

APPENDIX F

CAR PARKING REQUIREMENTS

Car parking requirements for specific locations and types of development

Town Centres

There is no specified minimum threshold for main town centre uses. In general, existing car parks and on-street parking will be able to service new development. Car-free development may be permitted within town centres, where there is good access to public transport and the potential to utilise spaces within existing car parks. The Council will exceptionally seek provision on-site, for example where a change of use could lead to problems with overspill and indiscriminate parking, which can harm visual amenity or create hazards for traffic and pedestrians. The need for operational commercial vehicle space will be considered.

Where offices are located in town centres, the requirement for on-site provision will be relaxed to 20% of the standard for out-of-centre, subject to the availability of public parking spaces, particularly long-stay parking provision. The Council will seek financial contributions for the use of existing long-stay spaces.

In all instances provision should be made to encourage walking, cycling and public transport as preferred modes of transport through Travel Plans and other measures. This may include the provision of facilities such as bus shelters, showers and changing facilities.

District and Local Centres

Type of development / Use Class	Estimated requirement / guide
A1 Shops, A2 Financial and Professional Services	A minimum will be negotiated taking into account the impact of the use and existing parking provision. The need for operational commercial vehicle spaces will be considered.
Other uses	A minimum will be negotiated taking into account the impact of the use and existing parking provision.

Out-of-centre

Type of development / Use Class	Estimated requirement / guide
Convenience stores above threshold of 1,000 sq m of gross floorspace	Generally 1 car space per every 14 sq m of gross floorspace.
Comparison stores, including garden centres, above threshold of 1,000 sq m of gross floorspace	Generally 1 car space for every 20 sq m of gross floorspace.
Retail stores below 1000 sq m of gross floorspace	A minimum will be negotiated taking into account the impact of the use and existing parking provision
B1 including offices above threshold of 2,500 sq m of gross floorspace	1 space per 30 sq m of gross floorspace.
B2 general industry	1 space per 35sq m of gross floorspace.
B8 storage and distribution	1 space per 200sq m of gross floorspace.
For cinemas, theatres and conference facilities above threshold of 1,000sq m of gross floor space.	1 space per 6 seats Places of entertainment should have appropriate provision for people with disabilities.
Leisure and recreation facilities	1 car space per 25 sq m of gross floorspace
Swimming pools	1 car space per 10 sq m of water space.
Car sales, motor repair and service stations	1 visitor's car space for every 10 cars displayed for sale, 3 car spaces for each vehicle service bay.

Car parking requirements for specific types of development

Residential

	Type of development	Estimated requirement / guide	Notes
a)	Dwelling houses	2 car parking spaces per dwelling unit, of which 1 can be a garage and 1 with electric charging facilities.	In locations such as town centres where there is a greater choice of transport, this standard may be reduced. New dwellings with parking within the curtilage offer the opportunity to promote sustainable technologies such as electric vehicles. Provision of charging points will be supported in car parking areas where practicable. Garages will only be considered as parking spaces where they meet the requirements of note h) in the 'Other parking considerations' section (Table 40).

	Type of development	Estimated requirement / guide	Notes
		Provision of secure and covered cycle storage for at least 2 cycles per house.	Note that the provision of minimum residential parking standards is intended to allow for car ownership, but reduce on street parking. Residential developments will be required to seek to reduce car use through travel plans and provision of good walking, cycling and public transport facilities.
b)	Flats	1 car parking space per flat. Provision of secure and covered cycle storage for at least 1 cycle per flat.	Electric vehicles and car clubs will be supported. 20% of available spaces should have electrical charging points. Garages will need to meet the requirements of note h) in Table 40. Parking for visitors should also be provided.
c)	Elderly persons' sheltered flats / dwellings	1 space per 5 units.	Provision should also be made for mobility scooters with dedicated electric charging points. Storage should be covered, secure and easy to use wherever possible and must form an integral element of the design of the development.
d)	Homes for the elderly and people in need of care	1 space per 8 residents.	Provision should also be made for mobility scooters with dedicated electric charging points. Storage should be covered, secure and easy to use wherever possible and must form an integral element of the design of the development.
e)	HMOs	1 space per 2 bedrooms, plus 1 cycle space per bedroom.	In instances where the location of the HMO and its setting may limit the parking available, the availability of public spaces will be taken into account. See note f) on 'Cycle provision' in Table 40.
f)	Domestic extensions and ancillary buildings	1 space per 2 bedrooms.	Compensatory provision for displaced car parking, garaging and cycle storage. On-site parking displaced by the development should be replaced where necessary.

Hotels and holiday developments

	Type of development	Estimated requirement / guide	Notes
a)	Hotels and guest houses, including extensions.	1 space per bedroom, plus appropriate provision for coaches. Provision for setting down and picking up guests by car or coach should also be provided	In instances where the location of the hotel and its setting may limit the parking available, the availability of public spaces will be taken into account.
b)	Holiday flats, caravans and chalets	1 parking space per unit.	Garages will only be considered as a parking space where they meet the requirements of note (h) in Table 40.

Education facilities (excluding language schools)

	Type of development	Estimated requirement / guide	Notes
a)	Higher and further education establishments	1 space per 3 staff members (full time equivalents), plus 1 space per 20 students attending the establishment, plus 1 cycle space per 10 students.	Relates to total number of students visiting the establishment, not full-time equivalent figures. Plus disabled facilities. A more favourable approach to the parking ratio will be considered in town centres. See note j). on school travel plans in Table 40.

b)	Primary and Secondary schools	1 space per 2.5 staff members (full time equivalents) plus 1 cycle space per 10 students.	Plus disabled facilities and 3 non-motorised scooter parking spaces/10 pupils. See note j). on school travel plans in Table 40.
c)	Pre-school and Nursery	1 space per 4 staff members (full time equivalents), plus 1 cycle space per 4 staff.	See note j). on school travel plan in Table 40.

Healthcare

	Type of development	Estimated requirement / guide	Notes
a)	Health Centres and Surgeries	1 space per practitioner plus 1 space per 3 ancillary staff.	'Practitioner' to include doctor, dentist, nurse and health visitor.
b)	Hospital related development	Essential vehicles as required plus 2.5 spaces per bed.	

Marinas

	Type of development	Estimated requirement / guide	Notes
a)	Marinas	1 car and trailer space plus 1 space per berth.	Transport assessment and travel plan required

Other parking considerations

	Type of development	Notes
	Context and specifications	A parking space for new development will be regarded as a minimum of 2.4ha by 4.8m. Parking spaces for disabled persons should be a minimum of 4.8m by 3.6m (or where side-to-side, 4.8m by 2.4m with a minimum of 1.2 m between them). Parking courts will also require maneuvering space of 6m to enter and exit a space. Where parking spaces are accessed directly from the highway, a space shall be 3.2m by 6m (5.5m minimum where there is no door opening into the parking area) to ensure that the highway is not obstructed. The Council's Highways Design Guide and Manual For Streets 2 provide more general guidance. It is recognised that existing spaces may sometimes below this standard.
a)	Other uses	Car parking standard for uses not set out in this schedule will be determined on a case by case basis dependent upon the scale, location and requirements of the use. This will be balanced against the ability to utilise more sustainable forms of travel as primary means of access.
b)	Shared use of parking, where there is realistic potential.	Shared use of parking, particularly in town centres and as part of some mixed use proposals, will be sought, especially where peak parking times/levels from the different uses do not coincide and there is good access by public transport.
c)	Electric charging facilities and infrastructure	All new development should, where viable, include provision for electric charging points and their necessary infrastructure. Electric vehicle charging points enjoy permitted development rights.
d)	Car Clubs	For all residential developments over 100 units, provision for the secure parking of 1 car as part of a community car club scheme will be encouraged. For industrial and retail developments in excess of 300 employees, 1 space will be encouraged.
e)	Provision for people with disabilities and parents with young children	Up to 10% of the total allocation of car parking spaces should be dedicated and appropriately designed for disabled people and provide for safe, easy and direct movement for those with mobility difficulties. Certain uses should also provide for parents with young children.
f)	Cycle provision	For residential development, a minimum of 2 cycle spaces per dwelling should be provided; for non-domestic uses, 1 space per two employees. Cycle storage should be covered and secure and easy to use wherever possible and must form an integral element of the design of the development.

g)	Parking courts	For major residential or mixed use schemes, the Council may support the initial use of parking courts for other communal uses, such as allotments. This consideration will go hand in hand with use of a Travel Plan and active monitoring of on-street parking, congestion and free flow of traffic. Where such monitoring shows unacceptable risks to safety/amenity as a result of lack of off-street parking provision, the communal facility will be required to be used for parking.
h)	Parking within the curtilage will only include garages where specified criteria are met	Garages will only be counted as parking spaces where they are large enough to both accommodate cars and make provision for general storage (including cycle storage), or alternatively, provision for general storage can be made elsewhere within the curtilage. Where garages meet this criterion, retention of garages for parking will be required by planning condition. Minimum single garage internal dimensions (6m by 3.30m) to provide internal circulation space (1m on driver's side and 0.45m for passenger vehicle door opening). If no dedicated alternative storage is provided within the curtilage, additional width of 0.75m for cycle storage and 1m depth/width for refuse storage is required.
i)	Operational commercial vehicles	Proposals for new commercial space and public venues should make provision for the parking and turning of commercial vehicles (for example delivery vehicles, coaches and car transporters)
j)	Travel Plans for schools	School Travel plans are required where provision for 30 or more extra pupils is planned. A Transport Assessment is required for proposals generating over 30 trips during the morning peak period of 8-9am.