

# Cambridge Local Plan 2014 - Proposed Submission

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## APPENDIX L: CAR AND CYCLE PARKING REQUIREMENTS

### Car parking standards

L.1 The standards set here define the maximum levels (referred to as ‘no more than’) of car parking that the Council, as a local planning authority, will permit for various types of development in different areas of the city. These levels should not be exceeded but may be reduced where lower car use can reasonably be expected. The exception is parking for disabled people, which is a minimum standard. Under the Disability Discrimination Act, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.

L.2 Car parking standards are defined for most uses. However, for some land use types where transport patterns are difficult to generalise (for instance hospitals) parking provision will be approved on merit, on the basis of a transport assessment.

L.3 Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Such additional parking may be necessary where there will be shift-working staff, for example.

L.4 When a site is redeveloped which has an existing authorised level of car parking much higher than that specified in the following standards, the planning authority may consider allowing a level of car parking for the redevelopment that is higher than the standards, on the condition that parking is significantly reduced from the previous level.

L.5 Where reference is made to staff numbers, this relates to the typical number of staff working at the same time. Floor area is gross internal floor area as measured in the RICS Code of Measuring Practice.

### Local circumstances

L.6 The impact of new development on the surrounding streets and transport network should be considered. As such, this option requires developers to account for the following when proposing the level of car parking for a site:

- the location of the development, in terms of whether the site has convenient walkability and cyclability to the City Centre and local/district centres, and whether or not it has high public transport accessibility;
- the type of development (fringe site, infill site etc) – i.e. infill sites are much more likely to be located in areas with existing travel patterns, behaviours and existing controls, and may be less flexible;
- the style of development (houses, flats etc) – evidence shows that houses have higher car ownership than flats, even if they have the same number of habitable rooms; and
- for developments requiring a transport assessment\*, it should be demonstrated that the level of parking proposed is consistent with the recommendations of this transport assessment.

\*The need for a transport assessment or transport statement should accord to the thresholds in the current County Council Transport Assessment Guide and/or the advice of the County Council.

### Dwellings (C3 use class)

L.7 In addition to the parking rations set out in Table L.1 below, provision should be made for visitors at the ratio of one space for every four units. Overall parking should be a mixture, with some parking allocated (to specific dwellings) and some parking provided as unallocated – particularly visitor parking and any parking above one space per dwelling (see Manual for Streets for advice on design). Allocated parking should be marked appropriately.

L.8 New developments do not qualify for residents' parking permits within an existing on-street parking scheme – they are 'car capped'.

**Table L.1: Dwellings (C3 use class)**

Dwelling size	Inside controlled parking zone	Outside controlled parking zone
Up to 2 bedrooms	No more than 1 space per dwelling	No more than a mean of 1.5 spaces per dwelling
3 or more bedrooms	No more than 1 space per dwelling	No less than a mean of 0.5 spaces per dwelling, up to a maximum of 2 spaces per dwelling

## Other residential uses

**Table L.2: Hotels and guesthouses (C1 use class)**

Type of development	Inside controlled parking zone	Outside controlled parking zone
Hotels and guesthouses	1 space for every 10 residents, 1 space for every 2 members of staff	1 space for every 8 residents, 1 space for every 2 members of staff
	Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided	

**Table L.3: Specialist housing**

Type of development	Inside controlled parking zone	Outside controlled parking zone
Nursing homes	1 space for every 10 residents, 1 space for every 2 members of staff	1 space for every 8 residents, 1 space for every 2 members of staff
	Provision must be made for ambulance parking	
Retirement homes / sheltered housing	1 space for every 6 units, 1 space for every 2 members of staff	1 space for every 4 units, 1 space for every 2 members of staff

**Table L.4: Student housing (C2 use class)**

Type of development	Inside controlled parking zone	Outside controlled parking zone
Student residential accommodation where proctorial control or alternative control on car parking exists	1 space for every 10 bed spaces. A pick-up and drop-off area could also be included if appropriate to the particular proposed development 1 space for every resident warden/ staff	1 space for every 10 bed spaces. A pick-up and drop-off area could also be included if appropriate to the particular proposed development 1 space for every resident warden/ staff

	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each such room should be provided	
Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates	1 space for every 5 bed spaces 1 space for every resident warden/ staff	1 space for every 3 bed spaces 1 space for every resident warden/ staff
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each such room should be provided. Controls will be necessary to limit use of car parking outside conference times	

**Table L.5: Other residential institutions (C2 use class)**

Type of development	Inside controlled parking zone	Outside controlled parking zone
Residential schools, college or training centre	1 space for every 3 non-resident staff plus 1 space per resident warden/staff	On merit
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided	
Hospitals	On merit	On merit

## Retail, culture, leisure and sports uses

L.9 Limited car parking will be allowed in the controlled parking zone (CPZ) for these types of uses, no net additional parking in the city centre. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.

L.10 Outside the CPZ, transport assessments will play a key role in determining the optimal level of car parking, in particular for mixed-use developments and retail parks where linked trips might lead to a level of parking below the plan's standards.

L.11 Where reasonable and proportionate, picking up and dropping off points for taxis and minibuses will need to be provided.

**Table L.6: Retail, culture, leisure and sports uses**

Use	Inside controlled parking zone	Outside controlled parking zone
Food retail (A1 use class)	Disabled car parking only	1 space for every 50 sq m Gross Floor Area up to 1,400 sq m and 1 per 18 sq m thereafter, including disabled car parking
Non-food retail (A1 use class)	Disabled car parking only	1 space for every 50 sq m Gross Floor Area, including disabled car parking.
Financial and professional services (A2 use class)	1 space for every 100 sq m Gross Floor Area to include customer parking, plus disabled car parking	1 space for every 40 sq m Gross Floor Area, including disabled car parking
Restaurants (A3), pubs/bars (A4) and food and drink takeaways (A5)	1 space for proprietor resident	1 space for every 20 sq m drinking/ dining area, including disabled car parking. 1 space for proprietor when resident
Museums, exhibition venues	Disabled only	On merit
Sports and recreational facilities, swimming baths	1 space for every 3 staff plus disabled car parking	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled car

		parking
Cinema	Disabled and 1 space for every 2 staff	1 space for every 5 seats, including disabled car parking
Stadia	Disabled car parking only	1 space for every 15 seats, including disabled car parking
Places of assembly including, theatres, auditoria and concert halls (D2), night clubs	Disabled car parking and 1 space for every 2 staff	1 space for every 4 seats, including disabled and staff car parking
Places of worship	1 space per 100 sq m floor area, plus disabled car parking	1 space for every 8 seats, including disabled car parking
Public halls/ community centres	1 space per 100 sq m floor area, plus disabled car parking	1 space per 20 sq m of public space, including disabled car parking

## Business uses (B use class)

L.12 Limited car parking will be allowed in the controlled parking zone (CPZ) for these types of uses, no net additional parking in the City Centre. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.

**Table L.7: Business uses (B use class)**

Type of Development	Inside controlled parking zone	Outside controlled parking zone
Offices, general industry	1 space per 100 sq m Gross Floor Area plus disabled car parking	1 space per 40 sq m Gross Floor Area, including disabled car parking
Storage	1 space per 300 sq m Gross Floor Area plus disabled car parking	1 space per 100 sq m Gross Floor Area, including disabled car parking

**Table L.8: Non-residential institutions (D1 use class)**

Type of Development	Inside controlled parking zone	Outside controlled parking zone
Clinics and surgeries	1 space for every 2 professional members of staff, plus 1 space per consulting room	1 space for every professional member of staff, plus 2 spaces per consulting room
Non-residential schools	1 space for every 3 staff	2 spaces for every 3 staff
Non-residential higher and further education	1 space for every 4 staff	2 spaces for every 3 staff
Crèches	1 space for every 3 staff	2 spaces for every 3 staff

## Parking for disabled people and those with mobility difficulties

L.13 Developments should provide at least one accessible on- or off-street car parking bay designated for Blue Badge holders, even if no general parking is provided. For any development providing off-street parking, at least two bays designated for Blue Badge holders should be provided. The British Standards Institution, in its document Design of buildings and its Approaches to meet the needs of disabled people –

Code of practice (BS 8300:2009), provides advice on the number of designated Blue Badge bays that should be provided at various developments. This is shown in the table overleaf.

L.14 As these standards are based on a percentage of the total number of parking bays, careful assessment will be needed where maximum or 'no more than' parking standards are reached, to ensure that these percentages make adequate provision for disabled people. The appropriate number will vary with the size, nature and location of the development, the levels of on- and off-street parking and the accessibility of the local area. However, designated parking spaces should be provided for each disabled employee and for other disabled people visiting the building.

L.15 The size and dimensions of the bays for Blue Badge holders should accord with those in Manual for Streets 1 and 2.

**Table L.9: Bays for Blue Badge holders**

<b>Designated Blue Badge parking bays as recommended in BS 8300:2009</b>			
<b>Building type</b>	<b>Provision from the outset</b>		<b>Future provision</b>
General provision	Number of spaces* for each employee who is a disabled motorist	Number of spaces* for visiting disabled motorists	Number of enlarged standard spaces**
Workplaces	1 space	5 per cent of the total capacity	A further 5 per cent of the total capacity
Shopping, recreation and leisure facilities	1 space	6 per cent of the total capacity	A further 4 per cent of the total capacity
Railway buildings	1 space	5 per cent of the total capacity	A further 5 per cent of the total capacity
Religious buildings and crematoria	2 spaces or 6 per cent, whichever is the greater		A further 4 per cent of the total capacity
Sports facilities	Determined according to the usage of the sports facility***		
<p>* Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.</p> <p>** Enlarged standard spaces 3.6m wide by 6m long that can be adapted to be parking spaces designated for use by disabled people to reflect changes in local population needs and allow for flexibility of provision in the future, as well as being able to be used by parents with young children.</p> <p>*** Further detailed guidance on parking provision for sports facilities can be found in the Sport England publication Accessible Sports Facilities 2010.</p>			

## Residential cycle parking standards

L.16 As well as according with this standard, residential cycle parking should have regard to designs, layouts, drawings and dimensions established in the Council's Cycle Parking Guide for New Residential Developments. It should:

- be located in a purpose-built area at the front of the house or within a garage (appropriate garage dimensions are shown in this appendix);
- only be located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision; and
- be at least as convenient as the car parking provided.

**Table L.10: Residential cycle parking standards**

<b>Use</b>	<b>Minimum standard</b>
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Residential dwellings	1 space per bedroom up to 3 bedroom dwellings Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc Visitor cycle parking next to main entrances to blocks of flats Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses must be provided where cycle parking provision is located in the back garden
Guesthouses and hotels	2 spaces for every 5 members of staff 2 spaces for every 10 bedrooms (minimum 2 spaces) Outside the City Centre, this should include space for cycle hire
Nursing homes	2 spaces for every 5 members of staff 1 visitor space for every 6 residents (minimum 2 spaces)
Retirement homes/sheltered housing	2 spaces for every 5 members of staff 1 space for every 6 residents. 1 visitor space for every 6 residents (minimum 2 spaces)
Student residential accommodation, residential schools, college or training centre	1 space per 2 bedspaces within City Centre 2 spaces per 3 bedspaces for the rest of the city 1 space for every 3 members of staff 1 visitor space per 5 bedspaces
Hospitals	2 spaces for every 5 members of staff 2 visitor spaces per consulting/treatment room 1 visitor space for every 6 bedspaces

## Non-residential cycle parking standards

L.17 As well as according with this standard, the cycle parking for non-residential development should:

- reflect the design and dimensions for cycle parking established in the Council's Cycle Parking Guide for New Residential Developments;
- accord with the guidelines for use of high capacity or two-tier (double stacker/double decker) stands (see Appendix 1);
- include parking for employees and students in a convenient, secure and covered location. Access to cycle parking should be as close as is practical to staff entrances, and closer than non-disabled staff car parking;
- avoid being located in the basement if steps with ramps are the only access provided, unless it can be shown to be convenient and easy to use, and that alternatives are provided on the ground floor for less able users and those with tricycles; and
- reference to staff or students should be taken to mean the peak number expected to be on the site at any one time.

L.18 All cycle parking should minimise conflicts between cycles, motor vehicles and pedestrians. Short-stay cycle parking, e.g. for visitors or shoppers, should be located as close as possible to the main entrances of buildings (no more than 10 meters) and should be subject to natural surveillance. For larger developments, covered cycle parking should be considered.

L.19 In addition to the above, some flexibility is applied to applications of the standards, in the following instances:

- where strict adherence to the standards for a mixed-use site is likely to result in duplication of provision; and
- for the historic core area of the city, where constraints may make application of the standards difficult for change of use or refurbishment.

In instances where part of a site with a known shortfall in cycle parking is redeveloped, provision in excess of the standards will be strongly recommended.

**Table L.11: Non-residential cycle parking standards**

<b>Retail, culture, leisure and sports uses</b>	
Food retail	2 spaces for every 5 members of staff and 1 short stay space per 25 sq m in the City Centre or Mill Road district centres. For the rest of the city, 2 spaces for every 5 members of staff and 1 visitor space per 50 sq m up to 1,500 sq m, thereafter 1 space per 100 sq m
Non-food retail	As above
Financial and professional services	2 spaces per 5 members of staff and some visitor parking (on merit)
Food and drinks	2 spaces for every 5 members of staff 1 short stay space for every 10 sq m of dining area in the historic core area
Museums, Exhibitions Venues	2 space for every 5 members of staff Some visitor parking on merit
Sports and recreational facilities and swimming baths	2 space for every 5 members of staff 1 short stay space for every 25 sq m net floor area or 1 short stay space for every 10 sq m of pool area and 1 for every 15 seats provided for spectators
Places of assembly, including: cinema, theatres, stadia, auditoria and concert halls	2 space for every 5 members of staff 1 short stay space for every 4 seats
Place of worship, public halls and community centres	1 short stay space for every 4 seats
<b>Business uses</b>	
Offices	2 spaces for every 5 members of staff or 1 per 30 sq m Gross Floor Area (whichever is greater) Some visitor parking on merit
General industry	1 space for every 3 members of staff Some visitor parking on merit
Storage and other B use classes	On merit
<b>Non-residential institutions</b>	
Clinics and surgeries	2 spaces for every 5 members of staff 2 short stay spaces per consulting room
Non-residential schools	2 spaces for every 5 members of staff Cycle spaces to be provided for 50 per cent of primary school children to include a scooter parking area, and 75 per cent of secondary school children Some visitor parking
Non-residential higher and further education	2 for every 5 members of staff Cycle parking for 70 per cent of students based on anticipated peak number of students on site at any one time
Crèches and nurseries	2 spaces for every 5 members of staff 1 visitor space per 5 children An area to be provided for the parking of cargo bicycles/trailers

L.20 Sheffield stands are the preferred option for cycle parking, and the dimensions required for these can be found in the Council's Cycle Parking Guide for New Residential Developments and its successor documents.

L.21 However, the use of high-low and two-tier/double decker/double stacker racks will be considered on a case-by-case basis for new non-residential developments.

L.22 High-low racks should be a minimum of 400mm between centres at 90 degrees and 500-600mm between centres at 45 degrees. Any such stands must allow for cycles fitted with baskets and require as little lifting as possible. They must be of a design that supports the front wheel of cycles and allows the frame of the cycle to be locked to the rack.

L.23 Two tier/double decker/double stacker racks must be designed to allow the frame of the cycle to be locked to the rack and accommodate cycles with baskets. An aisle width of 2,500mm is required to enable the cycle to be turned and loaded easily.

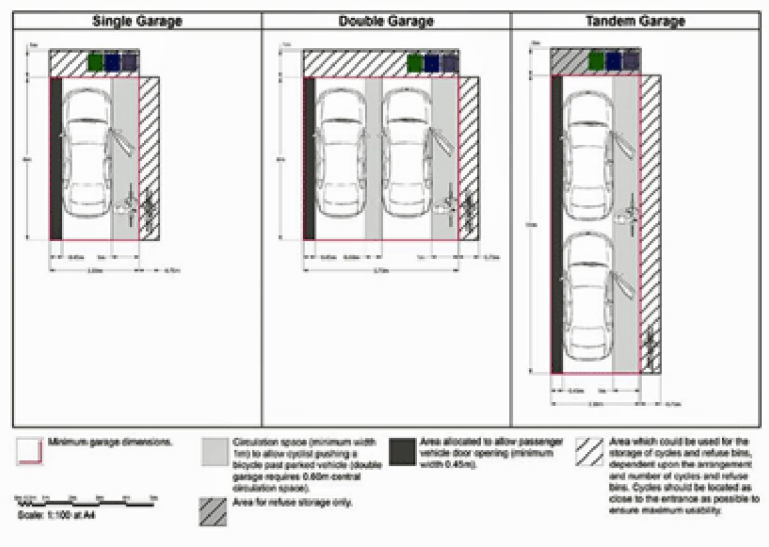
L.24 As with Sheffield stands, drawings and illustrative dimensions to guide the implementation of high-low and two tier/double decker/double stacker stands can be found in the Council's Cycle Parking Guide for New Residential Developments (and any successor document).

L.25 In order to allow for cycles with large baskets, folding bikes and those with additional attachments, etc. a minimum of 20 per cent of the cycle parking spaces required should be of a Sheffield-type design.

## Garage dimensions

L.26 Where car and cycle parking (and bin storage) at new residential developments is proposed to be provided in garages, the dimensions of the garages must accord with the dimensions set out in Figure L.1 overleaf.

**Figure L.1: Garage dimensions**



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