

Site Allocations and Policies Development Plan Document

Adopted October 2014

Appendix 2 – Parking standards

- 1.1. Parking standards ensure good design and effective use of land in developments. It is also ensured through parking standards that the parking demand for a development is provided, in turn minimising the use of carriageways for parking and to prevent on-street loading/off-loading of service vehicles.
- 1.2. Any land use or types of development which are not specifically mentioned will be subject to consideration on an individual site-specific basis, as will combinations of types of development which are treated individually in this document.

Residential parking standards

- 1.3. The parking standards are set by the number of rooms in a dwelling. The definition of rooms is taken from the 2001 census definition: *“The count of the number of rooms in a household’s accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example kitchens, living rooms, bedrooms, utility rooms are counted.”*
- 1.4. The parking standards provided in Table 1 are to be applied per dwelling and are expressed as minimum standards.

Table 1: Minimum Residential Parking Standards

Dwelling Size	Shared/Communal Parking Spaces	Allocated Parking spaces
2 rooms	1	1
3 rooms	1.5	2
4 rooms	1.5	2
5 rooms	1.5	2
6 rooms	2	2
7 rooms	2	3
8+ rooms	2	3

- 1.5. When determining what counts as a parking space the guidance within Manual for Streets will be taken into account:
 - car ports are unlikely to be used for storage and should therefore count towards parking provision; and
 - whether garages count fully will need to be decided on a scheme-by-scheme basis. This will depend on factors such as:
 - the availability of other spaces, including on-street parking: where this is limited, residents are more likely to park in their garages;
 - the availability of separate cycle parking and general storage capacity as garages are often used for storing bicycles and other household items; and
 - the size of the garage – larger garages can be used for both storage and car parking. It is expected that single garages are 6m x 3m and double garages 6m x 6m.

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Non-residential parking standards

- 1.6. Table 2 sets out the minimum parking standards for non-residential uses in Rutland (all areas are gross floor areas unless otherwise stated):

Table 2: Minimum non-residential parking standards

Use	Minimum Parking Standards
Food Retail	1 space per 14m ² 1 goods bay or space per 750 m ² . For stores between 3,000 and 5,000 m ² 1 goods bay or space per 1,000 m ² . For stores in excess of 5,000 m ² Floor area below 1,000 m ² provision shall be made within the site for loading and unloading of service and delivery vehicles.
Non food retail	1 space per 20m ² 1 goods bay or space per 750 m ² . For stores between 3,000 and 5,000 m ² 1 goods bay or space per 1,000 m ² . For stores in excess of 5,000 m ² Floor area below 1,000 m ² provision shall be made within the site for loading and unloading of service and delivery vehicles.
B1 offices	1 space per 30 m ²
B1 non office and B2 General Industry	1 space per 60m ² 1 lorry space per 400m ²
B8 Warehousing	1 space per 150m ² 1 lorry space per 400m ² For smaller units, provision should be made within the site for the possibility of future conversion to offices with their consequently higher parking requirements. If such provision cannot be made then restrictions on future changes of use will be required.
C1: Hotels & Guest Houses	1 space per resident staff, one space per bedroom, plus 1 space per 40m ² of public area for non-residential staff
C2: Residential Institutions	1 car space for each resident member of staff, plus up to 1 space for every 2 non-resident members of staff. One space per 4 bedrooms
D1: Non-residential institutions (museums, libraries, galleries, exhibition halls)	One car space per member of staff and 1 space per 30m ²
D1: Non-residential institutions (public halls & places of worship)	One car space per 4 seats or up to 1 space per 15m ² .
D1: Non-residential institutions (schools)	1.5 spaces per 2 staff. (If the figure is not a whole number the number must be rounded up) Where a community wing is to be provided for daytime use, additional parking shall be required to reflect the increased demand for parking on site. These requirements will be determined on a

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	case by case basis dependent upon the use and scale of the community wing.
D1: Non-residential institutions (further education)	1.5 spaces per 2 staff. (If the figure is not a whole number the number must be rounded up) One space for every 15 students.
D1: Non-Residential institutions (clinics, health centres, surgeries)	One car space per member of staff employed plus two car spaces per consulting rooms/surgery.
Cinemas and Conference Facilities	One space per 5 seats
D2 (other than cinemas, sports grounds and clubs and golf courses)	One space per 22m ²
Sports grounds and clubs	Parking will be required to cater in full for the expected usage of the facility assuming an occupancy rate of 2 persons per car. Also, in the case of football, cricket, hockey pitches etc. parking and manoeuvring areas will be required for coaches at the rate of one coach per two pitches (maximum provision to be made for two coaches). Thus the following examples may be used. 1 cricket pitch – 22 players + 2 umpires = 12 car spaces + 1 coach. Tennis/squash courts – 2 car spaces per court Rugby club with 3 pitches – 36 players, coaches, referees, substitutes etc. per pitch, therefore 54 car spaces plus two coach spaces. 2 soccer pitches – 30 players, coaches, referees, substitutes, etc. per pitch, therefore 30 car spaces plus one coach space.
Golf Courses	Maximum of 100 spaces per 18 hole course. Other sizes of course will be considered on their merits, not pro-rata to the above.

Exception to minimum parking standards

- 1.7. The location of a development and access to services by walking, cycling or public transport should be considered when devising parking standards. When a development has good access to services and public transport, for example in Oakham and Uppingham town centres, it may be acceptable to provide parking below normal levels of demand. However evidence will need to be provided within a planning application to demonstrate this.
- 1.8. Where no parking standards are provided for a particular development, we will consider the provision required taking certain factors into account including:
 - the control of on-street parking in the area;
 - the development's exact nature and likely use;
 - its geographical location;

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- the standard of the surrounding road network and the traffic and parking conditions on it; and
- how accessible the development is using other methods of transport, including public transport, walking or cycling.

1.9. It is intended that commuted sums will be sought by the Council where parking is provided below the minimum parking standards to assist in providing off-site parking elsewhere. This will be reviewed in light of the emerging Community Infrastructure Levy (CIL) in Rutland.

Design and layout of car parking spaces

1.10. The minimum acceptable dimensions for car parking spaces will be 2.4m by 5.5m. The design of car parking areas should be laid out so that no vehicle has to be reversed for a distance exceeding 25 metres. Lorry parking spaces shall be a minimum of 18 metres by 5 metres.

Disabled parking standards

1.11. Adequate provision for parking for disabled people, in terms of numbers and design, should be made in line with Traffic and Advisory Leaflet 5/95, produced by the Department for Transport (see Table 3 and 4).

Table 3: Recommended number of disabled bays in off-street car parks

Car Park Used For:	Car Park Size	
	Up to 200 bays	Over 200 bays
Employees and visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity
Shopping, recreation and leisure	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity

Table 4: Recommended maximum walking distance without a rest according to disability ("walking" includes travel by wheelchair).

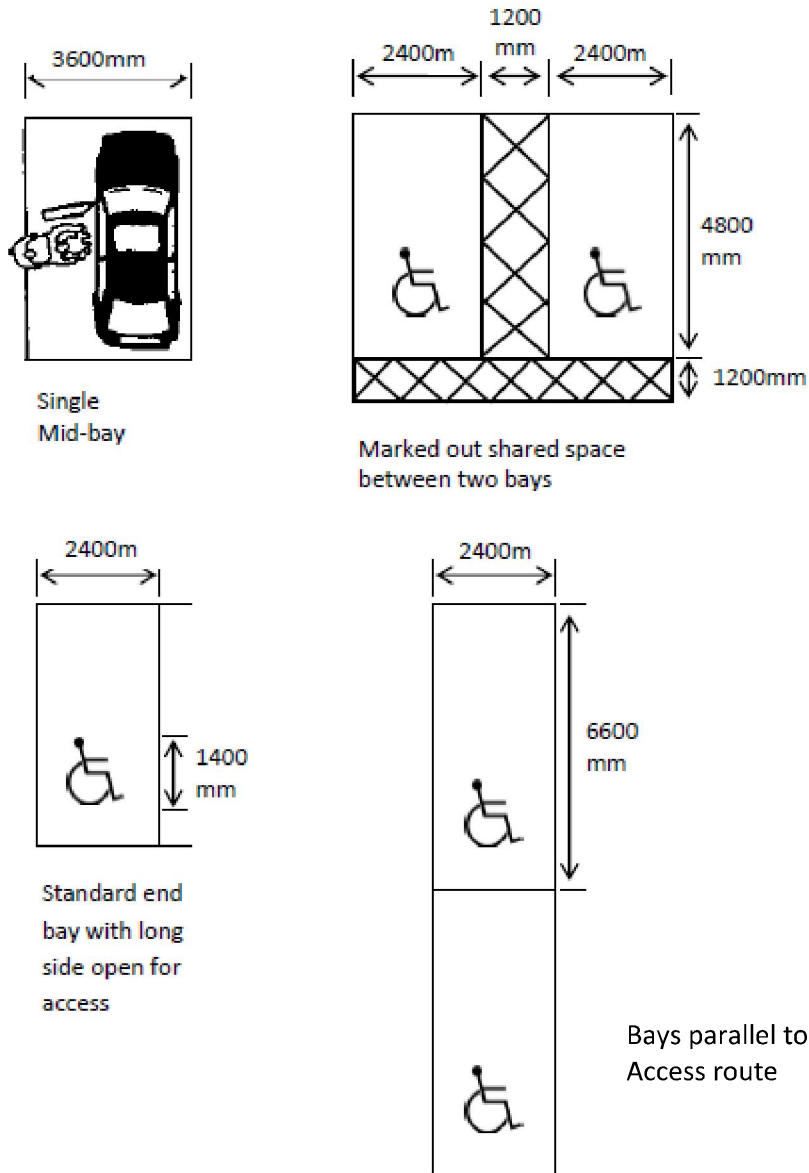
Disability	Distance (metres)
Visually Impaired	150
Wheelchair Users	150
Ambulatory without walking aid	100
Stick Users	50

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1.12. Following these guidelines any disabled parking space should be made within 50 metres of the destination. The dimensions and design of disabled parking spaces should be in alignment with figure 1 below. The dimensions shown in figure 1 are in accordance with Inclusive Mobility and Manual for Streets (Department of Transport, 2005).

Figure 1. Expected dimensions and design of disabled parking.



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Cycle parking standards

- 1.13. The location and design of cycle parking should be in alignment with the guidance outlined in Manual for Streets. Table 5 sets out the minimum cycle parking standards for new development proposals.

Table 5: Cycle Parking Standards set within the Rutland Local Plan

Land Use Class	Standard
Classes A1 and A3 (Shops, food and drink)	1 space for every 500m ² to 4,000m ² gross to be under cover and secure for staff and operational use. 1 space for every 1000m ² gross for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.
Classes A2 and B1 (Financial and professional services, light industry and offices)	1 space for every 400m ² gross to be under cover and secure. Customer parking to be provided on merit.
Classes B2 to B8 (General and Special Industry)	1 space for every 400m ² gross to be under cover and secure.
Class C3 (Dwelling Houses) High density developments e.g. flats with common facilities	1 space per 5 dwellings to be under cover and secure.
Classes D1 and D2 (Non-residential institutions, assembly and leisure)	Enough Sheffield racks (or similar) should be provided in a prominent and convenient location, to park the cycles of 5% of the maximum number of people expected to use the facility at any one time. Secure and covered parking for staff to be provided on merit.

Powered two wheeler parking standards

- 1.14. Motorcycles, mopeds and scooters can be collectively described as Powered Two Wheelers (PTW's). The use of PTW's is increasing, in 2003 5% of total motor vehicles were motorcycles, a significant increase on 1993 levels, therefore making it important to provide parking standards for these vehicles in new developments.
- 1.15. Parking spaces for PTW's should be provided in all non-residential developments equal to 5% of the total car parking spaces to be provided, with a minimum of 1 PTW space. This should be provided in addition to cycle spaces.
- 1.16. PTW parking spaces should be provided within 50 metres of their destination, where possible, to avoid informal parking which often causes obstruction and hazards to others.

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- 1.17. The size and design of PTW parking spaces should be in alignment with the guidance provided in Manual for Streets and DfT Traffic Advisory Leaflet 2/02: Motorcycle Parking (2002).