

Wyre Council

Appendix 7 - Parking Policy Guidance and Provisions Level.

Parking Policy Guidance And Provision Levels

Introduction

1.1

Lancashire County Council first published Car Parking Standards in 1976. This gave guidance to development control staff in local planning authorities as to what was considered a reasonable minimum requirement for space for standing, manoeuvring and parking in the case of the most common land-uses. These standards were updated in 1988. In many Districts the standards have been incorporated into formal policy, they are used extensively as informal policy. They have been widely understood and respected by planning authorities and developers and supported in appeal decisions.

1.2

This document has been developed, over a period of 18 months, by a Working Group of officers from the County and District Councils. It comprised Planning Officers from Blackpool Borough Council, Chorley Borough Council and the County Planning Department working with Engineers from Lancaster City Council, Rossendale Borough Council and the County Surveyor's Department. The Group worked in liaison with and reported to the District Planning Officers' Group.

1.3

This collaborative approach was taken to help achieve consensus among local authorities in Lancashire as to the best way to address an issue that has 'cross-boundary' implications. A consultation exercise was undertaken with interest and pressure groups, businesses and various governmental bodies within the North West (including adjacent local authorities) to ensure that the guidance set out in this document had undergone the widest practicable consideration, by a variety of organisations.

1.4

From April 1998, Blackburn with Darwen and Blackpool are Unitary Authorities within Lancashire. One of the conventions which will operate will be the requirement for strategic planning issues to be approached through joint working arrangements. This guidance has been prepared as the

County and District Councils' interpretation of the policies set out in the Lancashire Structure Plan, and as such will continue to be a key source for parking policy guidance until such time as a joint review is undertaken.

Need For Review

2.1

A stated consideration in the Government's Sustainable Development Strategy is the continued growth in road transport and consequent social, environmental and economic impacts. These are a major challenge to the objectives of sustainable development. In the drive to reduce traffic and its impact on the environment, consideration must be given to addressing the availability of car parking, which is seen as an important factor in the determination of individuals' choice of transport mode.

2.2

This review of Parking Policy and Standards is needed for many reasons, but specifically to reflect National Government policy. In 1994 the Government published Planning Policy Guidance note 13 (PPG13), 'Transport', which signalled a significant change of direction in National Government's thinking on traffic and land-use planning policy (other significant publications have also indicated that a change in approach is required; for example the Standing Advisory Committee on Trunk Road Assessment (SACTEA) report of December 1994 which discussed the issue of traffic generation resulting from road construction and the Government's response to that report).

2.3

The advice contained in PPG13 sets three aims for land use and transport planning:

- a. to reduce growth in the length and number of motorised journeys;
- b. to encourage alternative means of travel which have less environmental impact; and hence
- c. to reduce reliance on the private car.

2.4

Fundamental to the achievement of these aims is the development and implementation of integrated land-use and transportation measures through local plans and action programmes. Policies for car parking are an important element of the strategy. In so far as parking is concerned, the guidance aims to limit car parking provision associated with new development, so as to discourage reliance on use of the private car for work and for other journeys where there are effective alternatives.

2.5

The guidance is focused on the issue of destination parking such as workplaces or shopping centres, rather than parking at the point where the vehicle is normally based, e.g. residential properties. However, it does include provision for parking by reference to a range of land-use categories regardless of whether they are the destination or the base at which the vehicle is usually kept.

2.6

Further National Government advice is given in the supplementary paper 'PPG13, A Guide to Better Practice'. In respect of car parking, the advice indicates that:

- a. The level of parking provision is a major determinant of model choice. Car parking policies are therefore a vital component in authorities' overall strategies for locational and transport policy. But the imposition of restrictive parking policies in isolation can conflict with policies aimed at promoting town centre vitality, and create spurious incentives for developers.
- b. Authorities therefore need to consider whether their on and off-street car parking policies are consistent with, and contribute towards achievement of their broader policy objective, in the context of an overall package of measures.
- c. Local authorities' parking policies need to address the provision and management of on-street parking, and off-street parking where that is under their control, and the car parking provision levels which are to be applied in respect of new development. They should reflect the differing impacts of residential, retail and other commercial developments.

2.7

The guidance put forward in PPG13 has to be considered together with that contained in PPG6, 'Town Centres and Retail Developments'. One of the key considerations of PPG6 is to ensure that access to facilities is likely to enable a choice of transport mode and that the location will not result in an unacceptable increase in carbon dioxide (CO₂) and other polluting emissions compared with alternative locations. The application of appropriate parking policies is an important factor in the determination of choices to be made by both developers and customers in respect of town centre and other retail development.

2.8

Parking guidance must also be consistent with the Structure Plan. The Lancashire Structure Plan, 1991-2006, has been prepared in the light of the Government's planning policy guidance. In respect of transport, the Plan sets out a number of policies, one objective of which is to manage the demand for parking in the interests of sustainability. Car parking is addressed specifically in policies 40 and 41 and these are set out in full in the Appendix.

2.9

The Structure Plan sets out broad policies for car parking as applied to the principal urban areas of Lancashire. It is a function of local plans to develop these policies into local traffic management policies which should include proposals to address issues relating to car parking facilities. Local plans should define the areas to which specific parking policies will apply and make reference to the appropriate levels of provision for different land-use types, although the Parking Provision Levels themselves may be contained in an appendix or in supplementary planning guidance.

2.10

Parking guidance must be consistent with the policies of the Structure Plan in order to minimise the risk of local plans not being in conformity when this Guidance is incorporated as formal policy.

2.11

There was a need to review the specific provision levels in light of experience gained since the previous review in 1988. New forms of development have emerged in the last few years which also call for attention.

2.12

The guidance has also been widened to cover parking for other forms of transport such as cycles and motorcycles, the use of which may be promoted in the interests of moving towards sustainability and promoting energy conservation.

Purpose Of Parking Guidance

3.1

One of the purposes of this document is to provide a link between national and Structure Plan policy objectives. This can be addressed by managing the demand for transport by controls on parking and in local plan policies. Local circumstances will vary and will have to be taken into account in local plans, but there remains an overall need for a consistent basis of approach from one district to another. Clearly, development pressures and personal travel choices are not constrained by local government boundaries.

3.2

Previous parking standards documents were prepared prior to the current Development Plan regulations and national planning policy guidance. They were adopted by the County and District Councils as informal planning policy. Many Districts formalised these as policy by incorporating them into local plans, usually in the form of a basic policy, cross-referenced to an appendix which comprised specific standards.

3.3

The standards were intended to be applied flexibly. There was a 3-level hierarchy based on location. In main town centres there was to be no provision for non-operational parking on development sites. In the smaller town centres and the outer areas of the main town centres, development sites could provide for up to half of the non-operational space requirements. In all other locations, development sites were to allow for all non-operational parking demands. The aim of this approach was to balance, as far as possible, the demand for car parking with local environmental quality and the capacity of the road system especially in urban areas.

3.4

Flexibility in the application of standards was also sought by the intention that they should be tailored to fit local circumstances and incorporated into local plans, which, once adopted, would replace the non-statutory guidance.

3.5

However, there is now a need for a more sophisticated approach which contributes to addressing the management of the demand for private transport by the reconsideration of parking policy. The concept of minimum standards expressed in 1988 is replaced by one of maximum provision levels, which will vary, not only in respect of the type of land-use as before, but also in respect of the location of the site in relation to its existing or prospective accessibility by public transport. This, in effect, extends the qualitative approach of the 1988 standards from the town centres to other parts of the urban areas. The criteria for determining the appropriate parking provision level for a general location should be established in local plans. Paragraph 6.1 contains a suggested policy for inclusion in local plans of which clauses (a) to (f) are the particular considerations against which application for planning permission should be judged.

3.6

For this change of approach to be effective, it will be necessary for detailed parking policies to be developed in local plans. The local plans should be the documents which set out the statutory policy for parking within each area. The former concept of centrally devised car parking standards, to be applied universally in each District, is outdated in the light of the new strategic planning objectives, even allowing for the qualitative approach adopted. This allows for local plans to have a more important function in the application of the policy. However, it is not intended that there should be any significant variation between local planning authorities in the requirements to observe the maximum parking provision levels related to the different development types described in Section 7. This should help to "avoid the destructive potential for competitive provision of parking by neighbouring authorities", as noted in paragraph 4.5 of PPG13. The purpose of this Parking Guidance is to provide a basis for the development of specific policies in local plans tailored to the characteristics of each main area, and to make sure that such policies are consistent with overall strategic planning objectives.

3.7

The 1976 Car Parking Standards document was complemented by the publication of Design Guidance for car parking. A similar document on issues of parking design will be prepared to accompany this Guidance. Considerations will include site access, layout and landscaping as well as the form and design of parking infrastructure (cycle stands, pedestrian facilities, etc.)

Definitions

4.1

Development generates the following spatial demands for vehicles.

- a. Servicing and manoeuvring space - the space required by vehicles to load/unload goods or passenger traffic generated by the site.
- b. Operational parking space - the space required for the cars and other vehicles regularly and necessarily involved in the operation of the business of particular buildings.
- c. Non-operational parking space - spaces for the vehicles of commuting employees, customers, business callers and visitors.

4.2

Servicing and operational parking demands may often be met from a combined area. Operational and non-operational parking space is generally referred to as private non-residential parking.

4.3

The spatial demands for vehicles arising from development needs to be managed to assist the implementation of strategic policies for the reduction of traffic, congestion and pollution and to promote and sustain town centre regeneration. These objectives will be met largely by stabilising and/or reducing the total amount of car parking in town centres and shifting the balance of usage from long-stay commuter parking to short-stay visitor parking. Circumstances may arise where some long-stay parking is beneficial to town centre vitality, for example, in the case of overnight parking for hotels. Policies should be sufficiently robust to accommodate these needs. This matter is addressed in paragraph 5.3(e).

4.4

It is intended that this Guidance should embrace not only the provision for private car parking, but also for motorcycles and cycles. There are obvious benefits if an increasing proportion of journeys can be made by more benign modes, as well as benefits for developers in reducing the size of car parks and the costs of development. Greater use of taxis and buses would also have a net benefit in the reduction of demand for non-operational parking.

4.5

Normally, provision for taxis and buses is made on-street, but in the case of large development sites it may be appropriate to make provision within the site for dedicated pick-up/set-down areas, located adjacent to the main pedestrian accesses.

4.6

Previous standards referred to minimum parking space requirements. If developers wanted to provide more than the minimum, there were no grounds for objection unless other site specific considerations deemed that to be inappropriate. In practice, this weakened the impact of policies designed to manage the demand for personal transport. This guidance is based on provision levels which set out maximum car parking levels in respect of any particular site development. Maximum provision levels provide a greater degree of control on car parking which is consistent with strategic objectives.

Application Of The Policy

5.1

A 'model' policy for parking, suitable for inclusion in local plans, is set out at paragraph 6.1. It is intended that the policy should be applied with reference to a hierarchy of locational criteria (levels) based on the Lancashire Structure Plan policies 40 and 41, and developed in more detail in relation to smaller centres and to local circumstances, as defined in local plans.

5.2

LEVEL 1 areas are the principal town centres identified in Policy 40 of the Structure Plan, where traffic congestion is most serious and where it is necessary to impose stricter controls on the amount of car parking. These town centres are:

- Blackburn
- Blackpool
- Burnley
- Lancaster
- Preston

5.2

Applications for development with associated car parking which are within or directly serving these town centres should be considered in relation to the following criteria.

- a. Servicing parking space should be allowed for the safe manoeuvring of service vehicles within the curtilage of any development. In exceptional circumstances, where there is no

environmental harm or adverse effect on traffic safety, premises may be served from the highway or other parking areas.

- b. Other operational and non-operational parking space will not normally be allowed.
- c. Where opportunities arise, authorities should seek to encourage appropriate redevelopment or re-use of existing private parking to bring provision in line with these provision levels.
- d. Developers will normally be required to pay commuted sums, as a contribution to meeting the transportation needs of development, including the promotion of accessibility in accordance with local transport objectives, as advised in paragraph 4.10 of PPG13.
- e. In exceptional circumstances, it may be appropriate to allow some on-site parking in town centres subject to it being demonstrated that such provision is essential to the operation of the proposed development, and that there is no detriment to the local environment or to highway safety. For example, a hotel development which might add to the vitality of a town centre, may justify some on-site parking provision.
- f. In the management of non-operational parking space in these town centres, there should be a gradual shift from long-stay parking (e.g. for employees) to short-stay parking (e.g. for visitors/customers).

5.3

LEVEL 2 areas are the smaller town centres where congestion may be less serious or prolonged but where it is necessary to control parking to prevent traffic and environmental conditions becoming worse. Within the core areas of the larger of these centres it may be appropriate to restrict the development of on-site non-operational parking as in LEVEL 1 centres, but generally, in these locations parking policy may be a little more permissive.

These centres are:-

- Accrington
- Blackpool South-shore
- Chorley
- Cleveleys
- Clitheroe
- Colne
- Darwen
- Fleetwood
- Kirkham
- Leyland
- Lytham
- Morecambe
- Nelson
- Ormskirk

- Poulton-le-fylde
- Rawtenstall
- St. Annes
- Skelmersdale

And other locations identified in local plans as offering or having the potential for convenient access by public transport.

5.5

In these areas applications for development involving car parking, within or directly serving the town centre, should be considered in relation to the following criteria:

- a. Servicing and other operational parking space should be allowed for the safe manoeuvring of service vehicles, normally within the curtilage of any development. Subject to there being no environmental harm or adverse effect on traffic safety, premises may be served from the highway or other parking areas.
- b. Non-operational parking space up to 50% of the maximum level set out in the Parking Provision Levels may be allowed, unless the resulting development would be injurious to interests of townscape quality and urban design or the highway authority considers that the site is unsuitable in relation to such strategic factors as road layout, pedestrianisation schemes and public transport.
- c. Developers will normally be required to pay commuted sums, as a contribution to meeting the transportation needs of development, including the promotion of accessibility in accordance with local transport objectives, as advised in paragraph 4.10 of PPG13.
- d. Where opportunities arise, authorities should seek to encourage appropriate redevelopment or re-use of existing private parking to bring provision in line with the Parking Provision Levels.
- e. In the management of non-operational parking space in these town centres, there should be a gradual shift from long-stay parking (e.g. for employees) to short-stay parking (e.g. for visitors/customers).

5.6

LEVEL 3 areas are the remainder of the County outside LEVEL 1 and LEVEL 2 areas as defined in local plans. In these areas applications for development involving car parking should be considered in relation to the following criteria;

- a. All parking provision shall be within the maximum levels set out in Section 7 (Parking Provision Levels).

- b. The provision of servicing and other operational parking space in accordance with this Guidance will be required, normally within the curtilage of any development. Subject to there being no environmental harm or adverse effect on traffic safety, premises may be served from the highway or other parking areas.
- c. Non-operational parking space up to the maximum standard may be allowed unless there is likely to be environmental harm or an adverse effect on traffic safety.

Policy Guidance For Local Plans

6.1

Whilst it is not the intention of this guidance to be prescriptive in relation to local plan policies, the following text is set out as an example of an appropriate interpretation. The text in parenthesis relates specifically to commuted payments and may not apply in some locations.

The local planning authority will base its consideration of the need for associated on-site parking provision on the current parking policy guidance and provision levels. Provision of parking in excess of these levels will not be acceptable.

A lower provision than set out by the adopted parking provision levels may be sought, particularly within urban areas and in locations accessible by other means of transport (in such cases, a commuted payment may be sought to contribute to meeting the transportation needs of development in other ways including the promotion of accessibility in accordance with local transport objectives).

In determining the amount of on-site parking provision, in cases where a developer is seeking the agreement of the local planning authority for other than that allowed by the adopted parking provision levels, or where none has been specified, the Council will have regard to the following considerations:

- a. The availability, type and proximity of public parking;
- b. The availability of realistic prospects for alternative means of transport;
- c. The potential for environmental harm and adverse effect on road safety arising from parking demand being met elsewhere;
- d. The extent and nature of parking restrictions in force on highways in the vicinity;
- e. The scale and type of development proposed;
- f. The potential for the proposed development to benefit from multi-purpose trips; and
- g. Other relevant planning policies.

6.2

The policy is justified in terms of managing the demand for personal transport. To be successful, it must be applied flexibly in the context of robust and defensible local plan policies controlling the development of land, improved public transport facilities and an increasing public awareness of the issues surrounding the choices to be made.

6.3

This Guidance is the main starting point for determining levels of provision and the extent to which these levels will be acceptable will depend on the various factors set out above, all of which may reduce the need for on-site parking. The policy should be helpful towards the promotion of new development in highly accessible urban areas, such as town centres, as defined in local plans. In the absence of robust land-use planning policies, there is a risk that the policy may lead to pressure for development on inappropriate sites where developers might perceive greater advantage from being able to provide more on-site parking.

6.4

Outside town centres and other accessible urban locations, it has to be recognised that this Guidance may represent a reduction in levels of parking provision, compared to that formerly applied. This is to address the fact that demands for parking space, in line with the continuing trends of rising car ownership and changes in travel patterns, are still increasing. Developers of sites outside the identified centres will need to demonstrate special circumstances as to why a particular proposed level of provision (within the maximum limits specified) may be justified. A similarly flexible approach is envisaged for the levels of parking proposed in conjunction with new residential development, having regard to the advice on PPG13, reducing the requirements where appropriate, in line with the need to promote high density development in areas having good access to, or the potential for, alternative means of travel.

6.5

Where it is policy not to allow parking on site, it has been customary for developers to make commuted payments to local authorities as a contribution to the supply of public car parking. Whilst this still has some relevance, it is now more appropriate to apply such payments towards meeting the transportation needs generated by the development and by reference to local transport objectives. These may include measures to improve public transport services and facilities for cyclists and pedestrians. Because local accessibility needs will vary from town to town and from site to site, it will be appropriate for local authorities to tailor any requests for developer contributions to the particular circumstances of each case.

Parking Provision Levels

7.1

The parking provision levels set out in the following paragraphs are expressed as maxima except where otherwise stated. It is intended that they should be incorporated into local plans and used for development control purposes, both for new development and changes of use. The schedule refers to non-operational parking space. Operational parking space is dealt with in paragraph 7.7.

7.2

The increased use of bicycles is recommended by the Royal Commission on Environmental Pollution. Provision levels for cycle parking are included alongside those for car parking in relation to each main land-use category. Cycle parking levels are expressed as a minimum, unlike those for car parking which are expressed as maximum. Cycle parking demands should be regularly monitored and provision augmented where appropriate to keep up with increasing usage. In addition to the provision proposed under the separate land-use categories, it is also recommended that transport interchanges should provide for cycle parking.

7.3

Provision for motor cycle parking should be made within each large development site, defined as a site with a total of 25 or more car parking spaces proposed or existing. In comparison with private motor vehicles, the use of motorcycles (known as powered two-wheeled vehicles or PTWs) may have some advantages in an urban context. It has been suggested that PTWs offer a relatively space and energy efficient means of transport. Measures which can be taken which address this issue, in that they may facilitate greater use of PTWs, include the provision of ample and secure parking. An appropriate standard for the provision of PTW parking is one PTW space for each twenty-five car spaces. Although this is above the current levels of PTW usage (some 3%), the lack of existing provision is regarded as grounds for a higher provision level in new development. PTW spaces are additional to those required for pedal cycles.

7.4

The calculation of parking provision for mixed use developments will vary with the types of uses proposed. In cases where the mixed uses generally operate concurrently, it would be reasonable to require the provision levels applicable to all uses to be aggregated. Where the mixed uses generate demands at different times of the day it would be reasonable to require the provision of space on the basis of the development type which is the dominant use of that specific site.

7.5

In order to meet the needs of physically handicapped people, others with mobility difficulties and those with young children, 10% of all car spaces shall be provided to 'mobility standard' (minimum width 3.6 metres). No less than half of these spaces shall be signed as being for the exclusive use of disabled persons. Where less than 10 spaces are to be provided, at least one of the spaces shall be to 'mobility standard'. This requirement operates on a 'rounding up' basis, e.g. provision of 25-30 spaces would result in at least 3 of these being to 'mobility standard'.

7.6 Non Operational Parking Levels By Land-use Type

A.1

Shops

- 1 car space per 20 sq. metres gross floor space.
- 1 car space per 20 sq. metres gross floor space.

A.2

Financial And Professional Services

- 1 car space per 6 sq. metres gross floor space
- 1 cycle space per 60 sq. metres gross floor space

B.1

(i) Administrative Offices/Research And Development

- 1 car space per 35 sq. metres gross floor-space
- 1 cycle space per 350 sq. metres gross floor-space

(ii) Industry Suitable To A Primarily Residential Area

- 1 car space per 50 sq. metres gross floor-space
- 1 cycle space per 500 sq. metres gross floor space

B.2

General Industrial

- 1 car space per 50 sq. metres gross floor space
- 1 cycle space for 500 sq. metres gross floor space

B.8

Storage Or Distribution

- 1 car space per 200 sq. metres gross floor-space
- 1 cycle space per 2,000 sq. metres gross floor space

C.1

Hotel, Motel, Boarding Or Guest House

- 1 car space per guest bedroom

- 1 coach space per 50 guest bedrooms
- 1 cycle space per 10 guest bedrooms

Note: where the premises are open to non-residents for conferences/functions the appropriate amount of additional parking space shall be separately assessed in relation to the guidance for such uses.

C.2 Residential Institutions

(i) Nursing, Rest And Care Homes

- 1 car space per five residents
- 1 cycle space per 5 employees (whole time equivalent)

(ii) Residential Schools, Colleges Or Training Centres And Halls Of Residence

- 1 car space per bedroom in buildings proposed/designed for adults on short courses
- 1 car space per 2 bedrooms in buildings proposed/designed for students on full-time courses
- 1 cycle space per 10 bedrooms.

(iii) Hospitals

- 2 car spaces for 5 bed-spaces
- 1 cycle space per 30 bed spaces

C.3

Dwellings

Having regard to the advice in PPG13 and that parking guidance is more likely to influence modal choice, rather than car ownership rates, it is not considered appropriate to set 'maximum' or 'minimum' levels of parking space for housing developments. Rather, a flexible approach is advocated having regard to the anticipated car ownership rates of future occupiers and the need to provide high density development in areas of good access to other means of travel. The following broad guidance is offered as to the levels of parking which may be appropriate for various types of housing development.

Family Housing

2 car spaces per dwelling

Single Bedroom Housing

1 car space per dwelling

Sheltered Housing

1 car space per 3 dwellings

D.1 Non- Residential Institutions

(a) Medical/Health Services

- 3 car spaces per consulting room
- 1 cycle space per 3 consulting rooms

(b) Creche, Day Nursery And Day Centres

- 1 car space per 25 sq. metres gross floor space.
- 1 cycle space per 3 car spaces.

(c) Education

i. Primary And Secondary Schools

- 1 car space per classroom or alternative teaching area
- 4 cycle space per classroom

Note: The potential environmental and highway safety problems associated with on-street setting down and picking up of school children is acknowledged. However, it is not normally considered practical or desirable to make formal off-street provision. Nevertheless, careful consideration should be given to this issue at the planning and design stage to ensure that child and highway safety is not compromised.

ii. Sixth Form And Further Education Colleges

- 1 car space per 35 sq. metres gross floor space
- 1 cycle space per 35 sq. metres gross floor space

iii. Training And Conference Centres

- 1 car space per 35 sq. metres gross floor space
- 1 cycle space per 35 sq. metres gross floor space

(e) and (f) Art Galleries, Museums And Libraries

- 1 car space per 30 sq. metres gross floor space
- 1 cycle space per 150 sq. metres gross floor space

(g) and (h) Public Halls, Exhibition Halls Or Places Of Worship

- 1 car space per 10 sq. metres gross floor space
- 1 cycle space per 50 sq. metres gross floor space

D.2

Assembly And Leisure

(Cinema, Theatre, Bingo Hall, Concert Hall, Casino, Dance Hall, Swimming Bath, Skating Rink, Leisure Centre, Gymnasium or other area for indoor sports)

- 1 car space per 15 sq. metres gross floor space
- 1 cycle stand per 75 sq. metres gross floor space

Additional Uses (not included in Use Classes Order)

E.1

Cash And Carry Warehouses (for direct sales to Traders)

- 1 car space per 40 sq. metres gross floor space
- 1 cycle space per 400 sq. metres gross floor space

E.2

Car Sales

- 1 car space per 50 sq. metres of display area (internal and external)
- cycle space per 500 sq. metres of display area (internal and external)

E.3

Fuel-filling Stations

1 car space

E.4

Vehicle Repair Garages And Service Stations

1 car space per 50 sq. metres gross floor space (for staff; all other parking would normally be considered operational).

Other Uses

Parking provision for other land use types shall be considered on their merits and in line with that set out in this guidance.

7.7 Operational Parking Levels

On-site space shall not be provided in excess of that required to accommodate the number and size of vehicles likely to serve the development at any one time to manoeuvre and stand for loading and unloading. Reduced operational space will be encouraged where:

- a. opportunities are available for shared use of parking space; and/or
- b. opportunities are available for on-street servicing provided that:
 - i. it would not cause inconvenience to other users of the site or neighbouring property;
 - ii. it would not cause local environmental harm;
 - iii. it would not have a significant adverse effect on the flow of traffic or road safety.

7.8

Provision of operational parking shall be subject to the inclusion of appropriate spaces for cycles, PTWs and the needs of people with a mobility disadvantage, as set out in paragraphs 7.3, 7.4 and 7.5.

Wyre Council, Civic Centre, Breck Road, Poulton-le-Fylde, Lancashire, FY6 7PU

Tel: 01253 891000, Fax: 01253 899000, E-mail: mailroom@wyre.gov.uk

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