

3 Appendices

Appendix 1: Elmbridge Parking Standards (DM7 - Access and Parking)

3.1 These parking standards have been developed in conjunction with the Surrey County Council Vehicular and Cycling Guidance 2012 and use local evidence with regard to car ownership in Elmbridge.

Evidence (Indicators taken from Paragraph 39 of the Framework):

The Accessibility of the Development- this is based on location and for Elmbridge this relates to town centre, edge of centre or suburban characteristics.

The Type, Mix and Use of Development- the table below features the different types, mixes and use of development.

The Availability of and Opportunities for Public Transport- evidence has been taken from the settlement strategy, which highlights the local bus services and train routes within the settlements. Since then, changes have been made to certain bus routes and this impacts on the Borough's need to use a car to get to various locations within and outside the Borough.

Local Car Ownership Levels- Elmbridge Borough Council has a slightly higher car ownership compared with the Surrey average. 12.7% do not have a car in the Borough compared with 14% in Surrey. 41.7% of people in Elmbridge have one car or van and 35.1% have two cars or vans. While Surrey overall has 40.5% people with one car or van and 34.7% with two cars. Elmbridge has the highest amount of wealthy people living in the most sought after neighbourhoods in Surrey. One of the key findings of this group is the amount of car and vans that people own, which is often more than 3.

An Overall Need to Reduce the Use of High-Emission Vehicles- Core Strategy policy CS25 Travel and Accessibility seeks to improve the environmental impact of transport. It also requires the application of maximum parking standards in order to promote improvements to sustainable travel.

The Parking Standards

- All parking levels relate to gross floor area and are recommended as a maximum.
- Provision for uses marked “**individual assessment**” will require their own justification and the inclusion of parking management plans, travel plans and cycle strategies where appropriate.

- For use classes that feature both a standard and OR individual assessment the standard provides the guide but if a greater amount of parking is required than an individual assessment (as described in the bullet above) will need to be submitted.
- Standards are also provided regarding parking for people with disabilities, school parking, car clubs and electric vehicle charging points.

Use Class	Maximum per m ² ground floor area
A1 Retail	
Food or non-food retail eg: small parades of shops serving the local community (up to 500m ²)*	1 car space per 30m ²
Food retail (500 m ² to 1000m ²)*	1 space per 25m ²
Food retail (above 1000m ²)*	1 car space per 14m ²
Non-food retail (500m ² or more)*	1 space per 25m ²
*Suggested reductions as stated or greater, to be applied based on location. Note: Retail parking to be provided as shared use where appropriate.	Town Centre 75% District Centre 50% Local Centre 25% Other 0%
A3 Food and drink	
Restaurants, snack bars and café's. For sale & consumption on the premises (if located beyond Town Centre locations).	1 car space per 6m ² No parking required in town centres
A4 Drinking establishments	
Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations).	Individual assessment/justification No parking required in town centres
A5 Hot Food Takeaways	
For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 car space per 6m ² No parking required in town centres
B1 Business	
Offices, research & development, light industry appropriate in a residential area – threshold of 2500m ²	A maximum range of 1 car space per 30m ² to 1 car space per 100m ² depending on location
B2 General Industrial	
General industrial use	1 car space per 30m ²
B8 Storage/distribution (including open air storage)	
Warehouse – storage	1 car space per 100m ² 1 lorry space per 200m ²

Warehouse – distribution	1 car space per 70m ² 1 lorry space per 200m ²
Cash and carry	1 car space per 70m ² 1 lorry space per 200m ²
C1 Hotels	
Hotels, boarding and guest houses where no significant care is provided	1.5 car spaces per bedroom plus 1 coach space per 100 bedrooms OR Individual assessment/justification
C2 Residential Institutions	
Care home Nursing home	1 car space per 2 residents OR Individual assessment/justification
Hospitals	1 car space per 4 staff plus 1 car space per 3 daily visitors OR Individual assessment/justification
Residential colleges	Individual assessment/justification
Training centres	1 car space per 2 staff OR Individual assessment/justification
C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	See Figure 1
Elderly (sheltered)	1 car space per 1 or 2 bed self contained unit OR 0.5 per communal unit OR Individual Assessment
D1 Non-residential institutions	
Day Nurseries/Crèche	0.75 car spaces per member of staff plus 0.2 spaces per child
Doctor's practices	1 car space per consulting room. Remaining spaces on individual assessment
Dentist's practices	1 car space per consulting room. Remaining spaces on individual assessment
Veterinary practices	1 car space per consulting room. Remaining spaces on individual assessment
Libraries, museums and art galleries	1 car space per 30m ² OR Individual assessment/justification
Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc	1 car space per 3 persons OR per 3 seats OR per 20 m ² OR Individual assessment/justification

Places of worship	1 car space per 10 seats OR Individual assessment/justification
Schools/colleges/children's centres	Individual assessment/justification – see additional notes below
D2 Assembly and leisure	
Cinemas, bingo clubs, dance halls and clubs	1 car space per 5 licensed persons OR Individual assessment/justification
Conference Centres	1 car space per 5 seats OR Individual assessment/justification
Exhibition Halls	1 car space per 6 m ² OR Individual assessment/justification
Stadia	1 car space per 15 seats OR individual assessment/justification
Health clubs/leisure centres	Individual assessment/justification
Tennis and Badminton Clubs	4 car spaces per court OR Individual assessment/justification
Squash Clubs	2 car spaces per court OR Individual assessment/justification
Marinas and water sports	3 car spaces per hectare of water OR Individual assessment/justification
Field Sports Clubs	1 car space per 2 playing participants OR Individual assessment/justification
Golf Clubs and driving ranges	1 car space per 0.3 holes OR per driving bay OR Individual assessment/justification
Equestrian centres	1 car space per stable OR Individual assessment/justification
Other uses	
Pick your own fruit farms	9 car spaces per hectare of farmland OR Individual assessment/justification
Vehicle repair, garage and spares stores	1 car space per 20m ² OR Individual assessment/justification
Car sales establishments	1 car space per 50m ² car display area OR Individual assessment/justification
Exhaust and tyre centres	1 car space per 0.3-0.5 bays OR Individual assessment/justification
Sui Generis and all other uses not mentioned above	Individual assessment/justification

Parking for People with Disabilities

3.2 Parking for drivers with disabilities should be designed and provided in accordance with the appropriate government guidance⁵⁰. As a starting point, for non-residential development, 5% of the total number of parking spaces agreed should be allocated for disabled users or a minimum of 1 space per 750m² (whichever is the greater) to meet demand. Such spaces should have dimensions of 3.6m by 5m and be located no further than 50m from an accessible entrance, (ideally the main entrance), clearly signed and under cover if possible.

School Parking

3.3 New Schools, or those where expansion is proposed, are expected to develop, update and monitor School Travel Plans.

Cars

3.4 Operational requirements (broadly defined as staff and visitors) should be provided for only, together with overflow parking areas for community uses. Parent and pupil parking should not be provided as this is a disincentive to travelling by sustainable modes. Existing sites may be an exception if further on-street parking reduces highway safety or emergency access.

3.5 Measures to discourage parking should be considered first and could include car sharing, staggered school days, parking restrictions, parking permits issued on the basis of need and other measures as appropriate.

3.6 A parking management plan should be prepared and submitted as an integral part of any planning application where parking is an acknowledged problem.

Coach/ Bus

3.7 On all new school sites where it is likely that pupils will travel to and from school in coaches, sufficient space should be reserved to allow coaches to enter the site, drop off and pick up pupils. Where appropriate, bus stops, bays, raised kerbs, seating and shelters shall be provided on the highway by the applicant.

Cycles and non-motorised scooters

3.8 Provision of cycle and non-motorised scooter* parking will be a condition of any new or expanded school. Whenever possible, improvements to cycle routes and other appropriate safety measures should be provided by the applicant.

50. Department for Transport Traffic Advice Leaflet 5/95 can be obtained at http://webarchive.nationalarchives.gov.uk/20090505152230/http://www.dft.gov.uk/adobe/pdf/165240/244921/244924/TAL_5-951.

*for Pre-school and Primary School education

Electric Vehicle Charging

3.9 The Council will seek the provision of electric vehicle (EV) charging points within all new developments as set out below. These standards have been based upon a mid range scenario which assumes that environmental incentives grow at their current rate and that the number of electric vehicles on UK roads will increase from a projected estimate of 600,000 at 2020 to 1,600,000 by 2030. It also assumes that the whole life cost of an electric vehicle is comparable to an internal combustion powered vehicle by 2015 (ref: "Investigation into the Scope for the Transport Sector to Switch to Electric Vehicles and Plug-in Hybrid Vehicles" produced jointly by Department for Business Enterprise and Regulatory Reform (BERR) and the Department for Transport (DfT) 2008).

3.10 EV charging is a developing technology and the Council will seek to ensure that connection points are installed in line with emerging technical requirements. Standardised connections will be used wherever possible. With continuing development in technology, it is expected that wired charging will eventually be replaced by passive wireless charging which allows vehicles to park over a pad buried beneath the surface. The Council will expect new installations to be passive when this method of charging becomes cost effective for general use.

3.11 There are currently three speeds for electric vehicle charging – trickle, fast and rapid. Trickle charging is currently the only method that uses standardised plugs and sockets. Trickle charging is therefore likely to be the most common method of charging in future. The standards set out below for residential developments are set at a higher level than the other uses due to the duration of charge needed and the ease at which low cost trickle charging points can be integrated into new housing developments. However, commercial land uses such as offices can give rise to long periods of stay making EV charging viable and for some large mixed-use developments, economies of scale may also allow the viable provision of fast and rapid charging.

Residential Development	
Single Dwellings:	1 Trickle charging point per dwelling
Flats/Apartments	20% of available spaces to be fitted with a trickle charging point
Commercial Development	
Individual developments requiring a Travel Plan:	5% of available spaces to be fitted with a trickle charging point.
Large Commercial/ Mixed Use Development requiring a Travel Plan:	3% of available spaces to be fitted with a trickle charging point, plus 2% of available spaces to be fitted with a fast charging point*.

Major Commercial Mixed Use Development:	On individual merit
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*** Where non-standard charging plugs are impractical, trickle charging points may be used depending upon the land use.**

Figure 1: Parking Standards for Residential Parking

Locational Characteristics	Town Centre/ Edge of Centre†	Suburban *†
1 bed residential unit	1 space per unit	1 space per unit
2 bed residential unit	1.5 space per unit	1.5 space per unit
3 bed residential unit	2 space per unit	2 space per unit
4 + bed residential unit	2 space per unit	2 space per unit

NOTE: As set out in policy DM7 - Access and Parking, in areas of parking stress the Council would expect a minimum of 1 space per residential unit.

*Where space permits, it may be appropriate to consider provision for visitors in suburban areas

† For all residential development:

- Allocated or unallocated parking may be acceptable where appropriate.
- Where parking is not allocated it should only be available to residents in the proposed development.
- Garages, open carports and/or car barns will be considered as parking spaces subject to good design (please see the Design and Character SPD for advice). It is acknowledged that in certain locations garages may be used for purposes other than parking.

3.12 Minimum Cycle Parking Levels

Cycle parking should be designed and provided in accordance with the appropriate government guidance. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20m).

Use Class	Minimum Standard
A1 Retail	
Food Retail	1 space per 350m ² (out of centre) 1 space per 125m ² (town/local centre)

Non- food retail	1 space per 1500m ² (out of centre) with minimum 4 spaces 1 space per 300m ² (town/ local centre)
Garden Centre (can also be classed under sui generic)	1 space per 300 m ² (min 2 spaces)
All other retail uses	Individual Assessment
A3 Food and drink	
Restaurants, snack bars and café's. For sale & consumption on the premises (if located beyond Town Centre locations)	1 space per 20 seats (min 2 spaces), town centre parking not necessarily required
A4 Drinking establishments	
Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations)	1 space per 100m ² (min 2 spaces), town centre parking not necessarily required
A5 Hot Food Takeaways	
For sale & consumption of hot food off the premises (if located beyond Town Centre locations)	1 space per 50m ² (min 2 spaces), town centre parking not necessarily required
B1 Business	
Offices	1 space per 125m ² (min 2 spaces)
Research & development/light industry	1 space per 250m ² (min 2 spaces)
B2 General Industrial	1 space per 500m ² (min 2 spaces)
B8 Storage or distribution (inc. open air storage)	1 space per 500m ² (min 2 spaces)
C1 Hotels/Guest houses	Individual Assessment
C2 Residential Institutions	
Care homes/Nursing homes	Individual Assessment
Hospitals	Individual Assessment
Residential colleges	1 space per 2 students 1 space per 2 staff
Training Centres	Individual Assessment
C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	
Flats/ houses without garages or gardens: 1 & 2 bedroom unit 3 or more bedroom unit	1 space 2 spaces See the Elmbridge Design and Character SPD for further advice on bike storage

D1 Non-residential institutions	
Day Nurseries/Crèche	1 space per 5 staff plus minimum 2 spaces
Doctor's practices	1 space per 2 consulting rooms minimum 2 spaces
Dentist's practices	1 space per 2 consulting rooms minimum 2 spaces
Veterinary practices	1 space per 2 consulting rooms minimum 2 spaces
Libraries, museums and art galleries	Individual Assessment
Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc	Individual Assessment
Places of worship	Individual Assessment
School and colleges	School Travel Plan required, to incorporate a site specific cycle strategy
D2 Assembly and leisure	Individual Assessment
Sui Generis and all other uses not mentioned above	Individual Assessment