



# Interactive UDP

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## APPENDIX II - PARKING STANDARDS

II.1 The parking standards are maximum and the level of parking provided in any development should be no greater than the relevant standards. Provision above the standards will be permitted only in the circumstances outlined in Policy T3.

II.2 The standards have been grouped according to their use class as specified in the Town and Country Planning (Use Classes) Order 1987 (as amended) and by the level of accessibility to public transport. The levels are defined as high, medium, and low, these being derived from the Transport for London PTALs Calculator (see Chapter 5, Policy T1).

II.3 It is recognised that the occupants of buildings change regularly. The Council may consider on its merits any proposed departure to meet the particular needs of the occupier. In these circumstances a planning condition or legal agreement may be sought to limit the site usage.

### Applying Standards to developments of several units

II.4 To ensure appropriate parking provision, where a development consists of a number of clearly identifiable separate units, the parking requirement will be assessed for each individual unit according to its use and size. Spaces so provided should be conveniently sited in relation to each unit served. Where a proposal for a single larger unit could be sub-divided, a legal agreement may be used to prevent subsequent sub-division where this would result in inadequate off-street parking provision.

### Floor Area Measurement

II.5 Gross floorspace is used in the calculation of parking standards. Gross floor space means the floor area as measured by the dimensions of the internal faces of the external walls of the building(s). Internal walls, stairwells, sanitary accommodation and other such ancillary uses are included in the gross measurement.

### Parking Dimensions

II.6 Dimensions for parking spaces should normally meet the following minimum:

Vehicle Type	Parking Dimensions
<b>Cars*</b>	5m x 2.4m (6mx 2.4m where spaces are provided end to end)
<b>Spaces for people with disabilities*</b>	5m x 3.6m
<b>Vans</b>	7.7m x 3.5m (up to 7.5 tonnes gross vehicle weight)
<b>Lorries:</b>	Articulated 15.6m x 3.5m Rigid 12m x 3.5m (Vertical clearance: 5m) [All other design considerations should be in accordance with the Freight Transport Association guidance.]
<b>Coaches</b>	12m x 3.5m

\*All car parking spaces should provide 2.3m vertical clearance.

### Cycle Parking

II.7 The Council encourages the provision of cycle parking. The following standards are considered appropriate as a minimum provision (refer to Policy T7, Chapter 5 of the UDP):

Development Type	Minimum Cycle Parking Standards
Primary Schools	1 stand per 10 staff # +
Secondary Schools	1 stand per 10 staff/students # +
Further Education	1 stand per 8 staff/students (with showers and lockers adequate for that number of staff/students) # +
All Places of Work (of 10 employees or more)	1 stand per 10 employees (with showers and lockers adequate for that number of staff) # +
Retail Uses – A1 (retail), A3/A4 (food & Drink)	1 stand for 250 sq m of floorspace (in addition to employee provision) # +
Assembly and Leisure Facilities and Institutional uses	1 stand for 200 sq m of floorspace # +

Libraries	1 stand for 200 sq m of floorspace # +
Residential (Use Class C3)	Secure cycle parking space(s) internal or external to each unit*

\*note 1: residential garage space will count as a secure cycle parking facility.

# note 2: secure cycle parking is considered to be "Sheffield" type stands or similar, or secure cycle lockers.

+note 3: cycle parking should normally be provided under cover and close to the building to which it relates and well observed/overlooked to provide additional security.

## Motorcycle Parking

II.8 The Council wishes to encourage the provision of secure motorcycle parking facilities as part of the overall parking provision for new non-residential development where there is likely to be a demand. Where work place parking is provided, appropriate changing and locker facilities should be made available.

## Designing for Deliveries

II.9 Where servicing facilities are required, the Council will expect delivery areas to comply with the standards set by the Freight Transport Association.

## Garages

II.10 When considering applications for permission to erect a garage, the Council will normally apply the following criteria:

- (i) garages should normally have minimum internal dimensions of 2.6 metres in width by 6 metres in length; and
- (ii) garages located at the side of the dwelling should normally be sited so as to retain a minimum distance of 6 metres between the garage doors and the back edge of the footway, although each case will be assessed on its merits; and
- (iii) garages fronting private access roads should normally be sited at an appropriate distance from the plot boundary to prevent the doors opening over the access road; and
- (iv) driveways which exceed a gradient of 1 in 10 will not normally be acceptable.

## Parking provision for People with Disabilities

II.11 Generally 5% of spaces in car parks with 20 or more spaces, subject to a minimum of 2 spaces, should be clearly marked as being reserved for the use of people with disabilities. This level of provision is based on the standards recommended by the Institution of Highways and Transportation. Spaces should be:

- (i) clearly sign posted and identified; and
- (ii) 5m x 3.6m in order to provide sufficient room for transfer between wheelchair and car; and
- (iii) located near to the entrance of the buildings for which they are provided and suitably located to permit access to pay permit/pay and display facilities.

The route between parking space and building should be clearly sign posted, level or ramped in accordance with the standards above and well lit.

## Operational Needs of the Development

II.12 The parking requirement generated by non-residential development consists of operational and non-operational parking. Operational parking is space required for servicing, loading and unloading and spaces for staff for whom parking on the premises is essential (the essential nature of the parking will have to be demonstrated). The parking standards are defined by the accessibility of the development to public transport, walking and cycling. Parking provision will be most restricted where access to public transport is highest. The 'operational requirement' will be more dependent on the nature and factors, such as hours of operation, of the proposed use than accessibility to alternative modes of transport, however, it will be relevant to take access to alternative modes into account. Particularly where it is feasible for employees, customers etc, to access the use via public transport, walking and cycling, parking provision for these will not be considered as operationally required.

II.13 Restaurants and cafes are an adjunct to the main shopping function of Bromley Town Centre and District Centres and do not generate their own non-operational parking demand (except in the evenings when there is normally no shortage of public parking available. Non-operational parking will not normally be expected for restaurants and cafe's within Use Class A3.

## Parking Design

II.14 Parking areas should be designed as an integral element of the development itself, forming part of the setting for the buildings and often part of the street scene. Where large expanses of surface parking are to be provided, the use of varied paving (other than black tarmac), such as interlocking concrete blocks and brick paviors can create an attractive surface area. Adequate space should be made available for the provision of tree and shrub planting and screening materials which are desirable to achieve a high standard of design.

II.15 Parking spaces should be conveniently located to the building for which they are provided, to avoid parking on the carriageway and damage to footways and verges. Design should also have regard to the visibility and safety between pedestrians and drivers throughout the layout.

## II.16 NON- RESIDENTIAL PARKING STANDARDS

Policy T3 and Appendix V: parking standards (which reflect the standards in the London Plan) to be read in conjunction with Policies T1, T2 and T3 in Chapter 5 of the UDP

Development type	Public transport accessibility level, (PTAL)
<a href="https://www.bromley.gov.uk/UDP/written/cpt18.htm">https://www.bromley.gov.uk/UDP/written/cpt18.htm</a>	

(use class)		Low		Moderate	High
		1	2	3&4	5&6
		One space per x m2 gross floor area			
Food superstore > 4,000m2	A1			18 – 25	25 – 38
Food supermarket 500 – 4,000m2	A1			20 – 30	30 – 45
Smaller food store < 500m2	A1	30		35 – 50	75
Non-food retail warehouse	A1			30 – 50	40 – 60
Garden Centre	A1	25		30 – 45	45 – 65
Town centre / shopping mall	A1	30		35-50	50 – 75
Financial & professional services (HQ-style buildings)	A2			100 – 600	
Financial & professional services (branches)	A2			0	
Food & drink	A3/A4 /A5			10	0
Offices	B1			100 – 600	
Industrial	B2			100 – 600	
Storage & distribution	B8	Minimum 1 lorry space plus 1 lorry space per 200m2 to 1 space per 500m2. Ancillary office space as B1			
Hotels	C1	Transport Assessment – up to 1 space per bedroom plus coach parking			
Residential institutions (schools, hospitals etc)	C2	Transport assessment			
Nursing homes	C2	1 space per 2 – 4 beds for residential staff and visitors			0
Schools / Further education / Non-residential institutions (worship, day nurseries, etc)	D1	Transport assessment			
Leisure – indoor and mixed	D2	Transport assessment			
Leisure – outdoor	D2	Transport assessment			
Large mixed or multiple use	N/A	Transport assessment. - Information on the peaks associated with each element will indicate to what extent the total parking provision may be less than the sum of each element.			

**Locations of High, Moderate and Low Accessibility are defined using Public Transport Accessibility Levels (PTALs) as follows (refer to Chapter 5, Policy T1 and Map 5.1):**

- High: PTALs levels 5 and 6,
- Moderate: PTALs levels 3 and 4, and
- Low: PTALs levels 1 and 2.

**Shaded Areas:** General presumption against development (see Policy T1 and matrix). Where exceptions are made, the standard should normally be that shown in the adjacent box.

**Transport Assessments** provide information on car parking demand generated by a particular development, and give details of proposed measures to improve access by public transport, walking and cycling, to reduce associated parking and mitigate adverse transport impacts. Transport Assessments for major trip generating developments are also necessary to demonstrate that sufficient capacity exists or can be provided on the significantly affected parts of the transport network.

Such assessments enable applications to be considered on the particular merits of the proposal and are particularly helpful where a use is acceptable in a particular location but will generate a unique level of parking need that can only be determined by its individual characteristics and circumstances. (e.g. where a need for staff, visitor or customer parking is directly linked to the viability of a business or the nature of an institution or Class C1/C2 type residential use that generates a specific requirement, or the use is small scale and primarily serving its immediate locality). Uses that do not fall easily within the use categories of the parking standards table will be determined in this way but will not usually apply to high accessibility locations, where an operational minimum will be sought.

#### II.17 RESIDENTIAL CLASS C3 MAXIMUM PARKING STANDARDS

Predominant housing type (spaces: units)	Flats – 1:1	Terraced houses / flats 1.5:1	Detached / linked houses 2:1
Affordable Housing (social-rented only) (spaces: units)	1 Bedroom: 2 Bedrooms: 3 or more Bedrooms:	0.5:1 0.75:1 1:1	

The standards represent the maximum parking requirements for developments of particular housing types. The London Plan highlights that the maximum standard of two spaces for detached and semi-detached houses recognises the impracticability of

imposing a lower standard for houses with garages and for large detached houses. The parking guidance in the London Plan Table 4B.1 “Density location and parking matrix” will also be relevant to the determination of proposals.

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