

GN8: Car parking, access standards and transport assessment/travel plan thresholds (policy link DM32)

1. In 2011 the previous requirement to set 'maximum' parking standards for residential development by local authorities was removed. Subsequently, through paragraph 39 of the NPPF, the Government has made clear that local planning authorities should consider a range of factors when setting local parking standards. These include accessibility of developments, the type and mix of uses proposed, the availability of (and opportunities for using) public transport in the area, and information on local car ownership levels.
2. A Written Ministerial Statement of the 25th March 2015 further clarified the Government's stance on parking matters stating that local planning authorities should only impose local parking standards where there is clear and compelling justification that it is necessary to manage their local road network. In Hyndburn, maximum car parking and access standards were introduced and adopted in 2010 and have since been used in planning decisions where relevant.
3. The nature of the Borough, in terms of its relatively high-density compact urban form, demographics and low car-use¹³², has meant that the implementation of maximum parking standards over the previous 5 years has not lead to unacceptably blocked and congested streets or pavement parking, one of the main drivers for Government abolishing the national parking standards and the WMS of March 2015.
4. In the absence of any clear negative impacts on the implementation of maximum car parking standards in Hyndburn, and the clear sustainability arguments for restricting car parking provision (helping to encourage reduced car use, in so doing reducing congestion and pollution) the Council intend to retain the use of the adopted standards in the Development Management DPD.
5. As such, this Guidance Note sets out the Car Parking and Standards that the Council will expect to see in new developments (7A). It also sets out the accessibility questionnaire to be used in demonstrating how accessibility by walking, cycling or public transport may be improved as part of any new development (7B). The accessibility questionnaire requires an applicant, where applicable, to justify the reasons why lower parking provision than the maximums specified are being proposed. Finally it covers the local thresholds for new floorspace against which Transport Assessments and Transport Plans will be required to accompany applications.

¹³² the 2011 Census shows that across Hyndburn 28% of households have no access to a car or van, with some areas having in excess of 50% of households

GN8A – Car parking and access standards

Use	Broad Land Use	Specific Land Use	Baseline Maximum Car parking standard (gross floorspace where applicable)
A1	Shops	Food Retail	1 space per 14 sq. m
		Non Food Retail	1 space per 20 sq. m
		Retail Warehouse	1 space per 40 sq. m
A2	Financial and Professional Services	Banks/building societies, estate and employment agencies, professional and financial services	1 space per 30 sq. m
A3	Restaurants and cafes	Restaurants and cafes	1 space per 5 sq. m of public floor area
A4	Drinking establishments	Public houses/wine bars/other drinking establishments	1 space per 5 sq. m of public floor area
A5	Hot Food Takeaways including drive-throughs	Use for the sale of hot food off the premises	1 space per 12 sq. m unless in a town/local centre location
B1	Business	Light industry, business parks, office, call centres, research and development	1 space per 30 sq. m
B2	General Industry	General Industry	1 space per 45 sq. m
B8	Storage and Distribution	Storage or distribution centres, wholesale warehouse, repositories	1 space per 100 sq. m
C1	Hotels	Hotels, boarding houses and guesthouses	1 space per bedroom inclusive of staff parking provision
C2	Residential Institutions	Residential care homes/nursing homes	1 space per 5 beds <i>plus</i> 1 space per 10 beds for visitors/staff ¹³³
		Sheltered Accommodation	1 space per 3 beds <i>plus</i> 1 space per 10 beds for visitors/staff
		Residential Training Centres and halls of residence	1 space per bed
		Hospitals	1 space per bed
C3	Dwelling houses (standards also equally apply to flats). Town centre sites will be considered on individual merits	1 bedroom dwelling	1 space
		2-3 bedroom dwelling	2 spaces
		4+bedrooms	3 spaces
C4	Houses in multiple	As per C3 standards	As per C3 standards

¹³³ There may be a requirement for additional car parking where a proposal includes an element of low care or where there would be a number of more “mobile” residents, in which case the C3 dwelling house standard will be applied

	occupation		
D1	Non residential institutions	Art galleries, museums, libraries	1 space per 20 sq. m
		Halls and places of worship	1 space per 5 sq. m
		Schools	1 space per 2 staff <i>plus</i> 1 space per 10 students
		Crèche/day nurseries/day nurseries	1.5 per 2 staff plus drop off zone (in or outside the curtilage) of 1 space per 10 children
		Medical/health facilities	4 spaces per consulting room
D2	Assembly and Leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 per 5 seats
		General leisure: dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 22 sq. m
Misc. / Sui-Generis		Theatres	1 space per 5 seats
		Motor car showrooms	1 space per 50 sq. m internal showroom
		Petrol filling stations	1 space per pump
		Taxi Booking Offices	1 space per 1.5 cars operating from the business. Off street and dedicated car parking to be provided and within 100 metres of the office.
		Vehicle repair and service stations	1 space per 50 sq. m

Further Guidance

Driveway Lengths

These should be a minimum of 5.5m long to enable up and over doors to open. A relaxation of this standard to 5.0m may be considered depending on the type of garage door to be installed.

Car Parking Space

2.4m x 5.0m

A minimum of 6 metres is required to enable cars to reverse out of a car parking space.

Mobility Parking

Mobility parking spaces (3.0m x 5.0m) shall be provided at a minimum level of 1 per 10 car parking spaces. 1.2 metres hatched area required either side of space (only one side if at open end of row) and normally 1 metre hatched area behind.

Bicycle Parking

Minimum level of 1 per 10 car parking spaces. Long stay covered areas shall be provided on all developments employing 30 or more full or part time staff. Space shall be provided for a minimum of two bicycles for 2-3 bedroom houses and four bicycles for 4+bedroom houses.

Motorcycle Parking

Minimum of 1 per 25 car spaces. Long stay covered areas shall be provided on all developments employing 30 or more full or part time staff.

Domestic Garages

These should be a minimum size of 3.0m x 6.0m. This will enable bicycles to be parked to the rear of the garage. Where alternative bike storage provision is provided the council will be more flexible in applying the minimum size threshold. Where no garage is provided alternative covered lockable provision should be made on or within 100 metres of the property.

In respect of domestic car parking standards a garage (6mx3m) would count as one space subject to the imposition of a planning condition controlling use.

Accessibility Questionnaires and Maximum Car Parking Standards

All proposals of over 500 sq. m gross floor area/10 or more houses with low accessibility will be expected to demonstrate how accessibility by walking, cycling and public transport can be enhanced to at least medium accessibility level. Accessibility questionnaires (see GN8B) should be completed for all developments over 500 sq. m or for 10 or more residential units where there is a reduction proposed from the maximum standard. The Local Planning Authority may request financial contributions to improvement/enhance accessibility through a Section 106 agreement.

The starting point is to work to maximum standards. There may be very rare occasions where there is a significant traffic management or highway safety issue(s) in the locality that would require the Local Planning Authority to require more than the maximum standards.

In some cases applicants may be able to demonstrate, though for example the use of the accessibility questionnaires that a site has high accessibility or through mitigation/improvement it can be made so. In those circumstances the Local Planning Authority may allow a reduction in the baseline by up to 10%. The Local Planning Authority would work to maximum car parking standards in respect of sites that have low and medium accessibility. Accessibility questionnaires are attached to these standards (7c).

Travel Assessment and Travel Plan Thresholds

A table is attached to these standards (GN7C) and explains the circumstances when transport assessments and travel plans will need to accompany planning applications. In respect of the A3 (Food and Drink) standard this would equally apply to use classes A4 (Drinking Establishments) and A5 (Hot food Takeaway). In respect of use class C4 (Houses in Multiple Ownership) this would be the same standard as C3 (Dwellinghouses).

Town Centres/Defined Shopping Areas

In defined town centre locations applicants are unlikely to have to work to maximum car parking standards unless there is an identified car parking management/shortage of public car parking spaces. This does not apply in respect of proposed or extended taxi booking offices where applicants will be required to work to the requisite car parking standard. For major town centre proposals (1000 sq m floorspace or more, or ten or more residential units) each application will be considered on its merits.

On-Street Car Parking Outside of Town Centres/Defined Shopping Areas

The starting point is to work to maximum car parking standards and these relate to off street and private spaces. However, there may be instances where it would be acceptable to allow some on-street car parking in respect of the relevant standard. This would, however, be conditional upon no adverse impact on the safe movement of traffic/pedestrians or the

amenities enjoyed by existing residents in the locality. Each application will be considered on its merits in respect of this matter.

Other Highway Design and Access Standards

In respect of highway design and access matters not addressed in these standards the Council will determine planning applications against Lancashire County Council's adopted "Civilised Streets" guidance.