



# Parking

**Supplementary Planning  
Document (Scoping)**

For Consultation

9<sup>th</sup> June 2022 - 7<sup>th</sup> July 2022



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## **Consultation Information**

This document has been produced by the Council as part of the preparation of a Supplementary Planning Document (SPD) on Parking. Councils are required to consult when preparing an SPD (Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012). The Council must then prepare a summary of the main issues raised and how those issues have been addressed in the SPD.

This consultation therefore invites representations on what the Parking SPD should contain. The representations received will be considered, and will inform the content of the draft SPD. The draft SPD will then be subject to a further consultation (under Regulation 12b and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

## **How to Respond**

Responses should address the questions in each section of the document. The Council's preference is for responses to be sent by email to [PlanningPolicy@fylde.gov.uk](mailto:PlanningPolicy@fylde.gov.uk). Alternatively they may be sent by post to Planning Policy, Fylde Council, Town Hall, St Annes Road West, Lytham St Annes, Lancashire FY8 1LW.

## 1. Introduction

- 1.1 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 6<sup>th</sup> December 2021. The main objective of the SPD is to provide greater detail with respect to the requirement for parking on development sites and other issues relating to the provision of parking. It seeks to provide clarity to applicants as to the requirements for an application in respect of this subject.
- 1.2 This SPD Scoping Report is intended to describe the proposed scope/content of the SPD. It includes questions about the proposed content and options for dealing with particular issues.
- 1.3 Additional issues raised through the Consultation on this document will be reviewed by the Council and considered for inclusion within the document. 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 Parking SPD.
- 1.4 As a Supplementary Planning Document, the Parking 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.
- 1.5 The Parking SPD will supersede the existing adopted standards which are the Lancashire County Council Joint Lancashire Structure Plan Parking Standards (2005).
- 1.6 The Borough of Fylde comprises the major coastal resort towns of Lytham and St Annes, the market town of Kirkham and its adjoining settlement Wesham, developed areas forming the outskirts of the adjoining Borough of Blackpool, the settlements of Freckleton and Warton, and an extensive sparsely-populated rural area. Issues relating to parking vary between areas of the Borough; the Council needs to be able to provide guidance for parking that reflects the circumstances of the area concerned.
- 1.7 The Government aims that one half of all trips within towns will be made by cycle or on foot by 2030. However, in Fylde, existing cycle parking infrastructure is very poor. It is therefore critical that cycle parking infrastructure is provided in association with developments.
- 1.8 The government is encouraging a move towards electric vehicles and in 2021 18.6% of new cars were electric or plug-in hybrid. The proportion of electric vehicles is likely to continue to increase significantly. Parking areas required on development sites will need to incorporate appropriate charging facilities.
- 1.9 It is therefore important that the Council provides guidance that can be directly relevant to the areas concerned and the specific issues at those locations.

**Q1. Do you agree that the Council should produce a SPD to provide detailed guidance on parking on development sites?**

## 2. Vision, Issues and Objectives

### Vision

***Applicants will have a clear understanding of the Council's expectations for parking in the development they are bringing forward, and the essential policy requirements. New developments will have well-designed parking which will blend into the overall street scene through the use of soft landscaping to have minimal impact. The needs of cyclists, pedestrians and disabled people will have been prioritised in the design of parking. Parking will provide electric vehicle charging capability***

### Issues

- The existing standards are out-of-date and in part not in accordance with national policy
- The existing standards involve a highly complicated calculation to assess
- There is a lack of clarity on required sizes of parking spaces; vehicles have been increasing in size, there is a need for provision for different types of vehicle, including disability spaces
- Pedestrian circulation space around parking has often not been provided
- Lack of guidance on vehicular manoeuvring space from parking areas
- Sustainable drainage to parking areas is important for flood risk prevention/mitigation
- Cycle parking: need to reinforce good practice
- There is a need for specific guidance on design and landscaping of parking areas
- There is a need to provide guidance on electric vehicle charging requirements
- There is a need to ensure management of temporary peaks in parking need at events at new developments

### Objectives

- To provide straightforward, easy to use tables setting out the indicative standards for parking for each land-use in each part of the Borough
- To ensure that it is understood that the Council will have discretion to apply the standards flexibly, based on the circumstances of the individual development proposal and the local context
- To clearly set out the Council's expectations for the layout and design of parking, including dimensions and detailed illustrations of good practice
- To reinforce the importance of prioritising pedestrian access to, through and around parking areas and to ensure that the Council can require such measures are incorporated into developments and retained

- To ensure the incorporation of sustainable drainage to parking areas
- To ensure the provision of generous, convenient and usable cycle parking in connection with all developments, and that other types of vehicle are provided for where necessary
- To ensure that developments will provide for future needs for electric vehicle charging

**Q2. Do you agree with that the SPD should consider the issues above, and are there any others that should be added?**

**Q3. Do you agree with the objectives as stated? Are there any that should not be included or should be amended, or further objectives that should be added?**

### 3. Policy and Guidance Review

#### The Local Plan

3.1 The latest adopted version of the Local Plan is the Fylde Local Plan to 2032 (incorporating Partial Review), which was adopted on 6<sup>th</sup> December 2021.

3.2 Local Plan Policy T5 states that

#### ***Parking Standards***

*Car parking should, wherever possible, be provided on site so as to ensure there is no detrimental effect on highway safety.*

*A flexible approach to the level of car parking provision will be applied, dependent on the location of the development concerned.*

3.3 The supporting text states:

*11.60 The Council is aware of the need to manage car parking on all new developments. Local circumstances need to be taken into account when setting local parking standards. The standards set will be for the provision of the minimum number of parking spaces on a site.*

3.4 The Local Plan commits the Council to producing an SPD:

*11.61 The Council will prepare a Supplementary Planning Document (SPD) on parking standards, which will set out local minimum standards which will need to be applied to all new developments in Fylde.*

3.5 In addition, Local Plan Policy T4 promotes a shift away from car use towards public transport, walking and cycling. Policy T4 also promotes electric vehicles:

*i) Support the shift towards new technologies and fuels by promoting low carbon travel choices and encouraging the development of ultra-low carbon / electric vehicles and associated infrastructure*

3.6 In addition, Policy GD7 places requirements on applicants regarding parking areas:

*j) Ensuring parking areas for cars, bicycles and motorcycles are safe, accessible and sympathetic to the character of the surrounding area and that highway safety is not compromised.*

3.7 Policy GD7 also sets out requirements on the layout of development, of which parking is a key component:

*k) Ensuring the layout, design and landscaping of all elements of the proposal, including any internal roads, pedestrian footpaths, cycleways and open spaces, create user friendly, sustainable and inclusive connections between people and places resulting in the integration of the new development into the built and historic environment.*

3.8 The same policy considers certain other relevant matters under the sub-heading Highway Safety. The policy is unequivocal about the hierarchy of road users:



*The needs of non-motorised users, such as pedestrians and cyclists, should be prioritised over other road users, through design measures.*

- 3.9 The policy also specifically highlights the importance of highway safety, and the role that parking plays in maintaining it:

*The development should not prejudice highway safety, pedestrian safety, and the efficient and convenient movement of all highway users (including bus passengers, cyclists, pedestrians and horse riders). The development should not reduce the number of on-site parking spaces available, unless there are other material considerations which justify the reduction.*

- 3.10 The policy reinforces the requirements for non-motorised users to be prioritised with more detailed provisions:

*All development proposals will need to show that appropriate provision is made for public transport services; appropriate measures are provided to facilitate access on cycle or foot; where practicable, ensure existing pedestrian, cycle and equestrian routes are protected and extended; and the needs of specific groups in the community such as the elderly and those with disabilities are fully provided for.*

### **National Planning Policy Framework**

- 3.11 The National Planning Policy Framework (July 2021) (the Framework) places transport issues at the earliest stages of consideration. It requires (paragraph 104) that (the most relevant to this issue):

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

- 3.12 The Framework makes explicit reference to parking standards. Paragraph 107 states:

*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.*

- 3.13 Paragraph 108 covers the setting of maximum standards:

*Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities*

*should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.*

- 3.14 Paragraph 109 covers lorry parking. Only the last part of this is directly relevant to Fylde:

*Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.*

- 3.15 The Framework requires that policies are prepared with the active involvement of highway authorities. It requires policies to provide for walking and cycling networks with supporting facilities such as secure cycle parking.
- 3.16 The Framework requires that the design of streets, parking areas and other transport elements of developments to reflect current national guidance, including the National Design Guide and the National Model Design Code (paragraph 110). 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; and should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 112).
- 3.17 All developments that will generate significant amounts of movement should provide a travel plan; applications should be supported by a transport statement or transport assessment (paragraph 113)

### **Written Ministerial Statement**

- 3.18 The statement made by Eric Pickles, Secretary of State for Communities and Local Government, on 25<sup>th</sup> March 2015 sought to clarify national policy. It reinforced the abolition of maximum parking standards and stated that the market was best placed to decide if additional parking spaces should be provided. The text was taken up by the updated Framework in paragraph 108 (see above).

### **Planning Practice Guidance (PPG)**

- 3.19 The PPG section on Travel Plans, Transport Assessments and Statements sets out the role of each of these documents in supporting development proposals. Travel Plans are long-term management strategies to integrate sustainable travel into developments. They should identify opportunities for sustainable transport initiatives in connection with developments, thereby reducing demand for travel by less sustainable modes. Transport Assessments are thorough assessments, net of the effects of the Travel Plan, of the transport implications of development; Transport Statements are lighter touch evaluations where developments will have only limited impacts. Both may propose mitigation measures where necessary.
- 3.20 Travel Plans, Transport Assessments and Statements support national planning policy to actively manage patterns of growth to make the fullest possible use of public transport,

walking and cycling and focus significant development on locations that are or can be made sustainable. They should: be proportionate to the development proposed; build on existing information; be established at the earliest stage; be tailored to local circumstances; involve collaborative ongoing working with relevant bodies.

- 3.21 Local planning authorities should judge whether a Travel Plan is needed on a case-by-case basis, taking into account: the Travel Plan policies of the Local Plan; scale and trip-generation of the development; existing intensity of transport use; availability of public transport; environmental designations; impact on other strategies; cumulative impacts; particular impacts upon which the Travel Plan should focus; national policy.
- 3.22 Travel Plans should consider benchmark travel data, trip forecasts, existing travel habits, proposals to reduce the need to travel to the site, provision of improved public services, parking strategy options (having regard to national policy) and proposals for new/enhanced public transport/walking/cycling facilities.
- 3.23 Local planning authorities should judge whether a Transport Assessment or Transport Statement is needed on a case-by-case basis, taking into account similar issues as noted for Travel Plans above.
- 3.24 Transport Assessments and Statements should consider for inclusion:
- information about the proposed development site layout and access
  - neighbouring uses, amenity and character, existing functional classification of the nearby road network;
  - data about existing public transport provision;
  - travel characteristics of the proposed development across all modes of transport;
  - assessment of trips from relevant committed development in the area;
  - traffic flow data on links and at junctions; identification of critical links and junctions;
  - injury accident records;
  - likely environmental impacts of transport related to the development;
  - measures to improve the accessibility of the location;
  - parking facilities in the area and the parking strategy of the development;
  - ways of encouraging environmental sustainability by reducing the need to travel; and
  - measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads
- 3.25 In general, assessments should be based on normal traffic flow and usage conditions (eg non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.

### **Manual for Streets**

- 3.26 Manual for Streets is nationally-approved detailed guidance on the design of street layouts, predominantly in residential areas. Its chapter 8 covers parking, including cycle parking. It considers detail in the provision of cycle parking, including storage sheds, parking for dwellings including the relationship with garages, options for parking in flats, visitor and communal parking for all types of use. In respect of car parking, it notes that attempts to constrain

residential parking provision do not tend to affect the numbers of vehicles and provision of sufficient spaces is important; however, car clubs can be effective and communal spaces can be more efficient in providing for needs. It considers the role of on-street parking and highlights advantages and pitfalls. It provides design advice, considers the role of garages and required space sizes. It provides advice on disabled parking and parking for motorcycles.

### **Manual for Streets 2**

- 3.27 Manual for Streets 2 supplements Manual for Streets. It considers a wider range of street types and focusses particularly on existing streets and how these can be made to work more effectively. Its Chapter 11 considers the issue of on-street parking and servicing as a component of this.

### **Joint Lancashire Structure Plan Parking Standards 2005: Lancashire County Council**

- 3.28 The JLSP standards have been the standards adopted by Fylde Council. It provides tabulated standards for a long list of possible land uses, with reductions in areas of good accessibility. It identifies a hierarchy of settlements when applying accessibility reductions to A1, A2, B1 and D2 uses. For other uses, accessibility questionnaires are provided (separate versions for residential and commercial uses) to be completed by the applicant. The standards are maximum standards in accordance with national policy when they were first published.

### **Lancashire County Council Access and Parking SPG 2005**

- 3.29 The Access and Parking SPG is the companion to the JLSP parking standards, incorporating them as appendices. It explains the calculation of parking standards according to the JLSP standards, and provides general guidance on the design and layout of parking.

### **Highway Code 2022**

- 3.30 The updated Highway Code provides statutory advice and regulations for all road users. The updated version places emphasis on the hierarchy of road users, with those most vulnerable having the greatest importance.

## 4. Overall Approach to Parking Requirements

- 4.1 The Council's approach to parking on development sites will be set out in this section. The overall principle is intended to be to avoid a "tick-box" approach to standards: the key issue is whether the development proposal will result in a conflict with the Council's Local Plan policies and/or national planning policies. These conflicts may arise due, for instance, to a hazard to highway safety, harm to residential amenity or poor design. This proposed section of the SPD will consider the policy conflicts further and show how the application of the standards will feed into identifying such policy conflicts.
- 4.2 The effects of any development proposal are considered net of any mitigation measures provided, either through Travel Planning (see Chapter 9) or as an integral part of the development proposal. The Council will seek mitigation measures that promote choice of travel modes in line with national and Local Plan policy.
- 4.3 The introduction of the use class E (Commercial, Business and Service) groups together a range of uses that previously were considered separately. Changes of use within the new class are not development under the Town and Country Planning Act. However, the level of parking required will need to relate to the specific nature of the development, and will be different between, for instance, a large business unit with relatively few employees and a similar-sized convenience retailer. It would not assist applicants if the Council chose to set a single benchmark parking standard for class E which then would be subject to wide variation in what the Council actually required from applicants. Accordingly, parking standards are intended to include some distinctions within class E to assist assessment of appropriate levels of parking for that particular type of proposed use to be used by planning applicants.
- 4.4 The Council will distinguish between the requirements applied to new-build developments and those where existing buildings are converted for a new use. It would be unreasonable to attempt to impose restrictions on the use of (for instance) the upper floors of an existing town centre building, based on standards required for a new building: such restrictions could render the accommodation unusable. Likewise, demolition of a large building and replacement by a much smaller building simply to accommodate parking is unlikely to be accepted. Therefore, separate standards will be set for new-build developments from those required for conversions. Application of separate standards for conversions will be dependent on circumstances and take into account the likely demand for parking from the new use. For instance, where an essential level of parking cannot be achieved for the sub-division of a residential dwelling, the development may be rendered unacceptable altogether.
- 4.5 Similarly, there will be a variation in the standards applied to different areas of the Borough, based on the level of accessibility of those areas. This approach is similar to the previous standards, but without the need for the highly complex accessibility calculation being required. It is not proposed that applicants in highly accessible areas would be penalised in the manner adopted by some authorities in South-East England, by requirements for financial contributions in lieu of their normal parking requirements; these are measures which can only have the effect of discouraging sustainable development.
- 4.6 Where the standards are applied by the Council, the SPD will be clear that the Council will apply the standard flexibly, based on the specific circumstances of the site and the proposal considered.

**Q4. Do you agree with the overall approach of the Council to parking requirements, as proposed to be set out in the SPD?**

**Q5. What comments do you have on how the Council proposes to vary standards between more and less accessible areas and different types of development?**

## 5. Parking Standards

- 5.1 The Council proposes that the SPD will set out standards for parking to assist decision-making on development proposals. However as noted in Chapter 4, the purpose of the standards will be to assist decision-making by providing an indication of likely need; however, the decision as to acceptability will be based on policy compliance. Generally, this will not be about numbers of spaces but whether the development proposal complies with policy requirements.
- 5.2 The standards will be informed by the previous standards as set out in the Joint Lancashire Structure Plan 2006 and the Lancashire County Council Access and Parking SPG, other standards used elsewhere and the advice of statutory consultees including the Local Transport Authority. In accordance with paragraph 107 of the Framework, they will have regard to accessibility, the type / mix / use of the development, public transport availability / opportunities, local car ownership and the need for electric vehicle charging points.
- 5.3 It is intended that the SPD will set out standards for different locations in the form of a table or tables. It is envisaged that in the case of residential units it will specify the number of spaces for specific dwelling sizes; these will be informed by prevailing car ownership rates and the provision of alternatives. For non-residential uses it will specify the number of spaces per square metre of floorspace, for different groups of uses. These will be based on estimates of job density for different uses, net of the effect of mitigation and travel planning.
- 5.4 The previous parking standards were maximum standards, an approach which accorded with earlier national policy but was rendered obsolete by the 2012 Framework and the Written Ministerial Statement of 2015 (see Chapter 3). Maximum standards are only now permitted in specific circumstances and where supported by evidence of necessity. It is proposed that the parking standards put forward by the SPD are neither minimum nor maximum standards, but are indicative standards. These will give a general expectation for the type of development proposed, but can be adapted according to the circumstances of the individual planning application where this would result in a development in line with Local Plan policy.
- 5.5 The previous adopted parking standards included an accessibility questionnaire, based on which the requirement would be varied from the baseline standard when appropriate. The questionnaire introduced a degree of complexity into the calculation as it involved assessments of distances to nearest transport facilities and the services from them, with the scores from the 8 questions aggregated and then identified as high, medium or low. The classification based on scores was imprecise and the questions subject to varied interpretation in practice. The approach was appropriate for a county-wide document, but in bringing forward this SPD, there is the opportunity to identify specific areas in Fylde, and circumstances, where different standards would apply from other areas. It is intended that this approach allows greater precision in the guidance which will be more helpful to applicants.
- 5.6 It is therefore proposed that the SPD will specify areas which are highly accessible by public transport and walking, and areas where maximising the density of development may be justified in ensuring the efficient use of brownfield land, in accordance with the Framework. It will also consider whether different standards should be applied in areas which are not highly accessible, but where there is local parking stress. It will consider whether there are

areas where the character of the area determines a certain approach to parking (such as where on-street parking is characteristic). The standards applied in each location will be based on evidence, including proximity to services, public transport availability, local car ownership levels and the particular form of the local street layout and area character. A discussion of some of the area-based issues to be considered in setting standards follows.

- 5.7 The coastal resort at St Annes is a traditional seaside resort with associated attractions. Tourism-based activity is concentrated mainly within an approximately 1km long stretch between the two main public car parks. A second separate area is located 2km to the south-east at Fairhaven Lake. A further 2km to the south-east Lytham provides visitor attractions located directly adjoining the thriving town centre. The coastal resort areas and the immediately surrounding areas provide particular challenges in accommodating visitors' vehicles, and this has implications for the parking associated with all types of developments in those areas, including residential. The challenge in Lytham is slightly different from St Annes as in Lytham the town centre is very close to the promenade area, so parking has to provide for the needs of town centre users and visitors together.
- 5.8 The town centre of St Annes has a wide range of commercial establishments, with time-restricted on-street parking and some off-street parking including a multi-storey car park. St Annes town centre is surrounded on three sides by residential areas of medium density. The approach taken in the town centre is likely to differ from the approach in the mature suburbs of St Annes, reflecting the concentration of town centre uses with limited parking.
- 5.9 In the central areas of Kirkham and Wesham, and the central part of Freckleton, parking issues reflect the relative lack of off-street parking in areas of more traditional buildings, narrower streets, greater reliance on on-street parking and a mix of commercial uses within the areas; how these issues are addressed will require a different approach to parking from the approach taken in the newer suburban areas. The stadium at Wesham and the wider site on which it lies provides a particular set of issues.
- 5.10 The Fylde-Blackpool periphery is a newly developing area where the issues regarding parking differ significantly from the centres of established settlements. In this area, new development provides an opportunity to make places where parking is sufficiently provided for yet does not dominate the street scene. Parking provision within the developing strategic employment site requires scrutiny: particularly important here is the contribution that workplace travel planning can make to allow effective use of land by avoiding extensive areas of parking.
- 5.11 It is intended that the areas specified will be shown on maps to ensure clarity in the application of the standards. However, the SPD will be clear that the Council will apply the standard flexibly, based on the specific circumstances of the site and the proposal considered.

**Q6. Do you agree with the Council's proposed approach to parking standards, involving allowance for high accessibility through the identification of specific areas?**

**Q7. If not, what alternative approach do you propose?**



## 6. Design, dimensions and layout of parking

- 6.1 Local Plan and national policy place great emphasis on the importance of good design in developments. A key element of good design is the overall layout of development and how the different elements of any development, which will usually include parking, come together to make an attractive and well-functioning whole, within the context of the wider setting. Key elements of this will include the functionality of parking areas including sizes and detailed layout, relationship with landscaping and positioning within the site. It is intended that this will be a significant section of the SPD.
- 6.2 The siting of parking spaces within the overall layout of development sites will be considered within the SPD. As in all of the guidance in the SPD, whilst this will inevitably be flexible in relation to individual site circumstances, the SPD will set out the broad expectation for the siting of parking within sites for different types of development, including residential in the more dense urban areas, residential suburban development, retail and other commercial uses that attract large numbers of clients, and less intensive commercial uses. Requirements for the siting of parking for types of vehicle other than cars, including cycles, within the overall development will be set out. It is intended to provide good and unacceptable practice illustrations to support the guidance.
- 6.3 It is intended that sizes of parking spaces will be set out in the SPD. This will include detail on those circumstances where additional space to the basic dimensions will be needed and how much, and what land use may adjoin the edges of spaces in different circumstances. It will set out requirements for disability spaces. Requirements for different types of motor vehicle other than cars and for cycle parking will be considered separately in detail in Chapter 7.
- 6.4 The SPD will set out how pedestrians should be able to move around parking areas, including circulation space around vehicles and pedestrian-only safe routes through and around parking areas. The guidance will reflect the priority that pedestrians should be given over vehicles, as set out in Local Plan policy, the Framework and the Highway Code. The principles will be applied to individual residential dwellings and flats as well as to larger commercial uses.
- 6.5 The SPD will consider the role of garages as functional parking spaces on development sites. Where garages are proposed to provide one of the parking spaces for a dwelling, the SPD will set out required dimensions and other features, including necessary circulation space, provision for electric vehicle charging infrastructure and alternative storage space. The SPD will consider circumstances where restriction of permitted development rights, to prevent the change of use of the garage to habitable accommodation, and to prevent the creation of additional hardstanding *in lieu*, would be justified.
- 6.6 Although the precise situation of an individual layout will affect how vehicles move within parking areas, it is intended that the SPD will provide guidance on manoeuvring space required as a starting point to assist applicants in drawing up schemes.
- 6.7 Operational and service parking can form a critical element of the design of a scheme, which can render a development proposal unacceptable if badly considered. This will include parking for vehicles delivering or despatching goods, and otherwise servicing of premises including waste collection, removals, taxis and waiting spaces for vehicles picking up visitors/customers.

Whilst the requirements are likely to vary widely with the type of use proposed, the SPD will provide guidance on the overall approach and suggest good practice.

- 6.8 Good design requires parking to be well-landscaped and sensitively integrated into the built form, incorporating green infrastructure including trees to soften the visual impact of vehicles, help improve air quality and contribute to biodiversity. This aspect will include the materials used for surfacing that will need to accord with sustainable drainage principles. Maintenance of the agreed scheme will be an essential element. The SPD will set out requirements and provide good practice examples to illustrate its use.

**Q8. Do you agree that the aspects of design of parking set out above should be included in the SPD?  
What specific aspects of the design of parking do you think it most important to include?**

## **7. Parking for Cycles and Other Non-Car Vehicles**

### **Cycle parking including e-bikes**

- 7.1 Local Plan and national policy support encouragement of increased cycle use. The Government's Gear Change strategy aims to make half of all journeys in towns and cities on foot or by cycle by 2030. Therefore, it is important that new developments provide sufficient cycle parking not just based on existing usage levels but also to allow for and promote significant growth. Further development towards the achievement of a continuous coastal cycle route from Fleetwood and Blackpool to Lytham is likely to result in increased cycle use in the Borough.
- 7.2 The previous parking standards included general requirements regarding cycling. It is proposed that specific guidance for cycle parking on both residential and commercial uses is included in the SPD, that will go further on matters of design and location.
- 7.3 The SPD provides an opportunity to set out detailed guidance and provide illustrations of good practice in the provision of cycle parking areas. This will include not just numbers and where it will be located, but will extend to a consideration of supporting facilities, including security, access routes, changing facilities and showers, although it should be stressed that the latter are not essential for cyclists making local and leisure journeys.
- 7.4 Levels of existing cycle parking provision are generally very low in Fylde. London has 1 on street cycle space for every 62 residents (around 145,550 spaces), yet within an area where very high traffic volumes result in conflicts. For Fylde to achieve the same rate it would need 1,287 on-street spaces. There is no mapped record of on-street cycle parking in Fylde but the numbers are very small, yet most of Fylde has very even topography and is easily cycled.
- 7.5 The SPD will consider how development sites provide the opportunity to provide cycle parking for linked trips in such circumstances, and highlight areas of need within the Borough. This will include consideration of how on-street schemes for automated cycle hire could be accommodated.
- 7.6 The SPD will consider how provision of any additional facilities required for e-bikes will be provided for. This will consider both the needs of individual owner-users, and the potential for on-street cycle hire schemes involving e-bikes.

### **Motorcycle parking**

- 7.7 In many circumstances bespoke motorcycle parking will not be required as standard car parking spaces will provide for the small numbers of motorcycles. However, there are situations where motorcycles may need to be specifically provided for. The Parking SPD will explore the types of development proposal where this is likely to be the case.
- 7.8 Guidance on provision of motorcycle parking where it is required will be set out, including numbers of spaces, siting and size requirements, and security measures.

### **Mobility scooters**

- 7.9 It is important that users of mobility scooters are able to access facilities. Users of mobility scooters are unable to walk more than a short distance and therefore it is important that users are able to leave their vehicles as close as possible to the entrance, in a place that is secure. Special arrangements will be needed where the internal area of the development is large, as mobility scooter users would need to be provided with suitable assistance for within the building. The SPD will explore these issues further, set out requirements and illustrate good practice.

### **Parking for lorries and other commercial vehicles**

- 7.10 It is essential that the layout of commercial developments provides for the needs of the vehicles that will either operate from or service the premises, whatever form these take. The SPD will provide guidance on requirements. The approach is likely to be that lorry/commercial vehicle parking will be treated as operational parking. Applicants will be required to set out how any proposed arrangement will work within the Transport Assessment or Transport Statement.

### **Coach parking**

- 7.11 A wide range of visitor-based leisure uses such as stadia, and hotels and holiday parks of significant scale may require provision of coach parking for the facility. The SPD will provide guidance on requirements, including a consideration of when off-site provision can be accepted and how it can be secured.

## **Q9. What areas should guidance in the SPD cover on the matter of parking for non-car vehicles?**

## **8. Electric Vehicle Charging**

- 8.1 The Local Plan and national policy stress the need to provide electric vehicle charging infrastructure, to allow for the phasing out of petrol and diesel vehicles. The SPD provides an opportunity for the Council to set out guidance on how the necessary infrastructure can be provided for new developments.
- 8.2 It is envisaged that, for commercial developments, the SPD will set out requirements for charging infrastructure in conjunction with the provision of parking for customers, but also in particular in relation to workplace parking.
- 8.3 National policy supports the roll-out of charging infrastructure at service areas on major routes. Although there are only minor service areas in the Borough at present, provision of charging infrastructure on established service areas on major routes may be brought forward. The SPD will consider issues in relation to such proposals and provide guidance in line with national policy.
- 8.4 On residential sites, electric vehicle charging can usually be achieved direct from the dwelling. This highlights the importance of the position of parking in relation to the dwelling, the likely source point of the electricity supply to the cable and the need to design out trip hazards. The SPD will address these matters.
- 8.5 National policy supports major increases in provision of on-street electric vehicle charging points. Lancashire County Council (LCC) is developing approaches as to how this can be achieved in practice, having regard to existing street furniture such as street lighting (at present the standard siting of street lighting columns is at the property edge of the footway rather than the road edge, which poses difficulties in utilising these to provide charging infrastructure). The Council will support the LCC's efforts and seek advice from its lead officers on this; where appropriate, guidance will be included within the SPD following the advice of LCC.

**Q10. What specific matters should the SPD cover regarding electric vehicle charging?**

## 9. Travel Plans, Transport Assessments and Transport Statements

- 9.1 National planning policy and PPG set out the role of Travel Plans, Transport Assessments and Transport Statements in supporting planning applications (as described in Chapter 3).
- 9.2 Travel Plans are required of all developments that generate significant amounts of transport movement. The role of Travel Plans is to set out measures 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.
- 9.3 The SPD will supplement national guidance on Travel Plans by exploring the type of mitigation that may be suitable in particular areas of the Borough, and for specific types of development. The appropriate measures are likely to differ between workplace travel plans, and those concerned with commercial units with large numbers of customers or clients. The SPD will consider the potential for the following:
- Shared use of parking (i.e. at different times of the day/week/month by different groups of people, not necessarily)
  - Provision of additional public transport services
  - Car sharing/clubs
  - Cycle to work schemes, cycle hubs
  - Public transport vouchers/season tickets
- 9.4 The SPD will provide interpretation to the threshold of “significant amounts of movement” in different circumstances, reflecting the guidance in PPG, so that it is clear whether a Travel Plan is required.
- 9.5 Transport Assessments are detailed assessments of the anticipated transport effects of a development proposal. They are needed to ensure that the transport impacts of the development are understood, in order that these can be assessed for compliance with policy. Transport Assessments require significant amounts of data and access to professional modelling tools, and as such are generally carried out by specialist transport planning consultants. They are most relevant for large development proposals.
- 9.6 Transport Statements are simplified versions of transport assessments where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required. Transport Statements do not necessarily need to be produced by specialist transport professionals, but sufficient information will be needed to demonstrate that the principal issues have been identified and to explain how these are addressed. The SPD will indicate what information should be provided for certain development types that typically require a Transport Statement. In most cases this will involve an explanation of the parking strategy for the development.
- 9.7 All developments that generate significant amounts of transport movement are required to be supported by a Transport Statement or Transport Assessment. The SPD will set out thresholds to indicate when one or other is required, but these are likely to be at least partly qualitative, based on individual circumstances of applications, and will be applied flexibly by the Council.

**Q11. What local guidance could the Council provide on Travel Planning that would assist applicants?**

**Q12. What thresholds should the Council set for Travel Plans, Transport Statements and Transport Assessments?**



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