

## Parking Provision

### Policy TI/3: Parking Provision

1. Car parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11. Cycle parking should be provided to at least the minimum standards set out in Figure 11.
2. Car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility.<sup>1</sup>
3. The Council will encourage innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points.
4. Residential garages will only be counted towards car and cycle parking provision where they meet a minimum size requirement.<sup>2</sup>
5. All parking provision must be provided in a manner that accords with Policy HQ/1 and the developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan.

<sup>1</sup> Minimum levels of car parking for people with impaired mobility will be required in accordance with national guidance. Detailed advice on the provision and design of parking for disabled car users can be found in Traffic Advisory Leaflet 5/95 (Department for Transport (DfT)), *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrians and Transport Infrastructure*, (DfT, 2005) and BS 8300: *Design of buildings and their approaches to meet the needs of disabled people Code of practice* (British Standards Institute, 2009).

<sup>2</sup> Minimum size of residential garage (or car port) should be 3.3m x 6m for a car, with an additional 1m at the end and/or 650-750mm at the side of a garage to park cycles.

10.21 South Cambridgeshire is a mainly rural district and many remoter areas are quite isolated with limited public transport, therefore the car has a role in improving access to local services and facilities. At the same time, nearly all of South Cambridgeshire is within reasonable cycling distance of a market town or Cambridge. Car and cycle parking can be used as part of a comprehensive approach to encouraging use of more sustainable modes of travel, whilst recognising that car ownership levels are expected to continue rising until 2021.

- 10.22 Provision of car parking has a significant influence on the design of development and the amenity of its eventual occupiers. Under provision of car parking may lead to inappropriate on-street car parking, creating potential highway safety problems and unsightly street environments, whilst over provision may equally result in unsightly, and sometimes unsafe, car dominated developments. A balance needs to be struck to ensure sufficient parking is provided in the right locations whilst not creating excessive provision which will undermine sustainability objectives to reduce travel by car.
- 10.23 The Government's Residential Car Parking Research shows that allocating car parking spaces to individual properties reduces the efficiency of car parking provision across the whole development, as not all households own a car. A combination of allocated and unallocated spaces provides greatest flexibility in providing appropriate levels of parking. As a guide, at least one space should be allocated within the curtilage of the residential property, which would provide householders with access to their property to charge electric vehicles.
- 10.24 The car parking standards in Figure 11 are indicative, providing a guide to developers as part of a design-led approach whereby car parking provision is tailored to reflect the specific development in terms of its location (whether there are local services available which may reduce the need to travel long distances by car), the density of development, the mix of uses proposed, together with consideration of any 'smart' measures being incorporated into the development, (such as car clubs), which may reduce the level of need for private car parking. The Council will encourage innovative solutions such as shared parking areas, for example where there are a mix of day and night uses, car clubs and provision of electric charging points. The developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan, and will need to demonstrate they have addressed highway safety issues.
- 10.25 Provision of cycle parking to at least the minimum standards in Figure 11 will assist in encouraging more people to cycle for some journeys in that they will be assured of a safe and secure place to park their bicycle at each end of their journey. For residential purposes cycle parking should be within a covered, lockable enclosure; for houses this could be in the form of a shed or garage, for flats either individual lockers or cycle stands within a lockable, covered enclosure are required. For all other developments cycle parking should be covered and in a convenient, secure location, with visitor parking located as near as possible to the main entrance of buildings. All cycle parking should be designed and located to minimise conflict between cycles, pedestrians and vehicles. Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision. Guidance on the design and dimensions of cycle racks or stands will be provided in a District Design Guide Supplementary Planning Document (SPD).
- 10.26 Recent experience in South Cambridgeshire shows that residential garages provided in new developments are often too small to accommodate modern, larger, cars and householders frequently use garages for storage, due to inadequate storage provided within homes. Garages will only be considered as part of the car

parking provision where they are of a minimum size, particularly if they are also being counted as providing secure parking for cycles. Where a single garage provides the only parking space within the curtilage of the property, a planning condition may be applied to prevent its loss, for example, through conversion into a habitable room.

**Figure 11: Parking Provision**

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
<b>RETAIL AND FINANCIAL SERVICES</b>			
<b>A1: Retail</b> (food)	1 space per 14m <sup>2</sup>	1 space per 25m <sup>2</sup>	Most single shops need short stay parking in front of shop. Rear parking for longer stay / staff parking. Where on-site parking is not possible 1 space per 28m <sup>2</sup> sales area is a good average for increase in on-street parking demand in peak times.
<b>A1: Retail</b> (non-food)	1 space per 20m <sup>2</sup>	1 space per 25m <sup>2</sup>	
<b>A1: Retail warehouses</b>	1 space per 25m <sup>2</sup>	1 space per 25m <sup>2</sup>	
<b>A2: Financial and professional services</b>	1 space per 25m <sup>2</sup>	1 space per 30m <sup>2</sup>	
<b>FOOD AND DRINK</b>			
<b>A3: Restaurants, snack bars, cafes and roadside restaurants*</b>	1 space per 5m <sup>2</sup>	1 space per 10m <sup>2</sup>	* Roadside restaurants on trunk roads or other main roads, often attached to petrol stations.
<b>A3: Transport cafes</b>	2 lorry spaces per 3 seats		Essential all commercial vehicles can enter and leave the site in forward gear.
<b>A4: Pubs and bars</b>	1 space per 10m <sup>2</sup>	1 space per 20m <sup>2</sup>	
<b>A5: Take-aways</b> (hot food)	On merit	On merit	
<b>A: Sui Generis</b> (including retail warehouse clubs, launderettes, amusement centres)	7 spaces per 10 employees	On merit	

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
<b>A: Sui Generis</b> (including shops selling / displaying motor vehicles, taxi / car hire business, petrol filling stations)	1 space per 45m <sup>2</sup> display area, 1 per staff, 1 per 35m <sup>2</sup> for motor service centre and 1 per 20m <sup>2</sup> retail floor area at petrol filling stations plus space for requirements of servicing.	On merit	
<b>BUSINESS</b>			
<b>B1: Business</b>	1 space per 25m <sup>2</sup> (under 2,500m <sup>2</sup> ) 1 space per 30m <sup>2</sup> (over 2,500m <sup>2</sup> )	1 space per 30m <sup>2</sup>	
<b>B2: General Industrial</b>	1 space per 50m <sup>2</sup>	1 space per 40m <sup>2</sup>	
<b>B8: Storage and Distribution</b>	1 space per 100m <sup>2</sup>	On merit	Provision should take account of duration of storage.
<b>COMMUNAL ACCOMMODATION</b>			
<b>C1: Hotels</b> (including hotels, boarding and guest houses)	13 spaces per 10 guest bedrooms	1 space per 2 members of staff working at the same time	Includes staff parking and allowance has been made for use of bars, restaurants and function rooms by general public.
<b>C2: Residential Institutions</b> (hospitals)	1 space per 4 staff plus 1 per 3 daily visitors.	To be determined according to the needs of each proposal	
<b>C2: Residential Institutions</b> (nursing / convalescent homes)	1 space per residential staff plus 1 per 3 bed spaces	1 space per 2 staff working at the same time	

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
<b>C2: Residential Institutions</b> (residential schools and colleges)	On merit	On merit	
<b>C3: Residential Dwellings</b>	2 spaces per dwelling – 1 space to be allocated within the curtilage	1 space per bedroom	Additional provision may be needed for visitors, service vehicles, salesmen.
<b>COMMUNITY FACILITIES</b>			
<b>D1: Non-residential institutions</b> (pre-schools, crèches and nurseries)	1.5 spaces per 2 staff	1 space per 2 staff working at the same time	
<b>D1: Non-residential institutions</b> (primary & secondary schools)	1 space per 2 staff plus waiting facilities / 1.5 spaces per classroom	A rate of 30% for pupils over 5 and 60% for pupils over 12 years	
<b>D1: Non-residential institutions</b> (non-residential colleges)	1 space per 2 staff plus 1 space per 15 students	University development 100% for the number of pupils using the building at any one time	
<b>D1: Non-residential institutions</b> (health centres and clinics)	1 space per 2 staff plus 2 per consulting room	2 spaces per consulting room	
<b>D1: Non-residential institutions</b> (churches)	1 space per 4 seats or 1 per 8m <sup>2</sup>	1 space per 15m <sup>2</sup>	If site includes church hall, use D2 public assembly standard)

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
<b>D2: Assembly and leisure (places of public assembly including village halls and community centres)</b>	1 space per 4 seats or 1 per 8m <sup>2</sup>	1 space per 3 seats	Facilities which serve a wider hinterland rather than a primarily local function should be assessed on merit.
<b>D2: Assembly and leisure (cinemas / conferences)</b>	1 space per 5 seats	1 space per 3 seats	
<b>D2: Assembly and leisure (leisure)</b>	1 space per 22m <sup>2</sup> (over 1,000m <sup>2</sup> )	1 space per 25m <sup>2</sup> (net floor area) and for every 15 seats for spectators	

## Rail Freight

### Policy TI/4: Rail Freight and Interchanges

1. In order to promote the use of rail for freight movements, freight interchange facilities will be permitted where they accord with other relevant proposals of this plan.
2. Existing rail freight facilities and sidings at Duxford, Foxton, Fulbourn and Whittlesford will be safeguarded.

10.27 Cambridgeshire's roads already have higher than the national average heavy commercial vehicle traffic and freight traffic is predicted to quadruple by 2030. The use of inappropriate routes can have considerable impacts on villages. Given the importance of supporting the economic prosperity of the Cambridge area and existing levels of congestion, it is important that existing freight interchange sites are protected.

10.28 Rail has an important role in the movement of freight. There is a general acceptance that the transfer of freight from road to rail will provide significant environmental improvement and will help to develop sustainable distribution. Whilst only some of the rail freight sites in the district are in operation, the remaining are maintained. New and upgraded existing facilities can help make the railway more