as follows:
 - i. To provide high quality, well-designed places to live, work and visit with safe, convenient and usable parking provision
 - ii. To ensure a consistent and transparent approach to the assessment of planning applications
 - iii. To respond to the particular characteristics of different neighbourhoods and localities in the borough in terms of accessibility by all modes of transport and restrictions on space availability
 - iv. To complement and supplement the guidance contained in the Council's Design and Sustainability SPD
- 5 The Parking SPD will add detail to the policies of the Local Plan by proposing vehicle and cycle Parking for residential and non-residential development and detailed guidance relating to the design and layout of parking.

SEA screening

- 6 The adopted Local Plan (2011-2029), and the policies that provide the framework for the SPD, was the subject of Sustainability Appraisal (SA) (incorporating SEA). This included assessment of the detailed criteria of policies CN9 and EM10, as well as assessments of all other policies within the Local Plan. The Local Plan can be found on the council website at: <http://www.basingstoke.gov.uk/planningpolicy> and the SA (inc. SEA) can be viewed here: <http://www.basingstoke.gov.uk/content/doclib/952.pdf>
- 7 With regard to the need for SA (inc.SEA) for SPDs, the National Planning Policy Guidance (Reference ID: 11-008-20140306) states that:

‘Supplementary planning documents do not require a sustainability appraisal but may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already have been assessed during the preparation of the Local Plan.

‘A strategic environmental assessment is unlikely to be required where a supplementary planning document deals only with a small area at a local level (see regulation 5(6) of the Environmental Assessment of Plans and Programmes Regulations 2004), unless it is considered that there are likely to be significant environmental effects.

‘Before deciding whether significant environment effects are likely, the local planning authority should take into account the criteria specified in Schedule

1 to the Environmental Assessment of Plans and Programmes Regulations 2004 and consult the consultation bodies’.

- 8 The following table therefore assesses the proposed SPD in relation to Schedule 1 of the EIA Regulations to determine whether it would have a significant effect on the environment.

Criteria for determining the likely significance of effects of the environment	Potential effects of the SPD	Is there a likely significant effect?
The characteristics of the plan having regard to:		
(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;	<p>The SPD will provide guidance on how to apply policy set in the Local Plan (most notably Policy CN9 (Transport) and EM10 (Delivery High Quality Development). It does not establish new policy.</p> <p>The adopted Local Plan was prepared with continuous, iterative input from the SA (inc. SEA). The Local Plan was considered sound by an independent Inspector.</p>	No
(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;	The SPD sits in a hierarchy of documents. It does not directly affect any other plans or programmes but is influenced by the adopted Local Plan and other higher tier planning policy documents including the National Planning Policy Framework (NPPF).	No
(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	<p>The adopted Local Plan and other higher level policies set the context for achieving sustainable development in the borough.</p> <p>Options considered through the development of the SPD will not change the higher level policy requirements which have, in themselves, been subject to SA (inc. SEA).</p> <p>The SPD will assist with meeting the following SA (inc. SEA) objectives:</p>	No

	<p>'3. To reduce and minimise emissions of greenhouse gases and manage the impact of climate change; 17. To create and sustain vibrant settlements and communities. 20. To improve health and well-being through the development of healthy communities.'</p> <p>Given the topics in the SPD, it is not likely that there would be any significant environmental effects arising from the SPD.</p>	
(d) environmental problems relevant to the plan or programme; and	<p>The Local Plan SA (inc. SEA) identified that policies CN9 and EM10 will have positive impacts against a number of SA objectives.</p> <p>This included objectives 3 (climate change), 9 (transport), 13 (economic growth), 15 (built environment), 16 (resource use and design), 17 (settlement and communities) and 20 (health and well-being).</p> <p>The SPD will provide further guidance and reinforce relevant parts of the policies.</p>	No
(e) 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).	<p>It is unlikely that there would be any significant environmental effects resulting from the further guidance relating to parking provision.</p> <p>The SPD will require parking to incorporate SuDS unless it can be demonstrated why they can't be used to support the implementation of the policies of the Local Plan.</p>	No
Characteristics of the effects likely having regard, in particular, to:		
(a) the probability, duration, frequency and reversibility of the effects;	<p>The SPD includes guidance to support the policies in the Local Plan.</p> <p>The evidence to support the SA (inc. SEA) for the Local Plan continues to be up-to-date and considered the</p>	No

	probability, duration, frequency and reversibility of effects.	
(b) the cumulative nature of the effects;	There are no likely cumulative effects that would result from the production of the SPD.	No
(c) the transboundary nature of the effects;	There will be no transboundary effects (in relation to other EU member states).	No
(d) the risks to human health or the environment (e.g. due to accidents);	There are unlikely to be any significant risks to human health.	No
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	The spatial extent of policy CN9 and EM10 of the Local Plan is the borough boundary (see appendix 2). The spatial extent of the SPD will also be the borough boundary.	No
(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; and	The value and vulnerability of the area covered by the Parking SPD has been considered as part of the SA (inc. SEA) of the Local Plan. The SPD will provide further guidance and reinforce relevant parts of the policies.	No
(g) the effects on areas or landscapes which have a recognised national, Community or international protection status.	The SPD includes specific advice about development in rural areas, which would help to ensure the high quality of development within or close to the North Wessex Downs AONB.	No

SEA conclusion

- 9 Policy CN9 and EM10 of the Local Plan (2011-2029), to which the SPD relates, have been subject to detailed and iterative SA (inc. SEA) as part of the Local Plan process, both in terms of the principle of developing Parking and specific design and layout criteria. Taking into account the comments of the statutory consultees (see Appendix 3), the conclusion of the screening process is that as the draft Parking SPD does not make any material changes to the Council's approach to parking provision or introduce new planning policy, it will not give rise to significant environmental effects. A Strategic Environmental Assessment is therefore not required.

Habitats Regulation Assessment Screening

- 10 A Habitats Regulations Assessment (HRA) screening report was undertaken for the adopted Local Plan (2011-2029). The documents can be found on the borough council's website here:
- <https://www.basingstoke.gov.uk/content/doclib/384.pdf> (HRA April 2014)
 - <https://www.basingstoke.gov.uk/content/doclib/955.pdf> (HRA Addendum May 2015)
 - <https://www.basingstoke.gov.uk/content/doclib/1420.pdf> (HRA addendum December 2015)
- 11 In relation to policies CN9 and EM10, the HRA for the Local Plan (2011-2029) concluded the following:
- Policy CN9 - screened out as there is no likely significant effect arising on European sites
 - Policy EM10 - screened out as there is no likely significant effect arising on European sites.
- 12 The HRA for the Local Plan (2011-2029) concluded that there were no likely significant effects arising on European sites, either alone, or in combination with other plans and projects as a result of the Local Plan (2011-2029). The Local Plan (2011-2029) contains an adequate policy framework to avoid or adequately mitigate effects on European sites. The Local Plan (2011-2029) did not therefore require full Appropriate Assessment under the Habitats Regulations.
- 13 Given the SPD does not introduce new planning policy, the SPD, alone or in combination with other plans and programmes, is not likely to have a significant effect on any European site. Taking into account the comments of the statutory consultees (appendix 3), it is therefore concluded that a full Appropriate Assessment under the Habitats Regulations is not required.

Conclusion

- 14 Taking into account the comments of the three statutory consultees (the Environment Agency, Historic England and Natural England), it is concluded that an SEA is not required for the Parking SPD. Similarly, it would not need to be subject to full Appropriate Assessment under the Habitats Regulations.

**Appendix 1: Extract from the Basingstoke and Deane Borough Local Plan 2011-2029:
Policy CN9 and EM10 and supporting text**

Policy CN9 – Transport

The council will work in partnership to promote a safe, efficient and convenient transport system which will:

- i) Build on the borough's strategic location, through improvements to strategic road and rail connections to the wider area;
- ii) Promote transport choice, through improvements to public transport services and supporting infrastructure, and providing coherent and direct cycling and walking networks to provide a genuine alternative to the car and facilitate a modal shift;
- iii) Improve access to Basingstoke town centre and rail station by all modes of transport and ensure good integration between transport modes;
- iv) Manage congestion and provide for consistent journey times; and
- v) Promote and improve safety, security and healthy lifestyles.

Development should seek to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to service and support the transition to a low carbon future.

Development proposals will be permitted that:

- a) Integrate into existing movement networks;
- b) Provide safe, suitable and convenient access for all potential users;
- c) Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision; and
- d) Do not result in inappropriate traffic generation or compromise highway safety.

Development proposals that generate significant amounts of movement must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel Plan¹.

Development should be of high quality, sustainable in design, construction and layout, offering maximum flexibility in the choice of travel modes, including walking and cycling, and with accessibility for all potential users². Development will be permitted where it:

- e) Does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks;
- f) Mitigates impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, through the provision of, or contributions towards, necessary and relevant transport

¹ Refer to Planning Practice Guidance: <http://planningguidance.communities.gov.uk/blog/guidance/travel-plans-transport-assessments-and-statements-in-decision-taking/overarching-principles-on-travel-plans-transport-assessments-and-statements/>

² Department for Transport Manual for Streets, and Hampshire County Council Companion Document to Manual for Streets.

- improvements, including those secured by legal agreements or through the Community Infrastructure Levy;
- g) Protects and where possible enhance access to public rights of way;
 - h) Provides appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted Parking Standards;
 - i) Provides appropriate waste and recycling storage areas and accessible collection points for refuse vehicles, in accordance with the Design and Sustainability SPD; and
 - j) Ensures that all development proposals provide a co-ordinated and comprehensive scheme that does not prejudice the future development or design of suitable adjoining sites.

5.80 The provision of a safe, convenient and efficient transport network in the borough is key to supporting residents, employees and visitors to the borough, as well as assisting the wider economy, given the role of the borough in the Enterprise M3 LEP area. To facilitate this, future transport planning of the borough will support the approach of policy CN9 through the preparation of a Transport Strategy for the Borough, in partnership with Hampshire County Council, transport operators, Network Rail, local interest groups and local residents and business. This will provide a framework to ensure that there are opportunities to access key services, facilities and employment locations by a range of modes of transport, including accessibility from new developments. This will be supplemented by the Borough Cycling Strategy which provides further detail on the council's ambitions in terms of cycling, including the provision of a Strategic Cycling Network.

5.81 The Transport Strategy will sit within the framework of the Hampshire Local Transport Plan (LTP) (2011 - 2031) produced by Hampshire County Council and any successor to this. The LTP provides the long term framework for transport policies within the borough. The Plan seeks to improve accessibility through the three initiatives of reduce, manage and invest. To assist in meeting the objective of creating sustainable communities, the council will, working in partnership with Hampshire County Council and others, aim to:

- improve accessibility to services
- reduce the need to travel
- manage congestion, and
- achieve more sustainable travel behaviour through the policies and proposals within the Local Plan.

5.82 Hampshire County Council published a Transport Statement to set out the transport objectives and delivery priorities for the borough. The Transport Statement builds upon exiting transport related documents covering the borough, notably the Local Transport Plan, Basingstoke Town Access Plan (TAP) to provide:

- a local transport policy framework for the borough
- a framework to assist with the prioritisation of transport investment
- a basis for land use planning and development planning

- assistance to the council with infrastructure planning in support of the Local Plan.
- 5.83 It is essential that new developments provide safe and suitable access to the highway network and provide a safe and secure on-site movement layout that minimises conflicts between traffic and cyclists or pedestrians, considers the needs of people with disabilities, accommodates the efficient delivery of goods, materials and supplies, and encourages the use of sustainable transport modes, whilst providing appropriate parking provision for all potential users. Transport provision varies considerably across the borough, with relatively good accessibility by all modes of transport (including, walking, cycling, public transport and private car) in Basingstoke town and some of the larger settlements, to lower levels of accessibility in some of the more remote rural areas.
- 5.84 Through the provision of services and facilities locally, it is possible to help to minimise the need to travel, and provide greater scope for people to have a choice of modes of transport, including non-car modes. This, together with improved use of technology to facilitate increased working from home, can assist in limiting the impact of new development on the transport network.
- 5.85 Walking and cycling have a key role to play in ensuring an increase in sustainable travel. This can be achieved by providing safe walking and cycling routes with appropriate surfaces and lighting that are accessible to all, are convenient to reach, and link to places where services are located. The Cycling Strategy and accompanying proposed Strategic Cycle Network provide further guidance on measures to encourage and facilitate cycling in the Borough. Development proposals may be required to assist in the provision of the network and/or provide appropriate connections, as well as close working with Hampshire County Council to achieve this. secure, convenient and weather resilient cycle parking will normally be required at destinations, including at key transport interchanges; where appropriate lockers and changing facilities should also be provided.
- 5.86 Development will be resisted where it is considered it would adversely affect future infrastructure improvements for public transport. The borough's transport networks are continuing to evolve and improve through investment by the council, the highway authority and other partners.
- 5.87 Proposals will be encouraged to provide infrastructure supporting the use of alternative vehicle types and fuels in support of a lower carbon future. Examples could include installation of electric vehicle charging points.
- 5.88 Residential Parking are set out in the council's Residential Parking Supplementary Planning Document (2012) and, for non-residential developments, they are set out in the council's Parking (2003). The levels of provision required varies across the borough to reflect the more rural nature of some settlements, and assists in maintaining vitality and viability in smaller settlements where alternative modes of transport may not be so readily available. Standards are also set for cycle parking, for powered two-wheeled vehicles and for the percentage of wider spaces for users with mobility

difficulties. A new SPD will be produced to contain both residential and non-residential Parking in the borough.

- 5.89 The thresholds for the need for a Transport Assessment or Travel Plan are set out in Planning Practice Guidance, as referred to in Footnote 19 above. However, in some circumstances a Transport Assessment may be appropriate for smaller developments than suggested and a Transport Statement will normally be required to support developments for Houses in Multiple Occupation and residential sub-divisions.
- 5.90 Travel Plans are recognised for their part in reducing the impact on the environment by encouraging modal shift, including promoting schemes for reducing travel and travel at peak times (e.g. flexible working), electronic communication, car sharing or promoting transfer to alternative modes.
- 5.91 There are many rural communities where there are limited alternative forms of transport and car use is the only real option for travel. The characteristics of the borough and its relatively scattered pattern of settlements and rural road network must be considered in any transport proposals. The council will support the development of future flexible community based transport initiatives and will work with the county council to develop initiatives to serve rural areas. The retention of local services and facilities will also help to reduce the need to travel for many communities, although the travel needs of various groups such as children and older persons will require special consideration.
- 5.92 The council will seek to enter into legal agreements with potential developers to secure the implementation of specific improvements or contributions towards their implementation in accordance with the wider access strategy outlined in the Local Transport Plan, Borough Transport Statement and Community Infrastructure Levy Charging Schedule. Such improvements may include new or improved highway and non-highway access infrastructure or the provision of new or additional public transport services.
- 5.93 The policy seeks to make certain that all development proposals are designed to ensure that future development of suitable adjacent development site(s) could be accommodated from a transport and access perspective. Therefore, the council's assessment and evaluation of planning applications will consider how development schemes safeguard future development of suitable adjoining sites.

Implementation and Monitoring

The policy will be implemented by:

- the determination of planning applications.

The policy will be monitored by:

- the number of Section 278 agreements signed or S106 agreements/CIL contributions towards transport infrastructure.

Policy EM10 - Delivering High Quality Development

All development proposals will be of high quality, based upon a robust design-led approach.

1. Development proposals (excluding household extensions³) will be permitted where they:
 - a) Contribute to the provision of neighbourhoods and places for work and leisure that are well connected, accessible, safe, easy for people to find their way around and, function well in practical terms;
 - b) Are accessible to all and promote buildings that are durable, adaptable and able to respond to changing social, environmental, technological and economic conditions;
 - c) Positively contribute to the appearance and use of streets and other public spaces;
 - d) Promote the efficient use of land and achieve appropriate housing densities which respond to the local context, as informed by community documents⁴, and which take into account the urban, suburban or rural location of the site;
 - e) Provide a co-ordinated and comprehensive scheme that does not prejudice the future development or design of adjoining sites; and
 - f) Minimise energy consumption through sustainable approaches to design.
2. All development proposals will be required to respect the local environment and amenities of neighbouring properties in accordance with the principles set out below. Development proposals will be permitted where they:
 - a) Positively contribute to local distinctiveness, the sense of place and the existing street scene, taking into account all relevant SPDs and community documents that identify the local character and distinctiveness of an area which is valued by local communities, whilst allowing for innovation where appropriate;
 - b) Provide a high quality of amenity for occupants of developments and neighbouring properties, having regard to such issues as overlooking, access to natural light, outlook and amenity space, in accordance with the Design and Sustainability SPD;
 - c) Have due regard to the density, scale, layout, appearance, architectural detailing, materials and history of the surrounding area, and the relationship to neighbouring buildings, landscape features and heritage assets;
 - d) Are visually attractive as a result of good architecture;
 - e) Provide appropriate parking provision (including bicycle storage), in terms of amount, design, layout and location, in accordance with the adopted parking standards; and
 - f) Provide appropriate internal and external waste and recycling storage areas and accessible collection points for refuse vehicles, in accordance with the Design and Sustainability SPD, in order to promote effective recycling and disposal of household and commercial waste.

³ Extensions to residential properties will be assessed using the criteria in list 2 of this policy.

⁴ Community documents include, for example, Village Design Statements, Community Plans, Neighbourhood Plans and Orders, Urban Character Studies and Conservation Area Appraisals.

- 6.79 This policy seeks to achieve high quality development across the borough, based upon a robust design-led process and a clear understanding of the local identity and context of development and the contribution better design can make to the creation of successful, inviting places where people want to live, work and enjoy themselves.
- 6.80 The borough contains a wide variety of settlements that vary in size, character, and the role that they play in the local area. The town of Basingstoke contains a vast array of different architectural styles from medieval almshouses to modern landmark office developments. This provides the challenge of responding to the very different design needs of rural and urban areas in terms of density, building styles and materials and highlights the need for a real understanding of the surroundings, local context and character before the design process begins. All future development will be expected to be of the highest quality and design, and respond positively to the local context. The council encourages creative and innovative design where appropriate.
- 6.81 The different towns, villages and landscapes of the borough have a distinctive character. This local distinctiveness of the landscape and built environment is fundamental to creating a 'sense of place' and makes an important contribution to the quality of life enjoyed by the borough's residents and visitors. Developments should positively contribute to this local distinctiveness and sense of place, taking into account the Design and Sustainability SPD, along with designations and locally produced documents that identify the local character and distinctiveness of an area that are valued by local communities.
- 6.82 Future development will assist in the transformation and regeneration of areas such as Basing View and some housing estates to provide them with locally distinctive, high quality environments.
- 6.83 Residential developments will be expected to provide a high quality of amenity for their occupants, including sufficient internal space and external amenity space. Further guidance is provided within the Design and Sustainability SPD including guidance on the subdivision of dwellings and Houses in Multiple Occupancy (HMOs).
- 6.84 Good design relates not only to the appearance of a development but also how well it works in practical terms. Streets and other public spaces must be easy for people to find their way around, stimulating, with high quality street furniture providing a safe environment, in accordance with Secured by Design principles⁵. Development should also contribute to providing attractive public areas that promote biodiversity and healthy lifestyles. Development should be flexible, accessible to all and should be able to respond to the challenges of climate change. Residential development should be built to a standard capable of adaptation to enable people to remain in their homes until old age.

⁵ Secured by Design is a Government-backed document, produced by ACPO, which explains how the design of development can reduce opportunities for crime.

- 6.85 Proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing buildings (with the exception of householder extensions), shall be designed to minimise energy consumption. This requirement encompasses landform, landscaping, as well as layout, design, orientation, massing and materials. These requirements need to respect the local context and any relevant heritage assets. This approach prioritises ‘passive’ solutions in the form of measures such as high standards of insulation, air-tightness and appropriate orientation. However, as part of the council’s positive strategy to promote energy from renewable and low carbon sources, new development should also be designed to facilitate the incorporation of renewable or low carbon technologies.
- 6.86 Developers should engage early and meaningfully with the local community and their representatives including councillors, where appropriate, in accordance with the guidelines set out in the council’s Statement of Community Involvement⁶. Consultation prior to the submission of an application is a valuable and effective exercise in informing and achieving good design. When putting forward development proposals applicants are expected to explain, through an accompanying Design and Access Statement (when required) how they have taken a design-led approach in accordance with the principles set out in this policy and other relevant council design guidance. Other design guidance includes the Design and Sustainability SPD and its appendices as well as community led planning documents, such as Village Design Statements and Neighbourhood Plans. These community led documents describe the distinctive character of an area and set out design principles to demonstrate how local character can be protected and enhanced.

Implementation and Monitoring

The policy will be implemented through:

- advice on and the determination of planning applications
- design based guidance set out in the Design and Sustainability SPD and other documents such as masterplans, planning briefs and design briefs
- local design advice arrangements providing independent advice on development proposals.

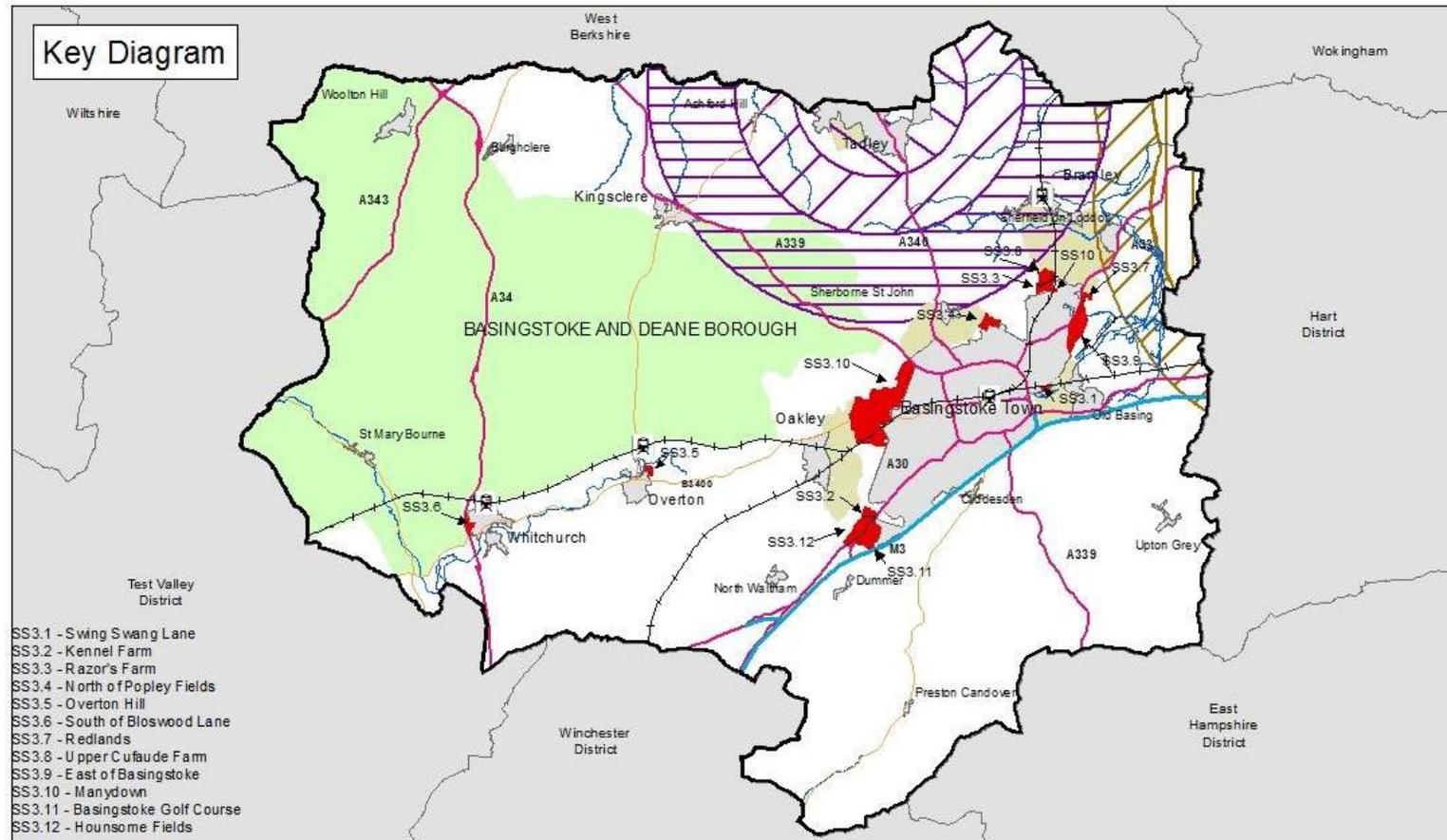
The policy will be monitored through:

- Building for Life assessments.

Building for Life is a government endorsed method of assessing residential design quality, developed by CABE at the Design Council, Design for Homes and the Home Builders Federation. This provides a method against which to assess schemes and to see how effectively this policy is being applied by the council.

⁶ The Statement of Community Involvement (SCI) is produced by Basingstoke and Deane Borough Council and sets out the process for community engagement.

Appendix 2: Extract from the Basingstoke and Deane Borough Local Plan 2011-2029: ‘Key Diagram’ showing the extent of the borough boundary



- SS3.1 - Swing Swan Lane
- SS3.2 - Kennel Farm
- SS3.3 - Razor's Farm
- SS3.4 - North of Popley Fields
- SS3.5 - Overton Hill
- SS3.6 - South of Blosswood Lane
- SS3.7 - Redlands
- SS3.8 - Upper Cufaude Farm
- SS3.9 - East of Basingstoke
- SS3.10 - Manydown
- SS3.11 - Basingstoke Golf Course
- SS3.12 - Hounsome Fields

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Key

Site allocation	Motorway	Railway Station	AWE 5km (middle zone)	SPA 7km buffer zone	North Wessex Downs Area of Outstanding Natural Beauty
Plan Area Boundary	A Road	Rail Network	AWE 8km (outer zone)	Rivers	
Settlements	B Road	AWE 3km (inner zone)	SPA 5km buffer zone	Proposed Strategic Gap	

Appendix 3: Responses from Statutory Consultees

From: Planning_THM [mailto:Planning_THM@environment-agency.gov.uk]

Sent: 03 January 2018 17:37

To: Local Plan <Local.plan@basingstoke.gov.uk>

Subject: RE: SEA and HRA Screening for Basingstoke and Deane Borough Council Supplementary Planning Documents

**** PLEASE NOTE: This message has originated from a source external to Basingstoke & Deane Borough Council, and has been scanned for viruses. Basingstoke and Deane Borough Council reserves the right to store and monitor e-mails ****

Hello Edward,

Thank you for your emails and please accept our apologies for the delay in responding. We are very short of resources within our team at present, and are unable to review these documents in detail. I have however scan read the executive summaries and parts of each document, and agree with your conclusions that these SPDs are unlikely to result in significant effects on the environment.

Kind regards,

Judith Johnson

Planning Specialist - Sustainable Places team

Environment Agency, Thames Area

Goldcrest House, Alice Holt Lodge, Farnham, Surrey. GU10 4LQ

Tel: 020 3025 9495

Team email: planning_THM@environment-agency.gov.uk



Historic England

Planning Policy Team
Basingstoke and Deane Borough Council
Civic Offices
London Road
Basingstoke, RG21 4AH

Our ref: HD/P5229/
Your ref:
Telephone 01483 252040
Fax

18th December 2017

Dear Sir or Madam,

SEA and HRA Screening for Basingstoke and Deane Borough Council Supplementary Planning Documents

Thank you for your e-mail of 13th November seeking the opinion of Historic England on the need or otherwise for Strategic Environmental Assessment of the Council's Design and Sustainability SPD, Housing SPD, Parking SPD and Landscape and Biodiversity SPD.

We have reviewed the Council's draft screening opinions for each of these SPDS. We note that none of the four SPDs are expected to have significant environmental effects, although surely it is to be hoped, indeed intended, that the Design and Sustainability SPD and Landscape and Biodiversity SPD would have positive environmental effects, otherwise there would seem little point in their production.

Indeed, the Council recognises that the Landscape and Biodiversity SPD would be likely to have a positive environmental effect on landscape matters. If the Design and Sustainability SPD would help ensure the high quality of design within in or close to the North Wessex Downs AONB, then it too would surely have a positive environmental effect.

The SEA Directive makes no distinction between positive and negative environmental effects, so it could perhaps be argued that the Design and Sustainability SPD and Landscape and Biodiversity SPD should be subject to SEA. However, we note that both supplement parent policies in the Local Plan, which itself was subject to Strategic Environmental Assessment, and we consider this to be adequate.

We agree that the Housing SPD and Parking SPD are less likely to have significant environmental effects and note that they too follow from parent policies in the Local Plan, which we again consider to be adequate.

Accordingly, we agree with the Council's opinions that Strategic Environmental Assessment is **not required** for any of the four Supplementary Planning Documents .

We hope these comments are helpful. Please contact me if you have any queries.

Thank you again for consulting Historic England.

Yours faithfully,

Martin Small

Principal Adviser, Historic Environment Planning

(Bucks, Oxon, Berks, Hampshire, IoW, South Downs National Park and Chichester)

E-mail: martin.small@historicengland.org.uk

From: Aziz, Rebecca (NE) [<mailto:Rebecca.Aziz@naturalengland.org.uk>]

Sent: 14 December 2017 14:34

To: Local Plan <Local.plan@basingstoke.gov.uk>

Subject: NE consultation response to SEA and HRA Screening for Basingstoke and Deane Borough Council Supplementary Planning Documents (NE ref 231409)

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FAO Edward Rehill

Thank you for consulting me on SEA and HRA screening for four Basingstoke and Deane Borough Council Supplementary Planning Documents including Design & Sustainability, Housing, Parking and Landscape and Biodiversity.

Natural England concurs with the conclusions of the Strategic Environmental Assessment Screening and Habitats Regulations Assessment reports and has no substantive comments to make.

If you have any queries please do not hesitate to contact me.

Kind regards

Becky

Becky Aziz

Sustainable Development Lead Advisor

Area 13 - Dorset, Hampshire & IoW

Natural England

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15 Andover Road,

Winchester, SO23 7BT

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Please note my non-working day is Friday

www.naturalengland.org.uk

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 ([DAS](#)) provides pre-application, pre-determination and post-consent advice on proposals to developers and consultants as well as pre-licensing species advice and pre-assent and consent advice. The Pre-submission Screening Service ([PSS](#)) provides advice for protected species mitigation licence applications.

These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, reduce the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.