

**Strategic Environment Assessment (SEA) and  
Habitats Regulations Assessment (HRA)  
Screening Statement for the Eastleigh Draft  
Parking Standards Supplementary Planning  
Document (SPD)**

**July 2023 Draft for Consultation**



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## 1.0 Introduction

1.1 Supplementary Planning Documents are produced to provide detailed advice and guidance on policies in Local Plans.

1.2 The National Planning Policy Framework (NPPF) (July 2021) describes SPDs as:

*“Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan”.*

1.3 Eastleigh Borough Council has prepared and published a draft Parking Standards SPD which provides additional detail to applicants further to the relevant planning policies contained in the adopted Eastleigh Borough Local Plan (2016-2036).

1.4 This document constitutes a screening report to determine whether:

- the draft Parking Standards SPD will require a Strategic Environmental Assessment (SEA) in accordance with the ‘European Directive 2001/42/EC’2 and associated ‘Environmental Assessment of Plans and Programmes Regulations 2004’.
- the draft Parking Standards SPD will require a Habitats Regulations Assessment (HRA) or further assessment in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended, including through EU Exit legislation) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended).

## 2.0 Background Context

2.1 The Eastleigh Borough Local Plan (2016-2036) was adopted in April 2022 and forms part of the Council’s Development Plan. As such, it is afforded full weight in decision-making.

1.2 This draft Parking Standards SPD provides further interpretation to Policy DM14, Parking and a number of other policies in the adopted Eastleigh Borough Local Plan (2016-2036) which are relevant to cycling (extension and improvement of the cycle network) and the provision of vehicle (mainly car) parking within both residential and non-residential development.

1.3 As such, the draft Parking Standards SPD aims to ensure a transparent and consistent approach is taken. It will be used as a material consideration in the determination of planning applications and will be afforded significant weight by Council Officers and Elected Members in decision making.

### **3.0 Strategic Environment Assessment**

- 3.1 A Strategic Environmental Assessment (SEA) concerns the evaluation of the environmental impacts of a plan or programme. The requirement for an SEA is detailed in the 'European Directive 2001/42/EC' which is adopted into UK legislation as the 'Environmental Assessment of Plans or Programmes Regulations 2004'. Local Plans often comply with SEA requirements by being the subject of a Sustainability Appraisal.
- 3.2 Planning Practice Guidance states that Supplementary Planning Documents are not required to be accompanied by a Sustainability Appraisal. In exceptional circumstances, an SPD may require a SEA if they are likely to have significant effects on the environment which have not been assessed as part of the Local Plan SA.
- 3.3 A screening process has therefore been followed to assess if the draft Parking Standards SPD produced by Eastleigh Borough Council requires a SEA.

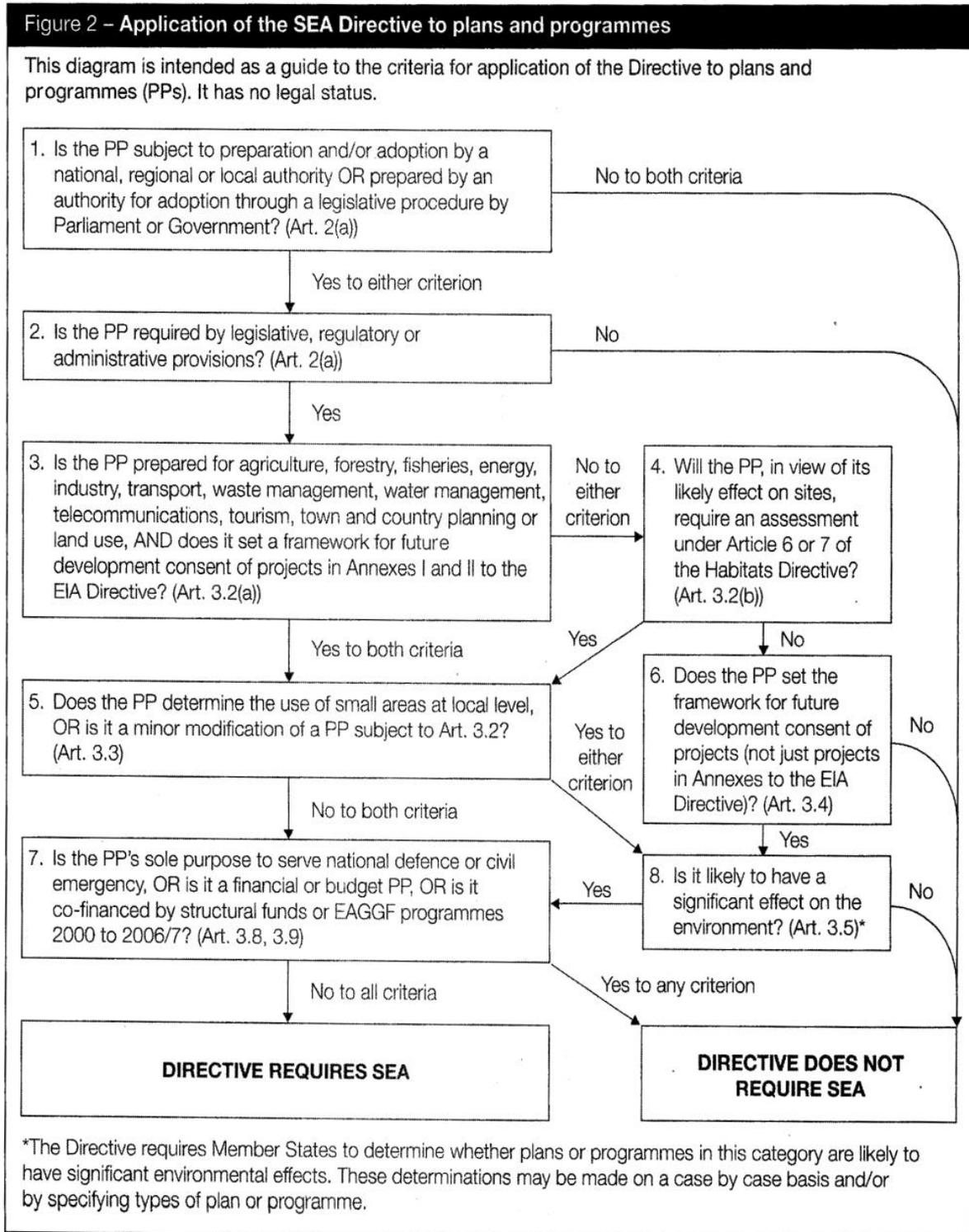
### **4.0 SEA Screening Process**

- 4.1 To determine if an SPD is likely to have significant environment effects, Planning Practice Guidance recommends local planning authorities consider the criteria specified in schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004. Table 1 of this report presents the criteria in table form with a commentary on the draft Parking Standards SPD which is subject to public consultation. Table 2 shows the results of the screening process for the draft Parking Standards SPD, which confirms that it is unlikely to have significant environmental effects. Section 6 presents the conclusion and rationale for the decision.
- 4.2 Planning Practice Guidance also recommends consulting the consultation bodies cited in the Environmental Assessment of Plans and Programmes Regulations 2004. Historic England, Natural England and the Environment Agency will therefore be consulted for their formal view as to whether the draft Parking Standards SPD will have significant environmental effects and on the conclusions of this screening statement.

### **5.0 SEA Determination and Reasoning**

- 5.1 The SPD is consistent with the adopted Eastleigh Borough Local Plan (2016-2036) which has already been the subject of a Strategic Environmental Assessment/Sustainability Appraisal undertaken by LUC. The appraisal of the adopted Local Plan policies found that there would be no environmental effects which could not be mitigated and would have positive socio-economic benefits.
- 5.2 The SPD is a lower tier document which provides supplementary guidance to adopted Local Plan policies and it cannot be used as justification for non-compliance with national environmental legislation and national and local environmental policy.

5.3 The diagram below illustrates the process for screening a planning document to ascertain whether a full SEA is required.



5.4 The following assessment in Table 1 applies the questions from the preceding diagram. The answers have been used to determine whether the draft Parking Standards SPD in the view of the Council requires a full Strategic Environmental Assessment.

**Table 1: Establishing the need for SEA**

Stage	Yes / No	Reason
1. 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))	Yes	The preparation and adoption of the draft Parking Standards SPD is allowed under the Town and Country Planning Act 1990. The process in preparing the draft Parking Standards SPD is in accordance with the Town and Country Planning (Local Planning) Regulations 2012.
2. Is the SPD required by legislative, regulatory or administrative provisions? (Art.2(a))	Yes	Although the draft Parking Standards SPD is not a requirement under the provisions of the Town and Country Planning Act 1990, if adopted it will form a material consideration alongside the adopted Eastleigh Borough Local Plan (2016-2036) and supplement its policies. It is therefore important that the screening process is precautionary and considers whether it is likely to have significant environment effects and hence whether SEA is required under the Directive.
3. Is the SPD prepared for agriculture, 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	No	The draft Parking Standards SPD has been prepared for the purposes of town and country planning. It supplements policies in the adopted Eastleigh Borough Local Plan (2016-2036) by providing detailed guidance in relation to the recommended parking standards for cycles and

Stage	Yes / No	Reason
<p>projects in Annexes I and II to the EIA Directive? (Art. 3.2(a))</p>		<p>cars including for low emission and electric vehicles, car clubs (residential development only), visitor parking along with other sustainable measures such as permeable surfacing.</p> <p>The draft Parking Standards SPD if adopted will cover development proposals for all new residential and non-residential development proposals that will come forward across the entire Borough.</p> <p>However, the draft Parking Standards SPD does not create new policy or identify specific sites for development.</p>
<p>4. Will the SPD, in view of this likely effect on sites require an assessment under Article 6 or 7 of the Habitats Directive? (Art.3.2(b))</p>	<p>No</p>	<p>The draft Parking Standards SPD has been subject to a separate Habitat Regulations Assessment screening (included separately below) which has concluded that it is not likely to have significant adverse effects on the integrity of Habitats sites, either alone or in combination with other plans or projects and further 'Appropriate Assessment' is therefore not required.</p>
<p>5. Does the SPD determine the use of small areas at local level, OR is it a minor modification of a plan or</p>	<p>No</p>	<p>The draft Parking Standards SPD does not determine the use of small areas at local level as it is supplementary to the adopted Eastleigh</p>

Stage	Yes / No	Reason
programme subject to Art 3.2? (Art.3.3)		Borough Local Plan (2016-2036) which does this and it is not a minor modification of a plan or programme subject to Article 3.2.
6. Does the SPD set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Art. 3.4)	N/A	N/A
7. Is the SPD's sole purpose to serve national defence or civil emergency, OR is it a financial or budget plan or programme, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art. 3.8, 3.9)	N/A	N/A
8. Is it likely to have a significant effect on the environment? (Art. 3.4)	No	See Part 2, assessment of the likely significant effects on the environment. This concludes that the draft Parking Standards SPD is unlikely to have a significant effect on the Environment.  <b>DIRECTIVE DOES NOT REQUIRE SEA</b> of the SPD

5.5 Table 2 sets out the Council's assessment against the Strategic Environmental Assessment criteria for the draft Parking Standards SPD to determine whether it will have a significant effect on the environment. This provides the reasoning behind the conclusions drawn in question 8 in Table 1 above. The criteria against which the screening is carried out are taken directly from Annex II of the SEA Directive, as required by Article 3 (5).

**Table 2: Eastleigh draft Parking Standards SPD - criteria for determining the likely significant environmental effects referred to in Article 3(5) (as taken from Annex II of the SEA Directive)**

Criteria specified schedule 1 SEA Regulations	Likely significant environmental effect (Yes / No)	Reason
<b>1. The characteristics of plans and programmes, having regard, in particular, to -</b>		
a) The degree to which the 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	The draft Parking Standards SPD, if adopted will provide further guidance to policies which are relevant to cycling (extension and improvement of the cycle network) and the provision of car parking in the adopted Eastleigh Borough Local Plan (2016-2036). It will therefore contribute to the framework for future development consent. The adopted Eastleigh Borough Local Plan (2016-2036) has also been subject to Sustainability Appraisal (SA) and therefore SEA.
b) The degree to which the SPD influences other plans and programmes including those in a hierarchy;	No	The draft Parking Standards SPD is in conformity with the National Planning Policy Framework (July 2021) and the adopted policies of the Eastleigh Borough Local Plan (2016-2036). The draft Parking Standards SPD will not significantly influence other plans and programmes, it instead supplements the adopted Eastleigh Borough Local Plan (2016-2036) which has been subject to SA and therefore SEA.

Criteria specified schedule 1 SEA Regulations	Likely significant environmental effect (Yes / No)	Reason
c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development;	No	<p>The draft Parking Standards SPD recommends parking standards for cycles and cars including for low emission and electric vehicles, car clubs (residential development only), visitor parking along with other sustainable measures such as permeable surfacing. These measures are considered to be positive in contributing to sustainable development and take account of environmental considerations.</p> <p>The wider shift to low emission and electric vehicles more generally will mean that the SPD with its proposed standards for active and passive EV charging will also be effective in responding to the Climate and Environmental Emergency declared by the Council in July 2019.</p>
d) Environmental problems relevant to the SPD; and	No	<p>Planning policy in relation to environmental problems such as air quality, flood risk and biodiversity is principally established through the adopted Eastleigh Borough Local Plan (2016-2036).</p> <p>The draft Parking Standards SPD recommends minimum standards for car parking</p>

Criteria specified schedule 1 SEA Regulations	Likely significant environmental effect (Yes / No)	Reason
		<p>spaces. However, the approach of the SPD prioritises cycle parking over car parking and proposes parking standards for low emission and electric cars, car clubs (residential development only), allocated/unallocated and visitor parking and other sustainable measures such as permeable parking. These measures can help to reduce and mitigate environmental problems associated with car parking.</p> <p>There is also expected to be a continued shift from petrol and diesel to low emission and electric vehicles over the course of the next decade. Therefore, the potential for environmental impacts from petrol and diesel vehicles is likely to reduce over time.</p>
e) The relevance of the SPD for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection)	No	The draft Parking Standards SPD is not directly 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 draft Parking Standards SPD recommends parking standards for cycles and cars including for low

Criteria specified schedule 1 SEA Regulations	Likely significant environmental effect (Yes / No)	Reason
		<p>emission and electric vehicles, car clubs (residential development only), allocated/unallocated and visitor parking along with other sustainable measures such as permeable surfacing. The duration of the effects of these recommended standards will be ongoing and positive since they will be applicable for all new residential and non-residential development proposals upon the future adoption of the SPD.</p>
<p>b) The cumulative nature of the effects;</p>	<p>No</p>	<p>The draft Parking Standards SPD is in conformity with the strategic policies included in the adopted Eastleigh Borough Local Plan Review (2016-2036). It is intended that the SPD, if adopted, will have positive cumulative effects across the Borough with regards to the recommended parking standards for cycles and cars including for low emission and electric vehicles, car clubs (residential development only), allocated/unallocated and visitor parking along with other sustainable measures such as permeable surfacing.</p>
<p>c) The transboundary nature of the effects</p>	<p>No</p>	<p>There are not expected to be any significant trans-boundary effects arising</p>

Criteria specified schedule 1 SEA Regulations	Likely significant environmental effect (Yes / No)	Reason
		from the draft Parking Standards SPD which recommends cycle and car parking standards for all new residential and non-residential development proposals within the Borough.
d) The risks to human health or the environment (for example, due to accidents);	No	It is considered that the draft Parking Standards SPD poses no significant risks to human health or the environment with regards to the potential for accidents which could impact the environment more widely.
e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	No	The draft Parking Standards SPD will apply across Eastleigh Borough which has a population of 135,443 people. The spatial extent will depend on where relating development proposals are taking place and are likely to be permitted. This can include windfall sites as well as the strategic sites and site allocations proposed in the adopted Eastleigh Borough Local Plan (2016-2036).
f) The value and vulnerability of the area likely to be affected due to –  (i) Special nature characteristics or cultural heritage; (ii) Exceeded environmental quality	No	There are designated heritage assets located across the Borough from locally listed buildings though to ancient monuments. These cultural assets are covered by other policies in the Local Plan and specific legislation.

Criteria specified schedule 1 SEA Regulations	Likely significant environmental effect (Yes / No)	Reason
standards or limit values; or (iii) Intensive land-use		The draft Parking Standards SPD proposes a balanced approach whereby the intention is to avoid under provision of car parking. Such under provision could have adverse effects upon the setting of heritage and cultural assets due to an increased potential for cars to be parked in unauthorised locations which could have an impact upon special nature characteristics or cultural heritage across the Borough. The approach of the draft Parking Standards SP is to also avoid an over provision of car parking spaces which could result in inefficient rather than intensive land use.
g) The effects on areas or landscapes which have a recognised natural, Community or international protection status.	No	The draft Parking Standards SPD does not identify specific locations for where parking should be provided. Therefore, the potential for adverse effects upon environmentally sensitive areas and landscapes across the Borough is not applicable. There are also no internationally protected landscapes located across the Borough.

## **6.0 SEA Conclusions and Next Steps**

- 6.1 This SEA screening has identified that the draft Parking Standards SPD is unlikely to have significant effects on the environment and that there is no requirement for it to be subject to a full SA.
- 6.2 This screening opinion will be published alongside the draft Parking Standards SPD and will also be subject to public consultation. Before this screening opinion is confirmed as final, it will also first require feedback from the three designated consultation bodies – Historic England, Natural England, and the Environment Agency.

## **7.0 Habitats Regulations Assessment**

- 7.1 The Habitats Regulations transpose the Habitats Directive into UK law. A Habitat Regulations Assessment (HRA) refers to one of the several distinct stages of Assessment. These must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended).
- 7.2 A HRA screening assessment should explore whether the implementation of a plan or project not connected to or necessary for a sites management, would be likely to have a significant effect upon or harm the habitats or species for which the European sites otherwise also known as ‘Natura 2000 sites’ are designated. The European sites are:
- Special Protection Areas (SPAs) – designated by the Birds Directive (79/409/EEC as amended and 2009/147/EC), and:
  - Special Areas of Conservation (SACs) – designated by the Habitats Directive (92/43/EEC).
- 7.3 The National Planning Policy Framework (NPPF) (July 2021) also states that Ramsar sites should be afforded the same level of protection as the European sites.
- 7.4 A screening process has been followed as per this HRA screening assessment to assess if the draft Parking Standards SPD requires a full Appropriate Assessment. The Appropriate Assessment stage of HRA is only required should this preliminary screening assessment not be able to rule out likely significant effects on a European site.

## **8.0 HRA Screening Process**

- 8.1 The HRA is undertaken in separate stages and should conclude whether or not a proposal or policy would adversely affect the integrity of any sites. This process or stages of the Appropriate Assessment process are further described below.

### Stage 1 – Screening

- This is the process which identifies the likely effects upon a European site (Natura 2000 or Ramsar site(s)) of a project or plan, either alone or in combination with other projects or plans, and determines whether these effects are likely to be significant.
- If there is uncertainty, and it is not possible, based on the information available, to confidently determine that there will be no significant effects on a site then the precautionary principle<sup>1</sup> will be applied. The screening assessment must reflect the outcomes of the 2018 judgement of the Court of Justice of the European Union<sup>2</sup> which has ruled that where mitigation is necessary this must be identified through an Appropriate Assessment. This means that measures that are necessary to avoid or reduce impacts on the European site, even when considered standard environmental best-practice, cannot be taken into account at this stage.
- If no likely significant effects are determined, the project or plan can proceed without the need to progress onto the stage 2 Appropriate Assessment stage. If any likely significant effects are identified, stage 2 commences.

### Stage 2 – Appropriate Assessment

- This is the consideration of the impact on the integrity of the site(s), either alone or in combination with other projects or plans, with respect to the site's structure and function and its conservation objectives.
- Additionally, where there are adverse impacts, an assessment of the potential mitigation of those impacts should be provided.

### Stage 3 – Assessment of Alternative Solutions

- This is the process which examines alternative ways of achieving the objectives of the project or plan that avoid adverse impacts on the integrity of the European site (Natura 2000 and Ramsar site(s)); and

### Stage 4 – Compensatory Measures

- This is an assessment of the compensatory measures where, in light of an assessment of imperative reasons of overriding public interest, it is deemed that the plan should proceed.

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1 The Precautionary Principle – Prudent action that avoids the possibility of irreversible environmental damage in situations where the scientific evidence is inconclusive but the potential damage could be significant.

2 C-323/17 – People over Wind, Peter Sweetman v Coillte Teoranta

8.2 If the screening stage concludes that are likely to be no significant impacts on European sites (Natura 2000 and Ramsar site(s)), then there is no need to progress onto the stage of Appropriate Assessment (i.e., Stage 2).

## 9.0 HRA Determination and Reasoning

9.1 In order to understand the context of the likely effects of the draft Parking Standards SPD, it is important to consider the likely effects of the adopted Eastleigh Borough Local Plan (2016-2036) which has been subject to a continuous and iterative HRA screening and assessment process.

9.2 In summary, therefore, the HRA report for the adopted Eastleigh Borough Local Plan (2016-2036) considers the following European sites (Natura 2000 and Ramsar site(s)) as shown in the box below. These have been designated to conserve a wide variety of habitats of European importance, along with species populations of high conservation significance:

- New Forest SAC/SPA/Ramsar
- River Itchen SAC
- Solent Maritime SAC
- Solent & Dorset Coast SPA<sup>3</sup>
- Solent & Southampton Water SPA/Ramsar

9.3 Those scoped out of the assessment of the then emerging Eastleigh Borough Local Plan (2016-2036) Habitats Regulations Assessment included the two following European sites (Natura 2000 sites) as shown in the box below:

- Emer Bog SAC
- Mottisfont Bats SAC

9.4 The HRA screening report (AECOM, 2015) for the Local Plan at that stage in its preparation considered that Emer Bog SAC and Mottisfont Bats SAC could be screened-out of the assessment process. This was on the basis of their reasons for designation and distance from Eastleigh Borough, reasons which remain valid for the adopted Eastleigh Borough Local Plan (2016-2036) HRA (UE Associates 2021) whereby it has been considered that it is not directly connected with or necessary to the management of these sites for nature conservation.

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<sup>3</sup> Identified as a potential SPA in the HRA undertaken by UE Associates for the adopted Local Plan (2016-2036). This was formally designated in January 2020.

9.5 The conclusions of the adopted Eastleigh Borough Local Plan (2016-2036) HRA constitute the following:

- No likely significant effects were identified in relation to Emer Bog SAC, Mottisfont Bats SAC, New Forest SAC/Ramsar or Solent and Dorset Coast SPA, either alone or in combination with other plans and projects.
- Significant effects through coastal squeeze are not likely for Solent Maritime SAC or Solent and Southampton Water SPA/Ramsar, either alone or in combination with other plans and projects.
- Significant effects through atmospheric pollution are not likely for Solent Maritime SAC or Solent and Southampton Water SPA/Ramsar, either alone or in combination with other plans and projects.
- Significant effects through impacts to land outside the boundary of Solent and Southampton Water SPA/Ramsar (non-designated terrestrial wader and Brent goose sites) are not likely, either alone or in combination with other plans and projects.
- Significant effects resulting from recreation are not likely for River Itchen SAC, either alone or in combination with other plans and projects.
- There will be no adverse effect on the integrity of River Itchen SAC as a result of atmospheric pollution, either alone or in combination with other plans and projects.
- Taking account of the mitigation strategy, it can be concluded that there will be no adverse effect on the integrity of River Itchen SAC as a result of noise and vibration, hydrological impacts, impacts to land outside the SAC boundary (otter dispersal corridors), non-native species, water abstraction or water pollution, either alone or in combination with other plans and projects.
- Taking account of the mitigation strategy, it can be concluded that there will be no adverse effect on the integrity of Solent Maritime SAC as a result of non-native species, site-specific hydrological impacts or water pollution, either alone or in combination with other plans and projects.
- Taking account of the mitigation strategy, it can be concluded that there will be no adverse effect on the integrity of New Forest SPA as a result of disturbance, either alone or in combination with other plans and projects.
- Taking account of the mitigation strategy, it can be concluded that there will be no adverse effect on the integrity of Solent and Southampton Water SPA/Ramsar as a result of disturbance, noise and vibration or water pollution, either alone or in combination with other plans and projects.

9.6 The draft Parking Standards SPD does not introduce new policies. However, it does include a set of recommended standards relating to the number of car and cycle

parking spaces per size and type of dwelling and the type of non-residential development (which can include operational car parking spaces). Recommended standards are also included for car clubs as part of residential development, the provision of low emission and electric vehicle spaces and active/passive charging for residential and non-residential development and the design and recommended dimensions for parking spaces and bike stands for both residential and non-residential development. These standards provide further guidance to the policies of the adopted Eastleigh Borough Local Plan (2016-2036).

- 9.7 This HRA assessment concludes that there would be no adverse effects on European sites (Natura 2000 and Ramsar site(s)) either alone or in combination with other plans or projects which include the adopted Eastleigh Borough Local Plan (2016-2036).
- 9.8 The full screening assessment can be viewed in Table 3 which follows.

**Table 3: HRA Screening Assessment**

<b>Recommended Standard</b>	<b>Description</b>	<b>Likely Significant Effects</b>	<b>Potential Risks</b>	<b>Recommendation</b>
Low emission and electric vehicle parking – active and passive charging points	Recommended standards relating to charging for low emission and electric vehicles are provided. Active charging points must be fully wired and ready to use with a mix of rapid and slow charging as appropriate to the location in order to support grid balancing. Tariff-linked charging and charging based on domestic micro generation will also be supported. Passive charging provision can include the installation of infrastructure without an activated connection to the electricity supply to allow retrofitting at a later date with minimal disruption.	Likely positive effects – the recommended standards will help to factor in sustainability related benefits associated with the growth in low emission and electric vehicles. Factoring in passive provision for a later date when the demand for low emission and electric vehicles increases further will also help to enhance these wider sustainability benefits in future.	None	None
Car clubs	Standards are recommended for the provision of at least one car club space on developments of at least 100 dwellings (which can	Likely positive effects – the recommended car club standards will help to factor in environmental and sustainability related benefits by helping to	None	None

Recommended Standard	Description	Likely Significant Effects	Potential Risks	Recommendation
	include provision off site where this can be justified such as within Eastleigh Town Centre) and for each additional 100 dwellings (which should be provided on site).	reduce the overall number of cars per household (for example, some households could use a car club vehicle rather than make use of a second car). The use of car club vehicles will therefore help to reduce some of the overall need for car parking and could also contribute to a reduction in the use of petrol and diesel cars within new development schemes.		
Recommended cycle and car parking standards per dwelling size and type	Minimum acceptable parking standards are recommended for cycle and car parking for 1-4+ bed dwellings, older peoples housing and flats and apartments. These also factor in long and short-stay cycle storage. unallocated car parking spaces and visitor parking.	Likely positive effects – the recommended standards will help to ensure that cycle and car parking needs are met for various types and size of dwelling. They will help to increase the potential for cycling and will help to avoid potential safety implications for pedestrians whereby cars could otherwise be parked upon verges and the public footway which are not designed for such purposes. They will also help to ensure that an over provision of car parking is avoided which could	None	None

Recommended Standard	Description	Likely Significant Effects	Potential Risks	Recommendation
		otherwise have a potentially harmful impact upon the quality of the wider built environment and residential amenity.		
Recommended cycle and car parking standards per type of non-residential building	The SPD includes a recommended range of standards for cycle parking (long and short stay) general car parking and operational parking for various development types and uses	Likely positive effects – the recommended standards will help to ensure that the parking needs for various types of non-residential uses are met	None	None
Parking Dimensions	The SPD includes guidance on the dimensions of cycle stands, garages, car ports/car barns and for various types of residential and non-residential parking spaces	Likely positive effects – the recommended standards will help to improve the overall design and layout of both residential and non-residential schemes and will further benefit people who are less mobile such as disabled people and parents with toddlers	None	None

## 10.0 HRA Screening Conclusions and Next Steps

- 10.1 The SPD does not introduce new policies or proposals outside the scope of the adopted Eastleigh Borough Local Plan Review (2016-2036). Instead, it provides further detailed and specific guidance relating to the provision of cycle and car parking standards within new residential and non-residential development. The policies in the adopted Eastleigh Borough Local Plan (2016-2036) which consider improvements and extensions to the existing cycle network which in turn will help to facilitate an increased take up in cycling and car parking have already been subject to HRA. The overall conclusions of the HRA undertaken for the adopted Eastleigh Borough Local Plan (2016-2036) state that the plan is not likely to have adverse effects on the integrity of European sites (Natura 2000 and Ramsar site(s)), either alone or in-combination with other plans or projects.
- 10.2 The Eastleigh draft Parking Standards SPD is also therefore unlikely to have significant adverse effects on the integrity of European sites (Natura 2000 and Ramsar site(s)), either alone or in-combination with other plans or projects and further 'Appropriate Assessment' as per stage 2 of the HRA process is not considered necessary or required.
- 10.3 This screening opinion will be published alongside the draft Parking Standards SPD and will also be subject to public consultation. Before this screening opinion is confirmed as final, it will also first require feedback from the three designated environmental bodies – Historic England, Natural England, and the Environment Agency.