

Branston Neighbourhood Plan 2012-31



PROPOSED CHANGES TO PARKING POLICY B11

BASIC CONDITIONS STATEMENT

July 2019



Branston Neighbourhood Plan 2012-31

PROPOSED CHANGES TO PARKING POLICY B11

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1. INTRODUCTION – PRESCRIBED CONDITIONS AND MATTERS

The Evidence and Consultation Statement submitted with this Basic Conditions Statement describes the background and reasoning to this proposed change to Policy B11. The following statements are required by the Regulations and are for clarification only.

PLANNING PRACTICE GUIDANCE – NEIGHBOURHOOD PLANS – PARAGRAPH 085

Following advice from East Staffordshire Borough Council, the Parish Council agrees that the changes to Policy B11 constitute updates (modifications) that do materially affect the policies in the Plan.

However, the Parish Council does not believe that the modifications to the Plan are so significant or substantial as to change the nature of the Plan, because parking standards for the Parish was one of the topics addressed in the original made Neighbourhood Plan.

As a result, the Parish Council does not believe that a Referendum is required once the Examination has taken place.

Prescribed Conditions and Matters (Schedule 9, Localism Act 2011)

The Submission Revised Policy B11 is being Submitted by a qualifying body

This Submission Revised Policy B11 is being submitted by a qualifying body, namely Branston Parish Council.

What is being proposed is a revision to a Neighbourhood Development Plan

The Revised Policy proposal relates to planning matters (the use and development of land) and has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations 2012.

The proposed Neighbourhood Plan revision states the period for which it is to have effect

The Revised Policy proposal is to have effect for the same period as the rest of the Neighbourhood Plan, that is 2012-2031.

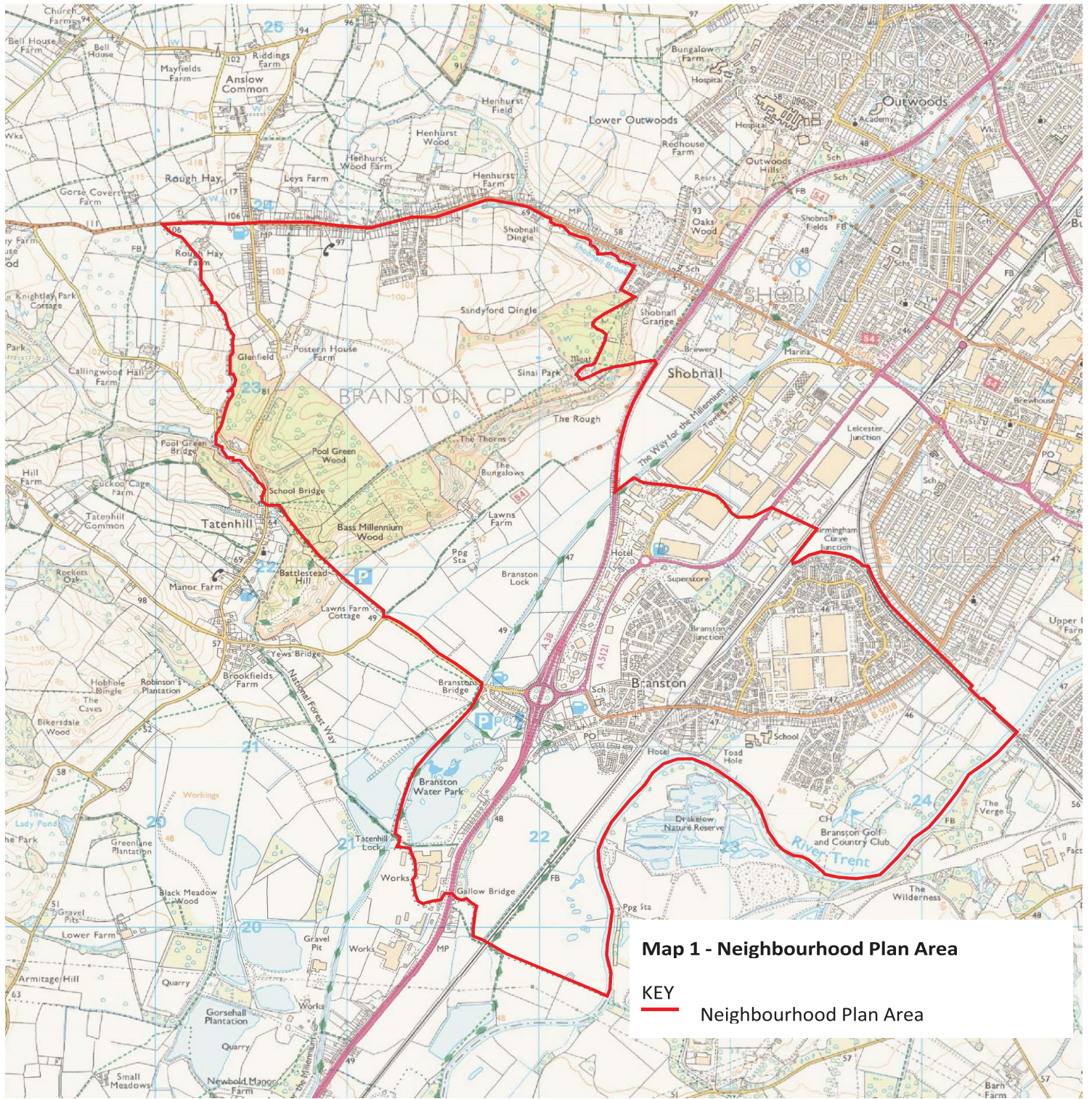
The Revised Policy proposal does not relate to excluded development

The Revised Policy proposal does not deal with County matters (mineral extraction and waste development), nationally significant infrastructure or any other matters set out in Section 61K of the Town and Country Planning Act 1990.

The Revised Policy proposal does not relate to more than one neighbourhood area and there are no other neighbourhood development plans in place within the neighbourhood area.

The Revised Policy proposal relates to the Branston Neighbourhood Area and to no other area. There are no other neighbourhood plans relating to that neighbourhood area.

For the avoidance of doubt, and to meet the requirement of The Neighbourhood Planning (General) Regulations 2012, section 15(1)(a), it is proposed that the revised Policy applies to the whole Parish, which is also the area covered by the Neighbourhood Plan as a whole, which is the Neighbourhood Area designated by East Staffordshire Borough Council in December 2012. The map of the neighbourhood area is reproduced below.



2. THE SUBMISSION REVISED POLICY B11

Policy B11 – Car Parking Provision

All new development will be expected to comply with the following minimum parking standards:

- 1 bed house/flat 1 off road car parking space
- 2 bed house/flat 2 off road car parking spaces
- 3 bed house/flat ~~2~~ 3 off road car parking spaces
- 4 bed house/flat ~~2~~ 4 off road car parking spaces
- 5 bed house/flat ~~3~~ 5 off road car parking spaces

Visitor/delivery vehicle parking will also be required:

- a) For apartment schemes, visitor parking should be 1 space per 3 dwellings, irrespective of the number of bedspaces in each apartment. A space suitable for a short stay by a delivery vehicle should also be included. For schemes with more than 10 apartments this should be 2 spaces.
- b) Where a residential scheme is proposed with a new access road, parking spaces should be provided off the access road at appropriate intervals for visitor and delivery vehicles. These should be carefully integrated into the layout design to avoid a vehicle-dominated street scene.
- c) For single residential units, or extensions, visitor parking should be provided off-street unless there is normally spare on-street parking capacity in the immediate vicinity which would enable the safe passing of vehicles.

Where a proposal for an extension to an existing dwelling creates additional bedspace(s), 1 additional parking space is required for each bedspace created.

Where a dwelling is subdivided into two or more separate flats, each new unit will require parking provision according to the above standards.

Where the conversion of a shop to flats(s) is proposed* the above standards will apply.

The above requirements will only be varied:

- 1) where there is normally spare on-street parking capacity in the surrounding area (this should be demonstrated by the applicant, with evidence from weekday daytimes - including school starting/finishing times if applicable - evenings and weekends); AND
- 2) the additional parking likely to be generated by the development can be safely accommodated on-street, without causing obstruction to driveways or hindering the passage of emergency, refuse collection and delivery vehicles (and buses if applicable).

The width of roads in the surrounding area will be a factor in determining this parking capacity, as well as existing levels of parking.

Set out below is the current Policy B11 with proposed amendments in red:

The following design standards will be applied to encourage the use of off-street parking in new development, unless there are overriding design reasons why they should be varied, and on-street highway parking problems would not be created or exacerbated:

(A) Driveways should be a minimum of 3 metres wide to allow vehicle doors to be opened and closed, so that access to the vehicle is convenient.

(B) Specific parking bays in communal parking areas should be a minimum of 2.4m wide to allow vehicle doors to be opened easily.

(C) For detached, semi-detached and end of terrace properties, driveways down the sides of properties are preferred, with at least some of the land to the front of the dwelling being landscaped garden, in order to introduce variety in the street scene by allowing breaks in the frontage. If forecourt parking is included, it should be on a minority of dwellings, and spaces should be at least 2.4m wide.

(D) Dwellings with tandem parking - where one vehicle cannot be moved without another being moved onto the road first - should only be part of the design if on-street parking can be accommodated safely on surrounding streets.

(E) Parking spaces along the gable end of a property should be a minimum of 3.2m from property wall to curtilage to allow access to side and rear doors of the house, as well as car door opening.

(F) Garage spaces should be at least 6 metres by 3 metres internally to be considered a parking space. This allows for some storage of householder items, such as bikes, as well as door-opening space.

** Prior Approval is required for conversion of a shop (Use Class A1) or financial or professional services premises with a display window (A2) to dwelling unit(s) (C3) up to 150m² in floorspace. Parking and highway issues are valid issues for the Local Planning Authority to consider when deciding whether to give Approval. For conversion to dwelling(s) greater than 150m² planning permission is required.*

3. THE BASIC CONDITIONS

The Basic Conditions that the Revised Policy must meet are set out in Schedule 4B, Section 8(2) of the Town & Country Planning Act 1990 as inserted by the Localism Act 2011. They are:

- (a) that it is appropriate to “make” the Revision having regard to national policies and advice contained in guidance issued by the secretary of State (i.e National Planning Policy Framework and Planning Practice Guidance - NPPF and PPG);
- (b) that it is appropriate to “make” the Revision having special regard to the desirability of preserving any listed building or its setting or any feature of special architectural or historic interest that it possesses *if the Revision grants permission for any development that affects the building or setting*. [NOT APPLICABLE – the Revised Policy does not propose the granting of permission to any specific building];
- (c) that it is appropriate to “make” the Revision having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area *if the Revision grants permission for any development in relation to land or buildings in the conservation area*. [NOT APPLICABLE – the Revised Policy does not propose the granting of permission to any specific building or site];
- (d) the Revision contributes to sustainable development;
- (e) the Revision is in general conformity with the strategic policies in the development plan for the area of the authority (ESBC’s Strategic Policies within the Local Plan 2012-2031);
- (f) the Revision does not breach, and is otherwise compatible with, EU obligations; and
- (g) The Revision meets the prescribed conditions, and the prescribed matters have been complied with (see section 1 above)

Each of the above Basic Conditions that are applicable are dealt with individually below.

(a) Relevant National Policies and Guidance

Relevant NPPF Policies	Compliance of Revised Policy B11
<p>102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: ...d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.</p>	<p>The Revised Policy puts forward provisions for mitigating the adverse effects of housing developments and some changes of use, where these are possible within the permitted development regulations. The net effect will yield environmental benefits, contributing to high(er) quality streets, as well as safer ones.</p>
<p>105. If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.</p>	<p>The parking standards in the Revised Policy (which are minima) require more spaces per residential development than the ESBC standards because they take into account the local level of car ownership. Car ownership is historically higher than the size of dwellings in many streets would suggest, and is likely to become higher still. The type of housing in some streets is a mix of family house and homes divided into flats. Both types, in Branston, are increasingly likely to generate levels of vehicle ownership higher than those previously thought to prevail, due to the relatively higher income levels than some other parts of Burton, and the general social trend to a proportion of households now possessing 3 or more vehicles. Some streets in the Parish are not conveniently located for public transport access. Future provision of plug-in charging will be difficult to establish on-street, and further points to limiting the number of vehicles parked there. Even with communal off-street parking for apartment developments, the need to provide space for, and access for all vehicles to, charging equipment will require more space for each vehicle to park.</p>

Relevant PPG Guidance	Compliance of Revised Policy B11
<p>DESIGN Para 008 – <i>Planning should promote safe, connected and efficient streets</i></p> <p>Streets should be designed to support safe behaviours, efficient interchange between travel modes and the smooth and efficient flow of traffic. The transport user hierarchy should be applied in all aspects of street design – consider the needs of the most vulnerable users first: pedestrians, then cyclists, then public transport users, specialist vehicles like ambulances, and finally other motor vehicles.</p> <p>Para 012 - <i>Planning should encourage access and inclusion</i></p> <p>Inclusive design should not only be specific to the building, but also include the setting of the building in wider built environment, for example, the location of the building on the plot; the gradient of the plot; the relationship of adjoining buildings; and the transport infrastructure.</p> <p>Issues to consider include...</p> <ul style="list-style-type: none"> - Parking spaces and setting down points in proximity to entrances... <p>Para 022 - <i>A well designed space promotes ease of movement</i></p> <p>The ability to move safely, conveniently and efficiently to and within a place will have a great influence on how successful it is. The experience for all users, whatever their mobility or mode of transport, is important...</p>	<p>The Revised Policy provisions aim to prevent the inevitable worsening of the situation in some streets in the Parish whereby inconsiderate parking and parking and manoeuvring on the pavement create an unsafe and inconvenient environment for, in particular, pedestrians. Ease of movement is restricted. Emergency vehicles, refuse collection vehicles and other essential service vehicles cannot pass when there are badly parked vehicles on-street. The massive growth of home delivery services exacerbates the problem – both for these vehicles to pass down streets and also to stop to make a delivery. The Revised Policy also includes design requirements that will help to improve the overall street design of new developments in the Parish.</p>

(d) Contribution to Sustainable Development

NPPF Sustainability Objectives	Compliance of Revised Policy B11
<p>Para 8 - Achieving sustainable development means that the planning system has three overarching objectives...</p> <p>a) an economic objective – to help build a strong, responsive and competitive economy...</p> <p>b) a social objective - to support strong, vibrant and healthy communities...by fostering a well-designed and safe built environment...</p> <p>c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land...</p>	<p>The Revised Policy is neutral on the economic objective, helps meet the social objective by fostering a safer built environment in the streets of the Parish, and helps meet the environmental objective of protecting and enhancing the built environment of the streets by preventing further erosion of the appearance of the street scene by badly parked vehicles.</p>

(e) Relevant Strategic Policies in East Staffordshire Local Plan

ESBC Strategic Policies	Compliance of Revised Policy B11
<p>STRATEGIC POLICY 1 <i>East Staffordshire Approach to Sustainable Development</i> ...development proposals will be required to demonstrate the principles of sustainable development and will be assessed against the presumption in favour of sustainable development as interpreted and applied locally to East Staffordshire Borough Council. In assessing whether a development proposal or allocation is as sustainable as possible, the Council will apply the following principles depending on the type of application or development proposed:</p> <ul style="list-style-type: none"> • located on, or with good links to, the strategic highway network, and should not result in vehicles harming residential amenity, causing highway safety issues... • designed to protect the amenity of the occupiers of residential properties nearby, and any future occupiers of the development through good design and landscaping... 	<p>The Revised Policy aims to ensure that future applications, as far as possible within the permitted development regulations, do not harm residential amenity and do not cause highway safety issues in streets where there are already such problems, or where new development would certainly cause these problems to occur. In these streets the amenity of occupiers has already been harmed, or would be unless the stronger provisions of this Revised Policy are applied.</p>

(f) Compatibility with EU Obligations

Main EU Obligations	Compliance of Revised Policy B11
Does the Revised Policy require a Strategic Environmental Assessment or a Habitats Regulations Assessment?	Screening Opinion for Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment was undertaken by ESBC. It was their opinion that neither Assessment would be required. (see letter at Appendix1)
European Convention on Human Rights within the meaning of the Human Rights Act 1998 – Protection from Discrimination and Protection of Property.	<p>It is not considered that any group requiring protection from discrimination will be adversely affected by the Revised Policy. Residential parking problems particularly affect people with disabilities, and those with mobility difficulties (such as older people or parents with children). Badly parked vehicles also pose a safety threat to children. Whilst the Policy will not directly alleviate existing problems, it will help to ensure the problems are not exacerbated.</p> <p>No rights of development of property are being taken away by the Revised Policy. The Revised Policy proposes additional requirements, where development is being proposed, to safeguard the amenity of neighbouring residents and their right to peacefully enjoy their property.</p>

APPENDIX 1

Screening Report Received from ESBC Regarding Requirement for a Strategic Environmental Assessment



SCREENING OPINION ON:

**STRATEGIC ENVIRONMENTAL ASSESSMENT OF A
NEIGHBOURHOOD PLAN**

HABITAT REGULATIONS ASSESSMENT

BRANSTON

NEIGHBOURHOOD DEVELOPMENT PLAN

REVIEW

November 2018

Introduction

1. Each Neighbourhood Development Plan (NP) must meet the Basic Conditions in accordance with para. 8 of Schedule 4B to the Town and Country Planning Act 1990 Act, which was inserted by the Localism Act 2011. The local planning authority needs to be satisfied that the Basic Conditions are met. Amongst these Basic Conditions are the following:

- a) The NP contributes to sustainable development;
- b) The NP does not breach or is otherwise compatible with EU obligations – this includes the Strategic Environmental Assessment (SEA) Directive of 2001/42/EC; and
- c) The making of the NP is not likely to have a significant effect on a European site (as defined in the Conservation of Habitats and Species Regulations 2010 or a European offshore marine site (as defined in the Offshore Marine Conservation (Natural Habitats &c) regulations 2007 (either alone or in combination with other plans or projects) (inserted by Regulation 32 of The Neighbourhood Planning (General) Regulations 2012).

2. Planning Practice Guidance (PPG) contains specific assistance on sustainability appraisal/SEA requirements for NPs. Whilst a Local Plan-style sustainability appraisal is not required, the PPG advises that, by producing a specific statement of how the Plan contributes to the achievement of sustainable development, the requirement under criterion (a) above would be demonstrated. A sustainability appraisal may be a useful way of producing this statement, the PPG advises. (Ref ID: 11-026-20140306)

3. An NP meets the criteria for an SEA as set out in The Environmental Assessment of Plans and Programmes Regulations 2004 if any of its proposals or policies could have ‘significant environmental effects’. Defining what are ‘significant environmental effects’ is not straightforward, but PPG offers the following examples:

“An SEA may be required, for example, where:

- (a) a NP allocates sites for development;
- (b) the neighbourhood area contains sensitive natural or heritage assets that may be affected by the proposals in the plan; or
- (c) the neighbourhood plan may have significant environmental effects that have not already been considered and dealt with through a sustainability appraisal of the Local Plan.”

(Ref ID: 11-027-20140306)

4. Schedule 1 of the 2004 Regulations sets out criteria for determining the likely significance of effects on the environment. The criteria are:

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

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

- (a) the probability, duration, frequency and reversibility of the effects,
- (b) the cumulative nature of the effects,
- (c) the transboundary nature of the effects,
- (d) the risks to human health or the environment (e.g. due to accidents),
- (e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),
- (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,
 - (iii) intensive land-use, and
- (g) the effects on areas or landscapes which have a recognised national, Community or international protection status.

5. It is the responsibility of the local authority to decide whether or not any of the proposals of the NP are significant enough for the Plan to require an SEA. The Parish Council submits their NP (and any subsequent version where there have been significant additions or deletions) to the local authority and the latter produces this screening report, with a statement as to whether or not it considers that an SEA needs to be prepared.

6. The Council will also state whether it considers that there will be a significant effect on a nature conservation site of European significance, as in paragraph 1(c) above.

7. The 'Made' Neighbourhood Plan SEA Screening concluded that a SEA was not required. The Council has analysed the early draft of the revised NP's policies and proposals against the criteria above, and the results are set out in the chart below.

2. ASSESSMENT OF BRANSTON REVISED NEIGHBOURHOOD PLAN, FOR SIGNIFICANT ENVIRONMENTAL EFFECTS.

Planning Practice Guidance Criterion or Environmental Regulation Criterion	Significant Effect Identified	Comment
PPG Criteria (1) NP allocates sites for development	No	The Plan generally supports development within the Neighbourhood Area, but does not specifically allocate any specific sites for development
(2) The neighbourhood area contains sensitive natural or heritage assets that may be affected by the proposals in the plan	No	Protection of local heritage assets including the landscape setting are key aims of the plan. The NP review does not alter those elements of the NP.
(3) the NP may have significant environmental effects that have not already been considered and dealt with through a sustainability appraisal of the Local Plan	No	There are no additional proposals in the NP review that would have significant environmental effects.
Environmental Regulation Criteria <i>The characteristics of plans and programmes, having regard, in particular, to:</i> (4) the degree to which the NP 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 Neighbourhood Plan does set a framework for capital projects in the parish, some of which will have environmental effects, but the scale of these is small and they are of a positive nature and their location is not sensitive. The NP review doesn't include any additional projects.

(5) the degree to which the NP influences other plans and programmes including those in a hierarchy;	No	The East Staffordshire Local Plan 2013 – 2031 makes provision for Neighbourhood Plans to influence decision making in the Neighbourhood Plan area. (see Policy NP1).
(6) the relevance of the NP for the integration of environmental considerations in particular with a view to promoting sustainable development;	The NP is very relevant, but policies adequately promote sustainable development	<p>The Branston NP contributes to the achievement of sustainable development.</p> <p>The revised policies relate to parking provision only and do not alter the aim of the Made Neighbourhood Plan nor change other policies.</p> <p>Failure to meet this criterion would mean that one of the basic conditions could not be met, and the plan would not be able to proceed further.</p>
(7) environmental problems relevant to the NP;	The NP recognises the environmental problems and proposes policies to mitigate them when development is proposed.	The Branston NP recognises the following environmental problems: integration of new development into the landscape, school provision and associated traffic and sustainable travel.
(8) the relevance of the NP for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).	No	The NP is in general conformity with the Waste Management and Minerals Local Plans produced by Staffordshire County Council and with the Water Framework Directive.
<p><i>Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:</i></p> <p>(9) the probability, duration, frequency and reversibility of the effects;</p>	No	It is unlikely that, as a result of the policies within the revised Neighbourhood Plan, that there will be any significant environmental impacts that are highly likely, long-term, of frequent occurrence or irreversible.

(10) the cumulative nature of the effects;	No	The types of development which can be accommodated in the parish – and which are covered in the policies - are unlikely to give rise to any significant cumulative effects in the plan period.
(11) the transboundary nature of the effect;	No	It is not considered that there are any transboundary effects.
(12) the risks to human health or the environment (e.g. due to accidents);	No	None of the policies will in themselves create hazards to human health. Health and safety standards on developments arising within the plan areas will be governed by relevant statutory codes such as the
		Construction (Design and Management) Regulations 2007, and likewise any highway proposal will meet the relevant national regulations.
(13) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	No	The magnitude and spatial extent of all the proposals is likely to be limited.
(14) 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, (iii) intensive land-use	No	Local built heritage assets are referenced in the plan and there is a policy relating to flood risk. No intensive land uses are proposed.
(15) the effects on areas or landscapes which have a recognised national, Community or international protection status;	No	There are no areas or landscapes which have a recognised national, community or international protection status.
Additional specific environmental criterion from Basic Conditions: (16) The NP would have a significant effect on a European site (as defined in the Conservation of Habitats and Species Regulations 2010. 'Appropriate' Habitat Regulations Assessment required?	No	It is not thought that any site designated as of European nature conservation significance lies close enough to be affected by the developments envisaged in the Plan. This is informed by the Habitat Regulations Assessment, accompanying the East Staffordshire Local Plan.

8. The Government's PPG advises that the local planning authority should consult the statutory consultation bodies. The three statutory consultation bodies whose responsibilities cover the environmental considerations of the Regulations (Environment Agency, Natural England and Historic England) will be consulted on this document and the SEA Screening Opinion will be updated if necessary. It may also be necessary to update the Screening Opinion should the draft Neighbourhood Plan change.

9. As a result of the above, East Staffordshire Borough Council believes that the above Neighbourhood Plan would not have significant environmental effects and, as a result, a Strategic Environmental Assessment of the Plan will not be required.

Habitat Regulations Assessment

10. An 'appropriate assessment' is required if a policy or plan is likely to have a 'significant effect' on a Special Area of Conservation (SAC) or Special Protection Area (SPA) or Ramsar site. The Borough Council is not aware of any such site within a critical distance of the Parish.

11. East Staffordshire Borough Council therefore concludes that a Habitat Regulation Assessment **would not** need to be carried out as it is not considered to be a large enough plan area or involve any policies which are likely to lead to a level of development significant enough to have a negative impact on a SAC, SPA or Ramsar site. The Habitat Regulations Assessment for the Local Plan has taken into account the impact on all relevant protected sites and the Plan's policies reflect the actions that will need to be taken.



Historic England

WEST MIDLANDS
OFFICE

Naomi Perry,
Principal Planning Policy Officer,
East Staffordshire Borough Council.
DE14 1LS

Direct Dial: 0121 625 6887

Our Ref: PL00500222

6 December 2018

Dear Naomi

**BRANSTON AND TATENHILL AND RANGEMORE REVISED NEIGHBOURHOOD
PLANS- SEA AND HRA SCREENING**

Thank you for your consultation and the invitation to comment on the SEA and HRA Screening Documents for the above revised Neighbourhood Plans.

For the purposes of consultations on SEA Screening Opinions, Historic England confines its advice to the question, "Is it likely to have a significant effect on the environment?" in respect of our area of concern, cultural heritage.

Our comments are based on the information supplied with the screening request. On the basis of the information supplied and in the context of the criteria set out in Schedule 1 of the Environmental Assessment Regulations [Annex II of the 'SEA' Directive], Historic England concurs with your view that the preparation of a Strategic Environmental Assessment is **not** required for either Plan. Regarding HRA Historic England does not disagree with your conclusions but would defer to the opinions of the other statutory consultees.

The views of the other statutory consultation bodies should be taken into account before the overall decision on the need for a SEA is made. If a decision is made to undertake a SEA, please note that Historic England has published guidance on Sustainability Appraisal / Strategic Environmental Assessment and the Historic Environment that is relevant to both local and neighbourhood planning and available at:
<<https://www.historicengland.org.uk/images-books/publications/sustainabilityappraisal-and-strategic-environmental-assessment-advice-note-8/>>

I trust the above comments will be of help in taking forward the neighbourhood plan revisions.

Yours Sincerely

Peter Boland
Historic Places Advisor
Email: peter.boland@HistoricEngland.org.uk.cc

Date: 10 December 2018
Our ref: 265709



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T 0300 060 3900

BY EMAIL ONLY

Naomi.Perry@eaststaffsbc.gov.uk

Dear Naomi

Planning consultation: Branston Neighbourhood Plan – draft SEA screening report

Thank you for your consultation on the above dated 23/11/2018

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Strategic Environmental Assessment Screening

We welcome the production of this SEA Screening report in view of proposed changes to Branston Neighbourhood Plan - Car parking policy B11. Natural England notes and concurs with the screening outcome i.e. that no SEA is required.

Further guidance on deciding whether the proposals are likely to have significant environmental effects and the requirements for consulting Natural England on SEA are set out in the [National Planning Practice Guidance](#).

Habitats Regulations Assessment Screening

Natural England notes the screening process applied to this Neighbourhood plan. We agree with the Council's conclusion of no likely significant effect upon the European designated sites as a result of proposed amendment to Car Parking Policy B11.

For any queries relating to the specific advice in this letter only please contact me on 0208 225 6013. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service

Yours sincerely

Yana Burlachka
Land use planning adviser – West Midlands Team

Naomi Perry
Planning Policy
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BURTON-ON-TRENT
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DE14 9JG

Our ref: UT/2007/100681/SE-
11/DS1-L01
Your ref:

Date: 30 November 2018

Dear Madam

**SCREENING OPINION ON: STRATEGIC ENVIRONMENTAL ASSESSMENT OF A
NEIGHBOURHOOD PLAN**

BRANSTON DEVELOPMENT REVIEW

Thank you for consulting us on the above document which was received on 23
November 2018.

As requested we have reviewed the screening assessment prepared in support of
the Branston Neighbourhood Development Plan Review. We do not consider further
work on the SEA and HRA necessary for the plan to progress as it is unlikely to have
any significant environmental impacts.

Yours faithfully

Ms Noreen Nargas Senior Planning Advisor

Direct dial 020 8474 5004
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Environment Agency
Sentinel House, 9 Wellington Crescent, Fradley Park, Lichfield, Staffs, WS13
8RR. Customer services line: 03708 506 506 www.gov.uk/environment-agency
End

With help from



Help with your Neighbourhood Plan