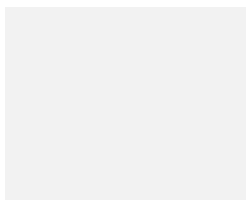


Fylde Council: Provision of Parking on New Developments Supplementary Planning Document

SEA Screening Report

MAY 2023

Contacts



CATHERINE WRIGHT
Senior Environmental Consultant

e catherine.wright@arcadis.com

Arcadis.

Level 1
2 Glass Wharf
Temple Quay
Bristol
BS2 0FR

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SEA Screening Report

Author	Revati Khambete
Checker	Catherine Wright
Reviewer	Sarah Tooby
Approver	Frank Hayes
Date	MAY 2023

Version Control

Version	Date	Author	Checker	Reviewer	Approver	Changes
V1	March 2023	RK	CW	ST	FH	First Draft for Client Review
V2	April 2023	CW	ST	ST	FH	Update following client review
V3	April 2023	CW	ST	ST	ST	Minor update for consultation
V4	May 2023	CW	ST	ST	ST	Finalisation following consultation

This report dated 30 May 2023 has been prepared for Fylde Borough Council (the “Client”) in accordance with the terms and conditions of appointment dated 21 February 2023 (the “Appointment”) between the Client **Error! No text of specified style in document.** Limited (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

Introduction

Fylde Local Plan (incorporating Partial Review)

The Fylde Local Plan to 2032 (incorporating Partial Review) comprises the Fylde Local Plan to 2032 (adopted October 2018) and the revisions to it made through the Partial Review (December 2021). The Partial Review replaces nine policies and elements of the supporting text of the Fylde Local Plan to 2032 (adopted October 2018). Further details can be found on the Council website¹. The Fylde Local Plan to 2032 (incorporating Partial Review) provides the statutory planning framework (the 'Development Plan') for the Borough for non-minerals and waste matters for the period 2011-2032.

Supplementary Planning Documents

Supplementary Planning Documents (SPDs) provide further detail and guidance in relation to policies and proposals within the Development Plan, in this case the Fylde Local Plan to 2032 (incorporating Partial Review) which was adopted by the Council on 6th December 2021. The main objective of this SPD is to provide clarity to applicants as to the requirements for parking on development sites.

Provision of Parking on New Developments SPD

The Draft Provision of Parking on New Developments SPD has been informed by the earlier consultation on the Provision of Parking on New Developments SPD Scoping Report², undertaken between 9th June and 7th July 2022. The SPD Scoping Report describes the proposed scope and content of the SPD and includes questions about the proposed content and options for dealing with particular issues.

The Council is required to prepare a summary (under Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012) of the main issues raised and how those issues have been addressed in the SPD. The Statement of Consultation that accompanies this SPD provides a summary of the representations received and for each representation provides a comment from the Council explaining how the issue has been addressed in the SPD. The Draft SPD will be subject to a further full consultation prior to adoption. Issues raised will be reviewed by the Council and considered for inclusion. Whether or not additional issues are included will reflect consideration of the evidence in relation to those issues and whether they can be addressed by the Provision of Parking on New Developments SPD.

The Provision of Parking on New Developments SPD can only provide guidance on how the Council will respond to development proposals through the planning process. It cannot address standing issues that residents or businesses may have regarding parking, except in circumstances where a development proposal that is the subject of a planning application can contribute towards the resolution of the issue.

The Provision of Parking on New Developments SPD will supersede the existing adopted standards which are the Lancashire County Council Joint Lancashire Structure Plan Parking Standards (2005).

The main objective of the SPD is to provide clarity to applicants as to the requirements for parking on development sites. The SPD sets out parking standards for new developments in Fylde, but also seeks to reduce the need for parking on the site and promotes cycle use over private vehicles.

There are five Local Plan policies referenced in the SPD:

- Strategic Policy T4 Enhancing Sustainable Transport Choice
- Non-strategic Policy T5 Parking Standards
- Strategic Policy GD7 Achieving Good Design in Development

¹ Available at: [Adopted Fylde Local Plan to 2032 \(incorporating Partial Review\) – Fylde Council](#) [Accessed 28/02/23]

² Available at: [Provision-of-Parking-on-New-Developments-SPD-Scoping.pdf \(fylde.gov.uk\)](#) [Accessed: 01/03/23]

- Strategic Policy H2 Density and Mix of New Residential Development
- Strategic Policy CL2 Surface Water Run-Off and Sustainable Drainage

The aims of these policies are to set out the design, layout and accessibility of new development in terms of parking, and also how parking provision can be most effectively used within existing and future development sites.

SEA Screening

Certain types of planning documents are required to be subject to Strategic Environmental Assessment (SEA). SEA is a legal requirement set out in The Environmental Assessment of Plans and Programmes Regulations 2004³ (the SEA Regulations). SEA is the process by which environmental considerations are required to be fully integrated into the preparation of plans and programmes prior to their final adoption. SEA is a tool used internationally to improve the environmental performance of plans so that they can better contribute to sustainable development.

The Provision of Parking on New Developments SPD has been screened to determine if application of the SEA Regulations is required. The purpose of this report is to document the SEA Screening decision. This SEA Screening Report has been consulted on for three weeks with the Environment Agency, Natural England and Historic England.

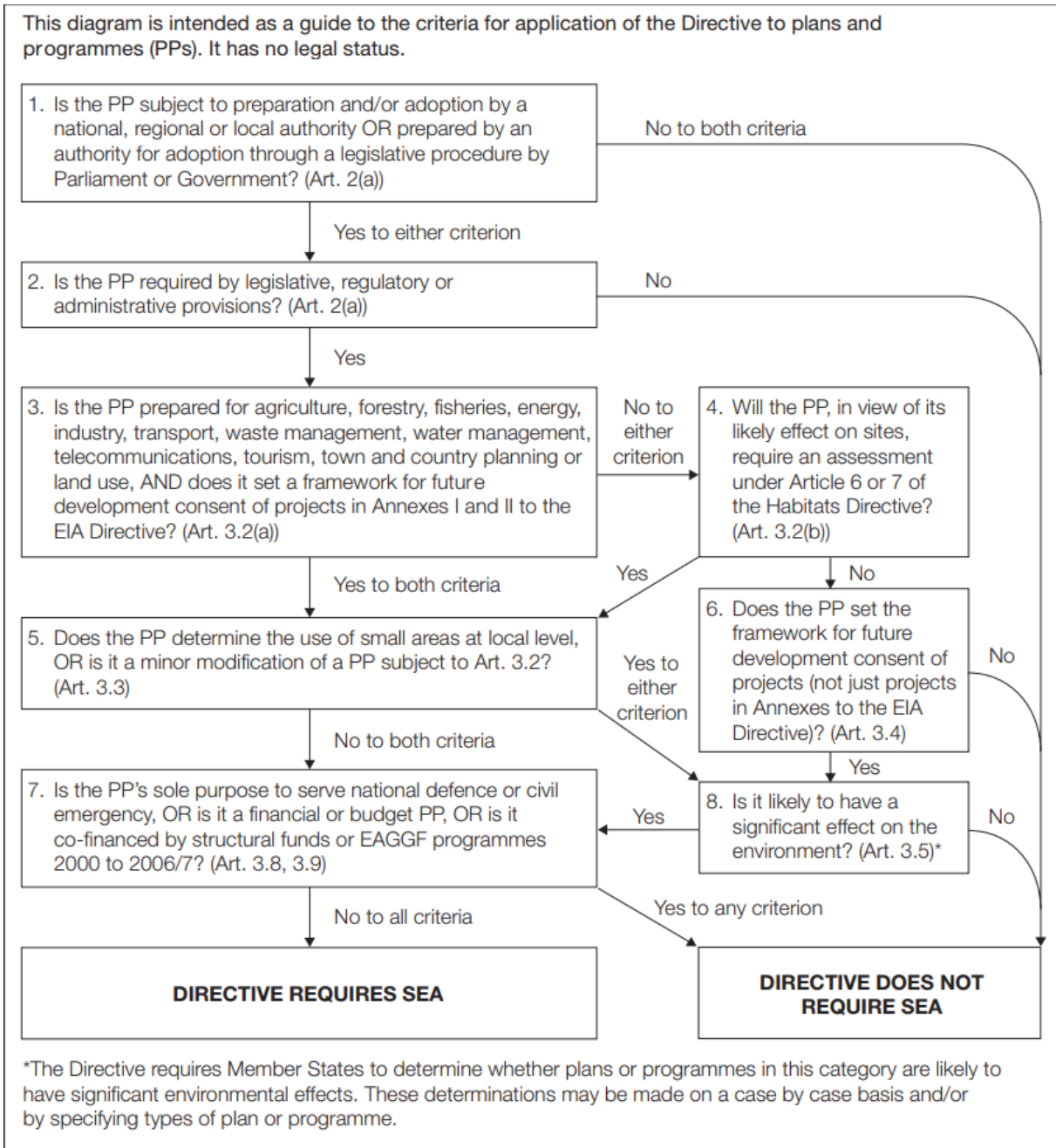
Screening Method

Figure 1 is sourced from 'A Practical Guide to the Strategic Environmental Assessment Directive' published by the Office of the Deputy Prime Minister in 2005⁴. It provides a flowchart guide to determining if a plan meets the criteria for requiring the application of SEA, as per the Directive. The series of questions in the flowchart are applied to the SPD in **Figure 2**.

SEA should be applied where a plan could result in significant effects on the environment. **Table 1** applies the various definitions, criteria and characteristics of a 'significant effect', as per the Directive, to determine if the Provision of Parking on New Developments SPD could potentially have such an effect.

⁴ Available at: [A Practical Guide to the Strategic Environmental Assessment Directive \(publishing.service.gov.uk\)](#) [Accessed: 28/02/23]

Figure 1: SEA Screening Guide⁵



⁵ Available at: [A Practical Guide to the Strategic Environmental Assessment Directive \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101321/a-practical-guide-to-the-strategic-environmental-assessment-directive.pdf) [Accessed: 28/02/23]

Figure 2: Applying the series of questions from Figure 1 to screen the Provision of Parking on New Developments SPD



Table 1: Establishing whether the Fylde Provision of Parking on New Developments SPD could potentially have a likely significant effect (LSE) on the environment, in accordance with the criteria of a 'significant effect' per Schedule 1 of the SEA Regulations

SEA Regulations Criteria	Response	Is there an LSE?
1. Characteristics of plans and programmes, having regard, in particular, to:		
1a) 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.	The Provision of Parking on New Developments SPD sits at the lowest tier of the development plan system. It offers specific guidance to implement Policy GD7 of the adopted Fylde Local Plan which places requirements on applicants regarding parking areas on layouts of development of which parking is a key component. It also specifically highlights the importance of highway safety, and the role that parking plays in maintaining it. It reinforces the requirements for non-motorised users to be prioritised. The SPD does not allocate for any specific land uses including land for car parking.	No
1b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	The SPD is an implementation tool for delivering the adopted Fylde Local Plan. The SPD is influenced by other higher tier plans rather than influencing other plans itself. The guidance and policy of the SPD will not be in conflict with the National Planning Policy Framework (NPPF).	No
1c) The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development.	<p>The Provision of Parking on New Developments SPD sets out the standards for parking to assist decision making. It requires that local parking standards take account of accessibility, type/mix/use, public transport availability, local car ownership and need for electric vehicle charging points. The SPD also set out requirement for the parking of cycles, motorcycles, vehicles used by disabled people, mobility scooters, lorries and coaches. Fylde Council set out requirement of cycle storage for residential dwellings rather than parking, one cycle parking stand for every five car parking spaces should be delivered as per standards set out for commercial and community developments.</p> <p>The contents of the SPD will directly influence the amount of parking provided at new developments, and this will have implications for land use, drainage and runoff, with the potential to lead to environmental implications.</p> <p>In accordance with Local Plan Policy CL2, the Council will require that all newly laid parking areas are constructed using pervious paving, as described in Building Regulations, unless the applicant can demonstrate to the satisfaction of the Council and Lead Local Flood Authority that this is not possible.</p> <p>The Council will seek mitigation measures that promote choice of travel modes in line with national and local policy such as contribution towards higher frequencies of bus services or additional routes, the provision of works transport for employees etc.</p> <p>All developments that generate significant amounts of travel movement will require a Travel Plan that encourage the use of sustainable transport options, particularly active travel options, in order to lessen the impact of the development on the local highway network, including to reduce pressure on parking provision.</p>	No

SEA Regulations Criteria	Response	Is there an LSE?
1d) Environmental problems relevant to the plan or programme.	<p>The SPD parking standards are informed by accessibility, development type, car ownership levels and the need for charging infrastructure. The SPD identifies locations that are sufficiently accessible to lead to lower demand for parking which in turn can encourage the use of public transport and active travel.</p> <p>The SPD will provide further guidance to policies Fylde Local Plan including Policy T5 parking standards. The SPD will ensure developer and applicants develop schemes which provide sufficient vehicle parking, cycle parking, electric vehicle charging, and thereby support wider sustainable and safe transport objectives. As such, the SPD will encourage use of more sustainable modes of travel, thereby reducing the contribution of new development to the factors, such as greenhouse gas emissions from transport.</p>	No
1e) The relevance of the plan or programme for the implementation of community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).	<p>Due to the detailed nature of the Provision of Parking on New Developments SPD, it has no relevance to the implementation of community legislation on the environment, over and above that of the existing policies within the Fylde Local Plan.</p>	No
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:		
2a) The probability, duration, frequency and reversibility of the effects.	<p>Fylde Council set out parking standards. The standards set will be for the provision of the minimum number of parking spaces on a site. Table 2 of the SPD provides tabulated standards for a long list of possible land uses, with reductions in areas of good accessibility.</p> <p>The Council will also seek mitigation measures that promote choice of travel modes in line with national and Local Plan policy.</p> <p>In areas of high accessibility, the Council will apply separate standards, for certain uses, that distinguish between the requirements applied to new-build developments and those where existing buildings are converted for a new use.</p> <p>The Council considers that, for developments to comply with the design policies of the adopted Local Plan, the particular circumstances of the locality will need to be reflected in the parking standards that apply for the area.</p> <p>The Council will expect sufficient space dedicated to soft landscaping within the overall parking area so that overall appearance is attractive and that cars will not be visually prominent within the overall street scene from all main internal and external vantage points.</p> <p>The SPD also states that Council will require provision of the chosen cycle storage facility to be included as part of the planning application and its provision will be secured through a planning condition.</p> <p>The Council has proposed car and cycle parking standards as a tool to promote sustainability growth without increasing congestion. This will have a likely benefit on the wider health and wellbeing of the population. However, the SPD is intended to provide guidance on the implementation of existing policy only. As such, it will not have a significantly</p>	No

SEA Regulations Criteria	Response	Is there an LSE?
	greater impact than the existing policies within Fylde Local Plan and other relevant saved policies.	
2b) The cumulative nature of the effects.	There are not anticipated to be any cumulative effects arising from implementation of the SPD.	No
2c) The transboundary nature of the effects.	There are no anticipated transboundary effects.	No
2d) The risks to human health or the environment (e.g. due to accidents).	<p>There are not considered to be any risks to human health or the environment that will result from implementation of the SPD. The SPD encourages prioritisation of sustainable transportation modes and active travel to be over and above the standard requirements of policy. The SPD may have positive implications for health, through potential improvements to air quality, and positive implications for the environment through potential reduction in air pollutants and carbon emissions as it promotes use of active travel, public transport and electric vehicles over private car use, and the need for electric vehicle charging points.</p> <p>The framework states that the developments should prioritise pedestrians and cyclists and give access to public transport; should address the needs of the disabled; should create safe, secure and attractive places; should allow for the efficient delivery of goods, and access by service and emergency vehicles.</p>	No
2e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).	The SPD is applicable to development within the whole of borough; however, it is intended to provide guidance on the implementation of existing policy only, and should have no greater impact than that of existing policies within the adopted Fylde Local Plan and relevant saved policies	No
2f) The value and vulnerability of the area likely to be affected due to <ul style="list-style-type: none"> (i) special natural characteristics or cultural heritage (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use 	<p>The SPD is applicable to development within the whole of the borough. Throughout this area there a number of listed buildings that unlikely to be affected by this SPD. There are no Air Quality Management Areas within this area. The SPD could help to improve air quality of the area as it promotes use of active travel, public transport and electric vehicles over private car use. The SPD is intended to provide guidance on the implementation of existing policy only.</p> <p>The level of car parking provision could impact on the density of land uses. However, the SPD is intended to provide guidance on the implementation of existing policy only. As such, it will not have a significantly impact than the existing policies within the adopted Fylde Local Plan and associated saved policies.</p>	No
2g) The effects on areas or landscapes which have a recognised national, Community or international protection status.	No relevance	No

Screening Decision

The screening has determined that the Provision of Parking on New Developments SPD does not meet the criteria for a plan that requires the application of SEA (**Figure 2**). The results presented in **Table 1** show that the SPD would also be unlikely to result in significant effects on the environment.

It is therefore concluded that SEA does not need to be applied to the Provision of Parking on New Developments SPD.

Consultation

This SEA Screening Report was issued for consultation with the three statutory bodies: Natural England, Environment Agency and Historic England. They all agreed that SEA would not be required for the Provision of Parking on New Developments SPD. Their responses can be found in Appendix A.

Appendix A

Consultation Responses



Historic England

By Email: [REDACTED]

Our ref: PL00792863
Your ref:

Date: 24 April 2023

Dear [REDACTED]

Fylde Council Parking Provision SEA Screening

Thank you for your email dated 18 April 2023 regarding the proposed SPD SEA screening statement.

Historic England is the Government's statutory adviser on all matters relating to the historic environment in England. We are a non-departmental public body established under the National Heritage Act 1983 and sponsored by the Department for Culture, Media and Sport (DCMS). We champion and protect England's historic places, providing expert advice to local planning authorities, developers, owners and communities to help ensure our historic environment is properly understood, enjoyed and cared for.

Historic England has produced a document, which you might find helpful in providing guidance on the effective assessment of the historic environment in Strategic Environmental Assessments. This can be found at <https://www.historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/>.

In terms of our area of interest, we would concur with your assessment that the document is unlikely to result in any significant environmental effects and will simply provide additional guidance on existing policies which have already been subject to a Sustainability Appraisal. As a result, we would endorse the conclusions that it is not necessary to undertake a Strategic Environmental Assessment of the document.

If you have any queries about this matter or would like to discuss anything further, please do not hesitate to contact me.

Yours sincerely,

[REDACTED]

[REDACTED]

Historic Environment Planning Adviser (North West)

Historic England

Telephone: 0161 242 1423

e-mail: [REDACTED]



Historic England, Suite 3.3, Canada House, 3 Chepstow Street, Manchester M1 5FW

Telephone 0161 242 1416 HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available.



Good Morning, we were recently consulted by Arcadis on the SEA screening for Fylde Council's Parking Provision SPD and also the SEA screening for the draft Flooding, Water Management and SuDS SPD. I can confirm that we concur that additional SEA screening is not required for these two SPDs and we look forward to being consulted on the Flooding, Water Management and SuDS SPD in due course.

Best Regards




Sustainable Places Advisor, Environment Agency Cumbria and Lancashire

clplanning@environment-agency.gov.uk

www.gov.uk/environment-agency

Arcadis UK

Level 1
2 Glass Wharf
Temple Quay
Bristol
BS2 0FR
T: +44 (0)117 372 1200

arcadis.com