

The East Hampshire District Local Plan

Consultation Vehicle Parking Standards Supplementary Planning Document

Strategic Environmental Assessment (SEA)

Screening Statement - Determination under Regulation 9 of the Environmental Assessment of Plans and Programmes Regulations 2004.

Habitats Regulations Assessment (HRA)

Screening Statement – Determination under Regulation 102 of the Conservation of Habitats and Species Regulations 2010.

Final Determination

September 2017

1. Introduction

- 1.1 This statement sets out the Council's determination under Regulation 9 (1) of the Environmental Assessment of Plans and Programmes Regulations 2004 on whether or not a Strategic Environmental Assessment is required for the Vehicle Parking Standards Supplementary Planning Document (SPD).
- 1.2 This statement also sets out the Council's determination as to whether Appropriate Assessment is required under Regulation 102 of the Conservation of Habitats and Species Regulations 2010.

Strategic Environmental Assessment

- 1.3 Under the requirements of the European Union Directive 2001/42/EC (Strategic Environmental Assessment (SEA) Directive)) and Environmental Assessment of Plans and Programmes Regulations (2004) specific types of plans that set out the framework for future development consent of projects must be subject to an environmental assessment.
- 1.4 There are exceptions to this requirement for plans that determine the use of a small area at a local level and for minor modifications if it has been determined that the plan is unlikely to have significant environmental effects.
- 1.5 In accordance with the provisions of the SEA Directive and the Environmental Assessment of Plans and Programmes Regulations (2004)(Regulation 9(1)), the Council must determine if a plan requires an environmental assessment. Where the Council determines that SEA is not required then under Regulation 9(3) the Council must prepare a statement setting out the reasons for this determination. The need for SEA is considered under Section 3 of this report.

Sustainability Appraisal

- 1.6 Under separate legislation (the Planning and Compulsory Purchase Act 2004 and associated Regulations), the Council is required to carry out a Sustainability Appraisal (SA) for all Development Plan Documents. This considers the social and economic impacts of a plan as well as the environmental impacts.
- 1.7 In accordance with current Regulations (Town and Country Planning (Local Development) (England) (Amendment) Regulations 2012) SA is not required to be carried out for SPD. However, despite this, it is still necessary to determine the need for SEA.

Habitats Regulations Assessment

- 1.8 Habitats Regulations Assessment is required to determine whether a plan or project would have significant adverse effects upon the integrity of internationally designated sites of nature conservation importance, or Natura

2000 sites. The need for HRA is set out within the EC Habitats Directive 92/43/EC and transposed into British Law by Regulation 102 of the Conservation of Habitats and Species Regulations 2010. In accordance with Article 6 of the Habitats Directive (92/43/EEC) and Regulation 102 of the Conservation of Habitats and Species Regulations 2010 the District Council must determine if a plan requires Appropriate Assessment. Section 4 of this report deals with the need for Habitats Regulation Assessment.

2. Scope of the Vehicle Parking Standards SPD

2.1 The Vehicle Parking Standards SPD will include the following:

- Minimum parking standards for motor vehicles (including disabled parking and parent and child parking)
- Minimum parking standards for cycles, mobility scooters and scooters
- Minimum requirement for electric vehicles
- Design requirements and guidance for motor vehicle and cycle parking
- Consideration of accessibility and opportunities for public transport
- Transport assessment and Travel Plan thresholds

2.2 This SPD will help implement Policy CP31 (Transport) in the adopted East Hampshire District Joint Core Strategy, providing the standards referred to in the policy. The SPD will also provide guidance in relation to Policy CP29 (Design) and CP15 (Gypsies, Travellers and Travelling Showpeople), which both make reference to parking.

2.3 For clarification, the Vehicle Parking Standards SPD will not apply to the South Downs National Park. Policies in the Alton Neighbourhood Plan addressing parking standards are not replaced by the Vehicle Parking Standards SPD, however the standards in the SPD are considered a guide in some instances.

3. Strategic Environmental Assessment (SEA)

The SEA Screening Process

3.1 The process for determining whether or not a SEA is required is called screening. In order to screen, it is necessary to determine if a plan will have significant environmental effects using the criteria set out in Annex II of the Directive and Schedule I of the Regulations. A determination cannot be made until the three statutory consultation bodies have been consulted: The Environment Agency, Natural England and English Heritage.

3.2 Within 28 days of making its determination the authority must publish a statement such as this one, setting out its decision. If it determines that an SEA is not required, the statement must include the reasons for this.

SEA Determination and Reasons for Determination

3.3 Before making a determination under Regulation 9 the three consultation bodies were consulted. The responses received are as set out in Table 1 below:

Table 1 – Comments received by Consultation bodies

Consultation Body	Comments
Environment Agency	<p>Having regard to the relevant considerations, the Environment Agency considers that the Vehicle Parking Standards SPD is unlikely to have any significant environmental, social or economic effects and therefore does not require a Strategic Environmental Assessment.</p> <p>In coming to this decision we are mindful that this draft SPD does not look to create any new policies and only serves to expand on existing policies within the existing Joint Core Strategy (2011-2028), Policy CP29 (Design) and CP31 (Transport) – both of which have already been subject to SA incorporating SEA - and Policy TR5 of the Alton Neighbourhood Plan adopted following a positive referendum result in May 2016. We do not believe that there are any other impacts beyond those assessed in the SA of the Joint Core Strategy and the referendum.</p> <p>We also believe that the SPD will not have any significant adverse effects on any Natura 2000 sites and that a full appropriate assessment is therefore not required.</p>
Historic England	<p>Having reviewed the draft document and draft Screening Opinion, we agree with the Council's opinion that the Vehicle Parking Standards SPD is unlikely to have any significant environmental effects and therefore does not require a Strategic Environmental Assessment.</p>
Natural England	<p>Natural England has reviewed the Vehicle parking standard and the accompanying SEA and HRA. We have no comment to make on the Vehicle Parking standards SPD .</p> <p>With regards to the SEA and HRA. As the SPD is not setting policy and just providing supplementary guidance Natural England agrees with the assessments and conclusions of the HRA and SEA.</p>

Table 2 - SEA Screening for the Vehicle Parking Standards SPD

Criteria (from Annex II) of SEA Directive and Schedule I of the Regulations)	EHDC Comments
Characteristics of the plan or programme	
a) The degree to which the plan or programme sets a framework for projects and other activities, either with regards to the location, nature, size and operating conditions or by allocating resources.	The Vehicle Parking Standards SPD sits at the lowest tier of the development plan system. In this respect it does not set a framework for other plans and strategies. Instead it offers the standards to implement Policy CP31 (Transport) of the Joint Core Strategy, and guidance on policies CP29 (Design) and CP31 (Gypsies, Travellers and Travelling Showpeople), which both make reference to parking.
b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	The Vehicle Parking Standards SPD is an implementation tool for delivering already adopted development plan policies at a higher tier (the East Hampshire District Local Plan: Joint Core Strategy) which have already been subject to SA/SEA.
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 Vehicle Parking Standards SPD sets out the minimum amounts of motor vehicle parking and cycle parking that may be provided at new developments. It also provides design guidance for vehicle and cycle parking.</p> <p>To this end the contents of the SPD will directly influence the amount of parking provided at new developments, with implications for land use, drainage and runoff. Through implementation of the design recommendations, there may be indirect (positive) effects on associated aspects such as road safety, aesthetics and landscaping. The Vehicle Parking Standards SPD design recommendations encourage and promote sustainable development.</p> <p>The SPD will not however provide an environmental policy in its own right, and so does not have a significant environmental impact on environmental considerations.</p>
d) Environmental problems relevant to the plan or programme.	The SPD is an implementation tool for delivering already adopted development plan policies at a higher tier which have already been subject to SA/SEA.

Criteria (from Annex II) of SEA Directive and Schedule I of the Regulations)	EHDC Comments
	The SPD may help to encourage more sustainable modes of transport for some journeys. This aim is supported by the reduced parking that may be provided in highly accessible areas, increasing the viability of public transport links, and the minimum requirements for cycle parking and electric vehicle parking. Modal shift has positive effects on many environmental indicators such as vehicle emissions, noise and air quality.
e) The relevance of the plan or programme for the implementation of Community (EU) legislation on the environment (for example plans and programmes linked to waste management or water protection).	The Vehicle Parking Standards SPD is not relevant to the implementation of EU legislation.
Characteristics of the effects and of the area likely to be affected	
a) The probability, duration, frequency and reversibility of the effects.	<p>The Vehicle Parking Standards SPD will not set policy. It does however, provide supplementary guidance to Joint Core Strategy policies, and influence the nature of parking at developments to which they are applied.</p> <p>Therefore the effects of this SPD may be apparent for the life of the developments to which it applies. These effects will occur at locations where compliant development occurs, and may not be reversible without alteration to the development.</p> <p>The design guidance and requirements of the Vehicle Parking Standards SPD should provide positive effects compared to existing requirements.</p>
b) The cumulative nature of the effects	The Vehicle Parking Standards SPD is not anticipated to have any significant cumulative effects.
c) The transboundary nature of the effects	The Vehicle Parking Standards SPD is not anticipated to have any transboundary effects.

Criteria (from Annex II) of SEA Directive and Schedule I of the Regulations)	EHDC Comments
d) The risks to human health or the environment (for example, due to accidents)	The SPD presents no direct risks to human health or the environment. The design guidance contained within the document may improve safety (with regards to road traffic and pedestrians).
e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	The SPD covers the area of East Hampshire District, excluding the areas that are within the South Downs National Park. The relationship between the Alton Neighbourhood Plan and the SPD is explained in section 1.4 of the SPD.
f) The value and vulnerability of the area likely to be affected due to: i) Special natural characteristics or cultural heritage; ii) Exceeding environmental quality standards or limit values; ii) Intensive land-use	<p>The SPD is an implementation tool for delivering already adopted development plan policies at a higher tier (the East Hampshire District Local Plan: Joint Core Strategy) which have already been subject to SA/SEA.</p> <p>The Parking Standards SPD is not itself likely to have negative effects on any of the listed considerations. In fact, through improved design guidance and updated design requirements, new developments compliant with these parking standards should complement the listed considerations.</p>
g) The effects on areas or landscapes which have recognised national, community or international protection status.	The SPD is an implementation tool for delivering already adopted development plan policies at a higher tier (the East Hampshire District Local Plan: Joint Core Strategy) which have already been subject to SA/SEA. The Vehicle Parking Standards SPD is not anticipated to have any effects on these areas.

SEA Conclusion

3.4 Having regard to the considerations above, the Council considers that the Vehicle Parking Standards SPD is unlikely to have any significant environmental effects and therefore does not require a Strategic Environmental Assessment.

3.5 This determination was made on 29 September 2017.

Habitat Regulations Assessment Screening Statement

- 3.6 This part of the report seeks to determine whether the Vehicle Parking Standards SPD will have any significant impacts on nearby Natura 2000 sites.
- 3.7 This SPD will help implement Policy CP31 (Transport) in the adopted East Hampshire District Joint Core Strategy, providing the standards referred to in the policy. The SPD will also provide guidance in relation to Policy CP29 (Design) and CP15 (Gypsies, Travellers and Travelling Showpeople), which both make reference to parking. These were subject to a Habitats Regulation Assessment which was prepared in consultation with Natural England. The purpose of HRA is to assess the impacts of plans and/or projects against the conservation objectives of a European site. The assessment must determine whether the plan and / or project would adversely affect the integrity of the site in terms of its conservation objectives. Where adverse effects are identified these effects should be avoided or mitigated.
- 3.8 The Appropriate Assessment stage of HRA is only required should the preliminary screening assessment not be able to rule out likely significant effects.
- 3.9 The Directive states that any plan or project not connected to or necessary for a sites management, but likely to have significant effect thereon shall be subject to appropriate assessment. There are four distinct stages in HRA namely:

Step 1: Screening – Identification of likely impacts on a European site either alone or in combination with other plans/projects and consideration of whether these are significant. This can include the consideration of avoidance measures.

Step 2: Appropriate Assessment – consideration of the impact on the integrity of the European Site whether alone or in combination with other plans or projects with respect to the sites structure, function and conservation objectives. Where there are significant effects, step 2 should consider potential mitigation measures.

Step 3: Assessment of Alternative Solutions – Assessing alternative ways of achieving the objectives of the plan/project which avoid impacts; and

Step 4: Assessment of Compensatory Measures – Identification of compensatory measures should impact not be avoided and no alternative solutions exist and an assessment of imperative reasons of overriding public interest (IROPI) deems that a project should proceed.

- 3.10 Should screening (step 1) reveal that significant effects are likely or effect cannot be discounted because of uncertainty, then it is necessary to move onto step 2: Appropriate Assessment. If step 2 cannot rule out significant effect even with mitigation, then the process moves onto step 3 and finally step 4, if no alternative solutions arise.

Step 1 - Screening

- 3.11 There are four stages to consider in a screening exercise:

Stage 1: Determining whether the plan/project is directly connected with or necessary to the management of the site;

Stage 2: Describing the plan/project and description of other plan/projects that have the potential for in-combination impacts;

Stage 3: Identifying potential effects on the European site(s); and

Stage 4: Assessing the significance of any effects

Stage 1

- 3.12 It can be determined that the Vehicle Parking Standards SPD is not directly connected with or necessary to the management of any Natura 2000 site.

Stages 2 to 4

- 3.13 Information about the scope of the SPD can be found in Section 2 of this document. Table 3 overleaf identifies the European sites assessed through the East Hampshire District Joint Core Strategy HRA process as having the potential to have some likely significant effect and identifies the significance of possible effects from the Vehicle Parking Standards SPD. The SPD provides guidance on policies in the Joint Core Strategy (already subject to a full HRA) and will not identify any new policies, levels of development or development distribution.

Table 3: Significant Effects Matrix for the Vehicle Parking Standards SPD

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
<p>East Hampshire Hangers SAC</p> <p>Contains the Habitats Directive Annex I habitats:</p> <ul style="list-style-type: none"> • Dry grasslands and scrublands on chalk or limestone, including important orchid sites • Beech forests on neutral to rich soils: the site is extremely rich in terms of vascular plants; • Mixed woodland on base-rich soils associated with rocky slopes • Dry grasslands or scrublands on chalk or limestone • Yew-dominated woodland 	<ul style="list-style-type: none"> • Low nutrient runoff from surrounding land • Maintenance of grazing • Controlled off-track recreational activity (i.e. trampling) • Minimal air pollution (nitrogen deposition may cause reduction in diversity, sulphur deposition can cause acidification) • Absence of direct fertilisation • Well-drained soils 	<p>None</p>	<p>Potential effects from the Joint Core Strategy (JCS) development on urbanisation, recreational disturbance and air pollution were assessed and the JCS HRA concludes that it has been possible to determine that significant urbanisation, recreation and air quality effects on the East Hampshire Hangers SAC as a result of Joint Core Strategy development are unlikely.</p>	<p>Not specifically arising from the SPD.</p> <p>In combination effects have been subject to appropriate assessment as part of the HRA for the adopted East Hampshire District Local Plan: Joint Core Strategy.</p>

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
<p>The site contains the Habitats Directive Annex II species</p> <ul style="list-style-type: none"> • Early gentian <i>Gentianella anglica</i> 				
<p>Shortheath Common SAC</p> <p>The site contains the Habitats Directive Annex I habitats:</p> <ul style="list-style-type: none"> • Very wet mires often identified by an unstable 'quaking' surface: this habitat forms the focal point of the SAC. • Dry heaths • Bog woodland 	<ul style="list-style-type: none"> • Careful management of water levels; • Good air quality; • Careful management of recreational activity. 	None	<p>Potential effects from the Joint Core Strategy development on urbanisation, recreational disturbance, air pollution and water quality were assessed and the JCS HRA concludes that significant effects on Shortheath Common SAC as a result of Joint Core Strategy development are inherently unlikely, other than recreational and air quality effects arising from Whitehill and Bordon and these will be rendered unlikely through the implementation of the recommendations generated by the Whitehill and Bordon HRA.</p>	<p>Not specifically arising from the SPD.</p> <p>In combination effects have been subject to appropriate assessment as part of the HRA for the adopted East Hampshire District Local Plan: Joint Core Strategy.</p>

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
<p>Wealden Heaths Phase 2 SPA and Woolmer Forest SAC</p> <p>Wealden Heaths Phase 2 qualifies as a SPA for its breeding bird species. The site contains:</p> <ul style="list-style-type: none"> • 1.3% of the British breeding population of nightjar • 2.5% of the British breeding population of woodlark • 1% of the British breeding population of Dartford warbler <p>The SAC interest features of Woolmer Forest are:</p> <ul style="list-style-type: none"> • Acid peat-stained lakes and ponds 	<ul style="list-style-type: none"> • Appropriate management • Management of disturbance during breeding season • Minimal air pollution • Absence or control of urbanisation effects, such as fires and introduction of invasive non-native Species • Maintenance of appropriate water levels • Maintenance of water quality 	None	Potential effects from the Joint Core Strategy development on urbanisation, recreational disturbance, air pollution and water quality were assessed and appropriate mitigation provided in the JCS.	<p>Not specifically arising from the SPD.</p> <p>In combination effects have been subject to appropriate assessment as part of the HRA for the adopted East Hampshire District Local Plan: Joint Core Strategy.</p>

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
<ul style="list-style-type: none"> • Dry heaths • Depressions on peat substrates • Wet heathland with cross-leaved heath • Very wet mires often identified by an unstable 'quaking' surface 				
<p>Butser Hill SAC</p> <p>The site contains the Habitats Directive Annex I habitats of:</p> <ul style="list-style-type: none"> • Dry grasslands and scrublands on chalk or limestone: the richest terricolous lichen flora of any chalk grassland site in England. • Yew-dominated woodland 	<ul style="list-style-type: none"> • Maintenance of grazing • Minimal air pollution – nitrogen deposition may cause reduction in diversity, sulphur deposition can cause acidification • Absence of direct fertilisation • Well-drained soils Controlled recreational 	None	Potential effects from the Joint Core Strategy development on recreational pressure and air quality were assessed and appropriate mitigation provided in the JCS.	<p>Not specifically arising from the SPD.</p> <p>In combination effects have been subject to appropriate assessment as part of the HRA for the adopted East Hampshire District Local Plan: Joint Core Strategy.</p>

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
	<p>pressure</p> <ul style="list-style-type: none"> • No spray-drift (i.e. eutrophication) from surrounding intensive arable land. 			
<p>Thursley, Hankley & Frensham Commons (Wealden Heaths Phase 1) SPA, Thursley, Ash, Pirbright & Chobham SAC and Thursley & Ockley Bogs Ramsar site</p> <p>Thursley, Hankley and Frensham Commons SPA is designated for its breeding bird populations, specifically:</p> <ul style="list-style-type: none"> • 0.6% of the British breeding population of nightjar <i>Caprimulgus europaeus</i> • 1.8% of the British breeding population of woodlark <i>Lullula arborea</i> 	<ul style="list-style-type: none"> • Maintenance of grazing and other traditional management practices. • Un-fragmented habitat • Minimal recreational pressure and a low incidence of wildfires; • Maintenance of water levels. 	None	Potential effects from the Joint Core Strategy development on urbanisation, recreational disturbance, recreational pressure, water resources and air quality were assessed and appropriate mitigation provided in the JCS.	<p>Not specifically arising from the SPD.</p> <p>In combination effects have been subject to appropriate assessment as part of the HRA for the adopted East Hampshire District Local Plan: Joint Core Strategy.</p>

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
<ul style="list-style-type: none"> • 1.3% of the British breeding population of Dartford warbler <i>Sylvia undata</i> <p>Thursley, Ash, Pirbright and Chobham qualifies as a SAC for its habitats. The site contains the Habitats Directive Annex I habitats of:</p> <ul style="list-style-type: none"> • Wet heathland with cross-leaved heath • Dry heaths: This site contains a series of large fragments of once-continuous heathland • Depressions on peat substrates 				
<p>Solent European Sites</p> <p>Solent Maritime qualifies as</p>	<ul style="list-style-type: none"> • Sufficient space between the site and development to allow for managed 	None	Potential effects from the Joint Core Strategy on water quality, water resource and	Not specifically arising from the SPD.

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
<p>a SAC for both habitats and species. Firstly, the site contains the following Habitats Directive Annex I habitats:</p> <ul style="list-style-type: none"> • Estuaries • Cord-grass swards • Atlantic salt meadows • Subtidal sandbanks • Intertidal mudflats and sandflats • Lagoons (coastal lagoons) • Annual vegetation of drift lines • Coastal shingle vegetation outside the reach of waves 	<p>retreat of intertidal habitats and avoid coastal squeeze.</p> <ul style="list-style-type: none"> • No dredging or land-claim of coastal habitats. • Unpolluted water. • Absence of nutrient enrichment. • Absence of non-native species. • Maintenance of freshwater inputs. • Balance of saline and non-saline conditions. • Maintenance of grazing. • Sufficient space between the site and development to allow for managed retreat of intertidal habitats 		<p>air quality effects are unlikely to occur and that the Council's ongoing commitment to the Solent Recreation Mitigation Strategy will enable adequate strategic mitigation to be delivered for recreational pressure.</p>	<p>In combination effects have been subject to appropriate assessment as part of the HRA for the adopted East Hampshire District Local Plan: Joint Core Strategy.</p>

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
<ul style="list-style-type: none"> • Glasswort and other annuals colonising mud and sand • Shifting dunes with marram <p>Secondly, the site contains the following Habitats Directive Annex II species:</p> <ul style="list-style-type: none"> • Desmoulin's Whorl Snail <i>Vertigo moulinsiana</i> • Portsmouth Harbour qualifies as a SPA for its passage bird species. The site contains: • Dark-bellied Brent Goose 	<p>and avoid coastal squeeze.</p> <ul style="list-style-type: none"> • Short grasslands surrounding the site are essential to maintaining interest features as they are now the key foraging resource for Brent goose. 			
<p>Solent and Isle of Wight Lagoons SAC</p> <p>The Solent and Isle of Wight lagoons qualifies as a SAC for the following</p>	<ul style="list-style-type: none"> • Salinity is the key water quality parameter for these lagoons. Therefore the relative balance of saltwater to freshwater inputs is critical. At the 	None	Potential effects from the Joint Core Strategy development on water quality and water resources are unlikely to occur.	<p>Not specifically arising from the SPD.</p> <p>In combination effects have been subject to appropriate assessment as part of the</p>

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
<p>Habitats Directive Annex I habitat:</p> <ul style="list-style-type: none"> • Lagoons: for which this is considered to be one of the best areas in the United Kingdom. 	<p>moment, most of these lagoons are considered to have a salt concentration that is below the desirable level (15 – 40%).</p> <ul style="list-style-type: none"> • Sufficient space between the site and development to allow for managed retreat of intertidal habitats and avoid coastal squeeze. • No dredging or land-claim of coastal habitats. • Unpolluted water. • Absence of nutrient enrichment. • Absence of non-native species. 			<p>HRA for the adopted East Hampshire District Local Plan: Joint Core Strategy.</p>
<p>River Itchen SAC</p> <p>The River Itchen qualifies as a SAC for both habitats</p>	<ul style="list-style-type: none"> • Maintenance of flow velocities - low flows interact with nutrient inputs from point 	<p>None</p>	<p>Potential effects from the Joint Core Strategy development on water resources are unlikely to</p>	<p>Not specifically arising from the SPD.</p> <p>In combination effects have</p>

Site description/Qualifying Features	Key Environmental Conditions to support site integrity	Possible impacts arising from the SPD	Possible impacts from other plans, trends etc.	Is there a significant risk of 'in combination' effects arising from the SPD
<p>and species. Firstly, the site contains the Habitats Directive Annex I habitat:</p> <ul style="list-style-type: none"> • Rivers with floating vegetation often dominated by water crowfoot: The Itchen is a classic example of a sub-type 1 chalk river. <p>Secondly, the SAC also contains the following Annex II species:</p> <ul style="list-style-type: none"> • Southern damselfly • Bullhead • White-clawed crayfish • Otter • Atlantic salmon • Brook lamprey 	<p>sources to produce localised increases in filamentous algae and nutrient-tolerant macrophytes at the expense of <i>Ranunculus</i>.</p> <ul style="list-style-type: none"> • Low levels of siltation, • Unpolluted water and low nutrient inputs. • Maintenance of grazing pressure is essential for Southern damselfly habitat. 		<p>occur.</p>	<p>been subject to appropriate assessment as part of the HRA for the adopted East Hampshire District Local Plan: Joint Core Strategy.</p>

HRA Screening Conclusion

- 3.14 On the basis of the above and having regard to the scope of the Vehicle Parking Standards SPD, the Council considers that the SPD will not have a significant adverse effect on any Natura 2000 sites and that a full appropriate assessment is therefore not required. The SPD will help implement Policy CP31 (Transport) in the adopted East Hampshire District Joint Core Strategy, and provide guidance in relation to Policy CP29 (Design) and CP15 (Gypsies, Travellers and Travelling Showpeople), which both make reference to parking. These policies have been subject to a full Habitats Regulations Assessment, including of any in-combination effects with other plans and/or projects.

Date of Determination

- 3.15 This determination was made on 29 September 2017.