

East Riding Local Plan

**Screening Document for Sustainability
Appraisal and Strategic Environment
Assessment**

**Sustainable Transport Supplementary
Planning Document
May 2016**



EAST RIDING
OF YORKSHIRE COUNCIL

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1 Purpose of the Sustainability Appraisal

1.1 The Council intends to adopt a Supplementary Planning Document (SPD) following the adoption of the Local Plan for East Riding of Yorkshire. The Sustainable Transport SPD will provide;

- Additional guidance on travel planning and parking provision and design, to supplement policies in the East Riding Local Plan (Policy S8: Connecting people and place & Policy EC4: Enhancing sustainable transport).
- Guidance on producing a travel plan and when a travel plan is needed in support of a planning application.
- Help to ensure proposed developments provide appropriate levels of parking for bikes, motorcycles and vehicles.

The adopted SPD will become an important consideration in determining relevant planning applications.

1.2 The Planning Act 2008 allows Local Planning Authorities to prepare SPDs without undertaking Sustainability Appraisal (SA) /Strategic Environmental Assessment (SEA), as long as they screen for the need for a SA/SEA of the SPD as it is produced. In light of the 2008 Planning Act, the Councils are required to carry out screening to ensure that the legal requirements for SA/SEA are met where there are impacts that have not been covered in the appraisal of the parent Local Plan Document.

1.4 The East Riding Local Plan Strategy Document is an 'overarching' strategic policy document for the East Riding and covers a wide range of issues and spatial matters. This screening report has been prepared in support of the SPD. It establishes whether there are impacts arising from the SPD that have not been covered in the SA/SEA of the Strategy Document and if a full SA/SEA is required for this SPD.

1.5 The impact of the SPD will be restricted to relatively specialist topic areas at a local level. Whilst the document will help deliver wider objectives, the issues considered do not need to be as comprehensive as for the Strategy Document. The SEA Directive suggests a possible exemption of SEA where the plan or programme would be likely not to have significant environmental effects.

2. Overview of the Sustainable Transport SPD to be adopted May 2016

2.1 The purpose of the Sustainable Transport SPD is to provide advice on how the Council's Adopted Local Plan policies on transport will be satisfied. This includes guidance on the range of approaches, guidelines and mechanisms required to deliver suitable Travel Planning, parking provision and parking design.

3. Sustainable Objectives and Assessment of Relevance/Impact

3.1 The Local Plan's Sustainability Appraisal sets out 20 objectives that have been used to develop the policies of the Local Plan. It is important that these remain constant through sustainability appraisals of new documents. The SPD's potential impact against each objective has been summarised in the table below.

Table 1: Relevant East Riding Sustainability Appraisal Objectives

Sustainability Appraisal Objective (SAO)	Relevance / Impact
To reduce health inequalities	Beneficial effects
To support the renaissance of rural areas	N/A
To reduce social exclusion and improve equality of opportunity amongst social groups	Beneficial effects
To improve accessibility and public transport links to key services and employment areas	Beneficial effects
To improve housing affordability	N/A
To maintain overall levels of education and skills and retain local highly skilled labour	N/A
To improve air quality	Mixed effects
To reduce the growth of road traffic	Mixed effects
To encourage more efficient use of land	N/A
To reduce waste arisings and the amount of waste sent to landfill	N/A
To improve the quality of local fresh water resources	N/A
To reduce levels of atmospheric GHG by reducing emissions and increasing extent of carbon sinks	N/A
To minimise the impacts of climate change by developing in a way that reduces risk from flooding and coastal erosion	N/A
To reduce carbon based energy use by increasing energy efficiency and	N/A

production of renewable and low carbon energy	
To protect and enhance biodiversity and important wildlife habitats, and to conserve geology	N/A
To protect and enhance heritage assets and their settings	N/A
To protect and enhance the countryside and landscape quality	N/A
To maintain and strengthen the economy of East Riding	Beneficial effects
To increase diversity of employment	N/A
To support the renaissance of rural areas	N/A

4. Summary of Sustainability Appraisal of Strategy Policies to which the SPD relates

4.1 The Strategy also sets out 33 policies, which have been subject to a Sustainability Appraisal. The following table summarises the SA of the Strategy policies to which the SPD relates and clarifies that the SPDs will have no further impact.

Table 2: SPD Impact on SA Objectives

Associated Strategy Policy	Summary of SA of Strategy Policy		Will the SPD further impact on SA objectives
	SAO - Sustainability Appraisal Objective		
Policy S8: Connecting people and places	SAO 3 (Social exclusion)	The policy supports the delivery of strategic connections between key settlements, resulting in sub-regional benefits in terms of accessibility. In addition, specific support for improving accessibility in rural areas will help improve equality of opportunities for those living in more isolated places. Strategic transport infrastructure is also a key influence in catalysing investment in housing and economic development.	The SPD provides guidance on Travel Planning and parking provision for a variety of users and uses which supports the delivery of strategic connections between settlements and strategic transport infrastructure. This document will help impact positively on the SAO.
	SAO 4 (Accessibility)	At the strategic level, the policy should deliver increasing benefits in terms of improving accessibility and public transport links. Specific measures include the park and ride proposals and potential for demand management that should reduce congestion. The policy also promotes public transport, cycling and walking, in particular in larger settlements.	The SPD provides guidance on Travel Planning and parking provision for a variety of users and uses. This document will not introduce adverse effects against the SAO.

	SAO 18 (Economy)	Securing the continued and improved operation of the strategic transport network is an important underlying factor in supporting the economic health of the East Riding. Benefits are predicted, increasing over time.	The SPD provides guidance on Travel Planning parking provision which includes transport improvements. This document will not introduce adverse effects against the SAO.
	SAO 9 (Efficient use of land)	Design and delivery of an effective strategic transport network based on a holistic review of needs can deliver economies in terms of land take required for distributor and local roads by achieving fewer and more strategic long distance connections. However, initiatives such as park and ride development and new transport hubs will inevitably require new land take, often directed to previously undeveloped edge of centre/ semi rural locations.	The SPD provides guidance on Travel Planning parking provision which includes the design and delivery of transport networks. This document will not introduce adverse effects against the SAO.
	SAO 7 (Air Quality) SAO 8 (Road Traffic)	SA Objectives 7 (<i>Air quality</i>) and 8 and (<i>Road traffic</i>) - The policy supports the delivery of the strategic transport network, which includes roads as well as rail networks and water based transport. Road based transport is still likely to increase in the future given the rural nature of the area but the level of this growth is likely to be tempered through the support provided for other transport modes than the private car. Park and ride proposals have the potential to relieve the congestion in the urban centres, where localised air quality problems tend to occur.	The SPD provides guidance on Travel Planning which encourages the implementation of other transport modes. This document will not introduce adverse effects against the SAO.
Policy EC4: Enhancing sustainable transport	SOA 3 (Social Exclusion) SOA 4 (Accessibility)	In general terms, policies within Transport component perform favourably against many of the SA Objectives. However, few of the effects have been noted as significant, primarily because of the highly interdependent nature of transport and development and the relatively lengthy lead in times associated with infrastructure delivery and modal shift. The policies within the component prioritise sustainable modes, including walking and cycling, over car use. This has the potential to deliver improved levels of inclusive accessibility to the existing and expanding range of services and facilities in the area, delivering significant benefits against SA Objectives 3 (social exclusion) and 4 (accessibility). No significant adverse effects have been predicted against the SA Objectives.	The SPD provides guidance on how elements of Policy EC4 will be implemented. This document will not introduce adverse effects against the SAO.

5. Habitat Regulation Assessment

- 5.1 Habitat Regulation Assessment of plans that could affect Special Protection Areas for birds (SPAs) or Special Areas of Conservation for habitats (SACs) is required by the Habitats Regulation Assessment (HRA) under Regulation 61 the Conservation of Habitats and Species Regulations 2010 (as amended) (the Habitat Regulations). A stage 1 HRA screening assessment of the Strategy was undertaken by Atkins Limited. It was concluded that, with exception of Part B of Policy S6 (Delivering Employment Land), there will be no likely significant effects 'alone or 'in combination' on any of the international sites within the assessment. Therefore it was not necessary to move to Stage 2 Appropriate Assessment.
- 5.2 The SPD is a 'daughter' document of the 'parent' Strategy Document and the SPD is therefore unlikely to have any significant effect on a SPA or SAC, above and beyond any significant effects that the Strategy Document is likely to have, either individually or in combination with other plans and projects. Therefore, the SPD will not trigger the need for a Stage 2 Appropriate Assessment.

6 Conclusion and Screening Outcome

- 6.1 As a result of the above assessment it is unlikely that there will be any significant negative impacts arising from the SPD on sustainable transport matters that were not covered in the Appraisal of the 'parent' East Riding of Yorkshire Strategy Document. Therefore, the SPD will not trigger the need for an SA/SEA.