

Cheshire West & Chester Council

Local Plan

Supplementary Planning Document: Parking Standards

Updated February 2022

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Cheshire West
and Chester

Supplementary Planning Document: Parking Standards - Updated February 2022

1 Introduction	3
Reasons for producing a SPD for parking	3
2 Policy framework	4
The National Planning Policy Framework (NPPF)	4
Local Plan (Part One)	5
Local Plan (Part Two)	5
Neighbourhood Plans	5
Supplementary Planning Documents	6
3 Parking standards for houses and flats	7
Introduction	7
Car parking	7
Cycle parking	8
Electric vehicle charging points	8
4 Parking standards for other development	9
Introduction	9
What level of car parking is appropriate for my development?	9
Zones	9
Car parking	15
Cycle parking	15
Servicing, motorcycle parking, coach parking, and taxis	15
Electric vehicle charging points	20
5 Other considerations	21
Residential parking zones	21
Traffic Regulation Orders	21
Departures from recommended guidelines	21

Contents

6	Parking design	22
	Car parking space dimensions	22
	Garage dimensions	22
	Disabled car parking space dimensions	23
	Cycle parking	23
	Cycle storage	23
	Active travel	24

Appendices

A	Electric vehicle charging infrastructure	25
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1 Introduction

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

1.2 The SPD covers:

- Parking guidelines for houses and flats;
- Parking guidelines for other development;
- Disabled parking;
- Cycle parking;
- Electric vehicle charging points and
- Parking design.

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

Reasons for producing a SPD for parking

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

1.5 In 2022 the SPD for parking was updated and refreshed. With the [Local Plan \(Part Two\)](#) adopted in July 2019 and the Council's Climate Emergency Declaration in 2020 an update was deemed necessary. This provided opportunity to bring document up to date with consideration for the 2020 changes to the Use Class Order and changes to the [NPPE](#) since the version published in 2017. The update included several minor changes, additional 'cycling' and 'active travel' advice as well as an increase in the guidance for EV charging points.

2 Policy framework

The National Planning Policy Framework (NPPF)

2.1 The [NPPF](#) sets out the Government's planning policies and is a material planning consideration in planning decisions. It states that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

2.2 [NPPF](#) paragraph 107 sets out what local planning authorities should consider if developing local parking standards:

2.3 *"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*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.4 Car ownership in Cheshire West and Chester is significantly above that in England and Wales and traffic volumes have increased by 25% since 1993. One of the LTP's top priorities is to reduce traffic congestion and enhance the capacity of the local and strategic road network, through promoting the use of more sustainable modes and transport and demand management.

2.5 Cheshire West and Chester Council unanimously declared, on 21 May 2019, that the borough is in a Climate Emergency. The Council agreed that: Climate change presents a threat to our way of life the Council recognised the need to act in-line with worldwide agreements on Climate Change and the best available evidence, which states that, to limit global warming to 1.5°C, there is a requirement to reach 'net zero' by 2045 the Council must play its part by evidencing leadership on this issue.

2.6 The Council's Chief Executive, Andrew Lewis, presented a report detailing [Cheshire West and Chester's response to the Climate Emergency](#) declaration to Council on 21 January 2020. The report, which was approved by Council, sets out evidence on the Borough's current carbon footprint, and its potential trajectory over the period 2020-2050. It describes a range of actions to reach carbon neutrality within this period; including a 'transformative modal shift' that includes a 25 per cent total reduction in car travel by 2025. The report promotes the improvement of walking and cycle facilities and active travel as an alternative.

2.7 In addition, the Council's [Low Emissions Strategy \(2018\)](#) supports the production of parking guidelines to address the levels of congestion on key road corridors and increasingly poor air quality throughout the Cheshire West and Chester area.

Local Plan (Part One)

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

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

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

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

Local Plan (Part Two)

2.10 The [Local Plan \(Part Two\)](#) sets out the non-strategic allocations and detailed policies, following on from the strategic framework set out in the [Local Plan \(Part One\)](#). [Both](#) documents constitute the statutory development plan for Cheshire West and Chester and replace all of the retained policies from the former district local plans.

2.11 [Local Plan \(Part Two\)](#) policy [T 5](#) states that “*proposals will be supported which meet the requirements of [Local Plan \(Part One\)](#) Policy [STRAT 10](#) and which:*

- 4. Are designed to incorporate measures to assist access to and around the site by pedestrians, cyclists and to meet the needs of people with disabilities;*
- 5. Provide sufficient parking facilities to serve the needs of the development and have regard to the Council’s latest adopted parking standards for cars and other vehicles as necessary, including cycles;*
- 6. Provide appropriate charging infrastructure for electric vehicles in new developments.”*

Neighbourhood Plans

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

Supplementary Planning Documents

2.13 The parking standards contained within this SPD updates those set out in the [Travel Planning Guidance SPD](#) (adopted March 2016) and should be read in conjunction with other relevant Council supplementary planning documents including, for example, the [Houses in Multiple Occupation and Student Accommodation SPD](#) (adopted April 2016).

3 Parking standards for houses and flats

Introduction

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

Car parking

3.2 Guidelines for borough wide car parking provision within residential development are included in **Table 3.1** below. In the case of residential development the recommended car parking standards are minima unless it can be demonstrated that a reduced amount of car parking is acceptable. Garages which do not meet the minimum dimensions set out in section 6 'Parking design' below should not be included in the calculation of car parking spaces. Where the parking is within the private curtilage of a dwelling (but not within a carport or garage) and where practical, consideration should be given to providing at least one space that can be widened to 3.3m, to enable future adaptation for a wide range of people, including older and disabled people and some wheelchair users.

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

Table 3.1 Car Parking Guidelines for new houses and flats

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

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

3.5 A more flexible approach will usually be taken for the re-use of buildings in high-density urban areas that traditionally have no dedicated parking provision, such as the Rows in Chester City Centre. This should only be for schemes that achieve other key aims such as preserving or enhancing heritage significance and the vitality and viability of town centres.

Cycle parking

3.6 Cycle access and cycle parking should be considered at the commencement of the design stage of a development. Cycle parking guidelines have been considered and for residential development the cycle parking standard is included within **Table 3.2** below. Garages will be considered acceptable both for cycle parking and car parking where there is sufficient space for both a car and bicycles.

3.7 Where it can be demonstrated that there is insufficient space on site to provide cycle parking, a more flexible approach will usually be taken for the re-use of buildings in high-density urban areas (e.g. Chester's Rows), provided the proposal would achieve other key aims such as preserving or enhancing heritage significance and the vitality and viability of town centres.

Table 3.2 Cycle Parking Guidelines for new houses and flats

Dwelling Type	Minimum Standard
Houses	2 covered and secure spaces per house (can include garages and sheds - subject to guidance in 6 'Parking design')
Flats	1 covered and secure space per flat

Electric vehicle charging points

3.8 Policies [STRAT 10](#) and [T 5](#) of the Local Plan state that proposals should seek to incorporate charging points for electric vehicles where appropriate. The Council will seek the provision of electric vehicle charging infrastructure for all new houses and flats with dedicated parking and for developments of 10 or more with unallocated parking. Further guidance on the provision of electric vehicle charging infrastructure is included in Appendix A 'Electric vehicle charging infrastructure'.

4 Parking standards for other development

Introduction

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

What level of car parking is appropriate for my development?



Zones

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

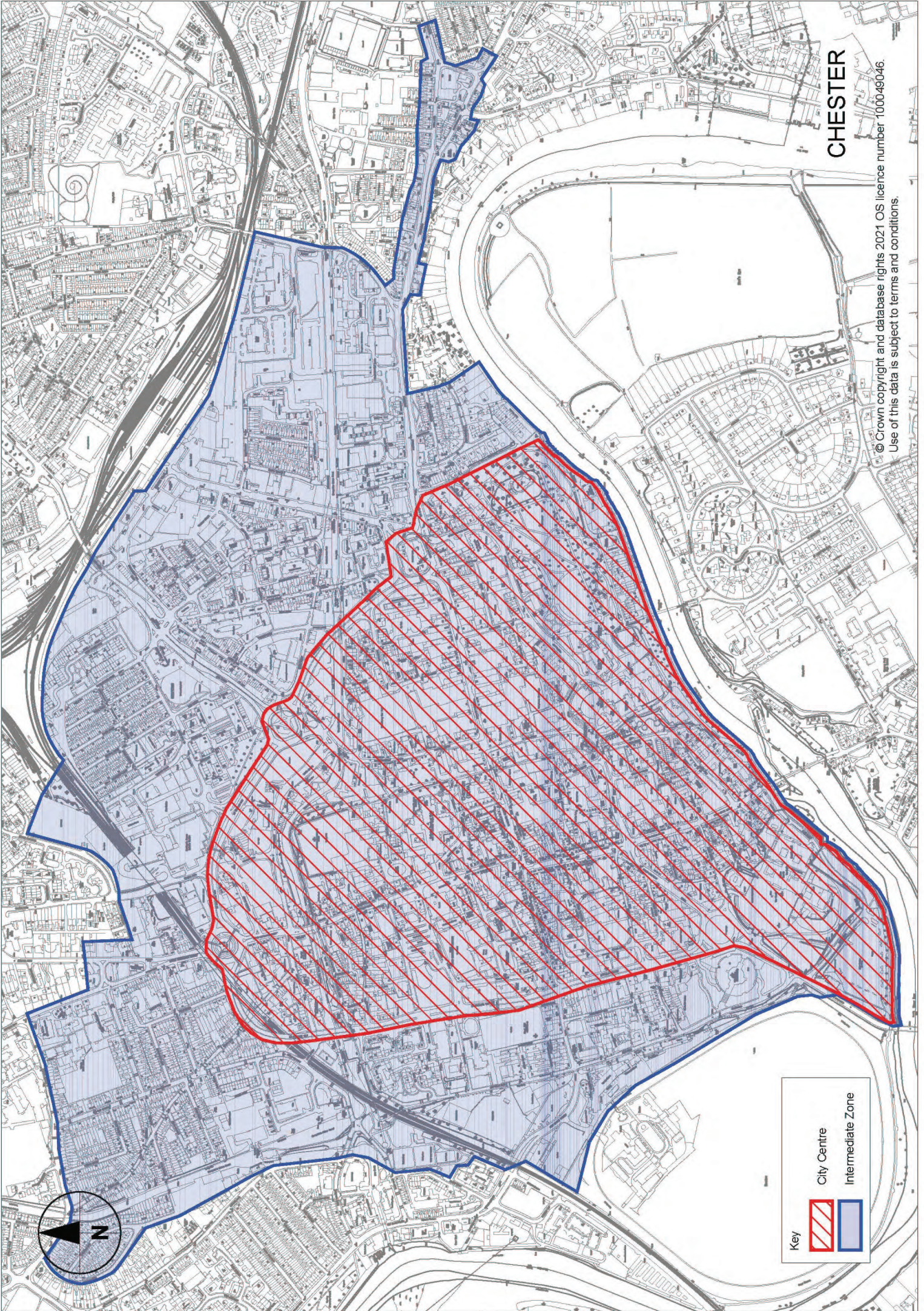
Table 4.1 Zones

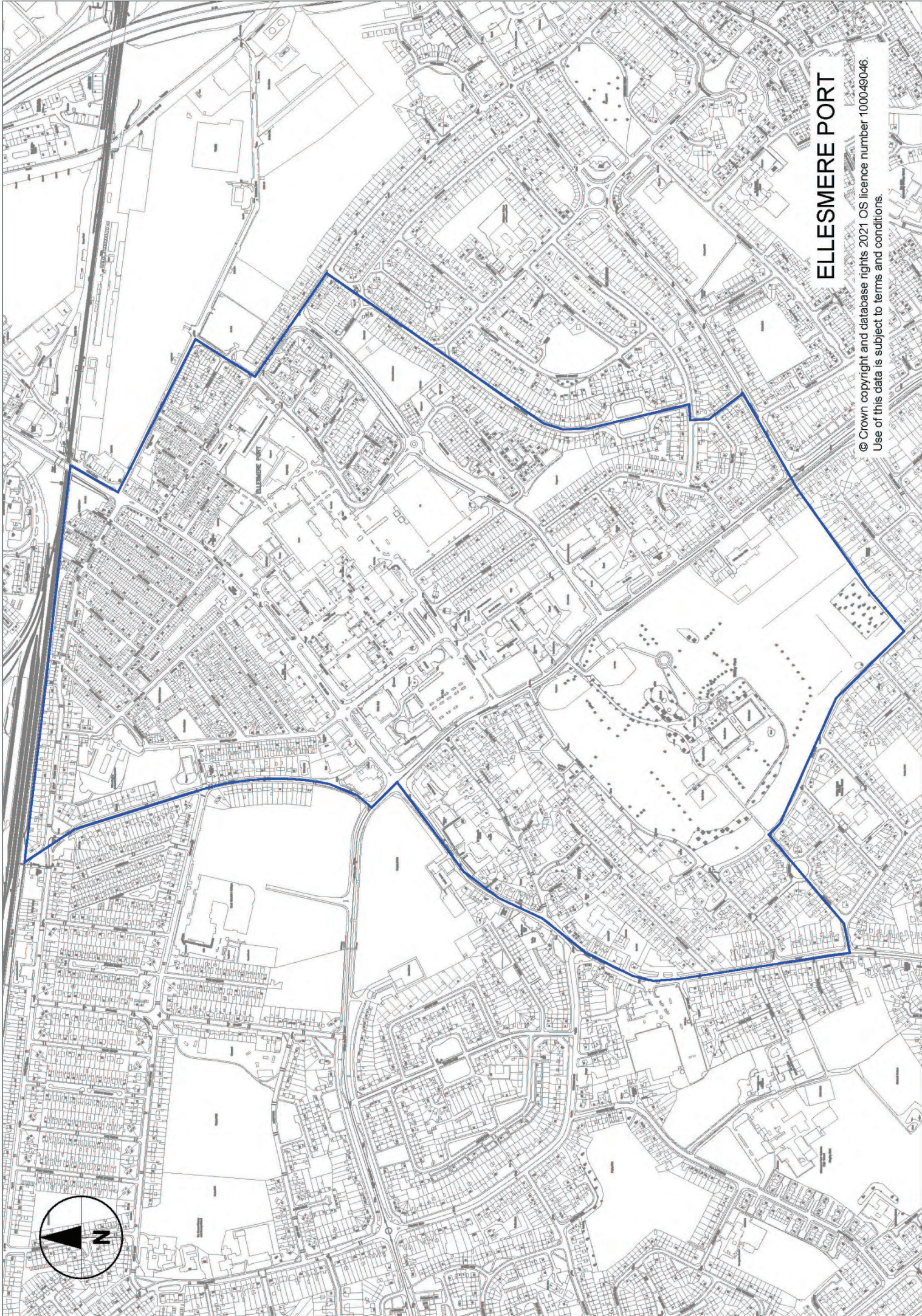
Zone	Areas included
City Centre - inner zone	Chester
City Centre - intermediate zone	Chester
Town Centres	Ellesmere Port, Northwich, and Winsford
Rest of borough	Rest of borough

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

CHESTER

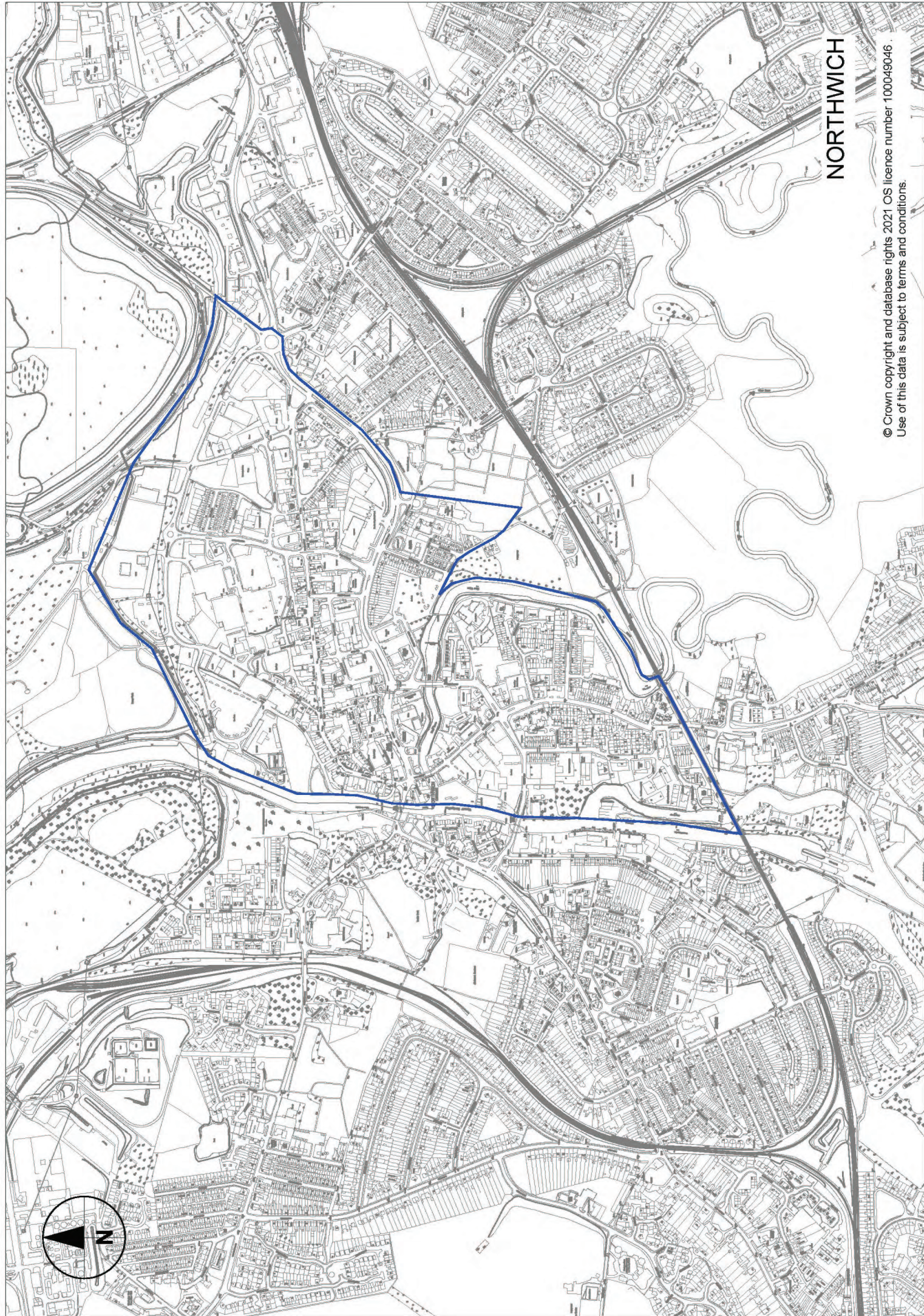
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ELLESMERE PORT

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NORTHWICH



WINSFORD

Car parking

4.4 Parking guidelines have been developed based on experience of the operational impact of the previously adopted car parking standards across the borough on local traffic levels and local benchmarks.

4.5 The recommended car parking standards for other development are included within **Table 4.2** below. Provision should be calculated using the Gross Floor Area (External) of the development unless otherwise stated and figures rounded up to the nearest whole car parking space.

4.6 In accordance with national and local policy, when assessing parking provision the range of transport modes by which the location can easily be accessed will be taken into account and the proposed level of parking provision will be assessed on a case by case basis, however, where a proposal does not meet the guidelines, this should not compromise highway safety.

4.7 **Table 4.2** includes the recommended minimum number of disabled car parking bays for other development.

Cycle parking

4.8 The recommended guidelines for cycle parking for other development are provided within **Table 4.2**.

4.9 Long stay cycle parking, for example for employees, should be located conveniently for the cycle user in a secured, covered area, to reduce the chance of theft and exposure to weather. Facilities should be provided such as showers, changing rooms, lockers and facilities to securely dry out cycling equipment, particularly in larger employment schemes.

4.10 Short stay cycle parking, for example for shoppers or visitors, should be secure and ideally covered and situated as close to the main entrance as possible. The location should be highly visible to people, thus reducing the chance of theft or tampering.

Servicing, motorcycle parking, coach parking, and taxis

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

Table 4.2 Parking for Other Development

			Maximum Standards				Minimum Standards		
Use Class/ Classes	Broad Land Use	Specific Land Use	Chester City Centre Inner Zone	Chester City Centre Intermediate Zone	Town Centre	Rest of Borough	Disabled Bays	Disabled Bays	Cycles
							Up to 200 bays	Over 200 bays	
B2	General Industry	General Industry	1 space per 250 sqm	1 space per 68 sqm	1 space per 52 sqm	1 space per 45 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity	1 space per 450 sqm (minimum of 2 spaces)
B8	Storage and Distribution	Storage and Distribution	1 space per 250 sqm	1 space per 122 sqm	1 space per 122 sqm	1 space per 100 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity	1 space per 850 sqm (minimum of 2 spaces)
C1	Hotels	Hotels, boarding and guesthouses	1 space per 10 bedrooms	1 space per 2 bedrooms	1 space per bedroom	1 space per bedroom	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 10 guest rooms (minimum of 2 spaces)
C2	Residential Institutions	Residential care homes, nursing homes	1 per 25 beds	1 per 5 beds	1 per 4 beds	1 per 4 beds	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 40 beds (minimum of 2)
		Sheltered accommodation	1 space per 10 beds	1 space per 3 beds	1 space per 2 beds	1 space per 2 beds	2 bays or 6% of total whichever is greater	3 bays plus 4% of total capacity	1 space per 2 beds (minimum of 2)
		Student Accommodation	Case by case basis	Case by case basis	Case by case basis	Case by case basis	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 4 beds
C4	Sui Generis	Houses in Multiple Occupation (3-6 residents)	1 space per 4 bedrooms	1 space per 4 bedrooms	1 space per 4 bedrooms	1 space per 3 bedrooms	Room available for parking spaces to be widened to disabled standard		1 space per 2 bedrooms (can include garages)
E (a)	Shops	Food Retail	1 space per 90 sqm	1 space per 24 sqm	1 space per 18 sqm	1 space per 15 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 140 sqm (minimum of 2 spaces)
		Non-Food Retail	1 space per 150 sqm	1 space per 37 sqm	1 space per 26 sqm	1 space per 21 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)

E (b)	Restaurants and Cafes	Restaurants, Cafes/Snack bars	1 space per 40 sqm of public floor area	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)
E (c(i)(ii)(iii))	Financial Services and Professional Services	Banks/building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 250 sqm	1 space per 48 sqm	1 space per 31 sqm	1 space per 26 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)
E (g(i)(ii)(iii))	Business - uses which can be carried out in a residential area without detriment to its amenity	Office, Business Parks, Research and Development and Industrial processes	1 space per 250 sqm	1 space per 44 sqm	1 space per 39 sqm	1 space per 29 sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity	1 space per 300 sqm (minimum of 2 spaces)
E (d)	Indoor Sport, recreation or fitness (not involving motorised vehicles or firearms)	General leisure: Dance halls (but not night clubs) and gymnasiums	1 space per 220 sqm	1 space per 35 sqm	1 space per 24 sqm	1 space per 23 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)
E (e)	Medical or Health Services	Clinics and health centres	5 spaces per consulting room	5 spaces per consulting room	5 spaces per consulting room	6 spaces per consulting room	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	2 spaces per consulting room (minimum of 2 spaces)
		Hospital	1 patient and visitor space per bed or per 200m2 plus 1 space per 4 staff or per 110m2	1 patient and visitor space per bed or per 200m2 plus 1 space per 4 staff or per 110m2	2 patient and visitor space per bed or per 100m2 plus 1 space per 2 staff or per 60m2	2 patient and visitor space per bed or per 100m2 plus 1 space per 2 staff or per 60m2	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 5 staff
E (f)	Learning and non-residential institutions	Creche, day nursery or day centre	1 space per classroom	2 spaces per classroom	2 spaces per classroom	2 spaces per classroom	Case by case basis	Case by case basis	1 space per 5 staff plus 1 space per 6 students. For primary schools up to 50% of spaces should be suitable for scooter parking.
F1 (a)		Schools (Primary and Secondary)	1 space per classroom	2 spaces per classroom	2 spaces per classroom	2 spaces per classroom	Case by case basis	Case by case basis	1 space per 5 staff plus 1 space per 6 students. For primary schools up

									to 50% of spaces should be suitable for scooter parking.
		Higher and Further Education	1 space per 72 sqm	1 space per 50 sqm	1 space per 26 sqm	1 space per 25 sqm	Case by case basis	Case by case basis	1 space per 5 staff plus 1 space per 6 students
F1 (b) (c) (d)		Art galleries, museums, libraries	1 space per 220 sqm	1 space per 40 sqm	1 space per 28 sqm	1 space per 27 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 200 sqm (minimum of 2 spaces)
F1 (e) (f)		Public Halls and Places of Worship	1 space per 10 sqm	1 space per 10 sqm	1 space per 8 sqm	1 space per 7 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 50 sqm (minimum of 2 spaces)
F1 (g)		Law courts	1 space per 10 sqm	1 space per 10 sqm	1 space per 8 sqm	1 space per 7 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 50 sqm (minimum of 2 spaces)
F2 (a)	Local community	Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres	1 space per 90 sqm	1 space per 24 sqm	1 space per 18 sqm	1 space per 15 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 140 sqm (minimum of 2 spaces)
F2 (b)		Halls or meeting places for the principal use of the local community	1 space per 10 sqm	1 space per 10 sqm	1 space per 8 sqm	1 space per 7 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 50 sqm (minimum of 2 spaces)
F2 (c)		Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)	1 space per 220 sqm	1 space per 35 sqm	1 space per 24 sqm	1 space per 23 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)
F2 (d)		Indoor or outdoor swimming pools or skating rinks	1 space per 220 sqm	1 space per 35 sqm	1 space per 24 sqm	1 space per 23 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)
Miscellaneous/ Sui Generis	Miscellaneous/Sui Generis (examples)	Cinemas, bingo and casinos, conference centres, music and concert halls, venues for live music performance	1 per 30 seats	1 per 8 seats	1 per 8 seats	1 per 5 seats	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)
		Public Houses, Wine Bars, Other Drinking Establishments	1 space per 40 sqm of public floor area	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)

		Theatres	1 per 10 seats	1 per 6 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)
		Motor car showrooms	1 space per 60 sqm internal showroom	1 space per 52 sqm internal showroom	1 space per 52 sqm internal showroom	1 space per 50 sqm internal showroom	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	Minimum of 2 spaces
		Petrol Filling Stations	1 space per pump	1 space per pump	1 space per pump	1 space per pump	1 space minimum		Minimum of 2 spaces
		Hot Food Takeaways, fast food and drive through	1 space per 40 sqm of public floor area	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)
		Houses in Multiple Occupation (C4) if more than six residents	1 space per 4 bedrooms	1 space per 4 bedrooms	1 space per 4 bedrooms	1 space per 3 bedrooms	Room available for parking spaces to be widened to disabled standard		1 space per 2 bedrooms (can include garages)
		Stadia	1 space per 150 sqm	1 space per 25 sqm	1 space per 25 sqm	1 space per 25 sqm	3 bays or 6% of total whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats

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

Electric vehicle charging points

4.12 Policy [STRAT 10](#) of the [Local Plan \(Part One\)](#) and point 6 of [Local Plan \(Part Two\)](#) policy [T 5](#) states that proposals should seek to incorporate charging points for electric vehicles where appropriate. The Council considers that it is appropriate to seek the provision of electric vehicle charging infrastructure in other developments where 10 or more new car parking spaces are to be provided. Further guidance on the Council's recommended best practice is included in Appendix A 'Electric vehicle charging infrastructure'.

5 Other considerations

Residential parking zones

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

Traffic Regulation Orders

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

Departures from recommended guidelines

5.3 All planning applications will be considered on their own individual merits and the appropriate final number of car parking spaces agreed through consultation between the applicant and the Council. When considering changes of use the Council will take historic/existing parking and traffic arrangements into account.

5.4 While flexibility is not intended to be a licence for providing significantly more or significantly less parking provision than indicated within this document, each scheme will be considered on its merits having regard to [NPPE](#) para 107, and viability and design considerations related to the characteristics of individual sites.

5.5 Where the recommended guidelines indicate that insufficient parking is proposed, developers will be expected to demonstrate why the proposal is acceptable. Depending on the scale of the development, this may include Transport Statements and Assessments. Applicants are advised to discuss the scope of such studies with the local planning authority. As a guide, the following information, proportionate to the scale of the development, may be relevant:

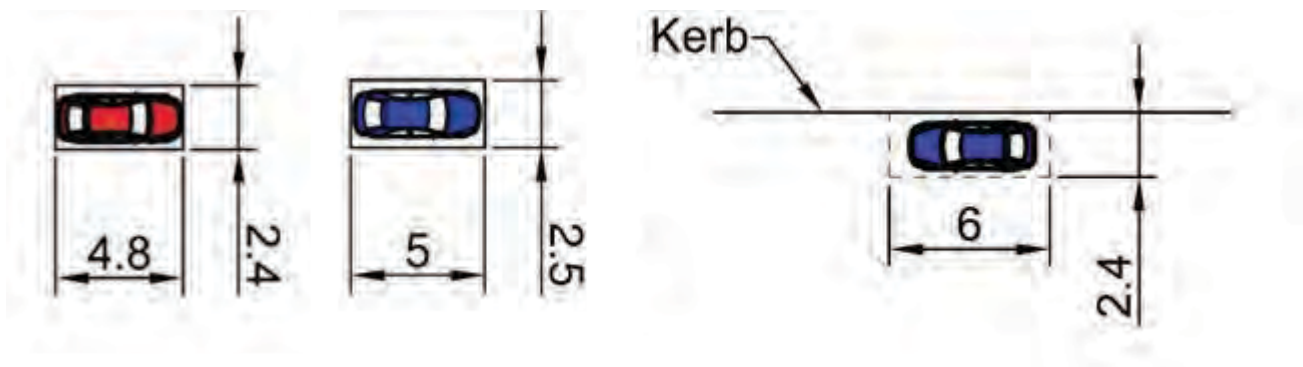
- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas;
- Consideration of likely trip generation and parking accumulations for the proposed development evidenced as appropriate; and
- Details of how the parking will be managed and how that management will mitigate any under or over-provision.

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

6 Parking design

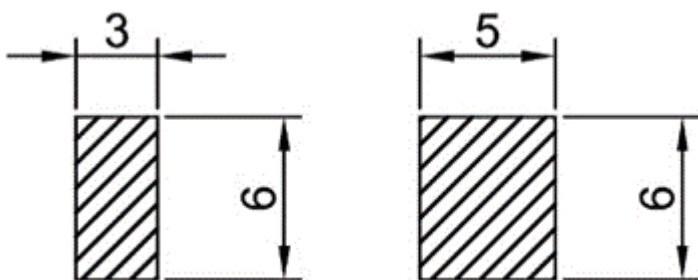
Car parking space dimensions

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



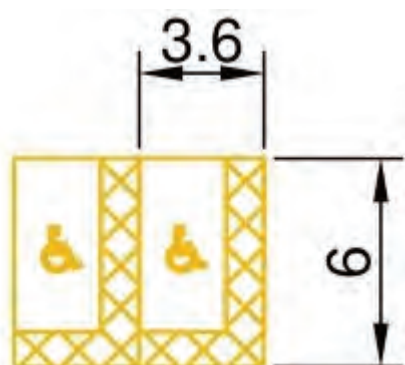
Garage dimensions

6.2 The recommended internal dimensions for a single garage is 3.3 x 6m and the standard dimension for a single garage is 3 x 6m and for a double garage is 5 x 6m, as shown in the images below. If dedicated cycle parking is not provided elsewhere, garages can be a convenient and secure place to park cycles if designed correctly, particularly if the garage can be accessed via a separate external door. The 6m depth will accommodate 2 cycle parking spaces. Where the cycle parking standard is to be met by other means the standard garage depth can be reduced to 5.5m.



Disabled car parking space dimensions

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



6.4 It is recommended that careful consideration is made to ensure that disabled car parking spaces have suitable access to the street and adjacent buildings. This can be achieved, for example, by avoiding cobbled surfaces, static objects, high kerbs and providing adequate space to manoeuvre a wheelchair.

Cycle parking

6.5 Cycle parking must be considered at an early stage of development in the same way that car parking provision is. Consideration should be made to ensure that there is adequate room for both cyclists and cycles when providing cycle parking.

6.6 Where cycle parking is necessary and a stand is required, the council encourages Sheffield Stands due to their added security. This type of stand requires little maintenance and allows two cycles to be locked to it at any given time. Other stands are acceptable but should be equally or more secure. It is recommended that stands are embedded into 250 to 300mm of concrete in line with best practice. In addition, the spacing between multiple Sheffield Stands should be a minimum of 1000mm, allowing enough room for the user and two cycles.

Cycle storage

6.7 Cycle storage provision must be secure and should be covered and restricted to residents or staff only. Cycle storage should also be in a location that users find protected with natural surveillance and sufficient lighting. Storage space for cycles should not be shared with rubbish and recycling bins.

6.8 The increasing prevalence of E-bikes and adapted cycles has led to an increase in the average value of a bicycle and individual lockers or space in a secured area are preferred to cater for these variations and their components. This includes all forms of electrically assisted cycle, hand-cranked cycles, tricycles, tandems, cargo cycles and cycles adapted for use by disabled people. Shared cycle parking should include some provision for larger cycles, which can be up to a metre longer and much

wider than average cycles. A carport cannot be considered as 'secure' and is not adequate as 'secure' cycle storage.

6.9 Secured by Design⁽ⁱ⁾ is the official Police security initiative owned by the UK Police service. Products related to cycle parking and storage are analysed as part of this initiative to assess product performance and security. There is an expectation that cycle parking and storage provision meets 'Police Preferred Specification'.

Active travel

6.10 The Council supports the promotion of active travel⁽ⁱⁱ⁾ in the borough and encourages increased levels of walking and cycling by making active travel safer, more attractive, and convenient.

6.11 In line with Cheshire West and Chester Council's "Walk. Ride. Thrive." Local Cycling and Walking Infrastructure Plan (Cabinet agenda available [here](#)), applicants should consider the borough's existing walking and cycling networks at the design stage to reduce the need for travel and encourage a modal shift away from a reliance on cars. The consideration of design guidance, such as [Local Transport Note 1/20](#), in the design of new schemes is strongly encouraged.

6.12 In line with Local Plan policies [STRAT 10](#) and [T 5](#), where applicable, schemes should maximise the use of sustainable travel modes and demonstrate that the scheme has been designed to assist both access to and movement through and around the site for pedestrians and cyclists. Schemes should also link to adjoining development and land uses such as open space, schools or retail. As a minimum, schemes should be planned to enable links to be made in the future.

i <https://www.securedbydesign.com/>

ii Active travel can be defined as 'making journeys by physically active means, like walking or cycling.'

A Electric vehicle charging infrastructure

The text below sets out the Council's recommended best practice guidelines for the provision of Electric Vehicle Charging Infrastructure within new developments, including changes of use. After 15 June 2023, the Council will use the technical guidance in 'Approved Document S: infrastructure for charging electric vehicles' of the Building Regulations, regarding the installation and charge point requirements in new developments.

- All charging points must be fast 7kW Mode 3 charging points fitted with a Type 2 connector as a minimum. Electric vehicle charging points (EVCP) fed from a dedicated single or three phase 32-amp supply.
- Off-street parking spaces for houses or flats should be located next to or within immediate proximity of the residential building.
- Underground cabling associated with Electric Vehicle Charging Infrastructure under roads or pavements that will be adopted by the Local Highway Authority must be avoided.
- Where dedicated parking bays are not located adjacent to the residential property, then a private post-mounted EVCP should be installed adjacent to the parking bay.
- Any provision that requires running a cable across a path or footway would create a safety hazard and would not be considered acceptable.
- All EVCP installations must be carried out to the requirements of BS 7671 or the latest iteration.
- All EVCP installations shall comply with the latest edition of the Institution of Engineering and Technology's Code of Practice for Electric Vehicle Charging Equipment Installation.

Houses, developments of flats and sheltered accommodation with dedicated off-street parking

Minimum specification:

1. Each dwelling shall be provided with one fast 7kW Mode 3 charging point fitted with a Type 2 connector. Electric vehicle charging points (EVCP) shall be fed from a dedicated single or three-phase 32-amp supply.
2. The EVCPs shall comply with the latest edition of the Institution of Engineering and Technology's Code of Practice for Electric Vehicle Charging Equipment Installation.
3. The EVCPs shall be located where they are readily accessible from a dedicated parking bay, avoiding the need for cables to trail across paths and vehicle routes.

Houses and developments of flats, care/nursing homes and sheltered accommodation with unallocated parking:

Minimum specification:

1. For every 10 new or replacement parking spaces, one dedicated fast 7kW Mode 3 EVCP fitted with a Type 2 socket. EVCPs shall be fed from a dedicated single or three-phase 32-amp supply.

2. The EVCPs shall comply with the latest edition of the Institution of Engineering and Technology's Code of Practice for Electric Vehicle Charging Equipment Installation.
3. The EVCPs shall be located where they are readily accessible from a dedicated parking bay, avoiding the need for cables to trail across paths and vehicle routes.

Non-residential development – staff parking:

Minimum specification:

1. For every 10 new or replacement parking spaces, one dedicated fast 7kW Mode 3 EVCP fitted with a Type 2 socket. EVCPs shall be fed from a dedicated single or three-phase 32-amp supply.
2. The EVCPs shall comply with the latest edition of the Institution of Engineering and Technology's Code of Practice for Electric Vehicle Charging Equipment Installation.
3. The EVCPs shall be located where they are readily accessible from a dedicated parking bay, avoiding the need for cables to trail across paths and vehicle routes.

Retail / Leisure development – customer parking:

Minimum specification:

1. For every 10 new or replacement of parking spaces, one dedicated fast 7kW Mode 3 EVCP fitted with a Type 2 socket. EVCPs shall be fed from a dedicated single or three-phase 32-amp supply.
2. The EVCPs shall comply with the latest edition of the Institution of Engineering and Technology's Code of Practice for Electric Vehicle Charging Equipment Installation.
3. The EVCPs shall be located where they are readily accessible from a dedicated parking bay, avoiding the need for cables to trail across paths and vehicle routes.

Accessing Cheshire West and Chester Council information and services

Council information is also available in Audio, Braille, Large Print or other formats. If you would like a copy in a different format, in another language or require a BSL interpreter, please email us at **equalities@cheshirewestandchester.gov.uk**

إذا أردت المعلومات بلغة أخرى أو بطريقة أخرى، نرجو أن تطلب ذلك منا.

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

Pokud byste požadovali informace v jiném jazyce nebo formátu, kontaktujte nás

Jeżeli chcieliby Państwo uzyskać informacje w innym języku lub w innym formacie, prosimy dać nam znać.

ਜੇ ਇਹ ਜਾਣਕਾਰੀ ਤੁਹਾਨੂੰ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ ਚਾਹੀਦੀ, ਤਾਂ ਇਹ ਸਾਬੰ ਮੰਗ ਲਵੋ।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

Türkçe bilgi almak istiyorsanız, bize başvurabilirsiniz.

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