

Parking Standards Supplementary Planning Document

May 2017

Cheshire West and Chester Council

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1 Introduction

1.1 This Supplementary Planning Document (SPD) provides recommended guidelines for parking provision for new development and changes of use. It aims to address traffic congestion and poor air quality through the appropriate control of the amount and design of car parking associated with development.

- 1.2 The SPD covers:
- Parking guidelines for houses and flats;
 - Parking guidelines for other development;
 - Disabled parking;
 - Cycle parking;
 - Electric vehicle charging points and
 - Parking design.

1.3 SPDs are used to provide further detail and guidance on the implementation of policies and proposals contained in existing Local Plans. Whilst not statutory development plan documents themselves, they can be a material planning consideration in the determination of planning applications. As such they need to be consistent with national and local planning policies and guidance.

Reasons for producing a SPD for Parking

1.4 Policy STRAT 10 of Cheshire West and Chester Council Local Plan Part One (the Local Plan) adopted in January 2015 states that a single supplementary planning document for the borough will be prepared. The car parking guidelines defined in this document are designed to replace the previous County level documents saved as part of the local plan, namely Parking Provision within Developments in Chester (2003). This document also incorporates an update of relevant aspects of the Cheshire Design Aid (1990) in order to provide a single source of information to inform parking provision in the Cheshire West and Chester borough.

Structure of this guidance

1.5 The following table summarises the structure for this Supplementary Planning Document.

Table 1.1: Document Structure

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2 Policy Framework

The National Planning Policy Framework (NPPF)

- 2.1 The NPPF sets out the Government's planning policies and is a material planning consideration in planning decisions. It states that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 2.2 NPPF paragraph 39 sets out what local planning authorities should consider if developing local parking standards:
- "If setting local parking standards for residential and non-residential development, local planning authorities should take into account:
- the accessibility of the development;
 - the type, mix and use of development;
 - the availability of and opportunities for public transport;
 - local car ownership levels; and
 - an overall need to reduce the use of high-emission vehicles."
- 2.3 Written statement to Parliament Planning Update March 2015 (copied below) suggests text that should be read alongside NPPF Paragraph 39:
- "Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."*
- 2.4 Car ownership in Cheshire West and Chester is significantly above that in England and Wales and traffic volumes have increased by 25% since 1993. One of the LTP's top priorities is to reduce traffic congestion and enhance the capacity of the local and strategic road network, through promoting the use of more sustainable modes and transport and demand management.
- 2.5 In addition, the Council's emerging Low Emissions Strategy supports the production of parking guidelines to address the levels of congestion on key road corridors and increasingly poor air quality throughout the Cheshire West and Chester area.

Local Plan Part One

2.6 The Local Plan (Part One) Strategic Policies document was adopted on 29 January 2015 and provides the overall vision, strategic objectives, spatial strategy and strategic policies for the borough to 2030. This includes setting out the level and location of new housing and employment land, as well as the identification of a number of strategic sites.

2.7 Policy STRAT 10 of Part One of the Local Plan states that “*new developments will be expected to provide adequate levels of car and cycle parking in accordance with the Council’s parking standards, taking account of:*

- The accessibility of the development;*
- The type, mix and use of the development;*
- The availability of, and opportunities for, public transport; and*
- Local car ownership levels.*

Parking provision should support the viability of town centres whilst minimising traffic congestion.”

Local Plan Part Two

2.8 The Local Plan (Part Two) will set out the non-strategic allocations and detailed policies, following on from the strategic framework set out in the Local Plan (Part One). When adopted, both documents will constitute the statutory development plan for Cheshire West and Chester and will replace all of the retained policies from the former district local plans.

Neighbourhood Plans

2.9 Neighbourhood Plans have been developed for many of the localities within Cheshire West and Chester to reflect the local aspirations. This document has also been developed with consideration of Neighbourhood Plan documents.

Supplementary Planning Documents

2.10 The parking standards contained within this SPD updates those set out in the Travel Planning Guidance SPD (adopted March 2016) and should be read in conjunction with other relevant Council supplementary planning documents including, for example, the Houses

in Multiple Occupation and Student Accommodation SPD (adopted
April 2016).

3 Parking Standards for Houses and Flats

Introduction

3.1 Recommended guidelines for parking in new residential development have been developed considering data comparisons between local car ownership, housing tenure and number of rooms to establish demand for car parking.

Car Parking

3.2 Guidelines for borough wide car parking provision within residential development are included in Table 3.1 below. In the case of residential development the recommended car parking standards are minima unless it can be demonstrated that a reduced amount of car parking is acceptable. Garages which do not meet the minimum dimensions set out in Chapter 5 below should not be included in the calculation of car parking spaces. Where the parking is within the private curtilage of a dwelling (but not within a carport or garage) and where practical, consideration should be given to providing at least one space that can be widened to 3.3m, to enable future adaptation for a wide range of people, including older and disabled people and some wheelchair users.

3.3 It is acknowledged that car ownership may often be lower for flats than for houses; the recommended minimum provision includes an allowance for visitor parking. The Council will expect developers to justify any shortfall in parking provision and will take into account evidence submitted in this respect on a case by case basis.

Table 3.1: Car Parking Guidelines for new houses and flats

Number of bedrooms	Minimum Standard
1 bedroom	1 space
2-3 bedrooms	2 spaces
4+ bedrooms	3 spaces

3.4 In accordance with national and local policy, when assessing parking provision the range of transport modes by which the location can easily be accessed by, will be taken into account.

Cycle Parking

3.5 For completeness minimum cycle parking guidelines have also been incorporated. For residential development the recommended cycle

parking standard is included within **Table 3.2** below. Garages will be considered acceptable for both for cycle parking and car parking where there is sufficient space for both a car and bicycles.

Table 3.2: Cycle Parking Guidelines for new houses and flats

Dwelling Type	Minimum Standard
Houses	2 covered and secure spaces per house (can include garages and sheds)
Flats	1 covered and secure space per flat

Electric Vehicle Charging Points

3.6

Policy STRAT 10 of the Local Plan states that proposals should seek to incorporate charging points for electric vehicles where appropriate. The Council will encourage the provision of electric vehicle charging infrastructure in all new houses and flats with dedicated parking and for developments of 10 or more with unallocated parking. Further guidance on the Council’s recommended best practice for the provision of electric vehicle charging infrastructure is included in Appendix 1.

4 Parking Standards for Other Development

Introduction

- 4.1 Based on national and local policy and benchmarking of current best practice the Council has developed borough wide parking guidelines for a number of land use classes. These guidelines act to provide an indication of the maximum number of car parking spaces that may be supported.

What level of car parking is appropriate for my development?



Zones

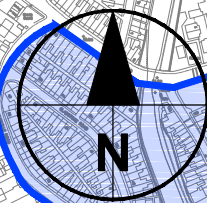
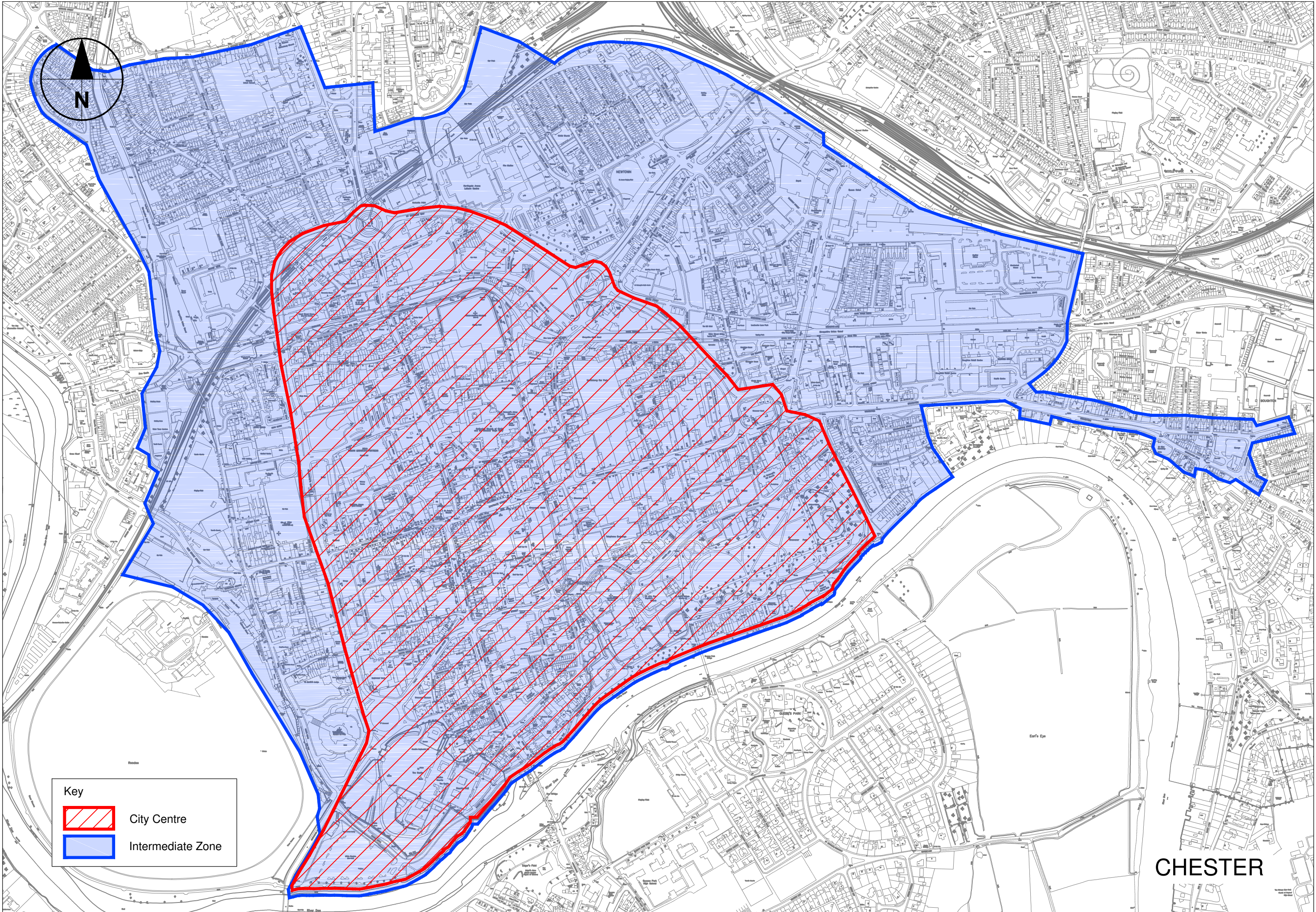
- 4.2 Guidelines have been developed for 4 zones as defined in **Table 4.1** below. The rationale for the development of zones is to adopt more rigorous parking standards for Chester City Centre and other areas of high demand and public transport accessibility. Chester is a constrained historic city with a network not designed for 21st Century vehicles. There are two zones within Chester - an inner zone and a second intermediate zone where a less strict standard will be applied. A third standard would be applied in key town centres where there is a concentration of services, an increased number of travel options and lower levels of car ownership. The final zone covers the remainder of the borough.

Table 4.1: Zones



Zone	Areas included
City Centre – inner zone	Chester
City Centre – intermediate zone	Chester
Town Centres	Ellesmere Port, Northwich, and Winstford
Rest of borough	Rest of borough

4.3

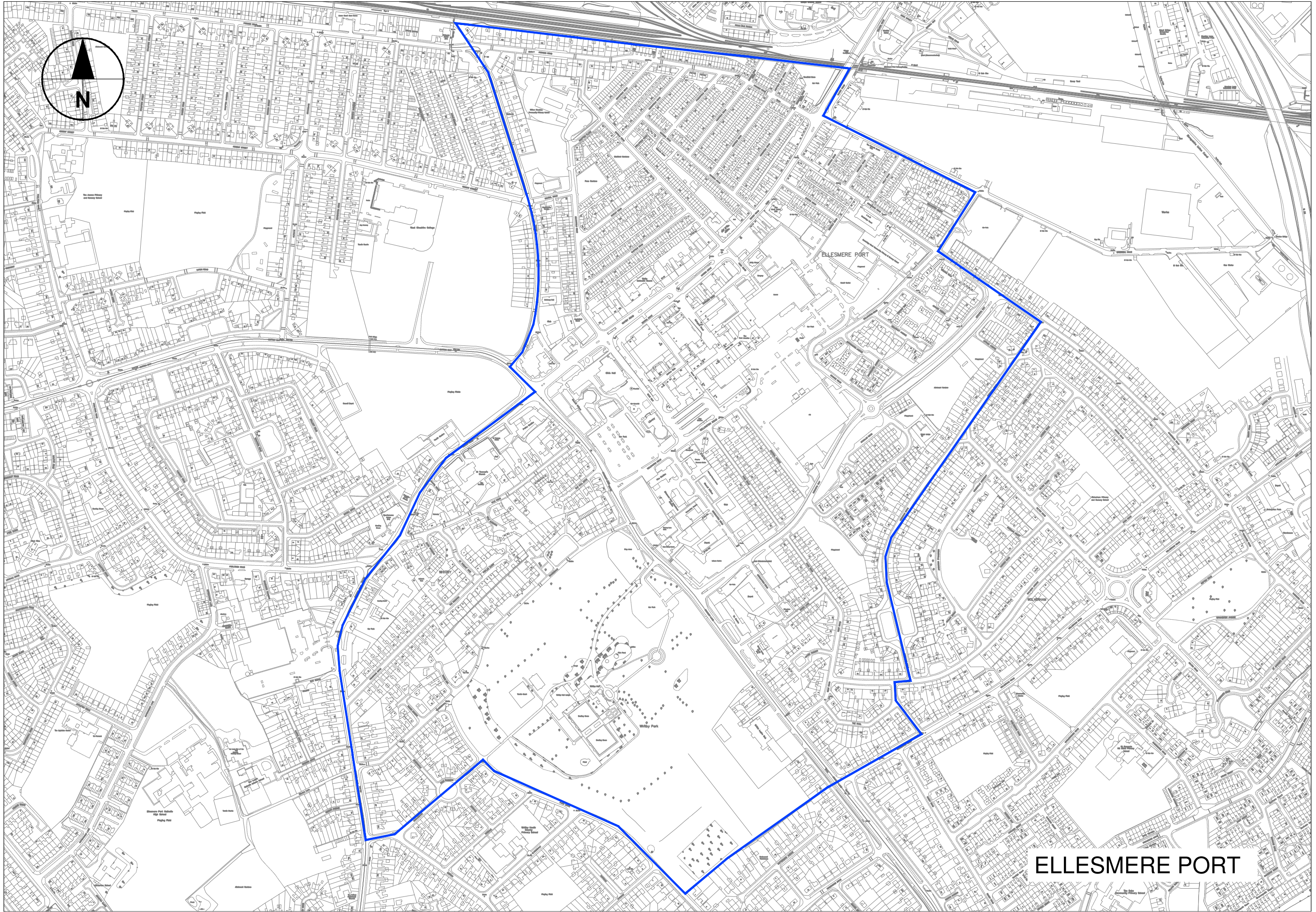
The maps defining the extent of the Chester city centre zone and town centre zones are included as **Map 1 – Map 4 below**.



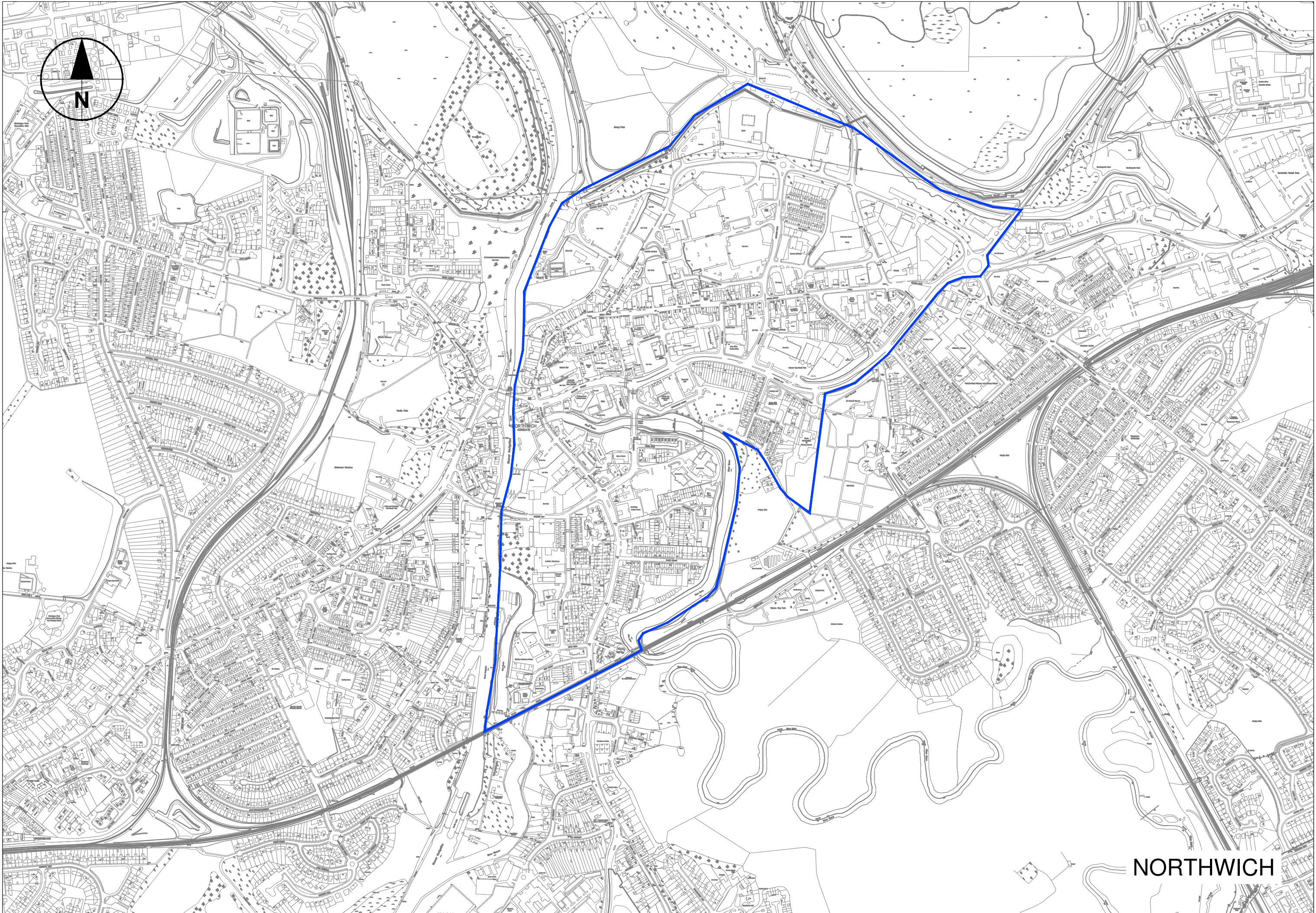
Key

	City Centre
	Intermediate Zone

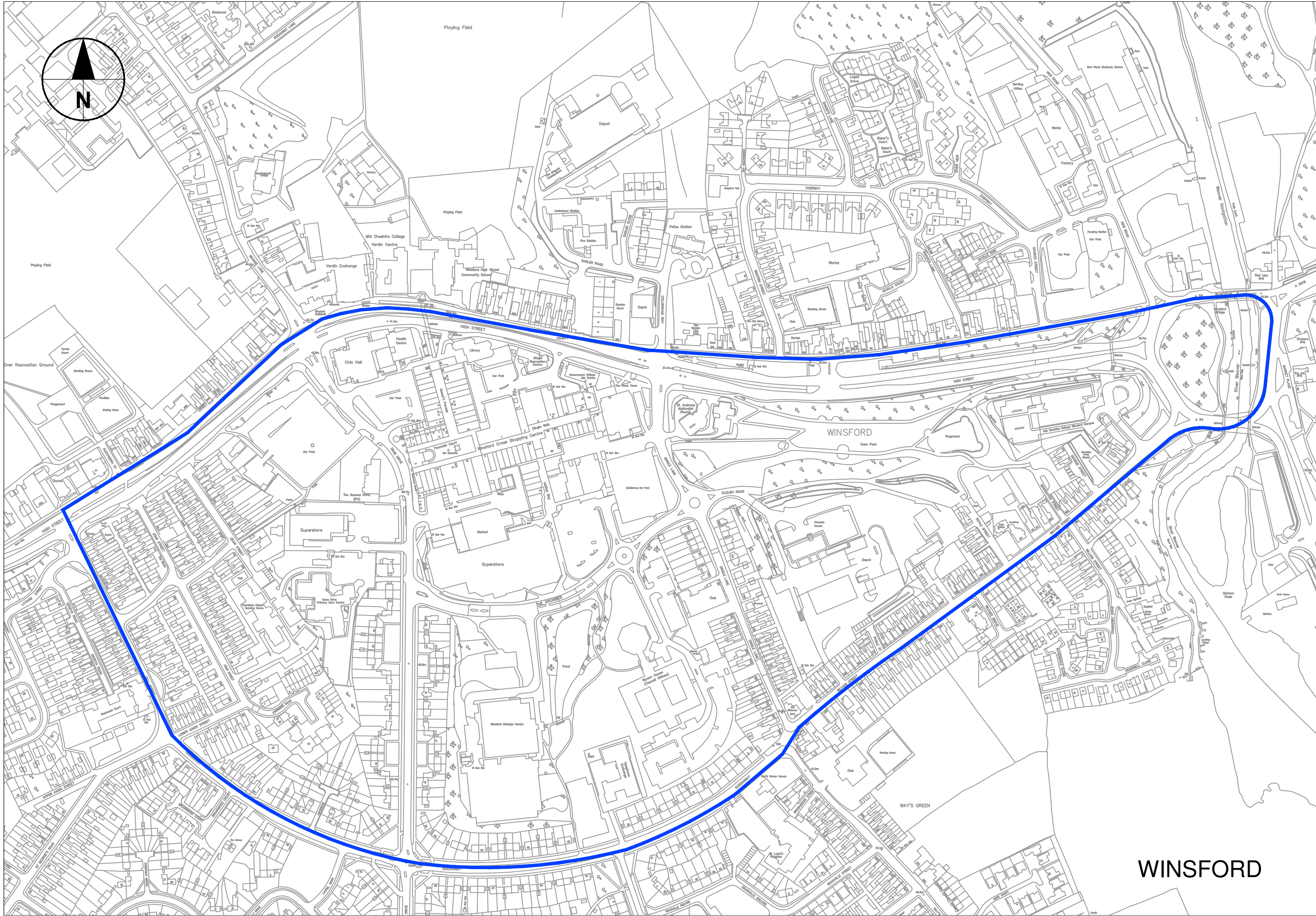
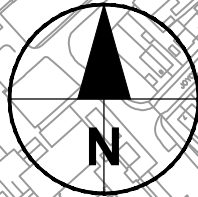
CHESTER



ELLESMERE PORT



NORTHWICH



WINSFORD

Car Parking

- 4.4 Parking guidelines have been developed based on experience of the operational impact of the previously adopted car parking standards across the borough on local traffic levels and local benchmarks.
- 4.5 The recommended car parking standards for other development are included within **Table 4.2** below. Provision should be calculated using the Gross Floor Area (External) of the development unless otherwise stated and figures rounded up to the nearest whole car parking space.
- 4.6 In accordance with national and local policy, when assessing parking provision the range of transport modes by which the location can easily be accessed will be taken into account and the proposed level of parking provision will be assessed on a case by case basis, however, where a proposal does not meet the guidelines, this should not compromise highway safety.
- 4.7 **Table 4.2** includes the recommended minimum number of disabled car parking bays for other development.

Cycle Parking

- 4.8 The recommended guidelines for cycle parking for other development are provided within **Table 4.2**.
- 4.9 Long stay cycle parking, for example for employees, should be located conveniently for the cycle user in a secured, covered area, to reduce the chance of theft and exposure to weather. Facilities should be provided such as showers, changing rooms and lockers.
- 4.10 Short stay cycle parking, for example for shoppers or visitors, should be secure and ideally covered and situated as close to the main entrance as possible. The location should be highly visible to people, thus reducing the chance of theft or tampering.

Servicing, Motorcycle Parking, Coach Parking, and Taxis

- 4.11 The provision for servicing, motorcycle parking, parking and pick up and drop off for coach and taxis as part of particular development types will be considered by the Council on individual merit.

Table 4.2 Parking Standards for Other Development*

Class	Broad Land Use	Specific Land Use	Maximum Standards				Minimum Standards		
			Chester City Centre Inner Zone	Chester City Centre Intermediate Zone	Town Centre	Rest of Borough	Disabled Bays	Disabled Bays	Bicycles
A1	Shops	Food Retail	1 space per 90 sqm	1 space per 24 sqm	1 space per 18 sqm	1 space per 15 sqm	Up to 200 bays	Over 200 bays	1 space per 140 sqm (minimum of 2 spaces)
		Non-Food Retail	1 space per 150 sqm	1 space per 37 sqm	1 space per 26 sqm	1 space per 21 sqm	3 bays or 6% of total whichever is greater		4 bays plus 4% of total capacity
A2	Financial and Professional Services	Banks/building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 250 sqm	1 space per 48 sqm	1 space per 31 sqm	1 space per 26 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)
A3 & A5	Restaurants and Cafes	Restaurants, Cafes/Snack bars, fast food and drive through	1 space per 40 sqm of public floor area	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)
A4	Drinking Establishments	Public Houses, Wine Bars, Other Drinking Establishments	1 space per 40 sqm of public floor area	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)
B1	Business	Office, Business Parks, Research and Development	1 space per 250 sqm	1 space per 44 sqm	1 space per 39 sqm	1 space per 29 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity	1 space per 300 sqm (minimum of 2 spaces)
B2	General Industry	General Industry	1 space per 250 sqm	1 space per 68 sqm	1 space per 52 sqm	1 space per 45 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity	1 space per 450 sqm (minimum of 2 spaces)
B8	Storage and Distribution	Storage and Distribution	1 space per 250 sqm	1 space per 122 sqm	1 space per 122 sqm	1 space per 100 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity	1 space per 850 sqm (minimum of 2 spaces)
C1	Hotels	Hotels, boarding and guesthouses	1 space per 10 bedrooms	1 space per 2 bedrooms	1 space per bedroom	1 space per bedroom	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 10 guest rooms (minimum of 2 spaces)
C2	Residential Institutions	Residential care homes, nursing homes	1 per 25 beds	1 per 5 beds	1 per 4 beds	1 per 4 beds	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 40 beds (minimum of 2)
		Sheltered accommodation	1 space per 10 beds	1 space per 3 beds	1 space per 2 beds	1 space per 2 beds	2 bays or 6% of total whichever is greater	3 bays plus 4% of total capacity	1 space per 2 beds (minimum of 2)
		Student Accommodation	Case by case basis	Case by case basis	Case by case basis	Case by case basis	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 4 beds
C4	Sui Generis	Houses in Multiple Occupation	1 space per 4 bedrooms	1 space per 4 bedrooms	1 space per 4 bedrooms	1 space per 3 bedrooms	Room available for parking spaces to be widened to disabled standard		1 space per 2 bedrooms (can include garages)
D1	Non-residential institutions	Clinics and health centres	5 spaces per consulting room	5 spaces per consulting room	5 spaces per consulting room	6 spaces per consulting room	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	2 spaces per consulting room (minimum of 2 spaces)
		Hospital	1 patient and visitor space per bed or per 200m2 plus 1 space per 4 staff or per 110m2	1 patient and visitor space per bed or per 200m2 plus 1 space per 4 staff or per 110m2	2 patient and visitor space per bed or per 100m2 plus 1 space per 2 staff or per 60m2	2 patient and visitor space per bed or per 100m2 plus 1 space per 2 staff or per 60m2	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 5 staff
		Schools (Primary and Secondary)	1 space per classroom	2 spaces per classroom	2 spaces per classroom	2 spaces per classroom	Case by case basis	Case by case basis	1 space per 5 staff plus 1 space per 6 students. For primary schools up to 50% of spaces should be suitable for scooter parking.
		Art galleries, museums, libraries	1 space per 220 sqm	1 space per 40 sqm	1 space per 28 sqm	1 space per 27 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 200 sqm (minimum of 2 spaces)
		Halls and places of worship	1 space per 10 sqm	1 space per 10 sqm	1 space per 8 sqm	1 space per 7 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 50 sqm (minimum of 2 spaces)
		Higher and Further Education	1 space per 72 sqm	1 space per 50 sqm	1 space per 26 sqm	1 space per 25 sqm	Case by case basis	Case by case basis	1 space per 5 staff plus 1 space per 6 students
D2	Assembly and Leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 per 30 seats	1 per 8 seats	1 per 8 seats	1 per 5 seats	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)
		General leisure: Dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 220 sqm	1 space per 35 sqm	1 space per 24 sqm	1 space per 23 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)
Miscellaneous/Sui Generis	Miscellaneous/Sui Generis (examples)	Theatres	1 per 10 seats	1 per 6 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)
		Motor car showrooms	1 space per 60 sqm internal showroom	1 space per 52 sqm internal showroom	1 space per 52 sqm internal showroom	1 space per 50 sqm internal showroom	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	Minimum of 2 spaces
		Petrol Filling Stations	1 space per pump	1 space per pump	1 space per pump	1 space per pump	1 space minimum		Minimum of 2 spaces
		Stadia	1 space per 150 sqm	1 space per 25 sqm	1 space per 25 sqm	1 space per 25 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats

*Standards should be calculated using the Gross Floor Area (External) of the development unless otherwise stated and figures rounded up to the nearest whole car parking space

Electric Vehicle Charging Points

- 4.12 Policy STRAT 10 of the Local Plan states that proposals should seek to incorporate charging points for electric vehicles where appropriate. The Council will encourage the provision of electric vehicle charging infrastructure in other developments where 10 or more new car parking spaces are to be provided. Further guidance on the Council's recommended best practice is included in Appendix 1.

5 Other Considerations

Residential Parking Zones

- 5.1 If it is considered that a proposed development will necessitate the implementation of a new Residential Parking Zone or extension of, or provision of additional permits within, an existing Residential Parking Zone the cost of doing so may be funded by the developer through a legal obligation or appropriate funding mechanism.

Traffic Regulation Orders

- 5.2 Traffic Regulation Orders may be required where a development has implications for on-street parking on adopted or adoptable roads. The developer will be expected to consider the need for and agree the detail of TROs and fund required TROs through a legal obligation or other appropriate funding mechanism with a view to implementation prior to adoption.

Departures from Recommended Guidelines

- 5.3 All planning applications will be considered on their own individual merits and the appropriate final number of car parking spaces agreed through consultation between the applicant and the Council. When considering changes of use the Council will take historic/existing parking and traffic arrangements into account.
- 5.4 While flexibility is not intended to be a licence for providing significantly more or significantly less parking provision than indicated within this document, each scheme will be considered on its merits having regard to NPPF para 39, and viability and design considerations related to the characteristics of individual sites.
- 5.5 Where the recommended guidelines indicate that insufficient parking is proposed, developers will be expected to demonstrate why the proposal is acceptable. Depending on the scale of the development, this may include Transport Statements and Assessments. Applicants are advised to discuss the scope of such studies with the local planning authority. As a guide, the following information, proportionate to the scale of the development, may be relevant:
- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas;

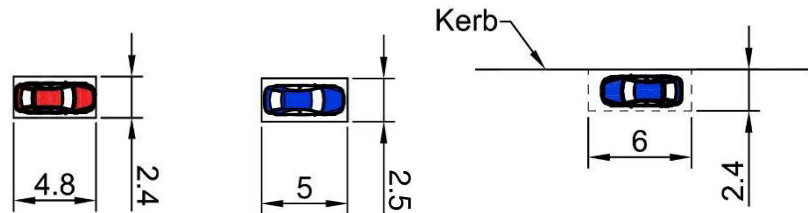
- Consideration of likely trip generation and parking accumulations for the proposed development evidenced as appropriate; and
- Details of how the parking will be managed and how that management will mitigate any under or over-provision.

5.6 The above is intended as a guide and in cases where an applicant is considering a departure from the guidelines, they are encouraged to discuss this with the Council in the first instance.

6 Parking Design

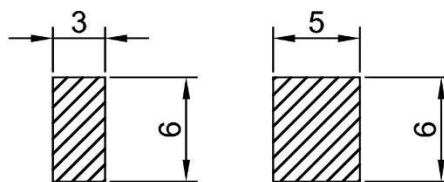
Car Parking Space Dimensions

- 6.1 As shown in the images below, the recommended dimension for a car parking space is 2.5 x 5m and the minimum dimension for a parking space is 2.4 x 4.8m (6m length if parallel parking along road side) as shown in the images below. Modern and efficient parking solutions, such as parking platforms and racking systems are encouraged particularly in Chester City Centre and town centre zones.



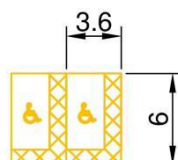
Garage Dimensions

- 6.2 The recommended internal dimensions for a single and double garage are shown in the image below. The standard dimension for a single garage is 3 x 6m and for a double garage is 5 x 6m, as shown in the images below. The 6m depth will accommodate 2 cycle parking spaces. Where the cycle parking standard is to be met by other means the standard garage depth can be reduced to 5.5m.



Disabled Car Parking Space Dimensions

- 6.3 The recommend dimension for a disabled car parking space is 3.6 x 6m as shown in the image below.



Appendix 1

Electric Vehicle Charging Infrastructure

The text below sets out the Council's recommended best practice guidelines for the provision of Electric Vehicle Charging Infrastructure within new developments.

Houses and developments of flats with dedicated off-street parking

Recommended minimum specification:

1. Each dwelling shall be provided with one dedicated 32 amp radial circuit which is directly wired to an appropriate RCD at the consumer unit
2. The circuit shall be located where it is accessible from a dedicated parking bay, such that it may readily be upgraded to a Type 2 electric vehicle charging point
3. Alternatively, the developer may choose to install a proprietary charger with a BS EN 62196 Type 2 socket. In such cases the charge point equipment shall comply with the latest version of 'Minimum Technical Specification - Electric Vehicle Homecharge Scheme (EVHS)' published by Office for Low Emission Vehicles, rated to at least IP54 for environmental protection and be supplied with an on-site three-year warranty on parts and installation.

Residential developments of 10 or more flats with unallocated parking

Recommended minimum specification:

1. One dedicated electric vehicle charging point with BS EN 62196 Type 2 socket outlets per 10 flats
2. Charging equipment shall comply with the latest version of 'Minimum Technical Specification - Electric Vehicle Homecharge Scheme (EVHS)' published by Office for Low Emission Vehicles
3. The charge point equipment shall be rated to at least IP54 for environmental protection.

4. Charging equipment shall be supplied with an on-site three-year warranty on parts and installation.

Non-residential development – staff parking (10 or more parking spaces)

Recommended minimum specification:

1. One dedicated electric vehicle charging point with BS EN 62196 Type 2 socket outlets per 30 parking bays
2. Charging equipment shall comply with the latest version of 'Minimum technical specification - Electric Vehicle Workplace Charging Scheme' published by Office for Low Emission Vehicles.
3. The charge point equipment shall be rated to at least IP54 for environmental protection.
4. A data acquisition system compatible with OLEV Chargepoint Usage Data Requirements (refer to factsheet in Appendix 1) shall be provided to allow remote data collection.
5. Each outlet shall provide measurement of energy supplied, to be output to both display (where fitted) and data acquisition systems compatible with OLEV Chargepoint Usage Data Requirements (refer to factsheet in Appendix 1). Where a MID approved meter is not used details of metering and accuracy shall be provided.
6. Charging equipment shall be supplied with an on-site three-year warranty on parts and installation.
7. The charging point shall have a minimum operational life of 3 years in line with the requirements of the OLEV grant scheme.

Retail / Leisure development – customer parking (10 or more parking spaces)

Recommended minimum specification:

1. One dedicated electric vehicle charging point with BS EN 62196 Type 2 socket outlets per 1000m² commercial floor space
2. Charging equipment shall comply with the latest version of 'Minimum technical specification - Electric Vehicle Workplace Charging Scheme' published by Office for Low Emission Vehicles.
3. The charge point equipment shall be rated to at least IP54 for environmental protection.

4. A data acquisition system compatible with OLEV Chargepoint Usage Data Requirements (refer to factsheet in Appendix 1) shall be provided to allow remote data collection.
5. Each outlet shall provide measurement of energy supplied, to be output to both display (where fitted) and data acquisition systems compatible with OLEV Chargepoint Usage Data Requirements (refer to factsheet in Appendix 1). Where a MID approved meter is not used details of metering and accuracy shall be provided.
6. Charging equipment shall be supplied with an on-site three-year warranty on parts and installation.
7. The charging point shall have a minimum operational life of 3 years in line with the requirements of the OLEV grant scheme.