

PARKING STANDARDS BACKGROUND REPORT (FEB 2015)

FINAL VERSION

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1. INTRODUCTION

- 1.1. The purpose of this background paper is to set out some of the issues and rational behind Parking Standards in New Development Supplementary Planning Document (SPD).
- 1.2. The process of reviewing parking standards and parking guidance has been overseen by the Building Stronger Communities Policy Working Group.
- 1.3. Comments and new evidence have been incorporated into this document following the consultation period on the draft Supplementary Planning Document in September – November 2014..

2. ACHIEVING THE BALANCE

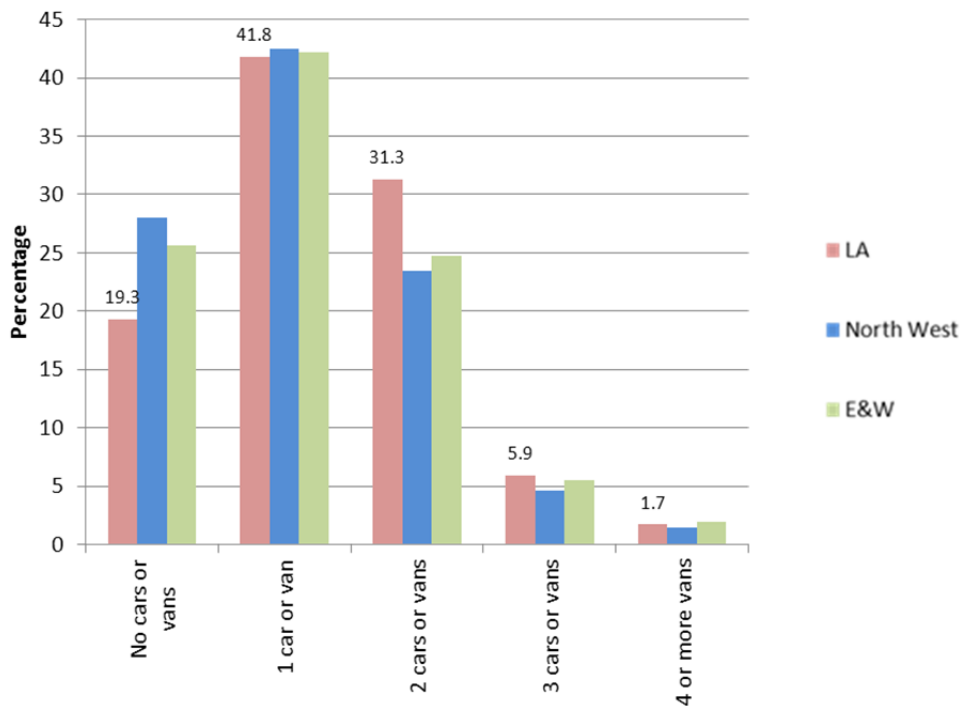
- 2.1. Parking provision can influence travel patterns, the levels of congestion, road safety, urban design, streetscape, the environment and social inclusion.
- 2.2. Under-provision can result in dangerous or inappropriate parking that causes congestion and inconvenience on-site and in neighbouring streets. It can also undermine the commercial effectiveness of a site.
- 2.3. Over-provision can be wasteful in terms of land-take, and can have a negative impact on our streetscape and urban design. It can also encourage car use resulting in increased levels of congestion and pollution.
- 2.4. It is therefore very important to specify the correct amount and type of parking for the location and land use.

3. WARRINGTON CAR OWNERSHIP AND USE

2011 Census car ownership

- 3.1. Warrington has a relatively high level of car ownership with an average of 1.3 cars or vans per household (compared with 1.1 per household in the northwest and 1.16 nationally).
- 3.2. There are fewer households in Warrington with no cars or vans (19.3%), and a greater proportion of households with 2 or more cars or vans than other authorities in the North West or in England and Wales.

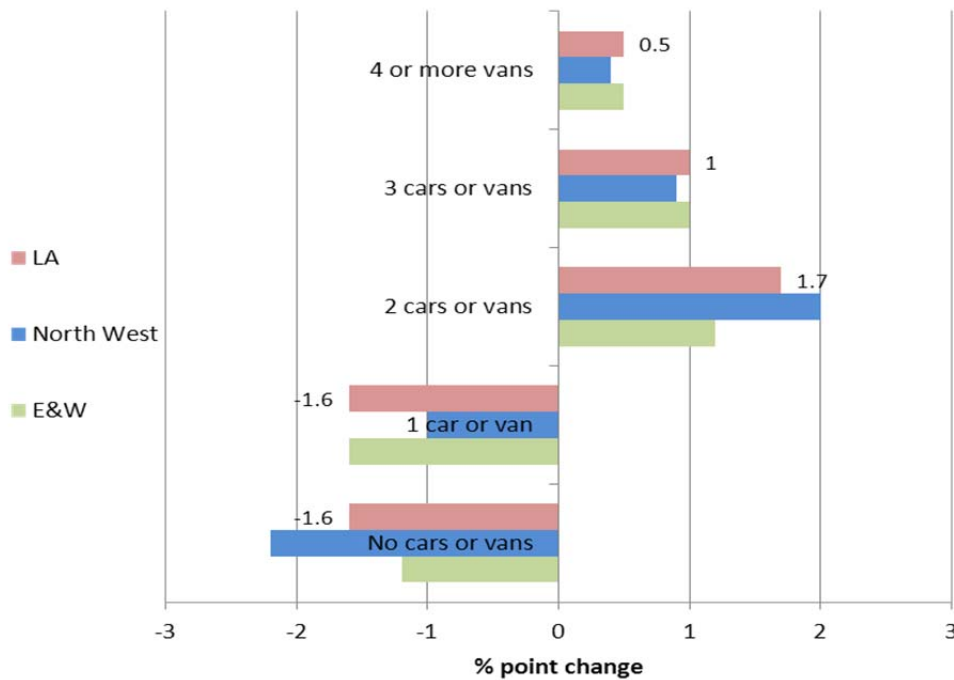
Figure 1: 2011 car or van availability by household



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- 3.3. There has been an increase in the number of households with 2 or more vehicles in the past decade, and a reduction in the number of no car and 1 car households.

Figure 2: Percentage change in car or van availability by household 2001-2011



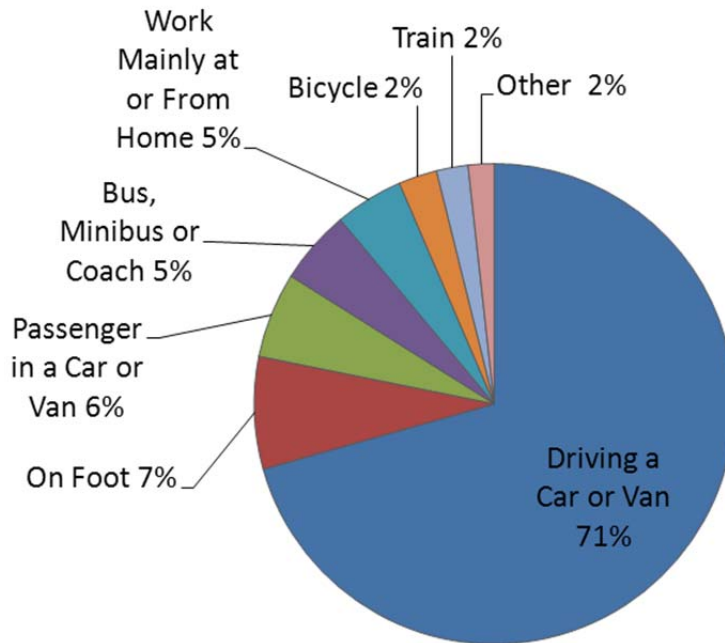
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- 3.4. This level of car ownership creates a relatively high demand for parking spaces at homes, workplaces and other destinations.

Travel to work

- 3.5. Census 2011 data indicates that 71% of working population travel to work by car or van. This is considerably higher than the UK figure of 58%.

Figure 3: Mode of travel to work – Warrington (2011 Census)



- 3.6. Car occupancy was surveyed as part of the Road Side Interview information collected for the development of the Warrington multi-modal transport model. This information was used to calculate the average car occupancy to work figures: for the AM (8:00-9:00) peak average car occupancy was 1.11 and in PM (17:00-18:00) peak average car occupancy was 1.12.
- 3.7. Comments from consultation also support the view that Warrington has higher than average levels of distant travel to work patterns.
- 3.8. An example comment from recent consultation suggested that “Some parts of the borough have high proportions of residents working outside Warrington. It is of course a consequence of the strategic advantages of our nearby motorways. The limitations on car parking will not be a reason why people change to working in Warrington.” (Consultation Response, WBC, 2012).

4. NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

- 4.1. Current central government policy on parking is within the National Planning Policy Framework (NPPF) (Communities & Local Government, 2012). The NPPF replaces all previous planning policy statements and guidance and is a high-level framework to guide the preparation of local and neighbourhood plans.
- 4.2. The NPPF guidance on parking standards and design is limited to the following paragraphs:

- 4.3. “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.
- 4.4. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles.”

5. DETERMINATION BY USE CLASS

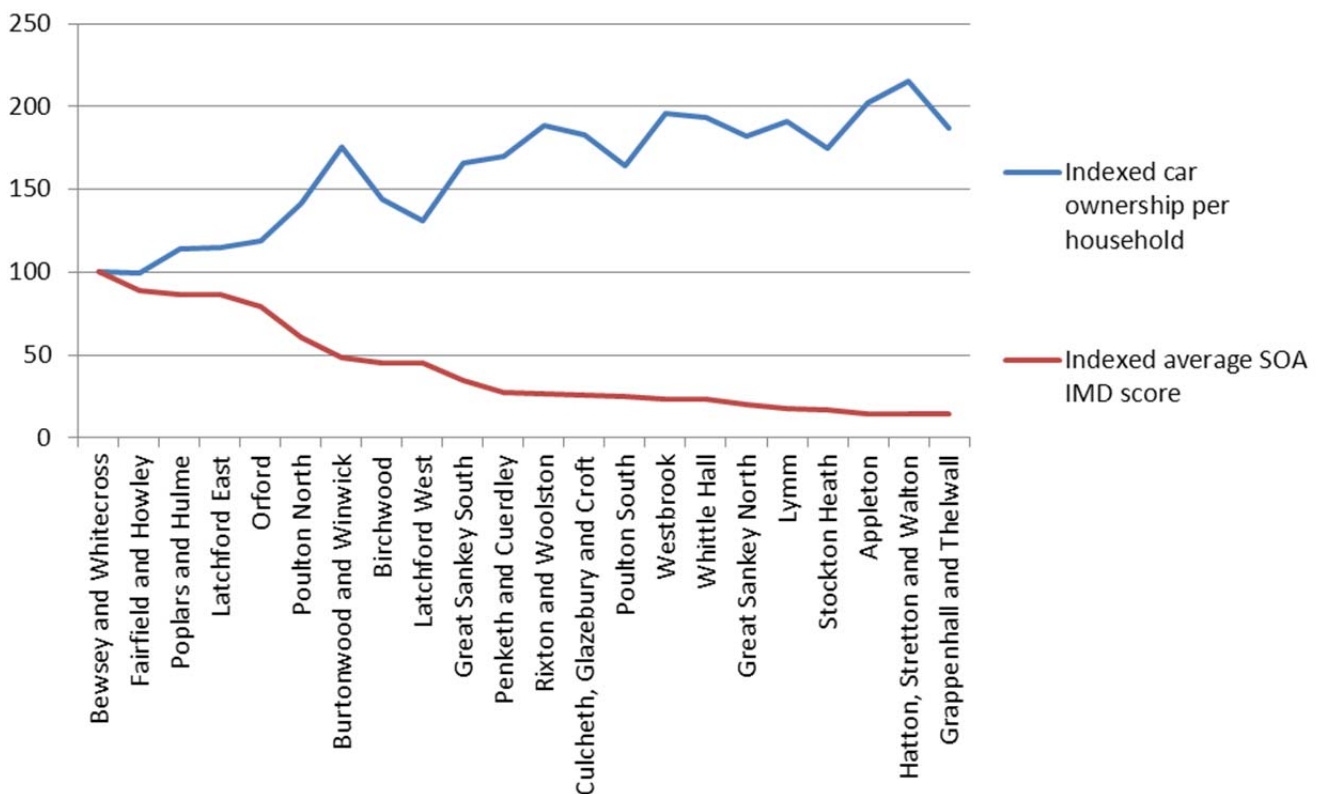
- 5.1. The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.
- 5.2. Warrington parking standards are determined by the Use Class of a development.
- 5.3. Unless otherwise stated, parking standards are based on the number of spaces required per floor area of the development expressed as Gross External Floor Area (GEA or GFA). GEA is the total floor area of the building measured to the external face of the external walls.
- 5.4. A table of proposed standards is attached as **Appendix A**. These parking standards are either 'minimum standards' where stated (i.e. developers should provide at least the standard number of spaces) or 'required standards' in all other cases (i.e. they are neither minimum nor maximum standards). 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 highways development control officer.
- 5.5. If there is strong evidence, provided by the developer, to suggest that a deviation from standards or design guidance would be beneficial due to the unique circumstances of the site – this will be discussed on a site-by-site basis.
- 5.6. Regardless of the parking standards, the council will not be able to support development that may, due to local circumstances, give rise to road safety issues or which may have a detrimental impact on the free flow of the highway network.

6. ACCESSIBILITY & PUBLIC TRANSPORT

- 6.1. Accessibility and public transport are NPPF criteria that must be considered by local authorities when developing parking standards.

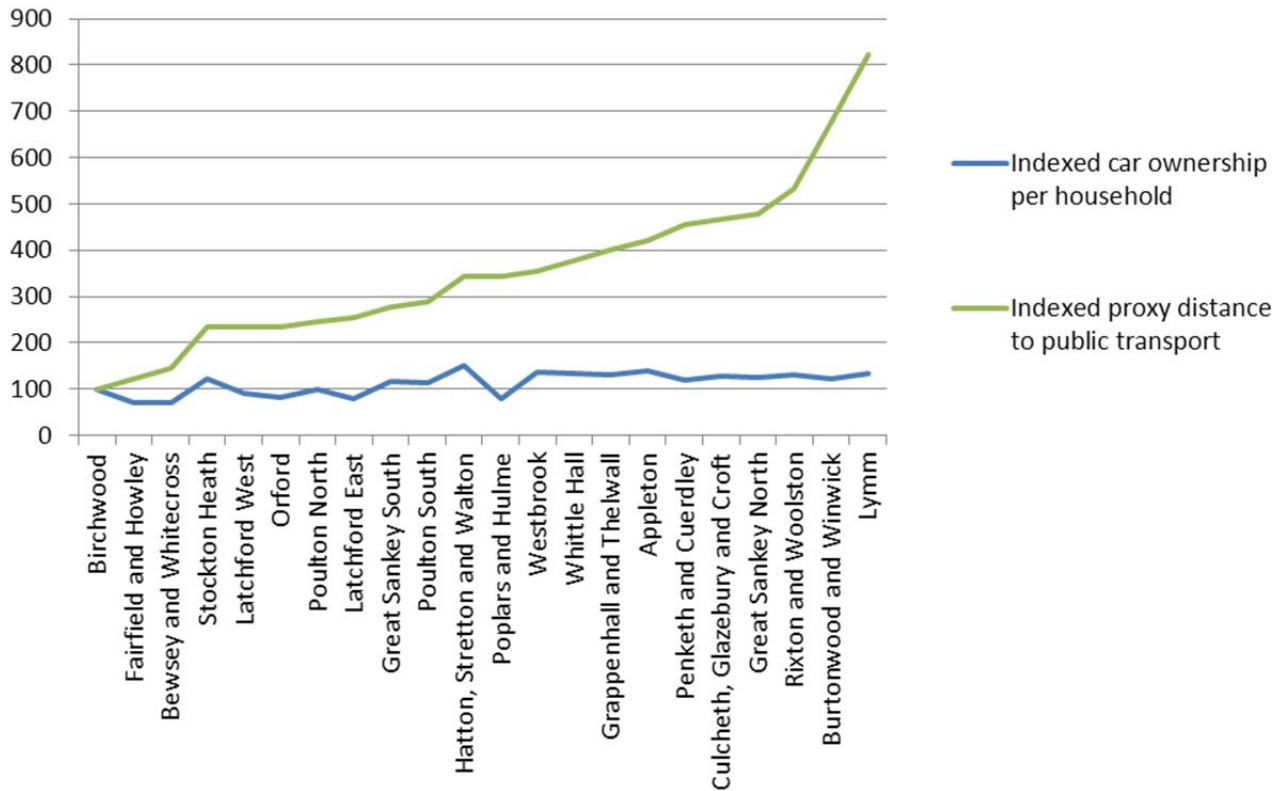
- 6.2. It might be expected that high levels of accessibility and public transport availability will reduce the amount of parking demand – however, Warrington is a town dominated by car use and with high levels of car ownership.
- 6.3. Experience in Warrington has shown that even in areas of good accessibility and public transport availability the demand for parking remains high. For example, the Birchwood area could be considered to have good levels of accessibility due to the proximity of the railway and frequent bus services – yet employers in the area make frequent requests for car park extensions and overspill parking arrangements.
- 6.4. Using the 2011 Census ward data, it can be seen that as the level of accessibility to public transport hubs increases, the level of car ownership per household decreases. However, other factors may be wholly or partly responsible for this pattern – for example, as the level of deprivation decreases the level of car ownership increases. As a result, there is no proven correlation between accessibility and car ownership in Warrington and it may be that car ownership is more likely to be determined by the economic characteristics of the area.
- 6.5. The 2011 census illustrates this point. The overall level of car ownership increases as the relative affluence of the area increases. The tables below are indexed graphs of car ownership per household rate against average Index of Multiple Deprivation (IMD) score for each ward area and the proxy distance to a public transport hub. They use the overall rate of car ownership per household (irrespective of dwelling type or number of rooms) to illustrate the trends across all ward areas in the borough.

Figure 4: Indexed car ownership per household and average IMD score by ward (Census 2011)



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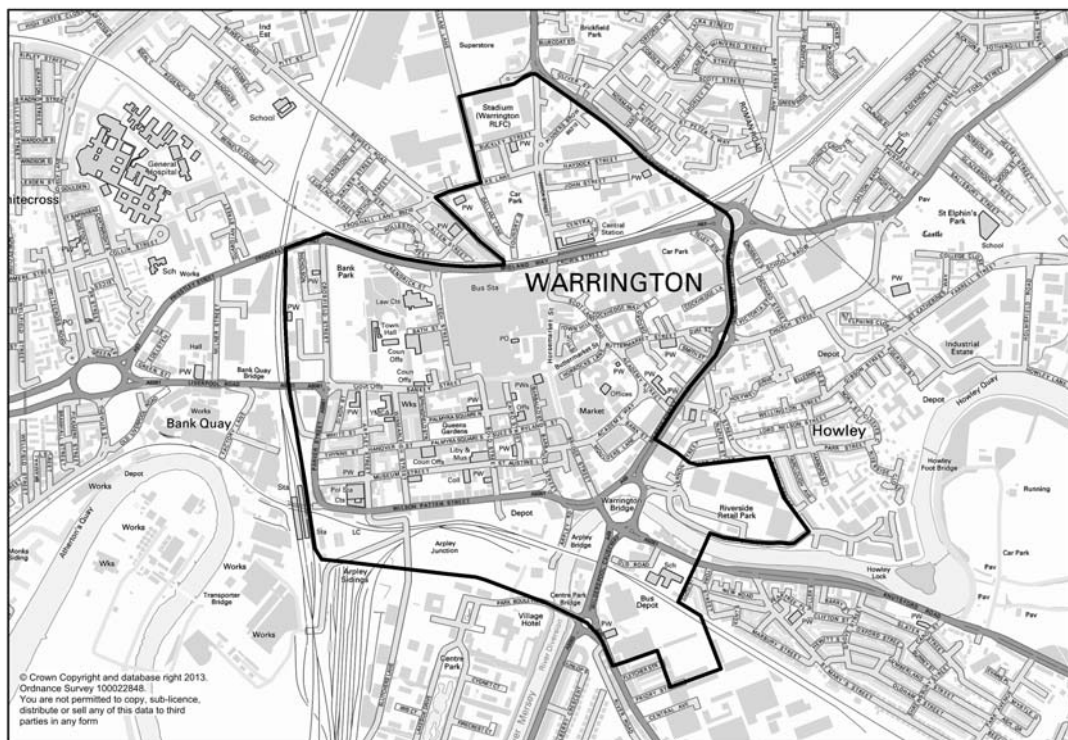
Figure 5: Indexed car ownership per household and ward proxy distance to public transport hub (Census 2011)



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- 6.6. 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.
- 6.7. It is therefore proposed to designate an area (based on the Local Plan Core Strategy town centre boundary) within which slightly lower standards will apply. To accommodate this, 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 6: Warrington Town Centre (Area A)



6.8. It is important that lower standards within the town centre do not create a perverse incentive to develop areas that are less accessible because developers will be able to provide a greater amount of parking. A careful balance is needed and the lower standards need to ensure that adequate parking is provided and not be so low as to deter new development.

7. TRAVEL PLANS

- 7.1. The NPPF states that authorities should aim to reduce the use of high-emission vehicles. One of the key mechanisms for this is to influence driver behaviour through the development of travel plans in new developments.
- 7.2. A properly prepared and implemented travel plan also has the potential to reduce the amount of parking required.
- 7.3. The degree to which a travel plan is likely to be successful will depend on the quality of the plan, the strength of guarantee in the commitment to delivery, and the availability of alternative modes of travel.
- 7.4. The parking standards set out in the table assume that all the main requirements of a travel plan will be met where required.
- 7.5. Where there is an existing travel plan in place that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes and that has already shown delivery of modal change, there may be scope to varying parking standard requirements in liaison with council officers. For example, an exceptional travel plan would typically include initiatives such as: 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.

- 7.6. 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.

8. MOTORCYCLES

- 8.1. Motorcycles are low-emission vehicles that require minimal space for parking and their use is to be encouraged. Parking standards for motorcycles have now been included in the tables to encourage improved parking provision.
- 8.2. Current travel to work data suggests that 0.7% of journeys to work are undertaken by motorcycle/moped/scooter. Although specific data is not available it would be reasonable to assume that there are a number of households that own a motorcycle for leisure and non-commuting purposes.
- 8.3. Given the sustainability of such vehicles, there is a need to encourage use and the provision of ample parking has the potential to help achieve this. As such, for residential development, 3% of unallocated parking provision is recommended as an appropriate level of additional parking for motorcycles/scooters/mopeds. It is assumed that where parking is allocated, households will be able to adapt and use their allocated parking space or garage for motorcycle parking if desired. This should be provided in addition to parking allocations and should be covered and secure.

9. BICYCLES

- 9.1. The level of bicycle parking demanded by our current previous standards were a common area of complaint by developers in Warrington – previous standards were seen to be too high and were incomplete across the Use Classes.
- 9.2. The proposed standards are now based on number of spaces needed rather than number of stands and will offer a more realistic level of provision that will still encourage use.

10. LOW EMISSION VEHICLES

- 10.1. The government is keen to encourage greater use of low emission vehicles such as electric/hybrid cars and service vehicles. The council has an opportunity to encourage greater use of such vehicles by including the introduction of vehicle recharging points as a new standard within new private developments.
- 10.2. 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 where viable and deliverable.

10.3. There are currently three basic types of recharging facilities:

- Slow charge uses standard 3kW 13A supply (6 - 8 hours) suitable for residential;
- Fast charge single or 3 phase 7 - 22kW 16-32A (3 to 4 hours) suitable for work place/long stay car parking; and,
- Rapid charge 40kW+AC or 50kW+DC (30 min 80% charge) suitable for short stay.

10.4. Where facilities are required as part of the standards the appropriate type of recharging should be adopted. The provision of electric charging points is considered particularly important in locations where air quality is a concern.

10.5. In addition, where developers are required to ensure that there is capacity to easily retrofit a recharge point for communal use; these spaces should be located close to a suitable mains power supply, ducting for cables should be in place, and there should be sufficient clearance at the front of the parking space for a recharging point.

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

11. DISABLED PARKING

11.1. The most common approach to disabled parking is based on British Standards (BS8300) and Royal Institute of British Architecture (RIBA) guidance published in 2012. These recommend one space is allocated for each employee who is a disabled motorist, then 5-6% of total car park capacity as disabled parking spaces, and a further 4-5% of total car park capacity to be marked as enlarged standard spaces (3.6x6m), depending on the type of development. The enlarged standard spaces enable simple conversion to disabled bays should demand increase in the future.

Table 1: Disabled parking bay provision recommended by RIBA

Development type	Staff	Visitors	Enlarged standard spaces (3.6x6m)
Workplaces	One space for each employee who is disabled motorist	5% of total car park capacity	5% of total car park capacity
Shopping, leisure and recreation	One space for each employee who is disabled motorist	6% of total car park capacity	4% of total car park capacity
Railway stations	One space for each employee who is disabled motorist	5% of total car park capacity	5% of total car park capacity
Religious buildings and crematoria	-	5 bays + 3% of total car park capacity	4% of total car park capacity

Development type	Staff	Visitors	Enlarged standard spaces (3.6x6m)
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 (4.8m 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.		

- 11.2. There are however some alternative approaches documented. For example, research undertaken into off-street retail disabled parking facilities in the UK on behalf of the Department for Transport, British Parking Association, Mobilise and the British Council of Shopping Centres suggests that the flat rate 5% approach to disabled parking provision is ineffective (WSP, 2011).
- 11.3. The flat rate is applied regardless of the size of the car park, where it is located or the land use that it serves. The research indicated that over provision of “Blue Badge” parking can result in the inefficient use of space and lead to complaints, especially in busy town centres. These findings reflect recent consultation exercise for the Warrington Parking Strategy.
- 11.4. Such underutilised space could potentially be put to more beneficial use, including improved waiting facilities and improved quality of parking for disabled people. It is possible that spaces are not utilised due to design issues impeding use.
- 11.5. The report recommended that guidance on the required number of “Blue Badge” parking bays should reflect the size of the car park, as follows shown in the table below.

Table 2: Retail disabled parking bay provision recommended by WSP

Size of car park	Recommended provision	Number of bays
Less than 10 bays	By negotiation with council officers – 1 space minimum	
10 – 50 bays	2 bays + 3%	2 - 4 bays
51 – 200 bays	3 bays + 3%	5 – 9 bays
201 – 500 bays	4 bays + 3%	10 – 19 bays
501 - 1,000 bays	5 bays + 3%	20 – 35 bays
Over 1,001 bays	6 bays + 3%	36 bays +

- 11.6. For car parks with fewer than 200 spaces, the standards are higher than the 5% rate, but for car parks with more than 200 spaces the recommended provision is lower and could:
- avoid unnecessary construction costs caused by the over-provision of designated disabled parking bays; and
 - allow the conversion of unused space for more beneficial uses, such as:
 - better quality “Blue Badge” bays

- electric car charging points
- cycle parking
- car club / pool car spaces
- general parking bays
- parent and child parking where appropriate
- motorcycle parking

11.7. However, the research that underpins the study is not publicly available and it was focused on retail establishments only, therefore there are risks associated with adopting this approach across all use classes.

11.8. The increase in the proportion of disabled parking spaces in smaller car parks that are not retail development would be a particular concern with regard to potential over provision. It could also be argued that the inclusion of RIBA's enlarged spaces criteria offers the flexibility to increase provision where needed without risk of over allocation.

11.9. There is also a need to keep standards simple to interpret and it is therefore concluded that the RIBA approach offers the most recent and robust guidance for development, and is the approach that will be most familiar with developers.

11.10. The only minor change recommended to the RIBA approach is that where car parks are to be fewer than 10 bays, the number of disabled spaces and enlarged spaces will be by negotiation with council officers. This will allow greater flexibility for developers to identify disabled parking needs and suitable provision for constrained sites.

Table 3: Recommend WBC Disabled parking bay provision

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.	

Size of car park	Visitors	Enlarged standard spaces (3.6x6m)
Residential	For developments of more than 5 dwellings: 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).	

11.11. The RIBA “Designing for Accessibility” (2012) guidelines should be used by developers to accommodate the needs of disabled residents across the development. Although the guidelines do not specify a minimum number of disabled parking spaces for residential development (presumably because the distribution of disabled parking provision can’t be controlled for allocated spaces), it is considered important to ensure that where unallocated off-street parking is to be provided (for developments of more than 5 dwellings), at least 5% of this provision is marked for disabled users. A further 4% is recommended as enlarged standard spaces.

12. PARKING SPACE DIMENSIONS

- 12.1. The previous parking space dimension in Warrington was 2.4 x 4.8m.
- 12.2. The average size of a car has undoubtedly increased since the original standards were set, and large family vehicles with dimensions of around 2 x 4.8m are now common (mirror to mirror dimension).
- 12.3. Trade surveys of drivers suggest that “10 million car owners suffer scuffs or scratches as a result of unwanted contact in car parks over the past year” and that “The width of cars has increased by around 16% over the same period, making the average British car 2 inches wider than the 1.80m minimum parking space - much smaller than a Ford Focus (at 2m)* and BMW 3 series (also 2m)” (Halfords/G3 Pro, 2013).
- 12.4. Responses to the parking strategy consultation also included a number of calls for parking spaces to be larger to help accommodate these larger vehicles and also to help those who are infirm (but not necessarily disabled) to have sufficient space to get in and out of parked vehicles without twisting or struggling to avoid damage to neighbouring vehicle.
- 12.5. In addition, vans are an increasingly common sight in residential areas and are often a necessity for business operations. Recent guidance suggests that modern working patterns often necessitate the parking of vans at home; hence there is a need to design with them in mind. (CIHT & IHE, 2012).
- 12.6. Notwithstanding the above, the consultation on the draft document elicited a response from a developer that suggested that parking dimensions of 2.8 x 5.3m would be a significant increase on the existing size of space and that this allocation of land to parking would have a significant impact on viability of developments.

- 12.7. It is therefore proposed to increase the standard parking bay dimensions to 2.5 x 5m. This width is sufficient to allow a typical space of around 0.5m for door opening for each vehicle, and of sufficient length to accommodate small vans and allow space to open the boot without undue hindrance or safety concerns of stepping into moving traffic. 0.5m is also an appropriate width to enable walking between two parked vehicles without necessarily twisting or taking sideways steps. 2.5 x 5m is 8% larger than the WBC previous standards.
- 12.8. The standard width can be reduced to 2.4m if a 0.4m clearance is available immediately adjacent to one side of the space (e.g. for on-street parallel parking layouts or end bays). Details of this exception will be illustrated in the Design Guide in due course.
- 12.9. A variety of different space sizes have been adopted by other authorities – **Table 4** is provided for comparison.

Table 4: Comparison of parking space dimensions

Standard	Width (m)	Length (m)
WBC Current Standard	2.4	4.8
Wokingham	2.5	5
Dudley	2.5	5.3
Dorset	2.8	5
WBC Revised Dimensions	2.5	5

13. PARKING FOR SERVICE VEHICLES

- 13.1. It is essential that developers make adequate provision for service vehicles to be accommodated without detriment to the safety of other road users or the free flow of all modes of transport.
- 13.2. Developers will be required to demonstrate that there is adequate provision of space within the site for parking, manoeuvring, loading and unloading to meet the operational requirements of the development. Vehicles need to be able to enter and exit the site safely in forward gear.
- 13.3. Parking for buses, coaches, and taxis will also be required where necessary.

14. REVISING THE PARKING STANDARDS

- 14.1. The previous standards were maximum standards – however, best practice is to move away from maximums standards to minimum standards or required standards.
- 14.2. As such, the SPD 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.

- 14.3. Where developers meet the required 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 highways development control officer.
- 14.4. It should be recognised that each development needs to be assessed on its own merits and within the wider context of its location. If there is strong evidence, provided by the developer, to suggest that a deviation from standards or design guidance would be beneficial due to the unique circumstances of the site – this will be discussed on a site-by-site basis.
- 14.5. Regardless of the parking standards, the council will not be able to support development that may, due to local circumstances, give rise to road safety issues or which may have a detrimental impact on the free flow of the highway network.
- 14.6. Each of the standards are explored in the next sections and the focus has been on amending standards to reflect local circumstances.

15. USE CLASS A

A1 Shops

- 15.1. There have been no major concerns arising about the rate of parking used in the previous standards; therefore, the proposed standards will remain the same as before.
- 15.2. For low-intensity development there may be scope to reduce the number of parking spaces required within the town centre and in district centres as detailed in **section 20** of this report.
- 15.3. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
A1 Shops	Food retail	1 space per 17 sqm	1 space per 16 sqm [1 space per 16 sqm]
	Non-food retail	1 space per 23 sqm	1 space per 22 sqm [1 space per 22 sqm]

A2 Financial & Professional Services

- 15.4. Parking requirements for financial and professional services need to accommodate short visits to relatively small premises. The existing parking standards seem to be operating well; therefore no changes for Area B are proposed at this stage. A slightly lower rate is recommended for Area A due to higher levels of accessibility.

15.5. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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 [1 space per 25 sqm]

A3 & A5 Restaurants, Cafes, Hot Food Take-aways

15.6. Currently there is a separate category for drive through takeaways – but the rate is very similar to other takeaways. As such the drive-through rate is now consistent with the rate for other fast food takeaways. The remaining existing parking standards seem to be operating well; therefore no changes for Area B are proposed at this stage. A slightly lower rate is recommended for Area A due to higher levels of accessibility.

15.7. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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 [1 space per 7 sqm of public floor area. Drive-through used to have separate category]

A4 Drinking Establishments

15.8. Parking requirements for drinking establishments need to accommodate a variety of visits and potentially over-night stays. The existing parking standards seem to be operating well; therefore no changes are proposed for Area B at this stage. A slightly lower rate is recommended for Area A due to higher levels of accessibility.

15.9. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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 [1 space per 7 sqm of public floor area]

16. USE CLASS B

B1 Business / Offices

- 16.1. Office development in Warrington has, on occasions, caused overspill parking into neighbouring residential areas. This has prompted the introduction of residential parking zones that require enforcement, infrastructure and administration costs.
- 16.2. There is a difficult balance required that aims to provide enough parking for users of the site but does not encourage use of unsustainable travel modes. The revised standards will result in an increase in the level of parking provision and will better reflect the higher levels of car ownership and use in Warrington, while still encouraging the use of sustainable modes.
- 16.3. Information on the typical employment densities expected for general office development, from the Homes and Communities Agency Employment Densities Guide 2010 has therefore been used to calculate appropriate parking standards.
- 16.4. Using an example of a business of 1000 sqm GEA, the calculation for the rate of parking for general office development is based on the following:

Notes	Calculation
Development size example = 1000 sqm GEA	1000 sqm GEA
HCA Employment Densities Guide 2010 = General Office employment density 12 sqm Gross Internal Area per FTE (converts to 14.84 sqm Gross External Area).	$1000 / 14.84 = 67.38$ jobs
Estimated deduction for staff absence and annual leave = 10%	$67.38 * 0.90 = 60.64$ staff on site
Mode split travel by car before implementation of standard travel plan = 71% (Census 2010 Method of travel to work)	$60.64 * 0.71 = 43.05$ car drivers
Deduction expected due to implementation of standard travel plan = 10%	$43.05 * 0.90 = 38.75$ parking spaces.
Resultant rate of parking required	$1000 / 39 = 1$ space per 26 sqm

- 16.5. If a developer had no interest in delivering a travel plan, they would anticipate 0% change in travel behaviour and it is likely that they would seek a rate of parking based on the following calculation:

Mode split travel by car before implementation of standard travel plan = 71% (Census 2010 Method of travel to work)	$60.64 * 0.71 = 43.05$ car drivers
Deduction expected due to implementation of standard travel plan = 0%	$43.05 * 0 = 43.05$ parking spaces.
Resultant rate of parking required	$1000 / 43 = 1$ space per 23 sqm

- 16.6. Acceptance of a rate of 1:23 sqm from the table above for general office development, without clearly documented travel plan proposals and a commitment to implement travel plan proposals, would mean that the council's policy failed to promote sustainable development, as per the requirements of the NPPF. It is

therefore important that developers prepare an effective travel plan and demonstrate a high level of commitment to implementation of the travel plan, in advance of development.

- 16.7. There are, however, examples of developments with very high employment densities which experience over-spill parking. The parking standards do, therefore, set a range whereby the highest level of permitted parking is a 1:20 rate. This higher rate is included to enable suitable parking arrangements for very high density office developments. The council is keen to encourage more productive use of buildings and higher densities can be more efficient - however, it is also vital that development is sustainable as per the NPPF.
- 16.8. The traffic impact of high density office development on adjacent highways will be more significant than for general office development, and the council will need the developer to demonstrate that every effort will be taken to reduce the amount of traffic generated from such developments. In such circumstances, the existence of an effective travel plan will be even more important. This is why the council will seek travel plans of exceptional quality in these circumstances.
- 16.9. The higher rate of parking was calculated using a higher density rate as shown below:

Notes	Calculation
Development size example = 1000 sqm GEA	1000 sqm GEA
Higher density development example = employment density 11.13 sqm Gross Internal Area per FTE (based on an average of the call centre and business park rate in the HCA Employment Densities Guide 2010)	$1000 / 11.35 = 89.83$ jobs
Estimated deduction for staff absence and annual leave = 10%	$89.83 * 0.90 = 80.85$ staff on site
Mode split travel by car before implementation of standard travel plan = 71% (Census 2010 Method of travel to work)	$80.85 * 0.71 = 57.40$ car drivers
Deduction expected due to implementation of standard travel plan = 10%	$57.40 * 0.90 = 51.66$ parking spaces.
Resultant rate of parking required	$1000 / 52 = 1$ space per 20 sqm

- 16.10. The more generous rate of 1:20 should only apply for high density developments in locations where every effort has been made by the developer to encourage sustainable travel.
- 16.11. Care must be taken to avoid the scenario where a general office provision is accompanied by higher levels of parking suitable for high density development – because this would create an over-supply of parking and would encourage unsustainable modes of travel.
- 16.12. The implication of using this rate in locations where developers are not encouraging sustainable travel, and general office employment densities are anticipated, will be even greater levels of local traffic generation and congestion, and a failure of council policy to support the aims of the NPPF.

16.13. A change in the standards is also supported by Warrington case studies – where there are examples of very high density office developments causing overspill parking in nearby residential streets and examples of exemplary travel plans in operation that encourage sustainable development. A full summary of case studies is set out in the Technical Note: Case Studies in Appendix G.

16.14. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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) [1 space per 35 sqm (stand-alone offices), and 1 space per 40 sqm (business parks)]

B2 General Industry

16.15. As with the business/offices category, the standards have been calculated using employment density guidelines and a lower standard will apply in the town centre and where an exceptional travel plan is in place.

16.16. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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) [1 space per 60 sqm]

B8 Storage and Distribution

16.17. The previous standards for B8 Storage were larger than the requirement for B2 General Industry which seems illogical. The standard has been reduced to better reflect the level of employees required in modern storage units.

16.18. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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) [1 space per 45 sqm]

17. USE CLASS C

C1 Hotels

17.1. Hotels and guest houses can vary in size and parking requirements need to accommodate over-night stays. The existing parking standards seem to be operating well; however, a requirement for 1 coach drop-off space has been added for hotels.

17.2. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards including requirement for coach drop-off spaces):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
C1 Hotels	Hotels, boarding and guesthouses	1 space per bedroom	1 space per bedroom [1 space per bedroom including staff]

C2 Hospitals

17.3. Warrington Hospital is a major employer and a major destination in the town; as a result demand for parking is very high. There are frequent buses from the town centre but often journeys to the hospital by bus will require an interchange in the town centre, which can be a disincentive to use. In addition, hospital employees often work shift patterns that are not accommodated by public transport.

17.4. The high level of parking demand generated by the hospital initially resulted in high levels of on-street parking in the local area (particularly when parking charges were introduced on the hospital car parks), causing inconvenience to local residents. A

residents parking zone was introduced to make it easier for residents to parking on-street near their homes.

- 17.5. Although it is unlikely that any major new hospital development will occur in Warrington, it would seem prudent to increase the level of on-site parking provided to avoid such problems. A revised standard has therefore been included that seeks to provide sufficient parking for long-stay patients, day places, out patients and emergency facilities, in addition to current provision for staff / patients / visitors. See table below for details.
- 17.6. The proposed standard should be seen as a starting point for discussion and an indication that the type of hospital facilities proposed will influence the number of spaces required.
- 17.7. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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 [1 space per 4 staff + 1 space per 3 bed spaces]

C2 Residential Institutions

- 17.8. The number of developments offering independent living arrangements for elderly people is increasing, and the level of parking has in the past been based on rates for care homes. However, independent living units are often marketed as regular home for people over 55 with minimal care needs – essentially, anyone over the age of 55 can move into these properties.
- 17.9. A new specific land use category of independent living (domiciliary care / community living) and sheltered accommodation has been added to reflect the different parking needs of housing that is generally for elderly people who require secure but partially or fully independent living arrangements.
- 17.10. The use of parking standards that were inappropriate has resulted in development that has attracted complaints, to councillors and council officers, with regard to parking shortages and overspill parking.
- 17.11. A separate working note that investigates the standards for independent living and extra care housing is included in **Appendix E**. The previous parking standards for

residential schools and colleges seem to be operating well; therefore no changes are proposed.

17.12. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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 [1 space per 4 staff + 1 space per 4 bed spaces]
	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 [none specified]
	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
	Residential schools & colleges	1 per 4 beds	1 per 4 staff plus 1 per 4 beds for pupils over driving age [1 space per 4 staff + 1 space per 4 bed spaces over driving age]

C3 Car free developments

17.13. The existing standards for car free developments require pool car facilities and covenanted occupation to prevent car ownership. Given the difficulties in enforcement of such a covenant, the proposed new approach is to assess each application on a site-by-site basis and to state that car free developments are unlikely to be acceptable in Area B due to the lower levels of accessibility.

17.14. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
C3 Dwelling Houses	"Car free" residential developments	N/A	N/A [No requirement subject to pool car facilities and covenanted occupation to prevent car ownership]

C3 Dwelling Houses

- 17.15. A series of case studies of developments in Warrington have identified a number of issues associated with inappropriate parking provision for residential development.
- 17.16. Observations, both generally and as part of a series of case studies, include parking on or partially on the footway, parking in cycle lanes and bus lanes, parking close to junctions, and underutilisation of rear parking courts.
- 17.17. In terms of design practice, there are a number of reoccurring themes. These include: rear parking courts that are inconvenient for drivers and therefore poorly utilised; lack of unallocated or visitor parking; little consideration of street design as a parking resource; and, garages that are too small to fit modern vehicle sizes.
- 17.18. In essence, the main causes of inappropriate parking appear to be poor quality design of parking facilities that fails to consider driver behaviour within the context of the development. In addition it seems that previous parking standards – that limit the average number of spaces across the development to 1.5 spaces per dwelling and don't include any unallocated parking – have under estimated the level of parking demand.

Demand for residential parking

- 17.19. A separate technical note that describes the series of calculations used to establish the level of parking demand for different types of household in Warrington is appended to this background report (**Appendix E**).
- 17.20. The final calculations for deriving the parking standards incorporate the following factors:
- Car ownership per household by dwelling size and tenure
 - Forecast growth in car ownership
 - A minimum of one allocated space per dwelling
 - Additional unallocated residential demand
 - Unallocated visitor parking demand
 - Allowance for the non-use of garages
- 17.21. The basic parking standards for developments of 5 dwellings or less outside of the town centre (including residential domestic improvements/extensions) are set out in the table below (see Appendix A for full standards):

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
<p>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. Alternatively, developers can provide an extra on-plot space for each individual dwelling.</p> <p>Garages should not be included in the calculations unless the garage is of minimum size and additional unallocated parking can be accommodated (see later paragraphs on garages).</p>	

17.22. Proposed basic parking standards are set out in the table below (see Appendix A for full standards):

17.23. The residential parking standards, for developments of more than 5 dwellings, are set out in the table below. This table includes the full range of options for developers and is included within the SPD as “**Appendix D Alternative standards for residential development of more than 5 dwellings**”. The main body of the SPD Standards Table in **Appendix A** of the SPD contains a simplified version of this table which only includes the preferred standard shown in *italics* in Error! Reference source not found..

Dwelling type	Minimum number and form of parking spaces required per dwelling <i>[The council’s preferred option is shown in italics but all options are equally acceptable]</i>
1 bed flats	1 unallocated space OR <i>1 allocated space + 0.3 unallocated spaces</i> OR 2 allocated spaces
1 bed houses / 2 bed flats	1.2 unallocated spaces OR <i>1 allocated space + 0.4 unallocated spaces</i> OR 2 allocated spaces
2 bed houses	1 allocated space + 0.5 unallocated spaces OR <i>2 allocated spaces + 0.2 unallocated spaces</i> OR 3 allocated spaces

Dwelling type	Minimum number and form of parking spaces required per dwelling <i>[The council's preferred option is shown in italics but all options are equally acceptable]</i>
3 bed houses / 3 bed flats	<i>2 allocated space + 0.3 unallocated spaces</i> OR 3 allocated spaces
4+ bed houses	2 allocated space + 0.5 unallocated spaces OR <i>3 allocated space + 0.3 unallocated spaces</i> 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.

Garages should not be included in the calculations unless the garage is of minimum size and additional unallocated parking can be accommodated (see later paragraphs on garages).

C4 Houses of Multiple Occupation (HMO)

17.24. HMO is a new use class and there is only limited information available about the demand for parking associated with such use. The perception is that a number of individuals within a property could be car owners, and that normal assumptions about parking standards may not apply.

17.25. The majority of HMO developments will be a change of use for an existing building, therefore there may be little opportunity to provide additional parking and the location of the development will be important in relation to on-street parking availability.

17.26. The suggest approach is therefore to consider each application on a site-by-site basis and developers may need to demonstrate availability of parking as set out in **section 21**.

17.27. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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 [new use class]

18. USE CLASS D

D1 Non-residential Institutions

- 18.1. The D1 Use Class covers a range of specific land uses including: clinics and health centres (excludes hospitals); crèches, day nurseries and day centres; schools (primary and secondary); higher and further education; art galleries, museums, libraries; and, halls and places of worship or religious instruction.
- 18.2. Feedback from councillors and residents across Warrington suggested that previous standards for many of these land uses were slightly too low. In particular, there are examples of crèches, schools, and places of worship, that are linked to inappropriate on-street parking behaviour. The new standards therefore increase the amount of parking required for D1 use classes.
- 18.3. The clinics and health centres land use has been subject to appeal decision whereby a low intensity clinic (of 2 consulting rooms) was permitted by appeal to rely on local car park provision. This appeal is acknowledged and for the reasons set out in **section 20** it is proposed that in exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application will be judged on its merits and developers will be expected to demonstrate capacity without detriment to residential or local amenity following the criteria set out in **section 21**.
- 18.4. The consultation process highlighted School Workforce National Release Data 2012 that was used to calculate an appropriate parking rate for schools. The calculation was based on the average number of professional teaching staff per classroom of 1.3 (all of whom are anticipated to drive to work) plus a proportion of non-teachers per classroom who are also anticipated to drive to work (2.4 non-teachers per classroom x 71% travel to work by car rate = 1.7 non-teaching car drivers per classroom). The resultant parking required per classroom is 3 (1.3+1.7).
- 18.5. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
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 [1 space per 2 staff + 3 per consulting room]
	Crèches, 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 [1 space per 2 staff + 1 space for every 10 children places]
	Schools (primary and secondary)	1 space per classroom	3 spaces per classroom [1 space per 2 staff + 1 additional space per 3 members of staff]
	Higher and further	1 space per 2	1 space per 2 staff + 1 space per 15

	education	staff	students [1 space per 2 staff + 1 space per 15 students]
	Art galleries, museums, libraries	1 space per 40 sqm	1 space per 25 sqm [1 space per 2 staff + 1 space per 40 sqm for visitors]
	Halls and places of worship or religious instruction	1 space per 10 sqm	1 space per 6 sqm [1 space per 2 staff + 1 space per 10 sqm of public floor space]

D2 Assembly and Leisure

- 18.6. The D2 Use Class covers a range of land uses that potentially draw visitors from a wide catchment area: cinemas, bingo halls and casinos, conference centres, music and concert halls; general leisure dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums; and, stadia / spectator seating.
- 18.7. With the exception of stadia/spectator seating and sports pitches, the proposed approach is to marginally increase the standard required in Area B and decrease standards marginally in the town centre Area A to better reflect the higher levels of car ownership and use in Warrington and recognise land constraints and higher levels of accessibility in the town centre.
- 18.8. A particular area of concern is where sports centres are expected to accommodate match day or tournament events. Experience has shown that on such days the level of parking can be insufficient – as such a provision has been included within the other considerations column that provides for over-flow parking to accommodate the increased demand.
- 18.9. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
D2 Assembly and Leisure	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 [1 space per 8 seats]
	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 [1 space per 25 sqm]
	Stadia / spectator seating / sports	To be determined	To be determined through a transport assessment

	pitches	through a transport assessment	[1 space per 18 seats]
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19. MISCELLANEOUS (SUI GENERIS)

19.1. The final Use Class group is a collection of specific land uses that do not fit easily within other classifications. These land uses are generally treated separately for planning purposes. In most cases the parking standards appear to be working well and have not been revised except to create a parking requirement for Area A.

19.2. Minor changes include:

- A marginal increase in the amount of parking for theatres in Area B and a decrease in parking in the town centre Area A to better reflect the higher levels of car ownership and use in Warrington and recognise land constraints and higher levels of accessibility in the town centre.
- The inclusion of minimum coach parking requirements for theatres
- A requirement for adequate turning and loading facilities will be required for high capacity car transporter vehicles.
- Petrol filling station parking to be determined on a case-by-case basis with retail units at petrol stations to be assessed separately in accordance with A1 standards.
- Inclusion of a new standard for garden centres.

19.3. Proposed basic parking standards are set out in the table below (see **Appendix A** for full standards):

Use Class	Specific Land Use	Area A (high accessibility)	Area B (all other areas) [Previous WBC standard shown in brackets]
<i>Miscellaneous/ Sui Generis:-</i>	Theatres	1 space per 10 seats (may be reduced in negotiation with Council Officers)	1 space per 6 seats [none specified]
	Motor car showrooms	To be determined case-by-case	To be determined case-by-case [no maximum standards]
	Petrol filling stations	To be determined case-by-case	To be determined case-by-case [1 space per 2 staff]
	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

		[non specified]
Amusement arcades	To be determined case-by-case	1 space per 22 sqm [1 space per 22 sqm]
Sunbed centres	To be determined case-by-case	1 space per 2 staff plus 1 space per 2 beds [1 space per 2 staff plus 1 space per 2 beds]
Cattery & Kennels	1 space per 4 pens	1 space per 4 pens [1 space per 4 pens]

20. PARKING PROVISION IN THE TOWN CENTRE AND DISTRICT CENTRES

20.1. 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**. This exception will only apply in the town centre and within district centres for low-intensity of use – due to the higher likelihood of linked trips and use of non-car modes – 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).

20.2. This draft policy provision has been included because it is recognised that, in some limited low-intensity circumstances, publicly available parking provision in the town centre and within district centres may have the capacity to supplement parking availability for private development. However, it is considered inappropriate to automatically assume that additional parking demand can be accommodated in existing publicly available car parks or on-street because:

- Publicly available parking is frequently privately operated and is therefore not within the control of the local authority – sites can be redeveloped at any time, parking charges can be set at high prices, or time limits can be imposed that would impact on the required availability of parking for a new development.
- The amount of publicly owned parking may decrease with town centre and district centre regeneration plans – car park sites may be redeveloped and there is no guarantee of continued public provision.
- A number of car parks (particularly in the town centre) provide parking under a temporary planning permission – this means that as sites are developed the level of available parking is likely to decline.
- The existing demand for long-stay (all-day) parking is generally very high and capacity is limited.
- The existing demand for convenient on-street parking is very high and capacity is limited.

- Changes to on-street parking regulations may be needed from time-to-time that means that the number of on-street parking spaces reduces (e.g. pedestrian crossings, TROs for road safety, etc.).
- 20.3. Ultimately, the council cannot be held responsible for ensuring continuing provision of parking for new private development and policy that encouraged development to be reliant on public car parking could potentially be undermined if any future decisions were made by the council that limited parking availability in the future – e.g. sale of car parks for development, or permission for re-development of parking sites.
- 20.4. Where developers of a low intensity development, would like to provide parking below the standards set out in **Appendix A** in the town centre, the onus will be on developers 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.
- 20.5. 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 or off-street parking problems and that further on-street or off-street parking would not give rise to problems either individually or cumulatively. Refer to **section 21** below for the mechanism to demonstrate spare capacity within publicly available car parks or on-street.
- 20.6. This provision has been included because a recent appeal regarding a low-intensity small business in a district centre stated that the existing district centre car park could be expected to accommodate additional short-stay parking requirements.
- 20.7. It is important to recognise this appeal outcome; however, it is considered inappropriate, in the context of developing of policy, to automatically assume that any additional parking demand could be accommodated in existing publicly available car parks or on-street for the reasons set out above.
- 20.8. Ultimately, if the appeal approach was expanded to all development it could lead to an incremental increase in local parking pressure and negative impact on amenity unless the capacity within district and town centre car parks is checked and maintained.

21. DEMONSTRATING SPARE CAPACITY

- 21.1. The following criteria will apply where developers are proposing to provide parking below the standards in **Appendix A** for the following Use Classes:
- A1 Shops, A2 Financial & Professional Services, A3 & A5 Restaurants, Cafes, Hot Food Takeaways, and A4 Drinking Establishments of low intensity of use within the town centre or district centres
 - C3 Dwelling Houses of 5 dwellings or less (where an increase in the number of bedrooms is proposed) and C4 Houses of Multiple Occupation in any location

- D1 Clinics and health centres (excluding hospitals) of low intensity of use (e.g. 1 or 2 consulting rooms) within the town centre or district centres
- 21.2. In such circumstances, developers will be required to demonstrate that sufficient parking capacity is available on-street or within publicly available car parks.
 - 21.3. Evidence will be required to demonstrate that there are no existing on-street or off-street car parking problems in the vicinity and that further on-street or off-street parking would not give rise to problems either individually or cumulatively.
 - 21.4. 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, or residential or local amenity. 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.
 - 21.5. 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. The Council will take into account this evidence and/or its own evidence when determining such planning application.
 - 21.6. An 85th percentile occupancy rate will ensure that a small number of unoccupied spaces are available during peak periods to enable efficient turn-over of spaces and avoid inappropriate “searching” by drivers for a free space.

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APPENDIX A: PARKING STANDARDS TABLE

APPENDIX B: TOWN CENTRE & DISTRICT CENTRE BOUNDARIES

APPENDIX C: RESIDENTIAL PARKING CALCULATION WORKED EXAMPLE

APPENDIX D: RESIDENTIAL PARKING CALCULATION EXCEL SHEET

APPENDIX E: TECHNICAL NOTE – RESIDENTIAL PARKING DEMAND

APPENDIX F: TECHNICAL NOTE – INDEPENDENT LIVING

APPENDIX G: TECHNICAL NOTE – CASE STUDIES

