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Submitted Draft North West Plan Partial Review

July 2009

Introduction

The draft submitted North West Plan Partial Review (NWPPR) is a partial revision of the Regional Spatial Strategy (RSS) for the North West published in September 2008. This draft submission document contains two new policies (L6 and L7) proposed for inclusion in the RSS that deal with the accommodation needs for Gypsy & Traveller, and Travelling Showpeople communities, and a revision to an existing RSS policy (Policy RT2) covering specific matters on Regional Car Parking Standards.

Readers of this consultation document should understand that the wording for policies L6 and L7, including the supporting paragraphs, will be new text to add to the current published RSS. The revision to Policy RT2 concerns proposed changes to the wording of the last bullet point of the current policy; a new **Table 8.1**; additional supporting text; and a completely revised appendix. **Table 8.1** in the current published RSS (pages 73 and 74) will be replaced by the new proposed **Table 8.1**. The supporting text proposed in this consultation document will replace paragraph 8.8 on page 73 of the published RSS. Appendix RT (d) in the published RSS will be replaced by the proposed Appendix 1 included in this consultation document.

It is important to understand that you can comment on all of the policy and supporting text content for the proposed draft policies L6 and L7. However, you can only comment on the following aspects of the proposed changes to Policy RT2:

- The changes to the last bullet in Policy RT2 (the changes have been set out in a separate text box that follows full text for the current policy);

- The supporting text in paragraphs 28 to 31 of this consultation document which will replace the existing paragraph 8.8 in the published RSS;
- The proposed replacement **Table 8.1**; and
- Appendix 1 of this consultation document which will replace Appendix RT (d) in the published RSS.

This consultation document is accompanied by the following publications:

- Pre Submission Consultation Statement.
- Draft Revision Matters.
- Consultation Documents Availability Statement.
- Sustainability Appraisal \ Strategic Environmental Assessment Report (incorporating Habitats Regulation Assessment, Health Impact Assessment and Equality Impact Assessment).
- Non Technical Summary Report of the Sustainability Appraisal \ Strategic Environmental Assessment.

All documents can be viewed on the Partial Review website at:

<http://www.northwestplanpartialreview.org.uk/>

Responses to the consultation should be sent on the official Response Form to the following address:

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Accommodation for Gypsies & Travellers¹

1. A key Government objective is providing decent homes for all. For Gypsies & Travellers this means ensuring that sufficient, suitable pitch provision is made throughout the region to meet the needs of these communities.
2. The identification of sites at a local level should be carried out in line with the existing national and regional policies. Sites should be identified which support the development of inclusive mixed communities and fit with principles of sustainable development where they have access to facilities and services. In order to facilitate such an approach, policies should not repeat existing regional and national guidance.

DRAFT POLICY L6 Scale & Distribution of Gypsy & Travellers Pitch Provision

To contribute to housing provision in the North West as a whole, provision will be made for **at least 825 net additional residential pitches for Gypsies & Travellers over the period 2007 to 2016**. In doing so Local Authorities should: ensure there is no net loss in existing levels of provision; and distinguish between permanent residential and transit pitches to deliver the distribution of pitches contained in **Table 7.2**.

Local Authorities should work together to establish a network of transit pitches. Provision should be made for at least an additional 270 transit pitches by 2016, distributed as set out in **Table 7.2**.

Beyond 2016 provision will be made across the region for an annual 3% compound increase in the level of overall residential pitch provision, equivalent to **at least 295 additional pitches between 2016 and 2021**. Where Local Development Documents look beyond 2016 provision will be made for the same proportion of the regional requirement as in **Table 7.2** for 2007-16. A co-ordinated review of sub-regional Gypsy & Traveller Accommodation Assessments (GTAA's) should be undertaken in 2013 to provide the evidence base for a subsequent review of this policy.

The provision of temporary accommodation in connection with festivals and other similar annual events is an important requirement, but should not be regarded as formal transit provision to meet the requirements identified in **Table 7.2**.

Local Planning Authorities should take account of the specific needs of different groups of Gypsies & Travellers. In doing so, they should work with housing and other professionals, site managers, local Gypsies & Travellers and settled communities, to achieve levels of provision required by 2016, as soon as possible across a range of sites and tenures through:

- the development management process, particularly when opportunities present themselves in respect of new major developments; and
- the identification of sufficient sites in Local Development Documents.

Sites should be identified having regard to: Circular 01/2006 and PPS3, the spatial priorities in RDF1 and RDF2, and relevant principles set out in the DP policies and policies EM5, L1 and L5.

The preparation of joint or co-ordinated Local Development Documents between two or more districts, to identify suitable locations for pitches is encouraged, and where they are produced provision can be redistributed across the areas concerned.

¹ For the purposes of this policy – Gypsies & Travellers means: persons of nomadic habit of life who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Table 7.2 Scale & Distribution of Gypsy & Traveller Pitch Provision

District	Current Authorised Provision in 2007	Minimum Additional Permanent Residential Pitches Required 2007-2016	Proposed Provision of Permanent Residential Pitches at 2016	Minimum Additional Transit Residential Pitches Required 2007-2016
Cumbria Sub-regional Partnership				
Eden (outside of Lake District National Park)	44	15	59	10
Carlisle	30	35	65	10
Allerdale (outside of Lake District National Park)	0	15	15	5
Copeland (outside of Lake District National Park)	0	0	0	5
Barrow in Furness	17	0	17	5
South Lakeland (outside of Lake District National Park)	0	10	10	5
Lake District National Park	0	0	0	0
Cheshire Sub-regional Partnership				
Cheshire East	101	60	161	10
Cheshire West & Chester	68	45	113	10
Halton	36	45	81	5
Warrington	25	10	35	5
St.Helens	70	30	100	5
Lancashire Sub-regional Partnership				
Blackburn with Darwen	48	45	93	5
Hyndburn	104	10	114	5
Burnley	0	15	15	5
Pendle	0	15	15	5
Blackpool	51	0	51	5
Fylde	2	15	17	5
Wyre	0	15	15	5
Lancaster	142	40	182	5
Chorley	0	10	10	5
Preston	12	20	32	5
South Ribble	0	10	10	5
Ribble Valley	4	10	14	5

Table 7.2 Scale & Distribution of Gypsy & Traveller Pitch Provision (cont'd)

District	Current Authorised Provision in 2007	Minimum Additional Permanent Residential Pitches Required 2007-2016	Proposed Provision of Permanent Residential Pitches at 2016	Minimum Additional Transit Residential Pitches Required 2007-2016
Lancashire Sub-regional Partnership				
Rossendale	0	10	10	5
West Lancashire	8	15	23	10
Merseyside Sub-regional Partnership				
Knowsley	0	10	10	5
Liverpool	14	15	29	5
Sefton	16	15	31	5
Wirral	0	10	10	5
Greater Manchester Sub-regional Partnership				
Bolton	26	30	56	10
Bury	17	35	52	10
Wigan	34	30	64	10
Salford	31	30	61	10
Manchester	16	50	66	10
Oldham	0	15	15	10
Rochdale	27	40	67	10
Tameside	0	10	10	10
Stockport	0	25	25	10
Trafford	83	15	98	10
NW Total	1,026	825	1,851	270

Supporting Text

- There is an urgent need to address the shortage of accommodation suitable for Gypsies & Travellers. This shortage creates additional problems for the Gypsy & Traveller community in terms of access to health, education, employment and other opportunities. It can also create tensions over the use of pitches without planning permission. This is a national issue, and one that has been evident for

some time in the North West. Recent legislation and guidance² from the Government has indicated a commitment to taking steps to resolve some of the long standing accommodation issues for members of the Gypsy & Traveller communities. The overarching aim is to ensure that members of the Gypsy & Traveller communities have equal access to decent and appropriate accommodation options akin to each and every other member of society.

² Housing Act 2004 and ODPM Circular 01/2006 "Planning for Gypsy and Traveller Caravan Sites".

4. Using the evidence from regional and sub-regional Gypsy & Traveller Accommodation Assessments (GTAA's)³, the level of provision to be made reflects the needs of those currently resident in the North West on pitches/sites without planning permission, anticipated natural growth and net movements between pitches and other forms of accommodation.
5. Accommodation for Gypsies & Travellers is currently concentrated in particular parts of the region⁴. In light of feedback from the Options Consultation stage, the distribution of additional pitches in Draft Policy L6 seeks to balance providing additional pitches in those parts of the region where most Gypsies and Travellers currently live with broadening the choice available to families by providing some pitches in most parts of the North West. This will assist delivery by ensuring most areas contribute to provision⁵. To achieve this and ensure that new sites can be viably developed and managed, new provision of at least 10 pitches is proposed in the majority of areas. Delivery of the required pitches by 2016 will provide for the existing backlog. The 3% compound increase in provision will ensure that accommodation will be available to meet continuing needs after 2016⁶.
6. Although nomadism and travelling is currently restricted to a certain extent, this remains an important feature of Gypsy & Traveller identity and way of life, even if only to visit fairs or visit family. Some Gypsies & Travellers are still highly mobile without a permanent base, and others travel for significant parts of the year from a winter base. More Gypsies & Travellers might travel if it were possible to find places to stop without the threat of constant eviction. Currently the worst living conditions are commonly experienced by Gypsies & Travellers living on unauthorised encampments, who do not have easy access to water or toilet facilities, as well as difficulties in accessing education and health services. National policy is clear that there should be provision in order for Gypsies & Travellers who chose to travel to do so without resorting to stopping illegally or inappropriately.
7. It is clear that travelling and resulting unauthorised encampments are complex phenomena. In order to assist Gypsies & Travellers in maintaining their cultural practices, the development of sites need to accommodate the diversity of travelling. It is important to note that the provision of an inappropriate form of transit accommodation may fail to reduce unauthorised encampment. It is therefore important that flexibility is built into the provision of feasible and appropriate options for transit accommodation by working across districts, with private landowners and key Gypsy & Traveller groups. There are two fundamental aspects here:
 - Larger pitches on residential sites provide the potential to meet the needs of short-term visitors.

³ The GTAA's in the region are:

- "North West Regional Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- "Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- "Lancashire Sub-regional Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- "Merseyside Gypsy and Traveller Accommodation Needs Assessment" SHUSU, February 2008
- "Ribble Valley Gypsy and Traveller Accommodation Needs Assessment" SHUSU, March 2008
- "Cumbria Gypsy and Traveller Accommodation Needs Assessment" SHUSU, May 2008
- "Gypsy and Traveller Accommodation and Service Delivery Needs in Greater Manchester – 2007/8" arc⁴, 2008

⁴ Gypsy and Traveller accommodation needs are identified in GTAA's on a 'need where it is seen to arise' basis. However, the results of these apportionments should not necessarily be assumed to imply that those needs should actually be met to the identified degree in these specific localities. This distribution reflects the current uneven distribution of pitch provision and the Gypsy and Traveller population across the region.

Because of the historical inequalities in pitch provision, Gypsies and Travellers have constrained choices as to where and how they would choose to live if they had real choice. Over time, this has inevitably meant that Gypsies and Travellers have generally moved to areas they see as offering the best life chances; for example, an authority which provides a site; an authority which is perceived as having more private authorised sites than others; or, an authority that is attractive in some other way (slower enforcement, transport links, friends and family resident, etc.). Therefore, there is a tendency, when the need for additional accommodation is assessed in GTAA's, for the needs assessment to further compound these inequalities in site provision. For example, authorities which already provide Gypsy and Traveller accommodation (publicly or privately) are assessed as having greater need for additional pitch provision than authorities with little or no pitch provision. This is compounded further the longer-term the assessment is made (i.e. to 2016).

⁵ In line with the Government guidance in "Preparing Regional Spatial Strategy Reviews on Gypsies and Travellers by Regional Planning Bodies" Communities & Local Government 2007, the approach to the distribution has taken account of a number of factors including: sustainability, equity and choice, social inclusion, environmental protection, and the need for flexibility of provision.

⁶ The 3% annual growth figure is based on the findings of the various sub-regional GTAA's:

- Page 120 – "Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- Page 119 – "Lancashire Sub-regional Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- Page 102 – "Merseyside Gypsy and Traveller Accommodation Needs Assessment" SHUSU, February 2008
- Page 62 – "Ribble Valley Gypsy and Traveller Accommodation Needs Assessment" SHUSU, March 2008
- Page 116 – "Cumbria Gypsy and Traveller Accommodation Needs Assessment" SHUSU, May 2008
- Page 41 – "Gypsy and Traveller Accommodation and Service Delivery Needs in Greater Manchester – 2007/8" arc⁴, 2008

- Variety in transit provision is needed to cater for the variety of needs. This might include
 - formal transit sites;
 - less-equipped 'tolerated' stopping places used on a regular basis; or
 - temporary sites with temporary facilities available during an event, family gathering or for part of the year.
8. Subject to the need for a range of sites, the more specific location and design of pitches is a matter for Local Planning Authorities to address by setting clear and appropriate policies in Local Development Documents. In doing so they should also take account of Circular 01/2006 – which provides Government policy with regard to the location of provision, and the further guidance on the site layout, and design and management⁷. Policies should also recognise the cultural and ethnic diversity of Gypsy & Traveller communities found in different parts of the region – it may not be appropriate to provide all of a district's provision on one site or in one locality. There is some flexibility to reflect local circumstances, which enables two or more Local Planning Authorities to jointly work together, to address provision in their combined area. Those involved in Gypsy & Traveller site design and management (both permanent residential and transit) should approach this in a creative and innovative manner. Preferences and aspirations of Gypsies & Travellers should be taken into consideration. This should be done through Local Planning Authorities proactively engaging and communicating with members of the local Gypsy & Traveller and 'settled' communities. Important things to consider are set out below:
- Location to local services and transport networks ensuring schools, shops, health and other community facilities are within reasonable travelling distance, and can be reached by foot, cycle or public transport.
 - Location in relation to employment opportunities and business operational patterns.
 - Ability to co-exist with existing Gypsy & Traveller and 'settled' communities.
 - Ensuring the site is served (or can be served) by adequate electricity, water and sewerage connections.
 - Ensuring there would be no significant adverse effect on the amenity of nearby residents or operations of adjoining land uses.
- Ensuring the siting and landscaping ensure that any impact upon the character and appearance of the countryside is minimised including impacts on wildlife, biodiversity, nature conservation, and how the development can be assimilated into its surroundings.
 - Ensuring the development is not in an area at high risk of flooding, including functional floodplains.
 - That the provision of a settled base will reduce the need for long distance travelling.
 - Ensuring easy and safe access to the road network.
 - Need to avoid overcrowding and "doubling up" by ensuring adequate pitch size which allows for:
 - space for short term visitors;
 - facilities;
 - amenity blocks;
 - mixture of accommodation (chalet, trailer etc);
 - utility of outside space (driveways, gardens etc);
 - homes for life principles; and
 - health and safety.
 - Health and related support issues.
 - Tenure mix.
 - Management.
9. It is recognised that sites need to be situated in places which meet the current working patterns of Gypsies & Travellers and these may include countryside locations. However, issues of sustainability are important and decisions about the acceptability of particular sites need to take into account access to essential services and the impact on the settled community in the vicinity in order to promote co-existence between potential residents and the local community.
10. In line with Circular 01/2006, where Gypsies & Travellers want to run their business from the same site where their caravans are located, Local Planning Authorities should identify sites suitable for mixed residential and business uses with regard to the safety and amenity of occupants and their children, and neighbouring residents. If this is not possible, they should consider the scope for identifying separate sites for residential and for business purposes in close proximity to one another.

⁷ "Designing Gypsy and Traveller Sites – Good Practice Guide", Department for Communities and Local Government, May 2008.

11. Circular 01/2006 makes it clear that where there is a demonstrated need identified in a needs assessment and a lack of affordable land to meet that Gypsy & Traveller need, Local Planning Authorities in rural areas should include 'rural exception sites policies' allocated specifically to address that need in the same ways as rural exception sites for housing (as defined in Planning Policy Statement 3: Housing). Mixed uses should not be allocated on these sites.
12. Circular 01/06 identifies that the presence of Green Belt may constrain and limit opportunities for identifying Gypsy & Traveller sites in some areas. New Gypsy & Traveller sites in the Green Belt are normally defined as inappropriate development as defined in Planning Policy Guidance Note 2: Green Belts. All other alternatives should be explored before Green Belt locations are considered. If there is an identified need for a Gypsy & Traveller site in an area and no suitable sites outside the Green Belt boundary exist, in exceptional circumstances, limited alterations or sites inset in the Green Belt could be considered. Such proposals should be brought forward through the local development plan making process and specifically allocated as a Gypsy & Traveller site only.
13. It is recognised that some Gypsies & Travellers may prefer to buy and manage their own sites, often living in relatively small family groups. Private sector provision of sites should be encouraged. There is, however, still a role for provision of public sites and sites directly managed by local authorities or registered social landlords to help meet the needs of those who cannot develop their own sites or prefer to rent, as well as transit sites and emergency stopping places⁸.

⁸ Circular 01/2006 states "The Government recognises that many Gypsies and Travellers wish to find and buy their own sites to develop and manage. However, there will remain a requirement for public site provision above the current levels. Such sites are needed for Gypsies and Travellers who are unable to buy and develop their own sites, or prefer to rent, and to provide transit sites and emergency stopping places where Gypsies and Travellers may legally stop in the course of travelling."

Accommodation for Travelling Showpeople⁹

14. A key Government objective is providing decent homes for all. For Travelling Showpeople this means ensuring that sufficient, suitable provision is made throughout the region to meet the needs of the community.
15. The identification of sites at a local level should be carried out in line with the existing national and regional policies. Sites should be identified which support the development of inclusive mixed communities and fit with principles of sustainable development, where they have access to facilities and services. In order to facilitate such an approach, policies should not repeat existing regional and national guidance.

DRAFT POLICY L7 Scale & Distribution of Travelling Showpeople Plot Provision

To contribute to housing provision in the North West as a whole, provision will be made for **at least 285 net additional plots for Travelling Showpeople over the period 2007 to 2016**. In doing so Local Planning Authorities should ensure there is no net loss in existing levels of provision and deliver the distribution of plots contained in **Table 7.3**.

Beyond 2016 provision will be made across the region for an annual 3% compound increase in the level of overall residential pitch provision, equivalent to **at least 122 additional plots between 2016 and 2021**. Where Local Development Documents look beyond 2016 provision will be made for the same proportion of the regional requirement as in **Table 7.3** for 2007-16. A co-ordinated review of sub-regional Gypsy & Traveller Accommodation Assessments should be undertaken by 2013 to provide the evidence base for a subsequent review of this policy.

The provision of temporary accommodation (including tolerated stopping places) in connection with festivals and other similar annual events is an important requirement, but should not be regarded as formal provision to meet the requirements identified in **Table 7.3**.

Local Planning Authorities should take account of the specific needs of different groups of Travelling Showpeople. In doing so they should work with housing and other professionals, site managers, local Travelling Showpeople and settled communities, to achieve levels of provision required by 2016, as soon as possible across a range of sites and tenures through:

- the development management process, particularly when opportunities present themselves in respect of new major developments; and
- the preparation of Local Development Documents.

Sites should be identified having regard to: Circular 04/2007 and PPS3, the spatial priorities in RDF1 and RDF2, and relevant principles set out in the DP policies and policies EM5, L1 and L5.

The preparation of joint or co-ordinated Local Development Documents between two or more districts, to identify suitable locations for plots is encouraged and where they are produced provision can be redistributed across the areas concerned.

⁹ For the purposes of this policy "Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined in ODPM Circular 1/2006".

Table 7.3 Scale & Distribution of Travelling Showpeople Plot Provision

District	Current Authorised Provision in 2007	Minimum Additional Plots Required 2007-2016	Proposed Provision of Plots at 2016
Cumbria Sub-regional Partnership			
Eden (outside of Lake District National Park)	0	0	0
Carlisle	9	5	14
Allerdale (outside of Lake District National Park)	24	10	34
Copeland (outside of Lake District National Park)	0	0	0
Barrow in Furness	0	0	0
South Lakeland (outside of Lake District National Park)	5	5	10
Lake District National Park	0	0	0
Cheshire Sub-regional Partnership			
Cheshire East	6	10	16
Cheshire West & Chester	13	10	23
Halton	0	0	0
Warrington	3	10	13
St.Helens	0	5	5
Lancashire Sub-regional Partnership			
Blackburn with Darwen	0	5	5
Hyndburn	18	0	18
Burnley	0	0	0
Pendle	0	0	0
Blackpool	0	10	10
Fylde	2	10	12
Wyre	0	10	10
Lancaster	0	5	5
Chorley	0	10	10
Preston	0	10	10
South Ribble	0	10	10
Ribble Valley	0	0	0

Table 7.3 Scale & Distribution of Travelling Showpeople Plot Provision (cont'd)

District	Current Authorised Provision in 2007	Minimum Additional Plots Required 2007-2016	Proposed Provision of Plots at 2016
Lancashire Sub-regional Partnership			
Rossendale	0	0	0
West Lancashire	8	5	13
Merseyside Sub-regional Partnership			
Knowsley	0	0	0
Liverpool	0	0	0
Sefton	0	0	0
Wirral	0	0	0
Greater Manchester Sub-regional Partnership			
Bolton	88	40	128
Bury	20	10	30
Wigan	36	20	56
Salford	99	20	119
Manchester	75	20	95
Oldham	0	10	10
Rochdale	0	5	5
Tameside	38	10	48
Stockport	0	10	10
Trafford	0	10	10
NW Total	444	285	729

Supporting Text

16. In Circular 04/2007¹⁰ the Government recognises that Travelling Showpeople are often self-employed business people who travel the country (often with their families), holding fairs. Many have done so for generations. Although their work is of a mobile nature, Travelling Showpeople nevertheless require secure, permanent bases for the storage of their equipment and more particularly for residential

purposes. Such bases are most occupied during the winter, when many Travelling Showpeople will return there with their caravans, vehicles and fairground equipment. For this reason, these sites traditionally have been referred to as "Yards" (or "winter quarters"), with individual pitches generally referred to by Travelling Showpeople as "Plots". However, increasingly Travelling Showpeople's quarters are occupied by some members of the family

¹⁰ CLG Circular 04/2007 "Planning for Travelling Showpeople"

permanently. Older family members may stay on site for most of the year and there are plainly advantages in children living there all year to benefit from uninterrupted education.

17. There is an urgent need to address the shortage of accommodation suitable for Travelling Showpeople. This shortage creates additional problems for the Travelling Showpeople community in terms of access to health, education, employment and other opportunities. It can also create tensions over the use of plots without planning permission. This is a national issue, and one that has been evident for some time in the North West. Recent legislation and guidance from the Government has indicated a commitment to taking steps to resolve some of the long standing accommodation issues for the Travelling Showpeople community. The overarching aim is to ensure that the Travelling Showpeople community have equal access to decent and appropriate accommodation options akin to each and every other member of society.
18. Using the evidence from regional and sub-regional Gypsy & Traveller Accommodation Assessments (GTAA's)¹¹ and surveys of Travelling Showpeople¹², the level of provision to be made reflects the needs of those currently resident in the North West and anticipated natural growth.
19. Accommodation for Travelling Showpeople is currently concentrated in particular parts of the region¹³. In light of feedback from the Options Consultation stage, the distribution of additional plots in Draft Policy L7 seeks to balance providing additional plots in those parts of the region where most Travelling Showpeople currently live, with broadening the choice available to families by providing more plots in areas where Travelling Showpeople need to live in relation to where they currently work and yet where previously little provision has been made. However, the distribution of additional plots remains to a significant degree concentrated in parts of the region where Travelling Showpeople currently reside. Delivery of the required plots by 2016 will provide for the existing backlog. The 3% compound increase in provision will ensure that accommodation will be available to meet continuing needs after 2016¹⁴.
20. Members of the Showmen's Guild have indicated that a significant number of Travelling Showpeople work in the various sub-regions (particularly parts of Cheshire and Lancashire) but currently live in other sub-regions in the North West (particularly Greater Manchester – many of whose sites (yards) suffer from overcrowding problems) due to a lack of appropriate accommodation options in other areas. In addition there is a strong desire for some

¹¹ The GTAA's in the region are:

- "North West Regional Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- "Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- "Lancashire Sub-Regional Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- "Merseyside Gypsy and Traveller Accommodation Needs Assessment" SHUSU, February 2008
- "Ribble Valley Gypsy and Traveller Accommodation Needs Assessment" SHUSU, March 2008
- "Cumbria Gypsy and Traveller Accommodation Needs Assessment" SHUSU, May 2008
- "Gypsy and Traveller Accommodation and Service Delivery Needs in Greater Manchester – 2007/8" arc⁴, 2008

¹² "The Accommodation Situation of Showmen in the Northwest" The Showmen's Guild, Lancashire Section, June 2007 and "The North West's Travelling Showpeople's Current Base Location, Preferred Base Locations and Operating Patterns" 4NW, 2008 – produced with assistance from The Showmen's Guild, Lancashire Section.

¹³ Travelling Showpeople accommodation needs are identified in GTAA's on a '**need where it is seen to arise**' basis. However, the results of these apportionments should not necessarily be assumed to imply that those needs should actually be met to the identified degree in these specific localities. This distribution reflects the current uneven distribution of plot provision and the Travelling Showpeople population across the region.

Because of the historical inequalities in plot provision, Travelling Showpeople have constrained choices as to where and how they would choose to live if they had real choice. Over time, this has inevitably meant that Travelling Showpeople have generally moved to areas they see as offering the best life chances; for example, an authority which provides a site; an authority which is perceived as having more private authorised sites than others; or, an authority that is attractive in some other way (slower enforcement, transport links, friends and family resident, etc). Therefore, there is a tendency, when the need for additional accommodation is assessed in GTAA's, for the needs assessment to further compound these inequalities in site provision. For example, areas which already provide Travelling Showpeople accommodation are assessed as having greater need for additional plot provision than areas with little or no plot provision. This is compounded further the longer-term the assessment is made (i.e. to 2016).

¹⁴ The 3% annual growth figure is based on the findings of the various sub-regional GTAA's:

- Page 120 – "Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- Page 119 – "Lancashire Sub-Regional Gypsy and Traveller Accommodation and Related Services Assessment" SHUSU, May 2007
- Page 102 – "Merseyside Gypsy and Traveller Accommodation Needs Assessment" SHUSU, February 2008
- Page 62 – "Ribble Valley Gypsy and Traveller Accommodation Needs Assessment" SHUSU, March 2008
- Page 116 – "Cumbria Gypsy and Traveller Accommodation Needs Assessment" SHUSU, May 2008
- Page 41 – "Gypsy and Traveller Accommodation and Service Delivery Needs in Greater Manchester – 2007/8" arc⁴, 2008

households to live in and around the areas which offer them the greatest opportunities to work¹⁵. During the working season (mainly from March through to November), Travelling Showpeople will stay on legal fairground sites when working, but require secure places to stay whilst travelling with large fairground equipment for up to three or four days between one fair's end and the next fair's start date. In response to this an informal network of temporary accommodation (including tolerated stopping places) has developed with some landowners in parts of the region. The only other option is the expense of having to return to the Travelling Showpeople's own permanent base that may be many miles away. The logistics related to travelling long distances to and from permanent bases every few days and the cost and inconvenience in terms of sustainability, time, money, stress, fuel and pollution make a short stay near the next fairground location much more attractive to Travelling Showpeople.

21. The nature of Travelling Showpeople's sites is unusual in planning terms. The sites (yards) often combine residential, storage and maintenance uses. Typically a site (yard) comprises areas set aside for the Travelling Showpeople's accommodation and areas where vehicles and fairground equipment can be stored, repaired and occasionally tested. The area of land set aside for accommodation by one family unit and the area of land set aside for the storage and maintenance of their equipment would collectively form a plot. This means that the sites (yards) do not fit easily into existing land-use planning categories. The requirement for sites to be suitable both for accommodation and business uses is very important to the Travelling Showpeople's way of life as they find the principle of site-splitting unacceptable¹⁶.

22. The location and design of plots/yards is a matter for Local Planning Authorities to address by setting clear and appropriate policies in Local Development Documents. In doing so they should also take account of Circular 04/2007 – which provides Government policy with regard to the location of provision, and the guidance the Showman's Guild has produced on the design of sites¹⁷. Policies should also recognise the diversity of Travelling Showpeople communities found in different parts of the region – it may not be appropriate to provide all of a district's provision on one site or in one locality. There is some flexibility to reflect local

circumstances, which enables two or more Local Planning Authorities to jointly work together, to address provision in their combined area. Those involved in Travelling Showpeople site design and management should approach this in a creative and innovative manner. Preferences and aspirations of Travelling Showpeople should be taken into consideration. This should be done through Local Planning Authorities proactively engaging and communicating with members of the local Travelling Showpeople, the Showman's Guild and 'settled' communities. Important things to consider include:

- Location to local services and transport networks ensuring schools, shops, health and other community facilities are within reasonable travelling distance, and can be reached by foot, cycle or public transport.
- Location in relation to employment opportunities and business operational patterns.
- Ability to co-exist with existing settled communities.
- Ensuring the site is served (or can be served) by adequate electricity, water and sewerage connections.
- Ensuring there would be no significant adverse effect on the amenity of nearby residents or operations of adjoining land uses.
- Ensuring the siting and landscaping ensure that any impact upon the character and appearance of the countryside is minimised including impacts on wildlife, biodiversity, nature conservation, and how the development can be assimilated into its surroundings.
- Ensuring the development is not in an area at high risk of flooding, including functional floodplains.
- That the provision of a settled base will reduce the need for long distance travelling.
- Ensuring easy and safe access for large vehicles and equipment to the road network.
- Need to avoid overcrowding and "doubling up" by ensuring adequate plot/yard size which allows for:
 - adequate space to allow residential, storage and maintenance uses;
 - space for short term visitors;

¹⁵ See page 19 of "The Accommodation Situation of Showmen in the Northwest" The Showmen's Guild, Lancashire Section, June 2007

¹⁶ CLG Circular 04/2007 "Planning for Travelling Showpeople"

¹⁷ "Travelling Showpeople's Sites – A Planning Focus Model Standard Package" Showman's Guild of Great Britain, September 2007 (see <http://www.showmensguild.co.uk/index10.html>) and "Best Practice Advice on Provision of Showmens Permanent Parking Sites", Lancashire, Cheshire & North Wales Section of Showmen's Guild of Great Britain, June 2008 (see <http://www.theshowmensguild.com/downloads/Best%20Practice%20Guide%20for%20Showmens%20Sites.pdf>)

- facilities;
 - amenity blocks;
 - mixture of accommodation (chalet, trailer etc);
 - utility of outside space (driveways, gardens etc);
 - homes for life principles; and
 - health and safety.
- Health and related support issues.
 - Tenure mix.
 - Management.
23. It is recognised that sites (yards) need to be situated in places which meet the current working patterns of Travelling Showpeople and these may include countryside locations. However, issues of sustainability are important and decisions about the acceptability of particular sites need to take into account access to essential services and the impact on the settled community in the vicinity in order to promote co-existence between potential residents and the local community. Where there is a demonstrated need identified in a needs assessment and a lack of affordable land to meet that Travelling Showpeople need, Local Planning Authorities should
- include ‘rural exception sites policies’ allocated specifically to address that need in the same ways as rural exception sites for housing.
24. Circular 04/2007 confirms that new Travelling Showpeople sites in the Green Belt are normally defined as inappropriate development as defined in Planning Policy Guidance Note 2: Green Belts. All other alternatives should be explored before Green Belt locations are considered. If there is an identified need for a Travelling Showpeople site in an area and no suitable sites outside the Green Belt boundary exist, in exceptional circumstances, limited alterations or sites inset in the Green Belt could be considered. Such proposals should be brought forward through the local development plan making process and specifically allocated as a Travelling Showpeople site only.
25. It is recognised that many Travelling Showpeople would prefer to buy and manage their own sites, often living in relatively small family groups. Private sector provision of sites should be encouraged. However there may also be a role for provision of public sector owned sites and/or sites directly managed by local authorities or registered social landlords to help meet the needs of those who cannot develop their own sites or prefer to rent.

Regional Parking Standards

26. The existing RSS Policy RT2 is set out below.

POLICY RT2 Managing Travel Demand

The Regional Planning Body, local authorities, and other highway and transport authorities should develop a co-ordinated approach to managing travel demand. Early consultation with the Highways Agency will be required for any proposal that may affect the trunk road network. In particular, efforts should be aimed at reducing the proportion of car-borne commuting and education trips made during peak periods and tackling the most congested parts of the motorway network including M6, M56, M60 and M62. In rural areas, the focus should be on major tourist areas where visitor pressure is threatening the local environment and quality of life. Measures to discourage car use should consider improvements to and promotion of public transport, walking and cycling.

Plans and strategies will need to be specific to the nature and scale of the problems identified, set clear objectives and specify what is being proposed, why it is necessary and what the impacts will be. They should:

- Ensure that major new developments are located where there is good access to public transport, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car;
- Seek to reduce private car use through the introduction of 'smarter choices' (see examples in paragraph 8.6) and other incentives to change travel behaviour which should be developed alongside public transport, cycling and pedestrian network and service improvements;
- Consider the effective reallocation of road space in favour of public transport, pedestrians and cyclists alongside parking charges, enforcement and provision and other fiscal measures, including road user charging;
- Make greater use of on-street parking controls and enforcement;
- Incorporate maximum parking standards that are in line with, or more restrictive than, Table 8.1, and define standards for additional land use categories and areas where more restrictive standards should be applied. Parking for disabled people and for cycles and two-wheel motorised vehicles are the only situations where minimum standards will be applicable.

27. It is proposed that the wording of the final bullet point in the current policy in RSS (as set out above) should be changed to:

- Incorporate maximum parking standards that are in line with, or more restrictive than, **Table 8.1**, and define areas where more restrictive standards should be applied based on the approach outlined in Appendix 1. Parking for disabled people, motorcycles and cycles are the only situations where minimum standards will be applicable.

This would be accompanied by a revised **Table 8.1**; the additional supporting text in paragraphs 28 to 31 below, which would replace paragraph 8.8 in the published RSS; and Appendix 1, which would replace Appendix RT (d) in the published RSS.

Supporting Text

28. The North West Parking Standards as set out in **Table 8.1** provides the framework for the identification at a local level of the upper limit of parking provision within new developments across the region. The numerical standards included in the table have been benchmarked against existing practice at both a local level within the North West and a regional level across the rest of the country. However, it must be noted that parking standards are only a single tool within the wider spatial planning policy and development management process undertaken by local planning policy and highway authorities. In order to control parking provision, the standards must be intrinsically linked with a range of other measures and issues within the wider context of the spatial planning process, or their value and impact in delivering sustainable development will be limited.

29. The parking standards are based on a combined assessment of broad development location and local accessibility. This approach is designed to allow for varying levels of accessibility to be taken into account, both at a local level and across the region as a whole. Standards should be more restrictive in those areas that have the highest levels of public transport accessibility and development density and, where appropriate, in environmentally sensitive areas such as the Lake District National Park. In determining the quantity of parking provided at an individual site, a two staged approach has been developed. The first stage is to review the location of the proposed development in relation to the region's settlement patterns and allocate it to one of the three Area Accessibility Categories in order to determine the maximum amount of parking that would normally be permitted at a development. The three Area Accessibility Categories have been developed to broadly group different areas according to their general levels of accessibility rather than implementing uniform standards across the whole region. It will be the responsibility of each of the five sub-regions to decide how all areas within their boundaries will be divided into the three Area Accessibility Categories. The sub-regions are not necessarily required to categorise areas into each of the three accessibility categories and may instead choose to separate particular areas so that they satisfy one or even two of the three categories. Evidence to support the categorisation of areas will be required in Local Development Frameworks and will need to be justified in any Public Inquiry or Examination in Public. Further advice on the Area Accessibility Categories is provided in Appendix 1. The second stage will require the five sub-regions to produce a questionnaire that adheres to the example provided in Appendix 1 and broadly assess the accessibility of proposed developments. Sub-regions must ensure that the accessibility questionnaire considers the quality and quantity of a wide range of transport located within the immediate vicinity of the proposed development. The questionnaire will enable any development site to be scored in relation to its current levels of accessibility by other modes of transport. This assessment provides a basis for calculating a reduction in the maximum number of spaces that would normally be permitted as a consequence of the potential for the site to be reached by modes other than the private car.
- The questionnaire and further advice is provided in Appendix 1.
30. Standards for the provision of parking spaces for bicycles, motorcycles, Heavy Goods Vehicles (HGVs) and coaches have been developed and are included within the table. Cycling standards should take into account local variations as well as travel planning and any cycle network proposals in order to encourage cycling both for the specific development but also within the wider area. In all cases, the design of cycle parking areas should minimise conflicts between cycles and motor vehicles, with adequate space provided to allow for the manoeuvring of cycles. For developments that cater for a range of cycle users (e.g. staff and visitors), consideration should be given to providing a range of cycle parking allowing for both long and short stays. For office and retail developments, cycle parking should be located as close as possible to the main entrance of the building, covered by natural surveillance, CCTV and adequate lighting. For residential developments, cycle parking should be located within a covered and secure enclosure. Along with motorcycles, cycling should be encouraged as an alternative to private car travel and parking should be provided at a level to assist in this. Both HGV and coach parking should be developed on a case by case basis through discussions between local authorities and developers, taking into account land use classes, local circumstances and operational requirements.
31. Disabled parking standards as detailed in the revised **Table 8.1**, have been derived from national Government guidance¹⁸. When setting parking standards, the developer should consider within their proposals whether developments are likely to have higher levels of use by disabled drivers, possibly due to development type and location. Furthermore, local authorities should assess whether there are any specific circumstances within their areas that indicate generally higher levels provision for disabled parking would be locally appropriate. The involvement of local disabled and elderly groups may be particularly useful in such an assessment and the monitoring of implementation. The disabled standards set out in the table should be taken as the minimum number of spaces and should be included as part of the overall parking provision of a development.

¹⁸ "Traffic Advisory Leaflet 05/95 Parking for Disabled People", DfT.

Draft Policy – North West Regional Parking Standards – Proposed Revised Table 8.1

Class	Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Apply Accessibility Questionnaire?	
			All areas are Gross Floor Area unless otherwise stated				
A1	Shops	Food Retail	1 space per 16 sqm	1 space per 15 sqm	1 space per 14 sqm	Y	
		Non-food Retail	1 space per 22 sqm	1 space per 21 sqm	1 space per 20 sqm	Y	
		Retail warehouses	1 space per 60 sqm	1 space per 45 sqm	1 space per 40 sqm	Y	
A2	Financial and Professional Services	Banks/Building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 35 sqm	1 space per 32 sqm	1 space per 30 sqm	Y	
A3	Restaurants and Cafes	Restaurants, Cafes/Snack Bars, fast food & drive through	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	Y	
A4	Drinking Establishments	Public Houses/Wine Bars/Other Drinking Establishments	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	Y	
B1	Business	Office, Business Parks, Research and Development	1 space per 40 sqm	1 space per 32 sqm	1 space per 30 sqm	Y	
		Call Centres	1 space per 40 sqm (starting point for discussions)	1 space per 32 sqm (starting point for discussions)	1 space per 30 sqm (starting point for discussions)	Y	

	Disabled Parking		Bicycles	Motorcycle	Coaches		Comments	Considerations	
	Up to 200 bays	Over 200 bays			Parking (Minimum)	Drop Off (Minimum)		Parking Management and Design	Sustainable Travel
			All areas are Gross Floor Area unless otherwise stated						See Guidance on Transport Assessment for Travel Plan thresholds
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 140 sqm (minimum of 2 spaces)	1 space per 350 sqm (minimum of 2 spaces)	-	-	Smaller food and non-food facilities (say under 500sqm) may require significantly less parking due to serving local needs – each application to be judged on its merits	a) Charging should be considered for all major retail developments including out-of-town	a) Travel Plans covering staff, shoppers and deliveries
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	-	-	Includes hairdressers, undertakers, travel agents, post offices, pet shops, etc (say under 500sqm) may require significantly less parking due to serving local needs – each application to be judged on its merits	b) On-street parking controls should be considered c) Provision for parent & child spaces should be considered	b) Home delivery services (potentially a network with other retailers)
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	-	-			
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	-	-		a) Charging should be considered for all major retail developments including out-of-town b) On-street parking controls should be considered	Whenever possible new facilities should consider travel plan measures for staff, even when numbers are small. Incentives for public transport use can be particularly important for some staff and reduce the demand for all day parking
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis		c) Secure deliveries should be considered d) Parking standards should also be considered in the light of the parking management in the immediate surroundings, particularly when in town centre locations. There are genuine operational requirements in some of these activities	
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis			
	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)	1 space per 750 sqm (minimum of 2 spaces)	-	-	Provision at business parks may enable some sharing of spaces between development plots; this should be taken into account within proposals	a) Locations which are not accessible by a range of modes of transport should be resisted	Even small office developments may be able to provide facilities for cyclists and incentives for staff to use public transport as part of a travel plan. A range of travel plan measures should be identified and secured as part of the grant of planning permission
	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)	1 space per 750 sqm (minimum of 2 spaces)	-	-	Use as a starting point with each application judged on its own merits. A less strict standard may often be appropriate but local authorities must be mindful of change of use issues	b) Parking provision should reflect a comprehensive approach to the accessibility of the site	

Draft Policy – North West Regional Parking Standards – Proposed Revised Table 8.1 (cont'd)

Class	Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Apply Accessibility Questionnaire?		
			All areas are Gross Floor Area unless otherwise stated					
B2	General Industry	General Industry	1 space per 60 sqm	1 space per 48 sqm	1 space per 45 sqm	Y		
B8	Storage and distribution	Storage and distribution	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	Y		
C1	Hotels	Hotels, boarding and guesthouses	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision	Y		
C2	Residential Institutions	Residential care homes/Nursing Homes	1 per 4 beds	1 per 5 beds	1 per 5 beds	Y		
		Sheltered accommodation	1 space 2 beds	1 space 3 beds	1 space 3 beds	Y		
C3	Dwelling houses	Dwelling houses	1 bedroom	0.5 to 1	1	1	N	
		2 to 3 bedrooms	1.5	2	2	2	N	
		4+ bedrooms	2	3	3	3	N	

	Disabled Parking		Bicycles	Motorcycle	Coaches		Comments	Considerations	
	Up to 200 bays	Over 200 bays			Parking (Minimum)	Drop Off (Minimum)		Parking Management and Design	Sustainable Travel
			All areas are Gross Floor Area unless otherwise stated						See Guidance on Transport Assessment for Travel Plan thresholds
	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)	1 space per 1000 sqm (minimum of 2 spaces)	-	-	Includes general industry in residential areas	a) Locations which are not accessible by a range of modes of transport should be resisted b) Parking provision should reflect a comprehensive approach to the accessibility of the site	A range of travel plan measures should be identified and secured as part of the grant of planning permission
	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)	1 space per 2000 sqm (minimum of 2 spaces)	-	-	1 space per 100 sqm suggested by EIP Panel Report		Staff numbers likely to be small limiting scope for travel plan measures
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 10 guest rooms (minimum of 2 spaces)	1 space per 25 guest rooms (minimum of 2 spaces)	Negotiated on a case-by-case basis	1 (hotels only)	The inclusion of ancillary uses such as conference centres and publicly available leisure centres should initially be treated as additional to the general hotel use. However, assessments should be made of potential efficiencies in parking provision, making allowances, for example, for conference delegates staying in the hotel	Parking provision must reflect accessibility	Travel plan measures, such as offering incentives to use public transport should be included. There are different types of hotel users – rural locations are likely to remain car dependent, but information and encouragement of alternatives can still be part of a travel plan
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 40 beds (minimum of 2)	1 space per 100 beds (minimum of 2)	-	-	These standards should cater for all users of the development, not just residents	Parking requirements must reflect the likely proportion of disabled residents and visitor	Organisations should be encouraged to consider alternatives to the car through travel plan measures.
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 20 beds (minimum of 2)	1 space per 50 beds (minimum of 2)	-	-	These standards should cater for all users of the development, not just residents		
	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis	1 (allocated) 1 (communal)	-	-	-	Cycle parking need not be provided if garages are available		All residential development with more than 80 dwellings should include a travel plan which offers a range of incentives to use alternatives to the car
2 (allocated) 1 (communal)			-	-	-				
4 (allocated) 2 (communal)			-	-	-				

Draft Policy – North West Regional Parking Standards – Proposed Revised Table 8.1 (cont'd)

Class	Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Apply Accessibility Questionnaire?	
			All areas are Gross Floor Area unless otherwise stated				
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 plus 4 per consulting room	Y	
		Creches, day nurseries and day centres	1 per member of staff	1 per member of staff	1 per member of staff	Y	
		Schools (Primary and Secondary)	1 space per classroom	2 spaces per classroom	2 spaces per classroom	Y	
		Art galleries, museums, libraries	1 space per 40 sqm	1 space per 25 sqm	1 space per 20 sqm	Y	
		Halls and places of worship	1 space per 10 sqm	1 space per 6 sqm	1 space per 5 sqm	Y	
		Higher and Further Education	1 space per 2 staff	1 space per 2 staff +1 space per 15 students	1 space per 2 staff +1 space per 10 students	Y	
D2	Assembly and leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 per 10 seats	1 per 6 seats	1 per 5 seats	Y	
		General leisure: Dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 25 sqm	1 space per 23 sqm	1 space per 22 sqm	Y	

	Disabled Parking		Bicycles	Motorcycle	Coaches		Comments	Considerations	
	Up to 200 bays	Over 200 bays			Parking (Minimum)	Drop Off (Minimum)		Parking Management and Design	Sustainable Travel
			All areas are Gross Floor Area unless otherwise stated						See Guidance on Transport Assessment for Travel Plan thresholds
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	2 spaces per consulting room (minimum)	1 space per 2 consulting rooms (minimum)	-	-		Priority must be given to operational needs and people with mobility problems	Every effort should be made to encourage travel planning, and using community resources to provide travel for vulnerable people
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 4 staff and 1 per 200 sqm for visitors (minimum of 2 spaces)	1 space per 10 staff (minimum of 2 spaces)	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis	Drop-off spaces to be determined on a case-by-case basis. Day care centres may require spaces for attendees (1 space per 4 attendees)		
	Case-by-case basis	Case-by-case basis	1 space per 5 staff plus 1 space per 3 students	1 space per 10 staff	Negotiated on a case-by-case basis (based on demand for school buses)	1	a) Classrooms include any teaching space within a school including such things as gyms, science rooms, drama studies, etc b) These standards are the starting point but account should be taken of variations between primary and secondary schools and those with Sixth Forms c) Account must also be taken of previous provision at any schools that may be replaced by the new facilities d) Drop-off spaces to be determined on a case-by-case basis	Walking, cycling and use of public transport should be encouraged by pupils and staff	All new schools should have a travel plan which encourages sustainable travel. Travel plans should include travel by staff as well as pupils
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 200 sqm, (minimum of 2 spaces)	1 per 500 sqm, (minimum of 2 spaces)	Negotiated on a case-by-case basis	1			
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 50 sqm, (minimum of 2 spaces)	1 per 125 sqm, (minimum of 2 spaces)	-	-		Need to consider the times at which these developments are used. Where evenings predominate account will need to be taken of the location and whether parking needs can be met by sharing with surrounding uses that do not have evening uses, or clash with residential parking	Support should be given to the development of travel plans, but respecting the voluntary nature of some activities this may be difficult to achieve
	Case-by-case basis	Case-by-case basis	1 space per 5 staff plus 1 space per 3 students	1 space per 12 staff plus 1 space per 10 students	Negotiated on a case-by-case basis	1		Walking, cycling and use of public transport should be encouraged by pupils and staff	Travel plans are essential
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Negotiated on a case-by-case basis	1		These facilities should only be provided where there is a choice of mode of transport	Travel plans should be part of the means of managing demand for parking
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Negotiated on a case-by-case basis	1			

Draft Policy – North West Regional Parking Standards – Proposed Revised Table 8.1 (cont'd)

Class	Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Apply Accessibility Questionnaire?	
			All areas are Gross Floor Area unless otherwise stated				
-	Miscellaneous/ Sui Generis (Examples)	Theatres	1 per 10 seats	1 per 6 seats	1 per 5 seats	Y	
		Motor car showrooms	1 space per 60 sqm internal showroom	1 space per 52 sqm internal showroom	1 space per 50 sqm internal showroom	N	
		Petrol Filling Stations	1 space per pump	1 space per pump	1 space per pump	N	

Note: if coach drop-off spaces are provided off the public highway, they may be used as coach parking spaces.

Note: Local Authorities to define local coach standards, taking account of locally available coach parking and pick-up/set-down facilities.

	Disabled Parking		Bicycles	Motorcycle	Coaches		Comments	Considerations	
	Up to 200 bays	Over 200 bays			Parking (Minimum)	Drop Off (Minimum)		Parking Management and Design	Sustainable Travel
			All areas are Gross Floor Area unless otherwise stated						See Guidance on Transport Assessment for Travel Plan thresholds
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Negotiated on a case-by-case basis	1		These facilities should only be provided where there is a choice of mode of transport	Travel plans should be part of the means of managing demand for parking
	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 5 staff	Minimum of two spaces	-	-	Excludes operational spaces such as MOT spaces, external sales areas and storage		
	1 space minimum	-	1 per 5 staff	Minimum of two spaces	-	-	Ancillary retail units should be assessed separately		

Appendix 1

Area Accessibility Categories

I. The three Area Accessibility Categories below relate to Policy RDF1 – Spatial Priorities and broadly group different areas according to their general levels of accessibility. It is accepted that, in comparison, accessibility in areas within Manchester and Liverpool city centres, for example, are significantly higher than in the centres of regional towns and cities. The proposed parking standards do not attempt to categorise every individual location in

the region. Each of the five sub-regions, while implementing standards, will divide all areas within their boundaries into the Area Accessibility Categories. Therefore, sub-regions will need to decide on the boundaries between different areas such as where the city centres finish and where the suburbs and wider urban areas begin. 4NW will undertake further work to develop a suitable framework for determining whether sub-regional Accessibility Questionnaires adhere to the questionnaire provided by the region.

Area Accessibility Category	Locations
A	<ul style="list-style-type: none"> • City and town centres in metropolitan areas • Regional town and city centres
B	<ul style="list-style-type: none"> • Non-metropolitan key service centre town centres • District or local centres in metropolitan areas • District or local centres in regional towns and cities
C	<ul style="list-style-type: none"> • All other areas

II. **Area Accessibility Category A** includes the main metropolitan city centres (i.e. Liverpool and Manchester), the town centres in metropolitan areas (e.g. Bolton and Stockport town centres) and regional town and city centres (e.g. Crewe town centre and Preston city centre).

III. **Area Accessibility Category B** includes the town centres within non-metropolitan Key Service Centres; together with District or local centres in metropolitan areas and in regional towns and cities (i.e. not the main town or city centres but those serving local areas and neighbourhoods).

IV. **Area Accessibility Category C** includes all other development areas within the settlement hierarchy, ranging from the urban area and suburbs in metropolitan areas and those in regional towns and cities, to villages and rural and remote rural areas.

Accessibility Questionnaire

Mode	Criteria	Variation	Possible Scores	Actual Score
Walk	Quality of provision for pedestrians	Good: <ul style="list-style-type: none"> • Footways greater than 2m wide • Choice of access points to the site for pedestrians enabling travel from the site in three or more directions (with more than 60° between them) • All pedestrian routes well maintained, with high quality surfaces, provision of street furniture and good quality lighting 	3	
		Moderate: <ul style="list-style-type: none"> • Footways defined (with kerbs) but of minimum 2m width • At least two pedestrian accesses to the site giving access in different directions – at least 90° between them • Footways maintained to a reasonable standard • Street lighting present 	2	
		Poor: <ul style="list-style-type: none"> • No footways adjacent to site • Pedestrians immediately on to an area where traffic has priority • Access only available at one point • Little or no street lighting 	0	
Cycle	Quality of provision for cyclists	Good: <ul style="list-style-type: none"> • Cycle parking provided, including some which is sheltered and/or secure • Dedicated facilities for cycles – including cycle lanes, advance stop lines within 100m from the site • Good choice of access points to the site and excellent permeability giving route choices to, from and within the site • Part or all of the site available only to pedestrians and cyclists with traffic movements restricted • Design and maintenance of surrounding area to high standards, sympathetic to needs of cyclists 	3	
		Moderate: <ul style="list-style-type: none"> • Limited ability to park a bike • Shared space, but low traffic flows making this a satisfactory situation • Road surfaces of an adequate standard for cyclists • Some choice of accesses to the site – with reasonable permeability for cyclists giving at least two directions of access 	2	
		Poor: <ul style="list-style-type: none"> • No parking facilities for cyclists on the site • All space shared with vehicular traffic • Access on to a busy street/road where traffic dominates • Only one practical access point for cyclists • Restrictions on movement caused by one way streets 	0	
Bus	Walking distance to nearest bus stop from main entrance to building	<100m	3	
		<400m	2	
		>400m	0	
	Quality of bus stop (if within 800m walking distance)	Good: <ul style="list-style-type: none"> • Clearly marked stop with adequate space on footway • Raised kerbs to allow easier access to the bus • Clear written information or real time information available • Shelter and seating available in waiting area • Well lit • Other security measures (e.g. CCTV to increase sense of personal security) 	2	

Accessibility Questionnaire (cont'd)

Mode	Criteria	Variation	Possible Scores	Actual Score
Bus (cont'd)	Quality of bus stop (if within 800m walking distance) (cont'd)	Moderate: <ul style="list-style-type: none"> Clearly marked stop on footway providing adequate width Written information about services available Shelter and seating available Adequate lighting 	1	
		Poor: <ul style="list-style-type: none"> Positioned on footway of 2m width or less Marked only by pole and flag Little or no information about services No sheltered waiting facilities Environment affected by volumes of traffic Little or no street lighting 	0	
	Bus frequency of principal service from nearest bus stop (if within 800m walking distances)	15mins or less	4	
		30mins or less	2	
		60mins or less	1	
		>60mins	0	
	Distance to nearest bus station/major interchange (10 or more routes)	<200m	5	
		<400m	3	
		<800m	2	
		>800m	0	
	Number of bus services stopping within 400m walking distance of main entrance to building	6 or more	5	
		2 to 5	3	
		1	1	
		0	0	
Tram	Walking distance to nearest tram stop	<200m	4	
		<400m	3	
		<800m	2	
		>800m	1	
		No tram system	0	
Train	Number of railway stations within 1,200m walking distance	2+	3	
		1	2	
		0	0	
	Walking distance to nearest railway station	<400m	4	
		<800m	3	
		<1,200m	2	
		>1,200m	0	
	Quality of nearest railway station (if within 1,200m walking distance of the site)	Good: <ul style="list-style-type: none"> Extensive waiting areas on platforms, including enclosed and heated space Toilets Excellent information about services including real time information Ability to change platforms and make connecting trains to different destinations Ticket office/ticket machines Staff available at all times CCTV and other security measures to provide sense of personal security Retail facilities – refreshments and range of other shops Fully accessible with lifts and ramps Interchange to bus/tram and taxi from immediate surroundings 	3	

Mode	Criteria	Variation	Possible Scores	Actual Score
Train (cont'd)	Quality of nearest railway station (if within 1,200m walking distance of the site) (cont'd)	Moderate: <ul style="list-style-type: none"> Reasonable waiting areas on platforms and in enclosed spaces Toilets Good information about services including real time information Ticket office Staff available Some refreshments/newsagents Lifts Taxi rank outside 	2	
		Poor: <ul style="list-style-type: none"> Limited waiting areas – not enclosed No toilets Information limited to timetable displays and recorded announcements No facilities to purchase tickets No staff present or only limited presence Limited assistance for those with luggage or disabilities No lifts – requirement to negotiate steps and stairs 	0	
	Number of services per hour per direction (arrivals and departures) from nearest station (if within 1,200m walking distance of site)	>10	5	
		5 to 10	3	
		3 to 4	2	
		1 to 2	1	
		0	0	
Total				

Notes:

- Walking distances are taken as the actual, 'on the ground', distances that people need to walk, taking account of footway and site layouts. These are not the direct, 'crow fly' distances.
- The questionnaire should be completed with information gathered through a site visit and should not be solely reliant on a desktop study of the site and surrounding area.
- Smaller sites which have no main building entrance more than 50m walking distance from a pedestrian access to the site, the point from which the level of access is assessed should be the main building entrance closest to the centre of the site. For sites with main building entrances further than 50m walking distance from a pedestrian access, the site may need to be split into plots or individual land uses as part of the assessment.
- The information used in the completion of the questionnaire should form part of the usual content of a Transport Assessment/Statement, therefore, adequate justification for the scoring should be clear within the document.
- The completed questionnaire should be appended to the Transport Assessment/Statement.
- On submission of the Transport Assessment/Statement, local highway authorities should undertake a review of the completed questionnaire and form an opinion of its accuracy.

Reduction in Parking Standards in relation to Local Accessibility Rating

V. The final score obtained from the Accessibility Questionnaire will be used to identify whether the site is rated low, moderate, high or very high for local accessibility. This score will then be used to identify a **revised maximum standard** for the proposed land

use and Area Accessibility Category. The range of scores, together with the proposed percentage reductions in maximum parking provision are shown in the table below. It should be noted that reductions in parking standards would only apply to general use spaces and not to the provision of disabled parking spaces.

Accessibility Rating	Points from Questionnaire	% Reduction in Parking Provision
Low	0 to 11	No Reduction
Moderate	12 to 21	5 to 10%
High	22 to 31	10 to 25%
Very High	32 to 47	At least 25%

VI. Where a development only achieves a 'low' accessibility rating, an adequate justification should be provided of the suitability of the chosen location for the type of development proposed. It is important that clear evidence is provided to show that a sequential approach has been taken in identifying an appropriate development site, as set out in the Regional Spatial Strategy. Robust proposals should be identified by developers, and secured by local authorities, to increase the provision of access by alternative modes of transport, and manage access by car, as an integral part of the development.

Residential Parking

VII. Parking provision for new residential developments should be based primarily on the broad Area Accessibility Categories. A simplified approach is therefore proposed with the recommendation of the following standards in the diagram below:

Bedrooms	Area Accessibility		
	A	B	C
	Maximum		Advisory
1	0.5 to 1	1	1
2 to 3	1.5	2	2
4+	2	3	3

VIII. In addition to these standards, the following principles are proposed:

- Allocated parking can be defined as parking within the curtilage of a plot or communal parking specifically reserved for the use of one residential property. Unallocated parking is provided on a communal basis, where no one property is given specific rights to reserve a space or could be provided on-street.
- The standards are proposed on the basis of allocated or within curtilage provision. Where some or all spaces for residential developments are provided on an unallocated basis, a reduction in the overall provision may be appropriate.
- The standards for Area Accessibility Categories A and B are maxima, setting out the greatest level of provision within those locations.
- The Category C standards are advisory. Some developments may put forward car parking provision very much lower than these advisory levels. If these proposals are to be granted planning permission with significant lower car parking provision, within Category C areas, the provision for and investment in alternative modes and mechanisms to reduce the need to own cars will be significant.
- Garage spaces are not included within the space provision. However, if development provides them and their long term use for the storage of a vehicle is protected by appropriate planning conditions it may be appropriate to include them.
- Consideration should be given to the reduction in provision at locations with very high accessibility within Area Accessibility Category A. In some locations, zero provision may be appropriate but subject to provision for operational needs such as deliveries, decorators, cleaners etc. Where such proposals are taken forward, they should be implemented in parallel with other sustainable travel measures including residential travel plans, access to car clubs etc. In addition, management and enforcement of unauthorised parking should be considered to avoid subsequent design and environmental issues.

Exclusions from the Standards Table

IX. A number of broad and specific land uses have not been included within the standards table for a number of reasons as set out below.

- The majority of these land uses are not generally covered by local parking standards.
- No requests for guidance on these land uses came from stakeholder consultation when developing the standards.

- Many of these land uses will not generate significant demand for parking.

- Many of these land uses are relatively rare and therefore parking standards would be infrequently used.

X. Please note that the following land uses have not been included in the standards table:

A5 – Hot Food Take-aways

- Take-aways only require very short-stay car parking within close proximity to the development. The standards for A3 should be used as a starting point but the standards should be determined on a case by case basis. It may be appropriate to undertake an assessment of parking demand in the local area to determine whether there is potential to share the parking facilities of surrounding developments.

C2 – Boarding Schools, Residential Colleges and Training Centres

- These land uses can vary significantly in their trip generation patterns due to a number of factors, including whether they are focused on providing education for school pupils or adults, but also whether they are entirely residential or only partly so. The land uses are relatively rare, so the development of a regional standard is not required. Any parking demand should be assessed on the basis of anticipated travel patterns and modal share. The boarding schools should use non-residential school parking standards as the starting point for discussions between local authorities and developers.

C2A – Secure Residential Units

- These uses are relatively rare and specialised. The level of parking provision should be based on staff and visitor requirements which must be assessed for each development.

D1 – Law Courts

- These uses are generally located within town and city centres where minimal specific provision would be required (within the exception of operational parking).

D2 – Outdoor Leisure

- The range and variety of outdoor leisure facilities is significant, including such disparate uses as football pitches, country parks, tennis courts and golf courses. As the land use covers such a wide range of facilities and activities, a single parking standard would be inappropriate and the provision of individual standards within a regional policy would not be sufficiently comprehensive to cover all potential land uses. It should therefore be recommended that local

authorities develop parking standards for the more common outdoor leisure land uses within their area.

Miscellaneous – Amusement Arcades, Night Clubs, Launderettes

- These land uses are unlikely to generate significant vehicular trips and tend to be located within town or local centres where other publicly available parking is provided. Night clubs are likely to require taxi rank facilities.

XI. C2 Hospitals, D2 Arenas and Stadia as well as Airports, Ports and Event land uses have not been included in the table although they generate significant transport and traffic related issues, sometimes on a regionally or nationally important scale. However, the provision of single standards for each land use could be misleading and could ignore the complex and extensive range of issues that surround these land uses. It is therefore suggested that parking for these uses is negotiated on a case by case basis with discussions informed by detailed master plans, transport assessments and travel plans.

C2 – Hospitals

- A regional parking standard for hospitals could potentially be misleading for local authorities and hospitals trusts and would not provide any satisfactory solutions to the considerable problems that presently exist at hospital sites. In today's society hospital sites are multi-occupancy developments, which cater for more than just the district general hospital. Therefore to provide a single car parking standard, based on beds or daily outpatients, would not provide a true reflection of the complex range of uses on such sites. Therefore car parking at each hospital site should be assessed on a case-by-case basis through negotiation between the local authorities, health trusts and staff and patient groups. Parking levels and management should be defined as part of a comprehensive and enforceable Travel Plan for the whole hospital site.

Airports

- Developments within airport sites are also complex with a significant range of parking related issues. In addition to the airport operation itself, there are often hotels, conference centres, business parks and a wide range of other ancillary uses on the site. Airports should consult with a wide range of stakeholders, including local authorities and the Highways Agency in order to determine the level of car parking, as well as other transport-related issues to be resolved in the long term. The issue of car parking should be addressed in airport

master plans and surface access strategies which set out their long term development plans and strategies.

Ports

- In general, car parking at ports has two main uses, for staff (both ferry and freight ports) and for ferry passengers. In determining staff parking levels, it may be appropriate to use standards relating to warehousing and offices as a starting point. Car parking for ferry uses can be analysed in two parts: firstly parking for vehicles waiting to drive on to ferries; and secondly vehicles dropping off foot passengers. The first of these uses is operational parking and requirements are dependant purely on operational demand. The second use could be negotiated on a case-by-case basis, again depending on demand. Parking for HGV should be treated in a similar manner, as operational demand dictates the level of provision required.

Arena and Stadia

- Over the past few years there have been a number of high profile stadium developments within the North West and parking has often been a significant issue during the planning stages. However, these new stadiums are located in significantly different areas with vastly different levels of accessibility; these include Reebok Stadium Bolton (out of town), JJB Stadium Wigan (edge of town centre), City of Manchester Stadium (regeneration area) and soon to be developed Liverpool FC Stadium (inner city). Furthermore, such developments are relatively rare, particularly within local authority areas, so such a standard would be used relatively infrequently. Appropriate car parking for arenas and stadia should therefore be negotiated on a case by case basis taking into account the following:
 - The geographical and settlement location including parking issues in the surrounding area;
 - The parking and transport facilities operated at the development being replaced;
 - Potential improvements to transport and accessibility;
 - Size of the facility and the range and type of events proposed to be held there;
 - Seasonality and frequency of use;
 - Existing parking provision;
 - Attached mix of uses and any ancillary uses (hotel, training, facilities etc); and
 - Parking for coaches.

Events

- Parking standards generally do not cover provision for major events and these already tend to be negotiated on a case by case basis. In many cases transport issues surrounding events tend to be traffic management related rather than specific to car parking. Furthermore, established major events already tend to have management systems that include formal consultation and negotiation with local authorities, highway authorities and the Highways Agency, through which traffic and parking matters are dealt with. Whether they are large annual events or smaller and more frequent, such land uses can vary significantly in their trip generation and car parking requirements, so a single standard would be unlikely to cater for all types of events.

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