



WIRRAL METROPOLITAN BOROUGH COUNCIL

LOCAL DEVELOPMENT FRAMEWORK FOR WIRRAL

SUPPLEMENTARY PLANNING DOCUMENT

SPD4 - PARKING STANDARDS

25 JUNE 2007

[blank for copying]

CONTENTS

1	INTRODUCTION	5
2	POLICY CONTEXT AND OBJECTIVES.....	5
3	DESIGN AND LAYOUT	7
4	PARKING STANDARDS	9
5	PRE-APPLICATION DISCUSSIONS	20
6	INFORMATION TO BE SUBMITTED WITH APPLICATIONS.....	20
7	MONITORING	21
8	BACKGROUND DOCUMENTS	21

[blank for copying]

1 INTRODUCTION

- 1.1 The purpose of this Supplementary Planning Document is to provide advice on the maximum levels of parking provision for motor vehicles necessary to serve new development or changes of use for retail, residential, industrial, non-residential institutions, and assembly and leisure uses¹.
- 1.2 This Supplementary Planning Document supplements Policy TRT3 and Policy TR9 in the Unitary Development Plan for Wirral adopted in February 2000 and supports Policy DP3 and Policy T9 in the Regional Spatial Strategy (RPG13, March 2003).
- 1.3 This Supplementary Planning Document replaces the previous Supplementary Planning Guidance Note 41 – Car Parking Provision, which is now withdrawn.
- 1.4 The parking standards in this SPD have been derived from national planning policies; the existing and emerging Regional Spatial Strategy; work undertaken under the auspices of the Merseyside Local Transport Plan (2006-2011) to promote sub-regional consistency in local standards for parking; and previous guidelines for car sales businesses taken from the Council's former Supplementary Planning Guidance Note 41.
- 1.5 Supplementary Planning Documents are prepared with community involvement and are adopted subject to a Council resolution. Once adopted, the final Supplementary Planning Document will be a material consideration when determining planning applications.
- 1.6 This Supplementary Planning Document provides information on:
 - the Council's normal requirements for design and crime prevention; and
 - the Council's maximum standards for off-street parking.

2 POLICY CONTEXT AND OBJECTIVES

National Planning Policy

- 2.1 National planning policies for parking are set out in PPS1 – Delivering Sustainable Development (January 2005), PPS3 – Housing (November 2006), PPS6 – Planning for Town Centres (March 2005) and PPG13 – Transport (March 2001).
- 2.2 The objectives of national policy are to encourage patterns of development that reduce the need to travel by private car, to achieve a higher quality of design, to promote the vitality and viability of town centres and to support the use of public and other means of transport.

¹ The Council's standards for the provision of cycle parking are set out separately under UDP Policy TR12 – Requirements for Cycle Parking and Supplementary Planning Guidance Note 42 - Cycle Parking

Development Plan Policy

- 2.3 The main Development Plan policies from the Regional Spatial Strategy (RSS) and the Unitary Development Plan (UDP) of relevance are as follows:
- RSS Policy DP3 - Quality in New Development;
 - RSS Policy T9 - Demand Management;
 - UDP Policy TRT3 - Transport & the Environment; and
 - UDP Policy TR9 - Requirements for Off Street Parking.

Status

- 2.4 RSS Policy DP3 and RSS Policy T9 are due to be replaced by Policy DP1 and Policy RT6 in the emerging review of the Regional Spatial Strategy², which was subject to public examination when this Supplementary Planning Document was being prepared. Any significant change to the Draft Regional Spatial Strategy or to national policies will take precedence over this Supplementary Planning Document.
- 2.5 A review of this Supplementary Planning Document, if necessary, will be scheduled through the Local Development Scheme.

Local Objectives

- 2.6 The main objectives of local and regional planning policies are to reduce reliance on the private car in areas that are well served by more sustainable modes of transport and to contribute to a higher quality design.
- 2.7 A Supplementary Planning Document must supplement adopted Development Plan policies and can only provide additional advice and guidance on the interpretation and implementation of adopted policies. The objectives of this Supplementary Planning Document are, therefore, to:
- support more sustainable travel choices, in line with the strategy set out in the Regional Spatial Strategy;
 - to provide maximum standards to be applied to the provision of off-street parking to support UDP policies which seek to minimise the environmental impact of transport (Policy TRT3) and to reduce reliance on the private car, by influencing travel choices through controls on the availability of parking (Policy TR9);
 - to ensure consistency with the parking standards to be applied elsewhere within Merseyside; and
 - to encourage informed pre-application discussions and the submission of good quality planning applications.

² Published as *The North West Plan (January 2006)*
Local Development Framework for Wirral
SPD4 - Parking Standards
25 June 2007

3 DESIGN AND LAYOUT

- 3.1 When assessing planning applications, the Local Planning Authority will expect the design and layout of parking areas to complement the development and to contribute to improving the image of the area through the appropriate use of landscaping, surfacing and kerbing materials. The specifications for presenting landscaping schemes are set out in Supplementary Planning Guidance Note 16 – Landscaping and New Development. When developers are preparing their proposals they will be expected to have regard to the national design guide, Manual for Streets (DfT, 2007), which can be viewed at <http://www.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>
- 3.2 Where flooding is an issue, applicants will be expected to adopt sustainable drainage measures (including the use of porous surfacing) in order to minimise the impact of water run-off.
- 3.3 Parking bays can be laid out in a perpendicular, parallel or echelon (angled) format next to the access way or road, as shown in Figure 1 and Figure 2 below³. The best solution for achieving the most effective parking layout will depend on site related factors.
- 3.4 The dimensions for car parking spaces are set out in the reasoned justification to UDP Policy TR9. Parking bays will normally be expected to be 2.4 metres wide by 5.5 metres long. A minimum of 4.8 metres in length may, however, be acceptable in some cases. In cases where bays would be parallel to the access way and entered from the side, the length should be increased to at least 6 metres. For echelon (angled) parking bays the minimum acceptable length will be 4.2 metres.

Figure 1 - Parallel and Perpendicular Parking Arrangements

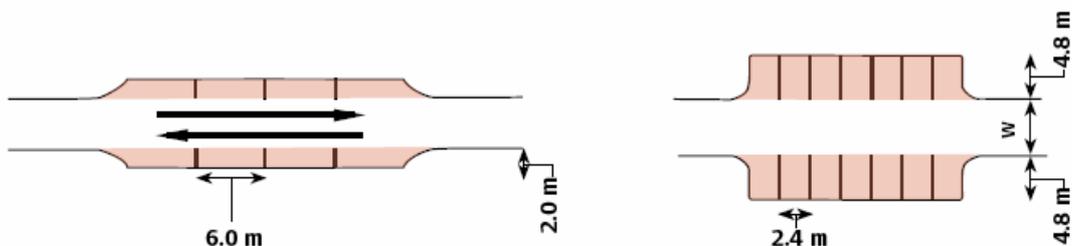


Figure 2 - Echelon Parking Arrangements



³ Figure 1 is reproduced from Manual for Streets (DfT, 2007) and Figure 2 from Home Zone Design Guidelines (IHIE 2002)

- 3.5 The width of the access road needed to access echelon or perpendicular spaces conveniently depends on the width of the bay and the angle of approach. For a 2.4 metre wide bay, these values are typically:
- at 90 degrees, width (W) = 6.0 m
 - at 60 degrees, width (W) = 4.2 m
 - at 45 degrees, width (W) = 3.6 m⁴
- 3.6 Individual bays must be indicated or marked out. Echelon bays should be arranged so that drivers are encouraged to reverse into them. This is safer than reversing out, when visibility might be restricted by adjacent parked vehicles.
- 3.7 Parking bays for disabled people should have a minimum width of 3.6 metres and the Merseyside Code of Practice on Access and Mobility should be taken into account when proposals are first being drawn up. A copy of the Code can be viewed at [\[Link removed as no web page no longer in use - 03/02/2020\]](#)
- 3.8 The Council will give special consideration to people with disabilities, people with prams or young children and to older people, to ensure that they will have the ability move about without difficulty around the site. This can be achieved through the design of accesses into and within the site, as well as the sensitive siting and layout of parking and pedestrian areas.
- 3.9 Servicing arrangements for delivery and refuse vehicles must avoid causing an obstruction in the surrounding roads. The Council's Traffic Management Section at the Technical Services Department, Cheshire Lines Building, Birkenhead, CH41 1ND can provide additional advice, once the size of the vehicles that will use the premises is known.
- 3.10 Many properties within established shopping and commercial centres lack off-street parking and servicing facilities. Every opportunity should, therefore, be taken to ensure that the development proposed is designed in a way that allows for safe and convenient access for all users and that the impact from traffic, such as noise, disturbance and congestion, does not unduly affect the amenity of neighbours. It is a requirement of UDP Policy SH1, Policy SH2, Policy SH6, and Policy HS15 that a proposal does not cause a nuisance or loss of amenity through on street parking or delivery vehicles.

Designing Out Crime

- 3.11 The Local Planning Authority has a duty under Section 17 of the Crime and Disorder Act 1998 to do all that it reasonably can to prevent crime and disorder.
- 3.12 Supplementary Planning Guidance Note - Planning Out Crime, which can be viewed at <http://www.wirral.gov.uk/planning/SPGcrime.asp>, provides additional advice in relation to parking areas.
- 3.13 Applicants should also consider incorporating the principles of the 'Safer Parking Scheme', with the associated Park Mark Award. Further details about the Scheme are available at <http://www.britishparking.co.uk/index.php?path=2,64,68>.

⁴ Reproduced from *Manual for Streets* (DfT, 2007)
Local Development Framework for Wirral
SPD4 - Parking Standards
25 June 2007

3.14 The Crime Reduction and Architectural Liaison Officer, Community Safety Team, Old Courthouse Building, Manor Road, Wallasey, CH44 1BU can also provide site-specific advice on crime prevention.

Residential Development

3.15 The layout of parking, service and access areas for residential development should ensure that:

- the amenity of neighbours and occupants is not unduly affected by noise, exhaust fumes, and overlooking - this may be achieved by providing a landscaped buffer between parked cars and the boundaries with neighbouring properties and by ensuring that parking bays are at least 3 metres from the ground floor window of any habitable room;
- there is safe and convenient access for pedestrians and cyclists, with paths of reasonable width, capable of allowing two pushchairs to pass; and
- a clear distinction is made between public and private areas.

3.16 Separate guidance relating to self contained flats is provided in Supplementary Planning Document: SPD2, which can be viewed <http://www.wirral.gov.uk/ldf/SPD2FlatsAdopted301006.pdf>

4 PARKING STANDARDS

4.1 The parking standards set out in the following tables show the maximum number of off street parking spaces that should be provided alongside new development and changes of use at existing premises.

4.2 Spaces for vehicles carrying disabled people, service vehicles, taxis and motor cycles are the minimum required.

4.3 The standards aim to provide sufficient parking space for essential motor vehicles. The number of disabled parking spaces may need to be greater at facilities that specialise in accommodating groups of disabled people.

4.4 Facilities for bicycles will also be required in accordance with the UDP Policy TR11 and UDP Policy TR12 and Supplementary Planning Guidance Note 42 - Cycle Parking.

4.5 References to different classes of development refer to the national Use Classes set out in the Town and Country Planning (Use Classes) Order 1987 (as amended).

4.6 Lower levels of parking may be encouraged in highly accessible areas where alternative modes of transport are available that can meet the likely demand for travel generated by the development, for example, where the development would be:

- within 400 metres safe and convenient walking distance of a designated Key Town Centre or Traditional Suburban Centre; and/or

- within 400 metres of a bus stop with a regular service with a frequency of 20 minutes or greater or within 400 metres of a railway station; and/or
 - initiatives to reduce the level of traffic are planned or are being introduced within the locality; and/or
 - adequate off-street parking is already available within 400m safe walking distance or there is potential for the shared use of spaces, for example, as part of a mixed-use development.
- 4.7 In these cases, it must be demonstrated that there will be no over-spill parking that would have an adverse impact on the safety or amenity of existing residents and/or other occupiers.
- 4.8 Walking distances should not be measured 'as the crow flies'. They should be measured over a practical, safe and well lit route without significant barriers to pedestrians, including those with disabilities, such as:
- a lack of dropped kerbs;
 - pavements that are less than 1.35 metres wide; and
 - the lack of a formal crossing, where there is heavy traffic.
- 4.9 In the case of a mixed-use development, the standards should be applied, in the first instance, to each individual land use. The dual use of parking spaces will only be encouraged where practical. The same principle will be applied where there are premises containing a number of related uses, such as a hotel containing a public restaurant.

Use Class A1 – Retail

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	1 in the first 10 spaces should be allocated for disabled people. Thereafter 1 in every 20 spaces should be allocated for disabled people or 6% of the total maximum standard, whichever is greater.
Service Vehicles (Minimum)	Required for sites above 1,000m ² . One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.
Taxis (Minimum)	One pick-up/set down required for sites above 1,000m ² , with additional bays if justified by a Transport Assessment.
Motor Cycles (Minimum)	1 secure space per 20 parking bays
Staff/ operational car parking (Maximum)	Town / Traditional Suburban Centres – 1 space per 16m ² (A1 – Food Retail) 1 space per 22m ² (A1 – Non-food Retail) Elsewhere – 1 space per 14m ² (A1 – Food Retail) Elsewhere – 1 space per 20m ² (A1 Non-food retail)
Other customer car parking	Only considered if supported by a Transport Assessment showing that existing spaces, public transport and home delivery services cannot cater for the expected travel demand and a Travel Plan can be secured.

Use Class A2 – Financial & Professional Services

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	1 in the first 10 spaces should be allocated for disabled people. Thereafter 1 in every 20 spaces should be allocated for disabled people or 6% of the total maximum standard, whichever is greater.
Service Vehicles (Minimum)	Required for sites above 1,000m ² . One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.
Motor Cycles (Minimum)	1 secure space per 20 parking bays
Taxis (Minimum)	One pick-up/set down required above 1,000m ² , with additional bays if justified by a Transport Assessment.
Staff/ operational parking (Maximum)	Town / Traditional Suburban Centres – 1 space per 35m ² Elsewhere – 1 space per 30m ²
Other customer parking	Only considered if supported by a Transport Assessment showing that existing spaces, public transport and home delivery services cannot cater for the expected travel demand and a Travel Plan can be secured.

Use Class A3 – Restaurants and Cafes
Use Class A4 – Drinking Establishments
Use Class A5 – Hot Food Take-Aways

Vehicle Type	Standard	
Vehicles for people with disabilities (Minimum)	1 in the first 10 spaces should be allocated for disabled people. Thereafter 1 in every 20 spaces should be allocated for disabled people or 6% of the total maximum standard, whichever is greater.	
Service Vehicles (Minimum)	Required for sites above 1,000m ² . One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	
Taxis (Minimum)	One pick-up/set down required above 1,000m ² , with additional bays if justified by a Transport Assessment.	
Motor Cycles (Minimum)	1 secure space per 20 parking bays	
Staff/ operational parking (Maximum)	A3 Restaurants & Cafes	Town / Traditional Suburban Centres – 1 space per 7m ² Public Floor Area
	A4 Drinking Establishments	Elsewhere – 1 space per 5m ² Public Floor Area
Other customer parking	A5 Hot Food Take-Aways	Town / Traditional Suburban Centres – 1 space per 8.5m ² Gross Floor Area
		Elsewhere – 1 space per 7.5m ² Gross Floor Area
Other customer parking	Only considered if supported by a Transport Assessment showing that existing spaces, public transport and home delivery services cannot cater for the expected travel demand and a Travel Plan can be secured.	

Use Class B1 – Business

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	1 in the first 25 spaces should be allocated for disabled people Thereafter 1 in every 25 spaces should be allocated for disabled people or 6% of the total maximum standard, whichever is greater
Service Vehicles (Minimum)	Required for sites above 2,500m ² . One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.
Motor Cycles (Minimum)	1 secure space per 20 parking bays
Staff/ operational parking (Maximum)	Town / Traditional Suburban Centres – 1 space per 35 m ² (Single Offices) 1 space per 40 m ² (Business Areas) Elsewhere – 1 space per 35m ²

Use Class B2 General Industrial Use Class B8 Storage and Distribution

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	1 in the first 25 spaces should be allocated for disabled people Thereafter 1 in every 25 spaces should be allocated for disabled people or 6% of the total maximum standard, whichever is greater
Service Vehicles	To be assessed, case by case, on the maximum size and number of vehicles expected to serve the site.
Motor Cycles (Minimum)	1 secure space per 20 parking bays
Staff/ operational parking (Maximum)	1 space per 45m ²

Use Class C1 – Hotels & Hostels

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	1 in the first 25 spaces should be allocated for disabled people Thereafter 1 in every 25 spaces should be allocated for disabled people or 6% of the total maximum standard, whichever is greater
Service Vehicles (Minimum)	One 3.5m x 8.5m bay required for sites above 2,500m ²
Motor Cycles (Minimum)	1 secure space per 20 parking bays
Coaches (Minimum)	Sites below 2,500m ² - 1 coach space / 30 beds Above 2,500m ² – A Transport Assessment will be required to consider the need for space for coaches to pick-up/set-down and wait.
Taxis (Minimum)	2 pick-up/set-down bays required for sites above 2,500m ² , with additional space if justified by a Transport Assessment
Staff/ operational parking (Maximum)	1 space per bedroom
Note	Extra facilities, such as leisure and conference facilities and/or public drinking areas will be considered separately.

Use Class C2 – Residential Institutions

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	Up to 200 bays – A space for each disabled employee, plus 2 spaces or 5% of the total maximum standard, whichever is greater Over 200 bays – 6 spaces plus 4% of the total number of spaces
Service Vehicles (Minimum)	One 3.5m x 8.5m bay required for sites above 2,500m ² For hospitals and care homes, a Transport Assessment will be required to consider the need for space for ambulances and other patient transport vehicles
Taxis (Minimum)	2 pick-up/set-down bays required for hospitals and care homes above 100 beds.
Motor Cycles (Minimum)	1 secure space per 20 parking bays
Staff/ operational parking (Maximum)	Hospitals - 1 space per 4 staff plus 1 visitor space per 2 beds. Residential Homes – 1 space per 3 staff plus 1 visitor space per 6 residents Any additional needs for staff providing home visits and working anti-social hours will be considered provided that they are supported by a Transport Assessment, and a Travel Plan can be secured.
Other visitor parking	Spaces will be considered provided they are supported by a Transport Assessment showing that existing spaces, public transport and taxis cannot cater for the expected travel demand, and a Travel Plan can be secured. The need for patients to be accompanied and for patients and visitors to attend at anti-social hours will be considered.

Use Class C3 – Dwelling Houses

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	Wheelchair housing – 1 space per dwelling, with dimensions suitable for use by people with disabilities. General housing – where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, 1 space per 10 units.
Motor Cycles (Minimum)	1 secure space per 20 bays for communal parking areas
Car Parking (Maximum)	1 space per self contained flat 1 space per one bedroom house Average of 1.5 spaces for 2 bedroom houses 2 spaces for houses with 3 or more bedrooms For sheltered flat schemes – 1 space per warden and 1 space per 2 units.

Use Class D1 – Non-Residential Institutions

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	1 in the first 25 spaces should be allocated for disabled people Thereafter 1 in every 25 spaces should be allocated for disabled people or 6% of the total maximum standard, whichever is greater
Service vehicles, coaches and taxis	No minimum requirement: on-site provision should be on the basis of early negotiation supported by a Transport Assessment
Motor Cycles (Minimum)	1 secure space per 20 parking bays
Staff/operational car parking (Maximum)	<p>Medical or Health Service facilities: Town/Traditional Suburban Centres - 1 space per 2 staff plus 3 per consulting room Elsewhere – 1 space per 2 staff plus 4 per consulting room</p> <p>Education Establishments: 1 space per 2 staff</p> <p>Creche, Day Nursery, Day Centre 1 space per 2 staff, plus 1 dropping off and picking up space per 6 children attending premises.</p> <p>Places of Worship 1 space per 4m²</p>
Other visitor parking	Spaces will be considered for healthcare provided they are supported by a Transport Assessment showing that existing spaces, public transport and taxis cannot cater for expected travel demand, and a Travel Plan can be secured. The need for injured people to visit, and for patients to be accompanied will be considered.

Use Class D2 – Assembly and Leisure

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	1 in the first 25 spaces should be allocated for disabled people Thereafter 1 in every 25 spaces should be allocated for disabled people or 6% of the total maximum standard, whichever is greater
Service vehicles and coaches	On-site provision should be on the basis of early negotiation supported by the Transport Assessment.
Taxis (Minimum)	1 bay required above 1,000m ² , with additional space if justified by a Transport Assessment.
Motor Cycles (Minimum)	1 secure space per 20 parking bays
Staff/ operational parking (Maximum)	Cinemas, Conference facilities etc – 1 space per 8 seats Other leisure facilities –1 space per 25m ²

Motor Sales Businesses

Vehicle Type	Standard
Vehicles for people with disabilities (Minimum)	1 in the first 25 spaces should be allocated for disabled people Thereafter 1 in every 25 spaces should be allocated for disabled people or 6% of the total maximum standard, whichever is greater
Staff/ operational parking (Maximum)	2 spaces, plus 1 space for every 45m ² per car sales display area.

5 PRE-APPLICATION DISCUSSIONS

- 5.1 In accordance with the Statement of Community Involvement, which can be viewed at <http://www.wirral.gov.uk/ldf/FinalAdoptedSCIDec06.pdf>, the Local Planning Authority encourages pre-application discussions with developers on site specific proposals and recognises that well designed and good quality proposals for development can best be arrived at through creative dialogue with prospective applicants, architects and other key professionals.
- 5.2 Prior to any discussion, the Council will require details of the scheme to be submitted in writing along with drawings that show the development proposed in relation to the boundaries of the site and to any neighbouring properties. The drawings should include details of the access and circulation proposed for vehicles, pedestrians and cyclists, including people with disabilities, within and around the site.

6 INFORMATION TO BE SUBMITTED WITH APPLICATIONS

- 6.1 If you are submitting a planning application the following plans and a copy of the Local Planning Authority's application forms will be required:
- Four sets of the site location plan on a separate sheet with an Ordnance Survey base to a scale of not less than 1:1250 or 1:2500 with the north point shown and a red line drawn around the site boundary, including any proposed access. A blue line should drawn around any adjoining land also within the control of the applicant;
 - Four sets of the site plan at a scale of not less than 1:500 showing the parking and access arrangements in relation to any surrounding building;
- 6.2 Proposals which require Design and Access Statements⁵ must be accompanied by a statement linked to scaled drawings and photographs that will demonstrate the steps that have been taken to appraise the context of the development in relation to its surroundings and how the design of the development will respond to that context in terms of:
- the amount of floorspace for the development;
 - the layout;
 - the scale;
 - the proposals for landscaping; and
 - the overall appearance of the development.

⁵ under the terms of Statutory Instrument SI 2006 No. 1062

6.3 The statement must also explain:

- the policy adopted as to access, and how policies relating to access in relevant Local Development Documents have been taken into account;
- how any specific issues which might affect access to the development have been addressed;
- how prospective users will be able to access the development from the existing transport network;
- why the main points of access to the site and the layout of access routes within the site have been chosen; and
- how features which ensure access to the development will be maintained.

6.4 The statements should state what pre-application consultation has been undertaken and what account has been taken of the outcome of any such consultation. Further advice on pre-application consultation can be found in the Council's Statement of Community Involvement, which can be viewed at: <http://www.wirral.gov.uk/ldf/FinalAdoptedSCIDec06.pdf>

7 MONITORING

7.1 It is proposed that the impact of the operation of this Supplementary Planning Document will be monitored through the Council's statutory Annual Monitoring Report. The Annual Monitoring Report will also be used to identify any need for this Supplementary Planning Document to be amended or replaced.

Targets and Indicators

7.2 The Council will monitor the number of new developments complying with the standards set out in this Supplementary Planning Document.

8 BACKGROUND DOCUMENTS

National, Regional and Sub-Regional Policies

PPS1 - Delivering Sustainable Development (ODPM, January 2005) can be viewed at <http://www.communities.gov.uk/index.asp?id=1143805>

PPS3 - Housing (November 2006) can be viewed at http://www.communities.gov.uk/pub/931/PlanningPolicyStatement3Housing_id1504931.pdf

PPS6 – Planning for Town Centres (ODPM, March 2005) can be viewed at http://www.communities.gov.uk/pub/821/PlanningPolicyStatement6PlanningforTownCentres_id1143821.pdf

Regional Spatial Strategy for the North West (RPG13, March 2003) can be viewed at <http://www.wirral.gov.uk/udp/rpg13.pdf>

The North West Plan - Draft Regional Spatial Strategy for the North West of England (January 2006) can be viewed at [http://rpg.nwra.gov.uk/uploads/rpg_docs/rp_9mzv_Item_4_ii_Draft_RSS_\(13_Jan_20\).pdf](http://rpg.nwra.gov.uk/uploads/rpg_docs/rp_9mzv_Item_4_ii_Draft_RSS_(13_Jan_20).pdf)

Local Transport Plan Merseyside can be viewed at <http://www.transportmerseyside.org/ltp/>

Merseyside Code of Practice on Access and Mobility can be viewed at [\[Link removed as no web page no longer in use - 03/02/2020\]](#)

Design Guide Documents

Manual for Streets (DfT, 2007) can be viewed at <http://www.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

Home Zone Design Guidelines (IHIE 2002) can be viewed at <http://homezones.org.uk/public/guidance/index.cfm>

Local Development Documents

Unitary Development Plan for Wirral (WBC, February 2000) can be viewed at www.wirral.gov.uk/udp and free of charge at local libraries

Local Development Scheme for Wirral (WBC, June 2007) can be viewed at www.wirral.gov.uk/ldf

Supplementary Planning Document SPD2 – Designing for Self Contained Flat Development and Conversions can be viewed at <http://www.wirral.gov.uk/ldf/SPD2FlatsAdopted301006.pdf>

Supplementary Planning Guidance – Planning Out Crime (WBC, February 2000) can be viewed at <http://www.wirral.gov.uk/planning/SPGcrime.asp>

Supplementary Planning Guidance SPG42 – Cycle Parking (WBC, 1999)

Supplementary Planning Guidance SPG16 – Landscaping & New Development (WBC, 1994)

Other Local Documents

Statement of Community Involvement, can be viewed at: <http://www.wirral.gov.uk/ldf/FinalAdoptedSCIDec06.pdf>

The Sustainability Appraisal Report for the SPD can be viewed at [link to be added when approved]

The SEA determination for the SPD can be viewed at <http://www.wirral.gov.uk/ldf/ldfspcp.asp>

Document Availability

Copies of Local Development Documents and other Local Documents are available for inspection, free of charge, at the Technical Services Department, Development Control Section, Canning St, Birkenhead, CH41 1ND, who can be contacted by telephone on 0151 606 2324 or by email at planningapplications@wirral.gov.uk

Local Development Documents and Local Documents are also available for purchase, subject to charges for copying and postage.