

APPENDIX 1 - PARKING STANDARDS

INTRODUCTION

- 1.1 In assessing the parking provision of development proposals the Council will have regard to Policies M9 and M10, SPG10e, the key objectives outlined in paragraph 7.3 of the Movement Chapter, and these standards.
- 1.2. This appendix provides guidance regarding the following:
- Application of standards
 - Scope of standards
 - Public transport accessibility
 - Mixed uses
 - Absence of a standard
 - Provision for people with disabilities
 - Servicing
 - Cycle parking
 - Transport assessment
 - Parking standards (by Use Class)
 - A1 shops
 - A2 financial and professional services
 - A3 - food and drink
 - B1 business B2 general industrial and B8 storage and distribution
 - C1 hotels and Sui Generis Hotels
 - C2 residential institutions
 - C3 dwelling houses
 - Sheltered housing
 - Car parking for conversions
 - D1 non-residential institutions
 - D2 leisure use
 - Sui generis

APPLICATION OF STANDARDS

- 2.1. The Council's parking standards relate to the Town and Country Planning (Use Classes) Order and are set out in the tables below. National Guidance requires Boroughs to reduce the number of parking spaces in new developments and to promote sustainable transport. The Council has set out maximum parking standards with the aim of decreasing the number of trips made by private cars whilst seeking to maintain and enhance the viability of existing economic centres and support sustainable regeneration. Minimum parking standards will only be set for disabled parking and for cycle parking.

SCOPE OF STANDARDS

- 3.1. Parking standards will apply to new buildings, extensions to new buildings and conversions to create additional units.

PUBLIC TRANSPORT ACCESSIBILITY

- 4.1. The Council has categorised the Borough into 6 levels of public transport accessibility, which are indicated on Map 7.1 Public Transport Accessibility Levels in the Movement Chapter. As access to public transport is an important factor affecting means of travel, some parking standards relate to how well a site is served by public transport. Public transport will be a particularly important factor in determining the viability of sites for car-free developments. For the sake of simplicity three levels of accessibility have been defined for the purpose of determining parking provision:

Low	Levels 1-2
Medium	Levels 3-4
High	Levels 5-6

- 4.2. Although Map 7.1 provides a broad indication of public transport accessibility across the Borough, it may be necessary to carry out specific calculations where, for example, a site straddles two different levels and there has been significant new transport developments. Public transport accessibility may change in response to future developments. Further guidance on the application of the methodology should be sought from the Council's Transportation Planning Team.

MIXED USES

- 5.1. Where several different land uses are included in a proposal the parking standards should be applied to each land use. Where possible the dual use of parking will be encouraged.

ABSENCE OF A STANDARD

- 6.1. If a development is not specifically covered by a standard, the level of parking will be determined by the nature of the development and the likely level of demand generated, taking into account the level of public transport accessibility, the presence of on-street parking controls and other local characteristics.

PROVISION FOR PEOPLE WITH DISABILITIES

- 7.1. Parking specifically for disabled people will be required on site in addition to other parking provision. Bays should be located as close as possible to main pedestrian entrances and there should be no obstruction, such as a raised kerb, between the parking bays and the

building entrance. Advice on the design and layout of disabled parking bays is provided in SPG4: Access for all – Mobility Standards. The disabled parking standard is a minimum.

SERVICING

- 8.1. All developments will need to take into account their loading/unloading and servicing needs and adequate space should be provided within the curtilage of the site. Exceptions may be made for small-scale developments where it can be demonstrated that visits by large vehicles would be infrequent and there would be no adverse impact if servicing were possible from the highway. Specific minimum standards are provided for B1, B2-B7 and B8 Use Classes to prevent loading from adjacent roads. For developments of several units within the same Use Class order communal operational areas based on the combined gross floor area should be provided. The minimum bay size for units greater than 500m² is 3m x 15m.

CYCLE PARKING

- 9.1. The Council's cycle parking standards aim to encourage more cycling to developments and is a minimum standard. Cycle parking for employees and visitors should be provided under cover, located close to building entrances and must be secure. Normally parking should be provided in the form of "Sheffield" type stands although other equivalent or better types of cycle parking would be acceptable. A commuted payment may be sought where adequate cycle parking cannot be provided within the curtilage of the site.

TRANSPORT ASSESSMENT

- 10.1. A Transport Assessment (TA) would need to be submitted for developments attracting a high level of trips or if a development is likely to have a significant impact on the local highway network. Each application will be considered individually and the need for the TA determined by the Council. However, as a guide, a TA is likely to be required if a development generates over 1000 person trips per day or provides more than 2500m². Parking provision would be determined through this process. (Details concerning TA's are set out in SPG7c)

CAR FREE RESIDENTIAL DEVELOPMENTS

- 11.1 The Council will support proposals for new residential developments without provision of car parking in appropriate locations and where there are effective mechanisms in place preventing car ownership. The Council will support such proposals where there are alternative and accessible means of transport available and where a Controlled Parking Zone is in existence or planned within the time scale of the proposed development. The first car free residential developments will be carefully assessed to see how well they perform.

ALTERNATIVE FUEL INFRASTRUCTURE

12.1 Alternative fuel cars can make a contribution to improving the environment, particular air quality. In order to facilitate the greater use of alternative fuel cars, Council supports and encourages the provision of electric charging points in developments in association with the parking provided.”

PARKING STANDARD (BY USE CLASS)

13.1 Please consult map 7.1 for the public transport accessibility level.

A. A1 SHOPS

A.1 Car Parking for Food Retail

Maximum car parking spaces

Size (m ² GFA)	Public Transport Accessibility		
	Low	Medium	High
Up to 1000	1 space per 30m ²	1 space per 50m ²	1 space per 75m ²
1000 to 2500	1 space per 20m ²	1 space per 35m ²	1 space per 45m ²
2500 & above	Through the Transport Assessment		

A.2 Car Parking for Non-Food Retail

Maximum number of car parking spaces

Public Transport Accessibility			
Size (GFA)	Low	Medium	High
Up to 2500	1 space per 25m ²	1 space per 35m ²	1 space per 40m ²
2500 & above	Through the Transport Assessment		

A.3 Disabled Parking

Minimum number of car parking spaces

Size	No. Spaces
Up to 1000m ²	2
Over 1000m ²	2 per 1000m ²

A.4 Cycle Parking

Minimum number of cycle parking spaces

Type of Store	No. Spaces
Food	1 space per 150m ²
Non-Food	1 space per 350m ²

B. A2 FINANCIAL AND PROFESSIONAL SERVICES

B.1. Developments of this land use should be located in town centres with no on-site parking provided. Where such developments are proposed outside town centres the standard for B1 Business will apply.

C. A3 – FOOD AND DRINK

Type	Public Transport Accessibility Maximum number of car parking spaces			Disabled Parking	Cycle Parking
	Low	Medium	High	Minimum spaces	Minimum spaces
Take Away less than 20 seats	None			None	1 space per 15 seats of part thereof
Take away more than 20 seats/fast food/café	1 space per 5 seats	1 space per 8 seats	None	2 spaces where customer parking is provided	
Pub restaurant	1 space per 10m ² GFA			2 spaces	1 space per 30m ² GFA
Public House	1 space per 15m ² GFA	1 space per 30m ² GFA	1 space per 60m ² GFA	2 spaces	
Restaurant	1 space per 12m ² GFA	1 space per 15m ² GFA	1 space per 20m ² GFA	2 spaces	

D. B1 BUSINESS, B2 GENERAL INDUSTRIAL AND B8 STORAGE AND DISTRIBUTION

D.1 Car Parking

D.2 For larger developments a Transport Assessment will be required (see Policy UD1 and Table 2.1). The standards set out below apply to all scales of development.

D.3 A financial contribution for the implementation of a Controlled Parking Zone around a development site may be sought to mitigate the adverse impact of a development proposal on on-street parking. Further details on planning obligations are set out in SPG10e Improvements to Transport Infrastructure and Services.

	Public Transport Accessibility Maximum Number of Car Parking Spaces			Disabled Parking	Cycle Parking
	Low	Medium	High	Minimum spaces	Minimum spaces
	1 space per 600m ² GFA	1 space per 800m ² GFA	1 space per 1000m ² GFA	2 per 1000m ² GFA or part thereof	2 per 500m ² GFA or part thereof

D.4 Goods Vehicle Parking and Servicing

Size (GFA)	Minimum No. Spaces
Up to 100m ²	Not normally required
100 – 500m ²	1 space
Over 500m ²	1 extra space for every 500m ² . The minimum bay size for units greater than 500m ² is 3m x 15m.

E. C1 HOTELS AND SUI GENERIS HOSTELS

E.1 Car Parking

Type	Maximum number of car parking spaces	Minimum number of disabled parking bays	Minimum number of cycle parking
Hotel	2 spaces per 3 bedrooms	1 bay per 20 rooms or part thereof	1 space per 20 members of staff should be provided that can also be used by guests.
Hostels	1 space per 7 bedrooms for student hostels		1 space for 20 students in student hostels
	1 space per 10 bedrooms for other hostels		1 space per 30 bedrooms for other hostels

E.2 Coaches and Taxis

Hotel Size	Minimum number of spaces
Up to 50 bedrooms	None
50 – 100 bedrooms	1 coach and 1 taxi bay
Over 100 bedrooms	Individual assessment

F. C2 RESIDENTIAL INSTITUTIONS

F.1. Car Parking

Type	Maximum number of car spaces	Minimum number of disabled parking	Minimum number of cycle parking spaces
Hospitals	Individual Assessment		
Elderly Persons' Home	1 space per 10 occupants + 1 spaces per 3 staff	10% of total provision or part thereof	1 per 20 members of staff
Nursing/ Convalescence Home	1 space per 5 occupants + 1 spaces per 3 staff	10% of total provision or part thereof.	1 per 20 members of staff

G. C3 DWELLING HOUSES

G.1 Car Parking

G.2. It is desirable that parking spaces be located directly adjacent to the dwelling and within the curtilage of the development. Where common parking areas are unavoidable these should be conveniently situated to the entrance and overlooked by dwellings.

G.2. Where appropriate, developments should include the provision of car parking spaces for people with disabilities.

G.3. The tables below give the Council's parking standards for new residential development.

a) Public Housing Standards may also be applied to the developments of a registered Housing Association.

b) Private Category 1 Sheltered Housing describes self-contained dwellings for one or two active elderly persons. Private Category 2 describes grouped flatlets for the less active elderly, accompanied by communal facilities and supervised by a resident warden. In both cases the development would be conditional upon a commitment for the dwelling to be restricted solely for the use of elderly persons.

- c) The Parking Standards given include space for visitors.
- d) Planning permission will normally be restricted to sheltered housing and no other form of C3 use.

G.4 Dwelling Houses

Maximum number of car parking spaces

Type	Detached and semi-detached houses	Terraced houses and flats (2 or more bedrooms)	Flats/Bedsits (1 bedroom)
Private / Public	1.5 spaces per unit	1 space per unit	0.33 spaces per unit

G.5 Cycle Parking

1 space per residential unit should be provided where possible. The cycle parking can be either internal or external to the residential dwelling provided it is secure, safe and undercover.

H. SHELTERED HOUSING

H1. (Private 1 Sheltered Housing describes self-contained dwellings for one or two active elderly persons with communal facilities and a resident warden. Private 2 Sheltered housing describes grouped dwellings for less active elderly persons with communal facilities and a resident warden.)

Type	No. spaces
Private Sheltered Housing 1	0.66 spaces per unit
Private Sheltered Housing 2	1 space per 2/3 bedroom units
Local Authority	1 space per 5 units

H.2 Disabled Parking

Dwelling Houses	Only required for wheelchair accessible housing.
Sheltered Housing	All space for residents should have a minimum width of 3.3m. Waiting and turning space should be available for ambulances, dial-a-ride vehicles, etc.

I. CAR PARKING FOR CONVERSIONS

- I.1 Conversions specifically designed for wheel chair users should provide car-parking space within the curtilage of the site wherever possible.
- I.2 Provision for cycle storage should be made within conversions wherever possible.

- I.3 The parking standards for new dwellings (above) are applicable to proposals for residential conversions in areas that do not fall within Restricted Conversion Areas (see First Deposit Consultation UDP Policy HSG 10). The following standards apply to new residential builds and residential conversion within Restricted Conversion Areas, where the only reason for otherwise refusing planning permission would have been due to the inability to provide parking.

Maximum number of car spaces

Type	No. of Bedrooms				Cycle Parking
	1	2	3	4 plus	
Private	1 per unit	1.2 per unit	1.5 per unit	2 per unit	1 space per 5 flats should be provided within blocks of flats to allow cycles to be safely stored underneath
Public	0.7 per unit	0.9 per unit	1.1 per unit	1.5 per unit	

J. D1 NON-RESIDENTIAL INSTITUTIONS

- J.1. For larger developments a Transport Assessment will be required. Parking provision will be assessed on an individual basis as part of this process. The standard set out below relate to smaller developments.

Car Parking, Disabled Parking and Cycle Parking

Type	Public Transport Accessibility			Disabled Parking (minimum)	Cycle Parking (minimum)
	Low	Medium	High		
Doctors, Dental, Veterinary Surgery, Group Practice	2 spaces per practitioner 1 space per 2 auxiliary staff	2 spaces per practitioner 1 space per 2 auxiliary staff	None	1 space	1 space per practitioner

K. D2 LEISURE USE

- K.1. The type and scale of leisure uses vary greatly. The parking provision will be assessed on an individual basis and for large developments a Transport Assessment might be required, in which case it would inform the parking provision.

K.2 Disabled Parking

- K.3. 5% of total provision

K.4 Coaches and Taxis

K.5. For D2 uses likely to attract coaches and taxis, adequate space must be provided to allow them to wait and turn within the curtilage of the site.

K.6 Cycle Parking

K.7. The level of cycle parking required will be assessed as part of the Individual Assessment.

L. SUI GENERIS

Type of Use	No. of spaces
Car repair workshops and garages	Parking provision needs to be assessed on an individual basis
Hostels	See above, in section with Use C1 hotels