



Warrington Borough Council Standards for Parking in New Development

March 2015



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1 Introduction

1.1 This Supplementary Planning Document (SPD) aims to expand on the policies within Warrington's Development Plan and relevant national guidance in relation to development proposals for Parking in New Development. If adopted, this policy will supersede Chapter 14 of the Warrington Design & Construction Supplementary Planning Document 2008. It has been prepared to supplement the following Local Plan Core Strategy policies:

- CS2 Overall Spatial Strategy – Quantity and Distribution of Development
- CS4 Overall Spatial Strategy – Transport
- MP1 General Transport Principles
- MP3 Active Travel
- MP7 Transport Assessments and Travel Plans
- MP10 Infrastructure
- QE6 Environment and Amenity Protection
- QE7 Ensuring a High Quality Place

1.2 The specific aims of this policy document are to ensure that parking provision for new development:

- is sufficient to avoid on-street parking congestion, highway safety and visibility problems;
- avoids over-provision that would result in the inefficient use of land;
- encourages high quality design;
- meets the needs of all users; and,
- maintains the principles of sustainable development.

1.3 In line with national guidance, Warrington Borough Council parking standards and policy have been developed using locally derived evidence on: accessibility; the availability of and opportunity for public transport; the type, mix and use of development; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

1.4 The background evidence and justification for all policy approaches contained within this document is set out within the Parking Standards Background Report.

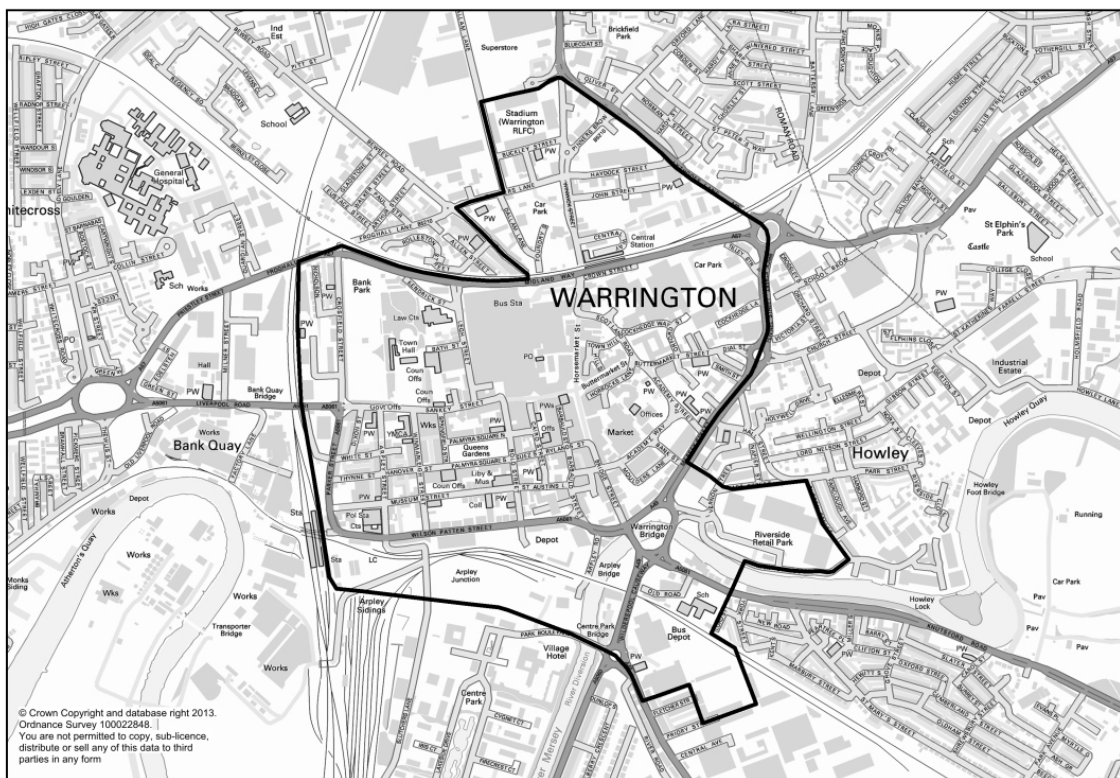
1.5 Further guidance on parking design will, in due course, be contained within complimentary Design Guide documents on the council website. These will be a collection of live documents that can be updated to include technical specifications and suggested highway design solutions that will assist developers with design in accordance with the principles of the SPD.

2 General Approach

2.1 **Appendix A** of this SPD sets out the required level of parking according to the location and type of use. The table in **Appendix A** is split into two areas:

- Area A is the town centre
- Area B is all other areas in the borough

Figure 2.1 Warrington Town Centre (Area A)



2.2 Experience in Warrington has shown that even in areas of good accessibility and public transport availability, the demand for parking remains high. Nevertheless, the town centre has higher levels of accessibility and public transport availability than anywhere else in the borough – there is easy access to two mainline rail stations providing direct links to many areas of the country and direct bus links to all areas of the borough from the bus interchange. As such, slightly lower standards will apply within the designate Local Plan Core Strategy town centre boundary – these standards are shown in the Area A column in **Appendix A**.

PS1

Developers will need to demonstrate parking provision in accordance with the standards set out in **Appendix A**.

2.3 The parking standards represent the required level of parking, considered appropriate and reasonable, according to location and type of use. Standards for residential development, disabled parking, bicycle parking and motorcycle parking are set as minimum standards, and a higher provision may be required if the needs of a particular development or location indicate this to be appropriate.



2.4 Where developers meet the standards, the assumption will be that the number of spaces provided is adequate and that no further evidence regarding the number of spaces will be necessary unless specifically requested by the planning or transport development control officer.

2.5 Later sections of this document outline the key elements of parking design that developers are expected to follow.

2.6 Regardless of the parking standards, the council will not be able to support development that may, due to local circumstances, give rise to serious road safety issues or which may have a detrimental impact on the free flow of the highway network.

Travel Plans

PS2

A travel plan or travel plan statement will be required as a key mechanism to reduce the use of high-emission vehicles and to influence travel behaviour in new developments.

2.7 The parking standards in **Appendix A** assume that all the main requirements of a travel plan will be met where required.

2.8 Where a travel plan demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes, there may be scope to varying parking standard requirements in liaison with council officers. For example, an exceptional travel plan would typically include: a shuttle bus service; flexible working hours; lockers, showers and changing facilities for cyclists; secure cycle storage; car park management rota; pool cars and a successful car sharing scheme although this list is not exhaustive.

2.9 Where a planning application is for an increase in parking on a development site that is already operational and a travel plan is in place, stringent travel plan measures will need to be implemented over and above those existing to encourage sustainable travel.

Thresholds for supporting documentation

2.10 Developers will need to submit a transport statement and a travel plan statement or a transport assessment and travel plan in accordance with the thresholds in **Appendix C** or as directed by the council's planning/transport officer on submission of an application.

Demonstrating capacity within publicly available car parks or on-street

2.11 In certain limited circumstances (which are highlighted as appropriate throughout this document) developers will be required to demonstrate that sufficient parking capacity is available on-street or within publicly available car parks.

2.12 Capacity to meet the parking standards of a new development must be available, at times of peak parking demand, in the immediate vicinity of the development, without detriment to highway safety, traffic flow, residential or local amenity.

2.13 Local publicly available car parks or streets that will operate at 85-100% capacity, at times of peak parking demand (including the proposed development parking requirements), will be deemed to be "full" and unavailable to accommodate any additional demand. Detailed surveys and photographic evidence may be required to support proposals.



Standards for Parking in New Development

2.14 Evidence may also be required to demonstrate that there are no existing on-street parking problems in the vicinity and that further on-street parking would not give rise to problems either individually or cumulatively.

2.15 Evidence may include an on-street car parking assessment (e.g. dated and timed photographs or surveys) at the busiest times for the development (e.g. for housing development evening and weekends would be the periods of highest parking demand). The Council will take into account this evidence and/or its own evidence when determining such planning applications.

2.16 In the case of roads where parking will be on one side, the road should be a minimum of 5.5 metres wide and where parking will be on both sides the road width should be a minimum of 7.5 metres wide.



3 Parking Standards

Non-residential development

3.1 **Appendix A** sets out the required parking standards for non-residential developments in Warrington. These standards are based on local experience, case studies, national experience, research and consultation. Supporting information is contained in the Parking Standards Background Report. Standards should be calculated using the External Gross Floor Area of the development unless otherwise stated.

3.2 Where a proposal is for mixed use flexible permission (for example, permission is sought for B1, B2 and/or B8 use) parking requirements are to be determined using the worst case parking demand scenario.

Parking provision in the town centre and district centres

PS3

In exceptional circumstances, in the town centre and within district centres (as defined within the Local Plan Core Strategy), the council will consider provision below the standards set out in **Appendix A**.

3.3 It is recognised that in some limited circumstances, publicly available parking provision in the town centre and within district centres may have the capacity to supplement parking availability for private development. This exception will only apply in the town centre and within district centres for small developments of low-intensity of use – for the following Use Classes:

- A1 Shops, A2 Financial & Professional Services, A3 & A5 Restaurants, Cafes, Hot Food Takeaways, and A4 Drinking Establishments
- D1 Clinics and health centres (excluding hospitals) of low-intensity of use (e.g. 1 or 2 consulting rooms).

Town and district centre boundaries are shown in **Appendix B**.

3.4 In the town centre, developers will need to demonstrate that their proposal will not directly generate a need for parking due to the high levels of linked trips and high levels of accessibility, or satisfy the provisions of paragraph 3.5 below.

3.5 In both the town centre and district centres, developers will be expected to demonstrate that all options to achieve the standards on-plot have been exhausted and that sufficient publicly available parking capacity is available to meet the standards, at times of peak parking demand, in the immediate vicinity of the development, that there are no existing on-street parking problems and that further on-street parking would not give rise to problems either individually or cumulatively (see paragraphs 2.11-2.16 for guidance).

Residential development

3.6 **Appendix A** sets out the required standards for residential developments in Warrington. A distinction is made between larger developments of more than 5 dwellings and those smaller developments of 5 dwellings or less including residential domestic improvements/extensions.

3.7 For large residential developments, a key role of the residential parking standards is to ensure the most effective provision of allocated and unallocated spaces to accommodate likely demand for parking.

Standards for Parking in New Development

3.8 Allocated spaces are those that are dedicated to drivers from a particular unit or dwelling – and are often sold as part of the dwelling.

3.9 Unallocated spaces can be provided on-street or in communal parking areas and are to be available for all. Unallocated spaces are a more efficient use of space because different drivers/visitors can utilise each space through the course of a day.

3.10 However, for smaller developments and domestic improvement / extensions, there is unlikely to be enough land to enable the most effective use of allocated and unallocated spaces to be achieved. It is therefore important that the dwellings provide sufficient on-plot parking spaces to meet basic demand as well as basic levels of visitor parking.

Residential development of 5 dwellings or less (including residential domestic improvement/extensions)

PS4

Where development is for 5 dwellings or less, or consists of improvement or extension to an existing property, the parking provision must meet the parking standards set out for the proposed dwelling type in **Table 1**. These rates are also incorporated into **Appendix A**.

Table 1: Residential parking standards – developments of 5 dwellings or less outside of the town centre (including residential domestic improvements/extensions)

Dwelling type	Minimum number of parking spaces
1 bed flats	1 allocated space per dwelling
1 bed houses / 2 bed flats	1 allocated space per dwelling
2 bed houses	2 allocated spaces per dwelling
3 bed houses / 3 bed flats	2 allocated spaces per dwelling
4+ bed houses	3 allocated spaces per dwelling
Visitor Parking: 1 visitor space will be required for each development in addition to the minimum above. For a development of 1 unit the visitor space should be provided on-plot wherever possible. The visitor space for developments of 2-5 units can be a shared unallocated space – i.e. it can be provided in a shared area of the development, or developers will need to demonstrate that there is suitable highway design and capacity immediately adjacent to the site to accommodate it on-street (see paragraphs 2.11-2.16 and 4.16-4.22 for details). Alternatively, developers can provide an extra on-plot space for each individual dwelling.	
Garages should not be included in the calculations unless the garage is of minimum size and additional unallocated parking can be accommodated (see paragraphs 4.24 - 4.27 for details).	

3.11 Where proposals would potentially affect the existing parking provision, they should:

- provide car parking in accordance with the minimum parking standards as set out in Appendix A
- Or
- where there will be no increase in the number of bedrooms, retain the existing level of on-plot parking provision.

3.12 For house extensions involving an increase in bedroom numbers, proposals should:

- provide car parking in accordance with the minimum parking standards set out in Appendix A.



3.13 In relation to paragraph 3.11, where an existing residential scheme includes a garage within the parking provision for the estate and the loss of parking spaces is proposed, the applicant will need to ensure replacement off-street parking provision for those spaces that are to be lost (either to the level of the minimum parking standards or to the existing level of parking). In such circumstances an existing single garage will count as one parking space and an existing double garage will count as two spaces.

3.14 In relation to paragraphs 3.11 and 3.12, where provision to these standards is not possible and all options to meet these standards on-plot have been exhausted, it will be up to the applicant to demonstrate that there is sufficient on-street parking availability immediately adjacent to the site to accommodate car parking to the level of the minimum parking standards (see paragraphs 2.11 - 2.16 for guidance) and that the design of on-street parking is suitable (see paragraphs 4.16 - 4.22 for guidance).

3.15 The council will also take into account the loss of garden areas to form car parking as part of the assessment of planning applications from an amenity perspective.

Residential development of more than 5 dwellings

PS5

In locations outside of the town centre (Wider Warrington: Area B) where development is for more than 5 dwellings, the parking provision must meet the parking standards set out for the proposed dwelling type in **Table 3**. These rates are also incorporated into **Appendix A**.

PS6

Within the town centre (Town Centre: Area A) a minimum of one unallocated parking space per dwelling will be required.

3.16 Garages should not be included in the calculations unless the garage is of minimum size and additional unallocated parking can be accommodated (see paragraphs 4.24 - 4.27 for details).

3.17 Additional spaces will not be required for visitors within town centre developments as it is assumed that public transport use will be higher and there is likely to be availability within publicly available car parks in the area.

3.18 Where a development is proposed without parking (**car free development**) or where standards will be below those specified for the town centre, developers will be expected to demonstrate that sufficient parking capacity is available in the immediate vicinity of the development to accommodate parking demand (see paragraphs 2.11 - 2.16 for guidance) and that the design of on-street parking is suitable (see paragraphs 4.16 - 4.22 for guidance).

3.19 Car free residential developments are unlikely to be acceptable outside of the town centre.

3.20 The rates of residential demand have been calculated using 2011 Census data on car ownership. Key elements of the calculation are listed in **Table 2** below and the final residential parking standards (for developments of more than 5 dwellings outside of the town centre) are set out in **Table 3**.

3.21 Full details of the methodology used to calculate the figures within **Table 3** and also the rationale behind other factors within the calculation are set out within the Parking Standards Background Report.

Standards for Parking in New Development

Table 2: Key elements of the residential parking standards calculation

Calculation factor	Source	Factor
Additional residential demand	2011 Census data on rates of car ownership in owner occupied houses and flats in Warrington.	Various rates applied depending on the number of bedrooms and type of property.
Future years growth	DfT TEMPRO car ownership forecast rate applied to rates of car ownership as per DCLG "Residential Car Parking Research" 2007.	Growth rate has been applied to rates shown through to 2031.
Visitor parking	DCLG "Residential Car Parking Research" 2007 recommended provision used.	0.2 additional unallocated spaces per dwelling.
Garage parking	Additional unallocated parking spaces required due to under-use of garages for parking. See later section on garage dimensions for details.	0.6 additional unallocated parking spaces per garage.

Table 3: Residential parking standards – developments of more than 5 dwellings outside of the town centre

Dwelling type	Minimum number and form of parking spaces required per dwelling
1 bed flats	1 allocated space + 0.3 unallocated spaces
1 bed houses / 2 bed flats	1 allocated space + 0.4 unallocated spaces
2 bed houses	2 allocated spaces + 0.2 unallocated spaces
3 bed houses / 3 bed flats	2 allocated space + 0.3 unallocated spaces
4+ bed houses	3 allocated space + 0.3 unallocated spaces

The minimum number of spaces given above will meet the needs of residents and visitors.

Allocated spaces are those that are dedicated to drivers from a particular unit or dwelling – and often sold as part of the dwelling. Allocated residential parking requirements should always be provided off-street.

Unallocated spaces can be provided in communal parking areas and are to be available for all. Unallocated spaces are a more efficient use of space because different drivers/visitors can utilise each space through the course of a day.

Where developers will be constructing new highway as part of their development, it will also be possible to incorporate unallocated on-street parking into the street design.

Where a development is immediately adjacent to existing highway, this too may have the potential to accommodate a limited amount of the required unallocated on-street parking – however the onus will be on the developer to demonstrate suitable highway design and capacity immediately adjacent to the site.

Refer to paragraphs 2.11-2.16 and 4.16-4.22 for on-street parking capacity and highway design requirements.

Garages should not be included in the calculations unless the garage is of minimum size and additional unallocated parking can be accommodated (see paragraphs 4.24 - 4.27 for details).

3.22 Where a calculation result is not a whole number, the number of parking spaces provided should be rounded up to the nearest whole number. For example, a development of 9x 2 bedroom flats each with one allocated space, will be require 4 unallocated spaces for use of all residents and visitors ($0.4 \times 9 = 3.6$, rounded up to 4).

3.23 Where developers are unable to accommodate these parking standards, they may opt to provide any combination of allocated or unallocated parking spaces in accordance with the alternative standards table in **Appendix D**.

3.24 A calculation spreadsheet is available to assist with the required calculations for complex developments – developers may be requested to submit a completed calculation sheet for their development as part of the Transport Assessment. Example calculations for mixed developments of houses and flats are set out in **Appendix E**.



Disabled parking

PS7

Disabled parking provision should meet the standards set out in **Appendix A**. Disabled parking should be clearly marked and positioned close to the entrance to the building with a safe level accessible route from the parking space to the building.

3.25 Disabled parking design should be undertaken with reference to “Designing for Accessibility” RIBA (2012) and relevant British Standards Codes of Practice (BS8300:2009=A1:2010).

Disabled parking in non-residential development

PS8

Table 4 sets out the required proportion of designated disabled parking in non-residential development. These rates are also incorporated into **Appendix A**.

3.26 Disabled parking spaces should be designated in all non-residential development with 10 or more parking spaces. The disabled parking requirements for developments with fewer than 10 bays will be established by negotiation with council officers – however a minimum of one space will be expected in most circumstances.

3.27 Enlarged standard spaces should also be provided to allow for future expansion in the number of designated parking bays should demand arise. In the interim, these bays will benefit people who need additional space getting into and out of vehicles.

Table 4: Designation of disabled parking spaces in non-residential development

Size of car park	Visitors	Enlarged standard spaces (3.6x6m)
Fewer than 10 bays	By negotiation with council officers – one space minimum	
Standard Allocation	5% of total car park capacity	5% of total car park capacity
Shopping, leisure and recreation	6% of total car park capacity	4% of total car park capacity
Religious buildings and crematoria	Minimum 2 spaces or 6 per cent of total car park capacity (whichever is greater)	4% of total car park capacity
Sports facilities	Refer to Accessible Sports Facilities published by Sport England for detailed guidance relating to different types of sports facilities	
All facilities	Where space permits, provide an additional large designated bay (4.8 x 8m) for commercial vehicles with side and rear hoists.	
	Where the function of the building means that a larger number of disabled people are expected, the numbers should be increased in order to meet anticipated need.	
	Where the occupier of the development is known, one additional space should be provided for each employee who is a disabled motorist.	

Standards for Parking in New Development

Residential disabled parking allocation

PS9

A minimum of 5% of total unallocated off-street parking spaces within a residential development are to be designated disabled parking. These must be provided in convenient locations.

3.28 Where possible developers are encouraged to include 4% enlarged standard spaces (3.6x6m) to allow future expansion of the number of designated spaces if demand arises.

3.29 Spaces designated for disabled visitors should not be conveyed to individual owners to ensure that the space remains available for all disabled users in perpetuity.

Bicycle and motorcycle/scooter/moped parking

PS10

Bicycle and motorcycle/scooter/moped parking should meet the standards set out in **Appendix A**.

3.30 Standards are set out in the “bicycles” and “motorcycles” columns in **Appendix A** and detailed design information for weather protection and security is contained within the Design Guide. “Secure by Design” principles should be adopted where possible.

Other types of parking

PS11

Specific criteria for other types of parking (including coach parking, taxis, deliveries, parking for mobility scooters and drop-off spaces) are included within the “other considerations” column in **Appendix A**.

Infrastructure for electric vehicles

3.31 The council recognises that electric or hybrid electric/oil fuel powered vehicles currently only form a small proportion of the total number of vehicles on the road. However, it is anticipated that such vehicles will become more popular as technology advances and vehicles become less expensive. It is therefore important for future development to be able to accommodate electric vehicles recharging facilities.

PS12

Residential and some non-residential development types will be expected to provide infrastructure for electric vehicles where viable and deliverable – as identified in **Appendix A**.

3.32 Detailed specification for electric vehicle charging points and requirements to enable spaces to easily retrofit are contained within the Design Guide.



Residential developments

3.33 For dwellings with on-plot parking, an external charging point should be provided, sufficient to enable over-night charging.

3.34 For developments with communal parking areas, such as apartments, 5% of unallocated parking spaces should have the capacity to easily retrofit a recharge point for communal use. This will entail provision of ducting and appropriate power supply to appropriate locations in the development.

Commercial or non-residential developments

3.35 5% of all parking spaces in the development are to be covered by an electric charging point. However, where this allocation is demonstrated to impact on the viability of the development, 5% of spaces should have the capacity to easily retrofit a recharge point for communal use. This will entail provision of ducting and appropriate power supply for high speed recharging to appropriate locations in the development.

3.36 The management of the charging points, including the mechanism/procedure for charging, will be the responsibility of the developer/occupier.

Servicing and deliveries

PS13

It is essential that developments make adequate provision for all service and delivery vehicles to be accommodated without detriment to the safety of other road users or the free flow of all modes of transport.

3.37 Developers will be required to demonstrate that there will be adequate provision of space within the site for parking, manoeuvring, loading and unloading to meet the operational requirements of the development. Vehicle swept path analysis may be requested to help establish the suitability of site layout for developments with servicing and delivery vehicle requirements.

3.38 Vehicles need to be able to enter and exit the site safely in forward gear.

3.39 Parking for deliveries should be segregated from visitor parking areas and screened (subject to visibility requirements) wherever possible – through the use of planting, railings, low rise walls etc. – to minimise the impact of service yard activity on the public realm.

3.40 Developers may be required to submit a Freight Access Plan – early discussions with the authority is recommended where a high level of freight vehicle movements are anticipated or in vulnerable areas (e.g. near schools).

4 Design Requirements

Design Requirements

PS14

Developers will need to demonstrate high quality parking design in accordance with this SPD and the Design Guide.

4.1 Access and parking for all vehicles should be designed as an integral part of any development, so that it functions well and contributes to the design quality of the public realm. Parking should not dominate the character of the development – for example, designs with large surfaced parking areas that front onto the public realm would be unacceptable.

4.2 Detailed guidance on parking design within new developments can be found within the Design Guide. Key principles of parking design are addressed in this SPD – however, developers are advised to consult the Design Guide for more detailed advice.

4.3 Experience shows that the design of parking is as important as how much parking is provided. There isn't a single best solution and it is likely that a combination of on-plot, off-plot and on-street may be best, according to location, highway characteristics and development mix.

4.4 Success in parking design relies on careful detailing, lighting and landscaping. In all cases, developers are expected to adopt 'Secured by Design' principles and consider 'Manual for Streets' guidance where appropriate. The Safer Car Parking scheme commends good design and developers are encouraged to reach accreditation standards where appropriate.

Location specific issues for residential development

4.5 In *lower density suburban locations* (i.e. detached and linked houses), it should be possible to provide all parking in a combination of on-plot allocated parking, unallocated frontage access types (such as front courts) and on-street types. Provision should be within 20m of the front entrance to the property whether on- or off-plot.

4.6 In *higher density developments in urban locations* (i.e. terraced houses and flats) it may not be possible to provide all parking within the curtilage of the dwelling. As a first choice, developers should use on-street and other frontage access types, on- or off-plot.

4.7 In *central high density locations* (i.e. *mostly flats*) from about 70 homes to the hectare it becomes impossible to accommodate all car parking on-street. As a first choice, developers should combine on-street parking types with other frontage access types and some mews.

4.8 Only use rear courts as becomes necessary at the higher end of the density range and where it can be demonstrated that other alternatives have been exhausted. If rear courts are necessary, limit them to serving no more than 6-10 homes (see paragraphs 4.28 - 4.31 for more information about rear courts).

4.9 Multi-storey, underground and undercroft parking solutions tend to be more economical in town centres. However, careful thought and consideration needs to be given to how they interact with the street at ground level. Do not leave them exposed to the street at ground level as they form blank edges to the street unless wrapped or sleeved by other buildings. CCTV should be provided where possible.

4.10 Off-plot remote parking spaces are discouraged – developers will need to demonstrate exceptional circumstances for such parking arrangements and ensure that off-plot spaces are well lit, with a safe, accessible, route to the development.



4.11 In locations where the demand for parking is likely to be high from non-residents (e.g. town centres or near hospitals) it may be necessary to operate some form of car park management (e.g. barrier control or permits) to ensure the development is not used by outside parties.

Pedestrian and cycling realm

PS15

Car park layouts need to fully consider the needs of pedestrians and cyclists.

4.12 Routes from off-site public footpaths, footways and cycle paths to building entrances should follow expected desire lines and be as direct as possible – i.e. the car park should not act as a barrier to access for those arriving by foot or cycle.

4.13 Pedestrian routes need to be direct, level, and should emphasis pedestrian priority. Cars should not be able to overhang footpaths or cycle paths and entrances to car parks need to ensure pedestrians are able to cross safely.

Parking space dimensions

PS16

The standard off-street parking bay dimension is 2.5 x 5m.

Refer to the Design Guide for details of on-street parking bay dimensions.

4.14 The increased bay size is to reflect the increasing number of larger family cars and vans in circulation, and the trend towards parking work vehicles at home overnight.

4.15 Example layout details will be illustrated in the Design Guide alongside other detailed specifications for different parking arrangements.

On-street parking

4.16 On-street parking to meet a proportion of unallocated parking demand can sometimes be efficient and can increase the activity and safety of the street. Conversely, poorly designed or inadequately considered on-street parking can be detrimental to road safety.

PS17

On-street parking directly adjacent to new developments can be counted towards the unallocated parking provision of dwellings – provided that the carriageway is of sufficient width and is designed specifically to accommodate parking, ensure visibility, and prevent obstruction. On-street parking will not be permitted where provision would compromise potential future highway improvement plans (e.g. potential introduction of cycle facilities, traffic calming, bus lanes etc).

4.17 Allocated residential parking requirements should always be provided off-street. In addition, developers will be required to demonstrate capacity (as per paragraphs 2.11-2.16) – particularly in areas where on-street spaces are in demand from other uses in the area.

4.18 In the case of roads where parking will be on one side, the road should be a minimum of 5.5 metres wide and where parking will be on both sides the road width should be a minimum of 7.5 metres wide.

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4.19 Developers should vary street width and length according to the prominence of the route and housing density. This will allow a wider range of parking types to be used and help to vary street character.

4.20 Breaks in lines or rows of on-street parking bays every six spaces should be incorporated. This can be either for tree planting (where visibility is not impeded) or to make it easier for pedestrians to cross from one side to the other.

4.21 Parking which impacts on visibility or is within the minimum space required for a turning head will not count towards parking standards provision.

4.22 Pavement parking is to be discouraged and will not count toward meeting the required parking standards where the development is on existing highway. Where new highway is planned, pavement parking will not be an acceptable design solution.

4.23 Further detailed guidance is contained within the Design Guide; however, in all cases on-street parking linked to a new development will not be permitted where there are highway safety concerns.

Garages

PS18

Where garages are intended for use for parking vehicles rather than storage, the minimum garage size must be 7 x 3m or 6 x 3.5m.

4.24 Garages of the minimum size will enable a limited amount of storage in addition to a parked vehicle. Only garages of this size may be included in the parking calculations. Minimum garage sizes are set out in **Table 5**.

Table 5: Garage dimensions

Garage criteria	Dimensions	Notes
Minimum size Single garage	7 x 3m <u>or</u> 6 x 3.5m (internal dimensions) Minimum door width 2.5m for standard single garage.	Garages of this size may count toward overall provision; however, a further 0.6 unallocated parking spaces per garage will then be required to take account of the lack of use of garages for parking. Garage will count as 2 cycle parking spaces. Garages below the minimum size will count as 4 cycle parking spaces and will be considered to be for storage use.
Minimum size Double garage	5 x 6m (internal dimensions) Minimum door width of 5m.	Garage will count as 1 space toward overall provision and as 4 cycle parking spaces.
The minimum sizes will not apply to car ports or to basement car parking in blocks of flats – standard parking space dimensions should be used. Car port and basement car parking in blocks of flats will each count as 1 space toward overall provision.		



4.25 If a developer would like garages to count towards the overall provision, they may be included as one allocated space per dwelling in the calculation sheet; however, a further 0.6 unallocated parking spaces per garage will then be required to take account of the lack of use of garages for parking.

4.26 Developers may opt to not include garages in their calculations if the requirement for additional unallocated parking spaces is difficult to accommodate within the development. In this situation, developers may choose to increase the number of on-plot allocated spaces rather than provide a greater number of unallocated spaces.

4.27 This approach has been adopted because there is both concern surrounding the conversion of garages for residential use which results in a loss of parking space and experience has shown that the majority of garages are not used for parking a vehicle.

PS19

To take account of the lack of use of garages for parking, the number of unallocated parking spaces is to be increased by 0.6 for every garage included in the calculations.

Tandem parking spaces

PS20

Spaces that can only be accessed via another space will not count towards the parking standards unless they are spaces on an open private individual driveway and compatible with the Design Guide.

Parking courtyards

4.28 Case studies have demonstrated that residential rear parking courtyards have been a particular problem in Warrington – often giving rise to inappropriate on-street parking.

PS21

Rear parking courtyards should only be considered when all other options have been exhausted and where there are highway constraints.

4.29 Where residential courtyard parking is considered to be absolutely necessary it should:

- be provided for no more than six to ten dwellings
- be within 20m of an entrance to the property
- be provided with a direct pedestrian route to every appropriate property entrance
- offer residents full view of their vehicle from lower and upper floor windows
- be designed to encourage natural surveillance
- be well lit and appropriately landscaped
- have an agreed maintenance and management schedule
- be supported by appropriate TROs where necessary to encourage use and avoid inappropriate on-street parking

4.30 Where courtyard parking is proposed for commercial development, the principle above should apply and developers should provide CCTV where possible.

Standards for Parking in New Development

4.31 It is unlikely that the council will adopt courtyard parking areas, therefore full consideration should be given in advance to the efficient management and maintenance of courtyards.

Landscaping

PS22

Trees and landscaped areas serve to mitigate the visual impact of parking, subject to highway visibility constraints – each development will be assessed on a case-by-case basis.

4.32 It is important to incorporate landscaping and protect it from damage through the use of buffer zones, bollards, high kerbs and wheel stops.

Traffic Regulation Orders

4.33 Traffic Regulation Orders may be required where the 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 TRO's through a S106 Agreement or other appropriate funding mechanism with a view to implementation prior to adoption.

Unacceptable design

4.34 Examples of unacceptable design include:

- Rear parking courtyards (unless all other options have been exhausted)
- Inconvenient and remote parking which is not directly overlooked and more than 20m from the residential development
- Designs with large surfaced parking areas that front onto the public realm
- Layouts that result in vehicles reversing into a distributor road
- Designs that do not accord with parking standards

4.35 Developers should consult Warrington Borough Council's Design Guide for detailed design advice.

Appendix A Parking Standards

The parking standards represent the required level of parking for each use class, considered appropriate and reasonable, according to location and type of use. Standards for residential development, disabled parking, bicycle parking and motorcycle parking are set as minimum standards, a higher provision may be required if the needs of a particular development or location indicate this to be appropriate.

Standards should be calculated using the **Gross Floor Area (External)** of the development unless otherwise stated

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles(minimum standard)	Motorcycles (minimum standard)	Other considerations
1	A1 Shops	Food retail	1 space per 17 sqm	1 space per 16 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 140 sqm (minimum of 2 spaces)	1 space per 350 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
2		Non-food retail	1 space per 23 sqm	1 space per 22 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles(minimum standard)	Motorcycles (minimum standard)	Other considerations
3	A2 Financial & Professional Services	Banks/building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 28 sqm	1 space per 25 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
4	A3 & A5 Restaurants, Cafes, Hot Food Takeaways	Restaurants, cafes, snack bars. Fast food and drive through takeaways.	1 space per 9 sqm of public floor area	1 space per 7 sqm of public floor area	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. Coach and taxi parking and drop-off to be negotiated on a case-by-case basis. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
5	A4 Drinking Establishments	Public houses, wine bars, other drinking establishments	1 space per 9 sqm of public floor area	1 space per 7 sqm of public floor area	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. Coach and taxi parking and drop-off to be negotiated on a case-by-case basis. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
6	B1 Business / Offices	Stand-alone offices, business parks, research and development, call centres	1 space per 35 sqm	1 space per 26 sqm (stand-alone offices and business parks) 1 space per 20 sqm (Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paragraphs 2.7 - 2.9 in the SPD for details).	Standard allocation (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)	5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date. Negotiation of standards for call centres may be necessary due to shift patterns.



Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
7	B2 General Industry	General industry	1 space per 48 sqm	1 space per 60 sqm 1 space per 48 sqm (Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paragraphs 2.7 - 2.9 in the SPD for details).	Standard allocation (see table below)	1 space per 450 sqm (minimum of 2 spaces)	1 space per 1000 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
8	B8 Storage and Distribution	Storage and Distribution	1 space per 100 sqm	1 space per 120 sqm 1 space per 100 sqm (Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paragraphs 2.7 - 2.9 in the SPD for details).	Standard allocation (see table below)	1 space per 850 sqm (minimum of 2 spaces)	1 space per 2000 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear.
9	C1 Hotels	Hotels, boarding and guesthouses	1 space per bedroom	1 space per bedroom	Standard allocation (see table below)	1 space per 10 guest rooms (minimum of 2 spaces)	1 space per 25 guest rooms (minimum of 2 spaces)	Parking allocation covers staff parking. Coach drop-off to be provided (hotels only). Coach and taxi parking to be negotiated on a case-by-case basis. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
10	C2 Hospitals	Hospitals	As Area B	Staff patients and visitors accommodation for long stay patients (elderly or mentally ill) 2 spaces for every 3 beds + Day places for elderly or mentally ill 2 spaces for every 3 places + Other accommodation 1 space per bed + Outpatient and accident/emergency facilities 1 space for every 4 anticipated daily attendances	Up to 200 bays: 3 bays or 6% of total capacity whichever is greater Over 200 bays: 4 bays plus 4% of total capacity	1 space per 10 staff (minimum of 2 spaces)	1 space per 20 staff (minimum of 2 spaces)	Allocation is starting point for discussion. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date. Ambulance parking spaces to be provided in addition to emergency facilities.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
11	C2 Residential Institutions	Residential care homes, nursing homes	1 per 3 beds	1 space per resident staff + 1 space per 2 non-resident staff + 1 space per 3 beds for visitors /care workers	Standard allocation (see table below) (Minimum of 2 spaces)	1 space per 40 beds (minimum of 2 spaces)	1 space per 100 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
12		Independent living housing (Category ii housing, domiciliary care / community living) and sheltered accommodation	To be determined on a site-by-site basis	1 space per 2 residential units/dwellings + 1 space per resident staff + 1 space per 5 residential dwellings for visitors/care workers	Standard allocation (see table below) (minimum of 2 spaces)	1 space per 15 units/dwellings (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. For continuing care a combination of independent living and Extra Care Living will usually be applied. Consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments.
13		Extra Care Housing	To be determined on a site-by-site basis	1 space per 4 residential dwellings + 1 space per resident staff + 1 space per 5 residential units/dwellings for visitors/care workers	Standard allocation (see table below) (minimum of 2 spaces)	1 space per 40 units/dwellings (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. For continuing care a combination of independent living and Extra Care Housing will usually be applied. Consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments.
14	C3 Dwelling Houses	Residential schools & colleges	1 per 4 beds	1 per 4 staff plus 1 per 4 beds for pupils over driving age	Standard allocation (see table below)	1 space per 20 beds (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	
15		"Car free" residential developments	N/A	N/A	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	Acceptability of car free developments is to be determined through a transport assessment. Car free residential developments are unlikely to be acceptable in Area B.



Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles(minimum standard)	Motorcycles (minimum standard)	Other considerations														
16	C3 Dwelling Houses	5 dwellings or less (houses and flats, including residential domestic improvement / extension)	One space per dwelling	<table><tr><th>Dwelling type</th><th>Minimum number of parking spaces</th></tr><tr><td>1 bed flats</td><td>1 allocated space per dwelling</td></tr><tr><td>1 bed houses / 2 bed flats</td><td>1 allocated space per dwelling</td></tr><tr><td>2 bed houses</td><td>2 allocated spaces per dwelling</td></tr><tr><td>3 bed houses / 3 bed flats</td><td>2 allocated spaces per dwelling</td></tr><tr><td>4+ bed houses</td><td>3 allocated spaces per dwelling</td></tr><tr><td colspan="2">Visitor Parking: 1 visitor space will be required for each development in addition to the minimum above.</td></tr></table>	Dwelling type	Minimum number of parking spaces	1 bed flats	1 allocated space per dwelling	1 bed houses / 2 bed flats	1 allocated space per dwelling	2 bed houses	2 allocated spaces per dwelling	3 bed houses / 3 bed flats	2 allocated spaces per dwelling	4+ bed houses	3 allocated spaces per dwelling	Visitor Parking: 1 visitor space will be required for each development in addition to the minimum above.		By negotiation with council officers	Flats: 1 space per dwelling Houses: 1 space per bedroom - provision within storage room, garage or via access to rear garden to be demonstrated.	By negotiation with council officers	Refer to Design Guide for garage specifications. Each dwelling with on-plot parking to be provided with external electric vehicle charging point. In communal parking arrangements 5% of unallocated spaces to be covered by electric vehicle charging point. Refer to Design Guide for specifications.
Dwelling type	Minimum number of parking spaces																					
1 bed flats	1 allocated space per dwelling																					
1 bed houses / 2 bed flats	1 allocated space per dwelling																					
2 bed houses	2 allocated spaces per dwelling																					
3 bed houses / 3 bed flats	2 allocated spaces per dwelling																					
4+ bed houses	3 allocated spaces per dwelling																					
Visitor Parking: 1 visitor space will be required for each development in addition to the minimum above.																						

See pages 8 - 9 in the SPD for further details.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles(minimum standard)	Motorcycles (minimum standard)	Other considerations														
17	C3 Dwelling Houses	More than 5 dwellings (houses and flats)	One space per dwelling	<table><tr><th>Dwelling Type</th><th>Minimum number and form of parking spaces required per dwelling</th></tr><tr><td>1 bed flats</td><td>1 allocated space +0.3 unallocated spaces</td></tr><tr><td>1 bed houses / 2 bed flats</td><td>1 allocated space +0.4 unallocated spaces</td></tr><tr><td>2 bed houses</td><td>2 allocated spaces +0.2 unallocated spaces</td></tr><tr><td>3 bed houses / 3 bed flats</td><td>2 allocated spaces +0.3 unallocated spaces</td></tr><tr><td>4+ bed houses</td><td>3 allocated spaces +0.3 unallocated spaces</td></tr><tr><td colspan="2">The minimum number of spaces given above will meet the needs of residents and visitors</td></tr></table> <p>See page 9-10 of the SPD for further details.</p>	Dwelling Type	Minimum number and form of parking spaces required per dwelling	1 bed flats	1 allocated space +0.3 unallocated spaces	1 bed houses / 2 bed flats	1 allocated space +0.4 unallocated spaces	2 bed houses	2 allocated spaces +0.2 unallocated spaces	3 bed houses / 3 bed flats	2 allocated spaces +0.3 unallocated spaces	4+ bed houses	3 allocated spaces +0.3 unallocated spaces	The minimum number of spaces given above will meet the needs of residents and visitors		5% of total unallocated parking provision to be provided as unallocated disabled spaces 4% of total unallocated car park capacity as enlarged standard spaces (3.6x6m)	Flats: 1 space per dwelling Houses: 1 space per bedroom - provision within storage room, garage or via access to rear garden if be demonstrated.	3% of total unallocated parking provision.	Refer to Design Guide for garage specifications. Each dwelling with on-plot parking to be provided with external electric vehicle charging point. In communal parking arrangements 5% of unallocated spaces to be covered by electric vehicle charging point. Refer to Design Guide for specifications. See calculation EXCEL sheet for assistance with calculations.
Dwelling Type	Minimum number and form of parking spaces required per dwelling																					
1 bed flats	1 allocated space +0.3 unallocated spaces																					
1 bed houses / 2 bed flats	1 allocated space +0.4 unallocated spaces																					
2 bed houses	2 allocated spaces +0.2 unallocated spaces																					
3 bed houses / 3 bed flats	2 allocated spaces +0.3 unallocated spaces																					
4+ bed houses	3 allocated spaces +0.3 unallocated spaces																					
The minimum number of spaces given above will meet the needs of residents and visitors																						
18	C4 Houses of Multiple Occupation	Houses of multiple occupation	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	Developers will need to demonstrate that sufficient on- or off-street parking is available and that there will be no detriment to local residential amenity														
19	D1 Non-residential Institutions	Clinics and health centres (excludes hospitals)	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	To be determined on a site-by-site basis	2 spaces per consulting room (minimum of 2 spaces)	1 space per 2 consulting rooms (minimum of 2 spaces)	Priority must be given to operational needs and people with mobility problems. Space for ambulance, minibus or van. Parking allocations cover staff and visitor demand.														



Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
20								In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
		Creches, day nurseries and day centres	1 space per 1 member of staff	1 space per 1 member of staff + 1 space per 4 day care attendees	Standard allocation (see table below)	1 space per 4 staff and 1 per 200 sqm for visitors (minimum of 2 spaces)	1 space per 20 staff	Coach parking and drop-off to be negotiated on a case-by-case basis. Drop-off spaces to be determined on a case-by-case basis. Day care centres may require spaces for attendees (1 space per 4 attendees).
21		Schools (primary and secondary)	1 space per classroom	3 spaces per classroom	Standard allocation (see table below)	1 space per 10 staff plus Primary: 1 space per 30 students Secondary: 1 space per 15 students	1 space per 20 staff	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis (based on demand for school buses). a) Classrooms include any teaching space within a school including such things as gyms, science rooms, drama studies etc. b) These standards are the starting point but account should be taken of variations between primary and secondary schools and those with Sixth Forms. c) Account must be taken of previous provision at any schools that may be replaced by the new facilities. d) Drop-off spaces to be determined on a case-by-case basis. Suitability of proposed drop off provision (on- or off-street) to be demonstrated.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
22	D2 Assembly and Leisure	Higher and further education	1 space per 2 staff	1 space per 2 staff + 1 space per 15 students	Standard allocation (see table below)	1 space per 10 staff plus 1 space per 15 students	1 space per 20 staff plus 1 space per 30 students	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis.
23		Art galleries, museums, libraries	1 space per 40 sqm	1 space per 25 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis.
24		Halls and places of worship or religious instruction	1 space per 10 sqm	1 space per 6 sqm	Standard allocation for "religious buildings and crematoria" (see table below)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	-
25		Cinemas, bingo and casinos, conference centres, music and concert halls	1 space per 10 seats (may be reduced in negotiation with Council Officers)	1 space per 6 seats	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis. Parking requirements for meeting rooms within conference centres to be determined on a case-by-case basis
26		General leisure/sports centres: dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 25 sqm (may be reduced in negotiation with Council Officers)	1 space per 23 sqm	Standard allocation for "shopping, leisure and recreation" (see table below) and refer to Accessible Sports Facilities published by Sport England where relevant.	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis. Where development is expected to accommodate match days and tournaments additional over-flow parking may be required.
27		Stadia / spectator seating / sports pitches	To be determined through a transport assessment	To be determined through a transport assessment	Standard allocation for "shopping, leisure and recreation" (see table below) and refer to Accessible Sports Facilities published by Sport England where relevant.	To be determined through a transport assessment	To be determined through a transport assessment	Coach parking to be negotiated on a case-by-case basis. Need to demonstrate suitable parking arrangements are provided or can be secured.



Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
28	Miscellaneous/ Sui Generis:-	Theatres	1 space per 10 seats (may be reduced in negotiation with Council Officers)	1 space per 6 seats	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	These facilities should only be provided where there is a choice of mode of transport. Adequate turning and loading facilities for a coach/lorry will be required. Coach and taxi drop-off to be negotiated on a case-by-case basis.
29		Motor car showrooms	To be determined case-by-case	To be determined case-by-case	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	Adequate turning and loading facilities will be required for high capacity car transporter vehicles.
30		Petrol filling stations	To be determined case-by-case	To be determined case-by-case	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	Retail units at petrol station should be provided with a separate parking area that accords to A1 standards. Two electric vehicle charging points are required for every new filling station.
31		Garden centres	To be determined case-by-case	Enclosed display and sales area 1 space per 15 sqm + Outdoor display areas 1 space per 50 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm	1 space per 500 sqm (minimum of 2 spaces)	
32		Amusement arcades	To be determined case-by-case	1 space per 22 sqm	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	
33		Sunbed centres	To be determined case-by-case	1 space per 2 staff + 1 space per 2 beds	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	
34		Cattery & Kennels	1 space per 4 pens	1 space per 4 pens	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	

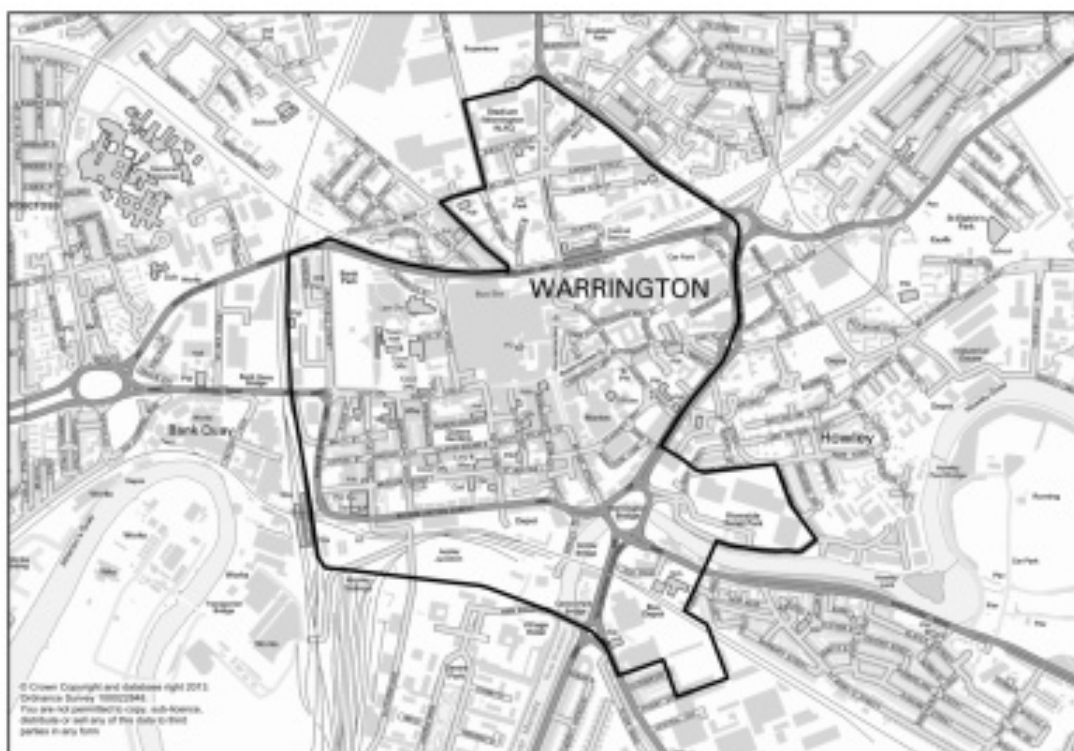
Standards for Parking in New Development

Table 2: Minimum standards for disabled parking

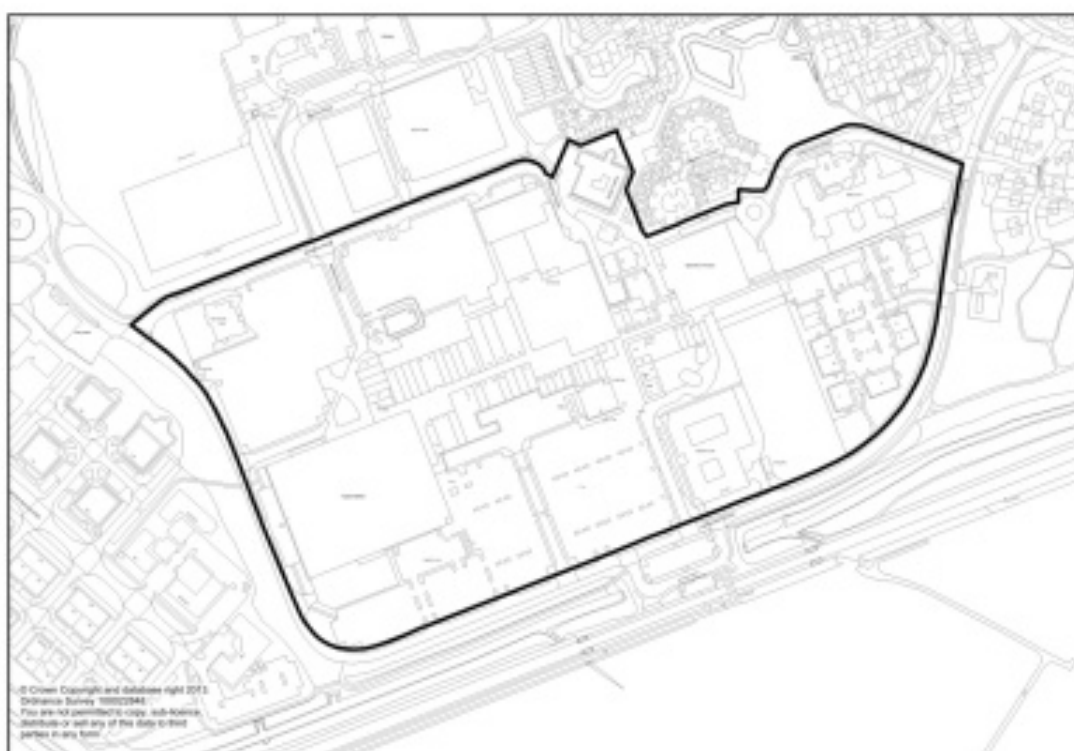
Size of car park	Visitors	Enlarged standard spaces (3.6x6m)
Fewer than 10 bays	By negotiation with council officers – one space minimum	
Standard allocation	5% of total car park capacity	5% of total car park capacity
Shopping, leisure and recreation	6% of total car park capacity	4% of total car park capacity
Religious buildings and crematoria	Minimum 2 spaces or 6 per cent of total car park capacity (whichever is greater)	4% of total car park capacity
Sports facilities	Refer to Accessible Sports Facilities published by Sport England for detailed guidance relating to different types of sports facilities	
All facilities	Where space permits, provide an additional large designated bay (4.8 x 8m) for commercial vehicles with side and rear hoists.	
	Where the function of the building means that a larger number of disabled people are expected, the numbers should be increased in order to meet anticipated need.	
	Where the occupier of the development is known, one additional space should be provided for each employee who is a disabled motorist.	
Residential	<p>For developments of more than 5 dwellings:</p> <p>5% of total unallocated parking provision to be provided as unallocated disabled spaces.</p> <p>4% of total unallocated car park capacity as enlarged standard spaces (3.6x6m).</p>	

Appendix B Town and District Centre Boundaries (Local Plan Core Strategy July 2014)

Area A: Town Centre



District Centre: Birchwood

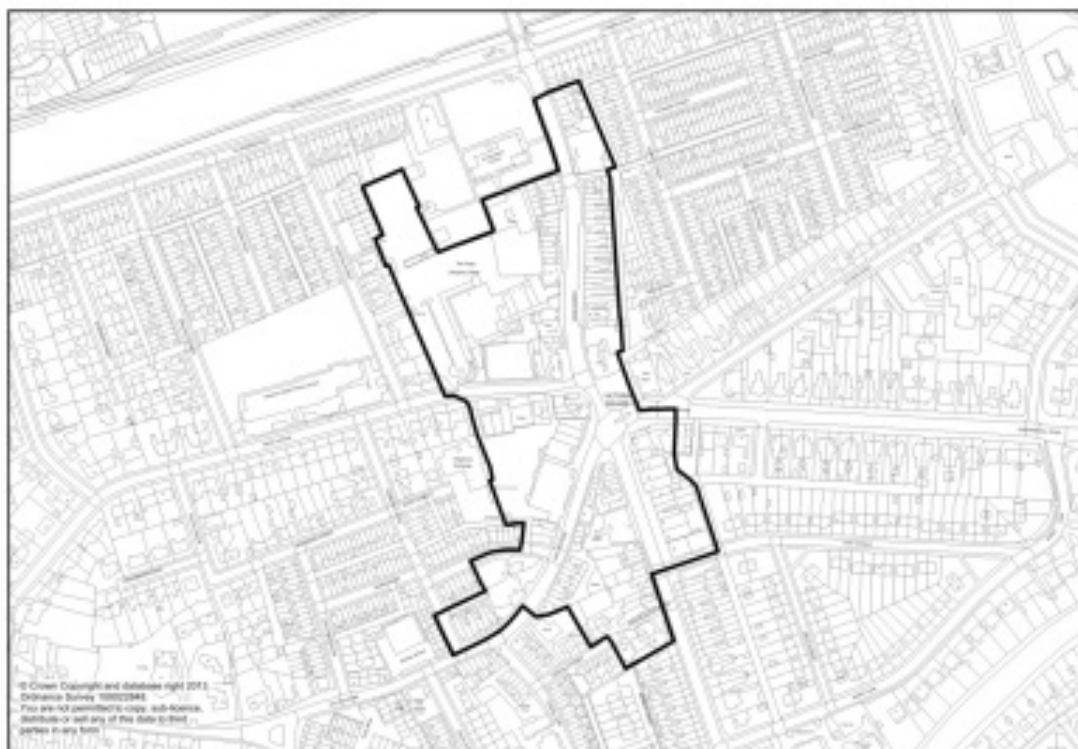


Standards for Parking in New Development

District Centre: Westbrook



District Centre: Stockton Heath



Appendix C Thresholds for Transport Statements, Travel Plans Statements, Transport Assessment and Travel Plans

The thresholds below relate to **Gross Floor Area (External)**.

Planning Land Use	Transport Statement and Travel Plan Statement Thresholds (GFA)	Transport Assessment and Travel Plan Thresholds (GFA)
A1 Food Retail	250 to 799 sqm	800 sqm and above
A1 Non-food Retail	800 to 1,449 sqm	1,500 sqm and above
A2 Professional Services	1,000 to 2,499 sqm	2,500 sqm and above
A3 Restaurant	300 to 2,499 sqm	2,500 sqm and above
A4 Public House	300 to 599 sqm	600 sqm and above
A5 Hot Food Takeaway	250 to 499 sqm	500 sqm and above
B1 Business/Offices	1,500 to 2,499 sqm	2,500 sqm and above
B2 Industry	2,500 to 3,999 sqm	4,000 sqm and above
B8 Warehousing	3,000 to 4,999 sqm	5,000 sqm and above
C1 Hotels	75 to 99 bedrooms	100 bedrooms and above
C2 Nursing Homes	30 to 49 beds	50 beds and above
C2 Institutional Hostels	250 to 399 residents	400 residents and above
C2 Sheltered Housing	250 to 399 residents	400 residents and above
C3 Dwelling Houses	50 to 79 dwellings	80 dwellings and above
D1 Non-residential Institutions, medical facilities	500 to 999 sqm	1,000 sqm and above
D2 Assembly and Leisure	500 to 1499 sqm	1,500 sqm and above
Others	Discuss with Highway Authority	Discuss with Highway Authority
<p>It should be noted that, council officers may require a full transport statement and travel plan statement or transport assessment and travel plan for developments lower than the indicative thresholds, taking into account:</p> <ul style="list-style-type: none"> the scale of the development and its potential for additional trip generation; the existing intensity of transport use and availability of public transport; proximity to nearby environmental designations or sensitive areas; impact on other priorities / strategies (such as promoting walking and cycling); the cumulative impacts of multiple developments within a particular area; and whether there are particular types of impacts around which to focus the assessment (e.g. assessing traffic generation at peak times). 		

Appendix D: Alternative standards for residential development of more than 5 dwellings

Where developers are unable to accommodate the preferred parking standards, they may opt to provide any combination of allocated or unallocated parking spaces in accordance with the alternative standards table below.

A calculation spreadsheet is available to assist with the required calculations for complex developments – developers may be requested to submit a completed calculation sheet for their development as part of the Transport Assessment. Example calculations for different mixed developments of houses and flats are set out in **Appendix B**.

Dwelling type	Minimum number and form of parking spaces required per dwelling
1 bed flats	1 unallocated space, OR 1 allocated space + 0.3 unallocated spaces, OR 2 allocated spaces
1 bed houses / 2 bed flats	1.2 unallocated spaces, OR 1 allocated space + 0.4 unallocated spaces, OR 2 allocated spaces
2 bed houses	1 allocated space + 0.5 unallocated spaces, OR 2 allocated spaces + 0.2 unallocated spaces, OR 3 allocated spaces
3 bed houses / 3 bed flats	2 allocated spaces + 0.3 unallocated spaces, OR 3 allocated spaces
4+ bed houses	2 allocated spaces + 0.5 unallocated spaces, OR 3 allocated spaces + 0.3 unallocated spaces, OR 4 allocated spaces

The minimum number of spaces given above will meet the needs of residents and visitors.

Allocated spaces are those that are dedicated to drivers from a particular unit or dwelling – and often sold as part of the dwelling. Allocated residential parking requirements should always be provided off-street.

Unallocated spaces can be provided in communal parking areas and are to be available for all. Unallocated spaces are a more efficient use of space because different drivers/visitors can utilise each space through the course of a day.

Where developers will be constructing new highway as part of their development, it will also be possible to incorporate unallocated on-street parking into the street design.

Where a development is immediately adjacent to existing highway, this too may have the potential to accommodate a limited amount of the required unallocated on-street parking – however the onus will be on the developer to demonstrate suitable highway design and capacity immediately adjacent to the site.

Refer to paragraphs 2.11-2.16 and 4.16-4.22 for on-street parking capacity and highway design requirements.

Garages should not be included in the calculations unless the garage is of minimum size and additional unallocated parking can be accommodated (see paragraphs 4.24-4.27 for details).

Appendix E Residents Parking calculation worked example

EXAMPLE 1**Small residential development in Area B (Wider Warrington) – 5 dwellings**

STEP 1 Development Mix: Identify the location, development mix and number of allocated spaces per dwelling for each property type.

In this example there is 1 four bedroom house, 3 three bedroom houses and 2 two bedroom flats.

Location: Wider Warrington

	Dwelling type
Dwelling 1	4+ bed house
Dwelling 2	3 bed house
Dwelling 3	3 bed house
Dwelling 4	2 bed flat
Dwelling 5	2 bed flat

STEP 2 Allocated Spaces: Identify the minimum number of allocated spaces required from the standards.

	Dwelling type	Minimum number of allocated spaces required per dwelling
Dwelling 1	4+ bed house	3
Dwelling 2	3 bed house	2
Dwelling 3	3 bed house	2
Dwelling 4	2 bed flat	1
Dwelling 5	2 bed flat	1
		9

In this example, a total of 9 allocated spaces will be required.



Standards for Parking in New Development

STEP 3 Visitor Space: If the development is in the town centre no visitor spaces will be required. In this example, the development is in wider Warrington, therefore one unallocated visitors space will need to be available on-street or within a shared parking area.

Visitor parking spaces required (unallocated):	1
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STEP 4 Garages: Identify the number of garages of minimum size included in the calculations. In this example there are no garages – therefore no additional unallocated spaces will be required.

Will there be any garages in the the development:	<input type="text" value="No"/>
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STEP 5 Summary: Summarise all allocated and unallocated parking requirements

Visitor parking spaces required (unallocated):	1
Minimum number of allocated parking spaces:	9

The overall rate for comparison of the example development is 10 spaces / 5 dwellings = 2 spaces per dwelling.



EXAMPLE 2

Simple residential development in Area B (Wider Warrington) – 100 three bedroom houses

STEP 1 Development Mix: Identify the location, development mix and number of allocated spaces per dwelling for each property type.

In this example there are a total of 100 three bedroom houses in the development each with two allocated spaces.

Location:	Wider Warrington	
Dwelling type	Number of allocated spaces per dwelling *	Number of properties of this type
3 bed houses	2	100
		100

Single garages should only be included in the number of allocated spaces per dwelling if the developer wants them to count toward the standards and is prepared to provide additional unallocated parking to compensate for garage under-use. In this example, there are no single garages.

Double garages should be entered as 1 allocated space in STEP 1. In this example, there are no double garages.

STEP 2 Allocated Spaces: Calculate the number of allocated spaces by multiplying by the number of properties.

Dwelling type	Number of allocated spaces per dwelling *	Number of properties of this type	Allocated spaces
3 bed houses	2	100	200
		100	200

In this example, there are a total of 200 allocated spaces for 100 dwellings.

Standards for Parking in New Development

STEP 3 Additional Demand: Select the appropriate rate of additional demand and multiply by the number of properties to calculate the additional unallocated spaces required for residents and visitors.

Dwelling type	Number of allocated spaces per dwelling *	Number of properties of this type	Allocated spaces	Rate of additional demand	Additional unallocated spaces required (for residents and visitors)
3 bed houses	2	100	200	0.30	30.0
		100	200		30.0

The number of additional unallocated spaces required should be rounded up to the nearest whole number.

Additional unallocated spaces required (for residents and visitors): 30

STEP 4 Garages: Identify the number of garages minimum size included in the calculations. In this example there are no garages – therefore no additional unallocated spaces will be required.

Total number of garages of minimum size (7 x 3m or 6 x 3.5m) included in the calculations:	0
Rate of additional unallocated parking required due to lack of garage use:	0.6
Additional unallocated spaces required (due to low garage usage):	0

STEP 5 Disabled Parking: Identify the number of unallocated parking spaces that are to be provided off-street in communal parking areas. Multiply this by the disabled parking and enlarged standard parking spaces rates to identify the number of spaces to be designated in each category.

In this example, 10 spaces are to be provided in a communal parking courtyard and the remaining unallocated spaces are to be included in the highway design of the development to provide on-street parking.

Total unallocated parking spaces provided off-street in communal areas:	10
Disabled parking rate:	0.05
Recommended rate for enlarged standard spaces (3.6x6m):	0.04
SPACES TO BE DESIGNATED FOR DISABLED PARKING:	1.0
RECOMMENDED ENLARGED STANDARD SPACES (3.6x6m):	1.0



The number of designated disabled parking spaces required should be rounded up to the nearest whole number. Therefore, in this example, 1 space should be designated for disabled use and 1 space is recommended to be an enlarged standard space.

STEP 6 Summary: The final allocated and unallocated parking requirements are set out below

TOTAL ALLOCATED PARKING:	200
TOTAL ADDITIONAL UNALLOCATED PARKING REQUIRED:	30
TOTAL AMOUNT OF PARKING:	230

The overall rate for comparison of the example development is 230 spaces / 100 dwellings = 2.3 spaces per dwelling.

Standards for Parking in New Development

EXAMPLE 3

Complex residential development in Area B (Wider Warrington) – 45 flats and houses with garages

STEP 1 Development Mix: Identify the location, development mix and number of allocated spaces per dwelling for each property type.

In this example there are a total of 45 properties in the development. The dwellings are a mix of 1 and 2 bedroom flats each with one allocated space, and 3 and 4 bedroom houses with two or three allocated spaces each.

Location:	Wider Warrington	
Dwelling type	Number of allocated spaces per dwelling *	Number of properties of this type
1 bed flats	1	5
2 bed flats	1	10
3 bed houses	2	10
3 bed houses	3	10
4+ bed houses	3	10
		45

Single garages should only be included in the number of allocated spaces per dwelling if the developer wants them to count toward the standards and is prepared to provide additional unallocated parking to compensate for garage under-use.

In this example, 4 of the allocated spaces are single garages – these have been included in the tally of allocated spaces, and included within the calculation in STEP 4.

Double garages should be entered as 1 allocated space in STEP 1. In this example, the 4 bedroom houses actually have 2 allocated spaces on each driveway and a double garage -- this is entered as 3 allocated spaces due to likely underuse of the double garage. No additional entry will be required in STEP 4.



STEP 2 Allocated Spaces: Calculate the number of allocated spaces by multiplying by the number of properties of each type.

Dwelling type	Number of allocated spaces per dwelling *	Number of properties of this type	Allocated spaces
1 bed flats	1	5	5
2 bed flats	1	10	10
3 bed houses	2	10	20
3 bed houses	3	10	30
4+ bed houses	3	10	30
		45	95

In this example, there are a total of 95 allocated spaces for 45 dwellings.

STEP 3 Additional Demand: Select the appropriate rate of additional demand and multiply by the number of properties to calculate the additional unallocated spaces required for residents and visitors.

Dwelling type	Number of allocated spaces per dwelling *	Number of properties of this type	Allocated spaces	Rate of additional demand	Additional unallocated spaces required (for residents and visitors)
1 bed flats	1	5	5	0.30	1.5
2 bed flats	1	10	10	0.40	4.0
3 bed houses	2	10	20	0.30	3.0
3 bed houses	3	10	30	0.00	0.0
4+ bed houses	3	10	30	0.30	3.0
		45	95		11.5

The number of additional unallocated spaces required should be rounded up to the nearest whole number.

Additional unallocated spaces required (for residents and visitors): 12

Standards for Parking in New Development

STEP 4 Garages: Identify the number of garages of minimum size included in the calculations. Additional unallocated spaces will be required due to lack of garage use. This is calculated by multiplying the number of garages of minimum size by 0.6. Final figure should be rounded up to the nearest whole figure.

Total number of garages of minimum size (7 x 3m or 6 x 3.5m) included in the calculations:	4
Rate of additional unallocated parking required due to lack of garage use:	0.6
Additional unallocated spaces required (due to low garage usage):	3

STEP 5 Disable Parking: Identify the number of unallocated parking spaces that are to be provided off-street in communal parking areas. Multiply this by the disabled parking and enlarged standard parking spaces rates to identify the number of spaces to be designated in each category.

In this example, 6 spaces are to be provided in a communal parking courtyard and the remaining unallocated spaces are to be included in the highway design of the development to provide on-street parking.

Total unallocated parking spaces provided off-street in communal areas:	6
Disabled parking rate:	0.05
Recommended rate for enlarged standard spaces (3.6x6m):	0.04
SPACES TO BE DESIGNATED FOR DISABLED PARKING:	1.0
RECOMMENDED ENLARGED STANDARD SPACES (3.6x6m):	1.0

The number of designated disabled parking spaces required should be rounded up to the nearest whole number.

STEP 6 Summary: Summarise all allocated and unallocated parking requirements

TOTAL ALLOCATED PARKING:	95
TOTAL ADDITIONAL UNALLOCATED PARKING REQUIRED:	15
TOTAL AMOUNT OF PARKING:	110

The overall rate for comparison of the example development is 110 spaces / 45 dwellings = 2.4 spaces per dwelling.

WARRINGTON

Borough Council



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