

Appendix 4 - Parking Standards

Car Parking Standards

The standards set out below define the maximum requirements and apply to car parking for residents, staff and visitors (including operational parking). As a general principle, the Council will seek to encourage parking provision below the maximum figures stated in the tables below. In determining appropriate provision, the Council will take into consideration relevant local factors including access to opportunities and services, access to public transport, car clubs, design and location. The following parking standards should be read in conjunction with preferred policy DM16 Parking.

Clarification of Terms

Floor space definition: The reference to floor space in all cases is to the gross floor area (i.e including the thickness of external walls).

Multiple land uses: Where several land uses are included within a scheme, the parking requirement is calculated separately for each use. However, dual use of parking facilities will be encouraged where possible (see below for dual use).

Ancillary floor space (e.g. canteen space within a factory) is subject to the standard for the main use.

Absence of a standard: The standards set out below do not cover all land uses. Where there is no defined standard for a particular land use, the Council should be consulted before submission of a planning application to determine the maximum parking standards appropriate to the development purpose. Proposals for uses not dealt with below will be assessed in relation to relevant factors such as the nature of use, capacity of the premises (i.e. in terms of the numbers of people using the building), servicing requirements, access to public transport and car club provision, the character of the surrounding area, likely hours of use, and the availability of other car parking facilities nearby.

Dual use: The Council encourages designs which promote efficient/multiple use of parking facilities (i.e. the use by different sections of the community at different times of the day). In such cases, the Council expects that the overall combined provision will be reduced. A car parking management plan should be secured with developments to ensure the efficient and appropriate use of dual use parking provision.

Provision for disabled people: Development will need to have due regard to requirements of disabled people. For new dwellings (C3), one off-street space per wheelchair unit, wheelchair accessible, clearly allocated to and close to the accommodation, should be provided. A minimum of one space will be required for developments of 10 or more units. For all other use classes, 5% of spaces (1 minimum) should be allocated for disabled use. In larger public buildings, a number of spaces should be wide enough to accommodate mini-buses/community transport/dial-a-ride vehicles.

Loading arrangements: For use classes which require loading, unloading and refuse collection facilities, the provision of separate space for these purposes within the confines of each site will normally be required, in addition to the car parking provision referred to in the following schedule. Loading facilities need to be designed to not impede road safety and to minimise conflicts with other street activities in particular pedestrian and cycle movement.

Refuse Collection: Residential developments will need to allow for maximum carrying distance of 25 metres (82ft) for refuse sack collection and a maximum level pushing distance for paladins of 9 metres (30ft). Where these conditions cannot be achieved in relation to a vehicle standing on the public highway, the vehicle will need to enter and turn around within the site in accordance with arrangements which satisfy the Council.

Coach traffic and emergency service vehicles: Uses likely to generate coach traffic (e.g. theatres, public halls, hotels, swimming pools, sports grounds and some educational establishments) should be able to draw upon adequate facilities for the satisfactory dropping off and picking up of passengers, including the manoeuvring of vehicles without the need for reversing. Similarly, land uses which are likely to be visited frequently by emergency service vehicles (eg residential homes) should include adequate arrangements for access and manoeuvre.

Car park design: Planning applications must show how car parking spaces are to be accommodated. Spaces should be arranged for convenient entry and exit close to and accessible to the development served. In communal parking areas, sufficient manoeuvring space for vehicles to enter and exit the site in forward gear should be provided.

Large unbroken expanses of surface parking are unattractive, represent a poor use of available land and can attract anti-social behaviour. To overcome this, surface car parks should be designed with driver and pedestrian safety in mind (preferably overlooked), well-lit, suitably screened and landscaped. The Council will require the use of permeable/pervious paving as this helps manage run-off in extreme weather.

Parking in front gardens: The most pleasant street environments are often leafy and tree lined with clear definition between private and public realm. Removing plants and front garden walls to enable front garden parking can reduce the quality of the street. The conversion of front gardens into car parking areas can have negative visual impacts and adverse consequences for the local environment.

Adverse impacts include:

- Impacts on the safety of other local road users, particularly pedestrians and cyclists.
- Impermeable hard standing can contribute to flooding and urban heat island effect.
- Plants in front gardens provide food and habitat for wildlife – its removal will have a negative impact on biodiversity.
- Loss of front garden walls is often detrimental to the overall appearance of the street.

The Council therefore discourages the use of front gardens for parking. Front garden parking may be permitted if applicants can demonstrate to the Council's satisfaction that the negative impacts can be mitigated and that gardens are large enough to allow cars to be parked at right angles to the road, without obstructing the pavements or pedestrian access to the house itself and without detracting from the building's setting and the character of the surrounding area. Existing walls, hedges and trees should be retained. Off street parking may not be permitted where deemed to have a negative impact on parking provision in the street.

Dwelling conversions and parking: The conversion of dwellings into self-contained flats and bedsits has contributed to additional pressure on residents' on-street parking. To address this and other problems the Council has reviewed and revised its policy requirements in relation to dwelling conversions (see DM6). Applications for conversions need to demonstrate that they will not put undue pressure on local on-street parking.

Miscellaneous: Residential staff in residential care premises and non-residential developments will need to have parking provision made for them in accordance with the appropriate residential standard (except where otherwise stated). The parking spaces related to non-resident staff needs will normally be assessed on the maximum number of (non-ancillary) staff likely to be present at any one time.

Electric vehicle charging bays: 20% of off-road parking spaces associated with new development are required to provide charging facilities for electric vehicles. An additional 20% should make passive provision for electric vehicles (e.g. infrastructure ducts for wiring) so that charging facilities can easily be added in the future.

All parking requirements which result in part of one space being necessary will be rounded down to the next whole number.

Residential Uses

Public Transport Accessibility Level	Low PTAL (1-2)		Medium PTAL (3-4)		High PTAL (5-6)	
	Outside CPZ	Within CPZ	Outside CPZ	Within CPZ	Outside CPZ	Within CPZ
One/Two-bed houses or flats ⁽⁵³⁾	1.0	0.75	0.6	0.4	0.3	0.25
Three/Four-bed houses or flats	1.0	1.0	1.0	0.75	0.75	0.5
Dwellings converted into self-contained flats and bedsits	As for flats and houses above.					
Dwellings converted into non self-contained flats and bedsits	1 space per 10 units.					
Retirement dwellings	1 space per 5 units (see also below - Parking for disabled people).					
Warden supervised dwellings	1 space per 10 dwelling units (plus 1 space for warden)					
Children's homes, retirement and nursing homes	1 space for every 10 residents					
Hospitals	To be assessed based on transport assessment and travel plan.					
Disabled Parking (residential developments only)	1 space per wheelchair unit, clearly allocated to and close to the dwelling unit. A minimum of one space will be required for developments of 10 or more units.					

Table .1

Non-Residential Uses

<p>Offices (Business, financial and professional services)</p> <p>Standard applies to Use Classes A2 and B1(a)</p>
<p>PTAL 1-2 : 1 space per 150 m2 GFA</p> <p>PTAL 3-4: 1 space per 300 m2 GFA</p>

53 See requirements for disabled parking below.

PTAL 5-6 : 1 space per 600 m2 GFA	
Shopping (A1)	
<u>PTAL 1- 4</u>	
<ul style="list-style-type: none"> • Smaller food store (up to 500m2 GFA) - 1 space per 150m2 • Food supermarket (up to 2,500m2 RFA/4000m2 GFA) – 1 space per 75m2 • Food superstore (over 2,500m2 RFA/4000m2 GFA) – 1 space per 50m2 • Non-food warehouse – 1 per 50m2 • Garden centre – 1 space per 50m2 • Town centre/shopping mall – 1 space per 100m2 	
<u>PTAL 5-6</u>	
<ul style="list-style-type: none"> • Smaller food store (up to 500m2 GFA) - 1 space per 200m2 • Food supermarket (up to 2,500m2 RFA/4000m2 GFA) – 1 space per 150m2 • Food superstore (over 2,500m2 RFA/4000m2 GFA) – 1 space per 100m2 • Non-food warehouse – 1 per 100m2 • Garden centre – 1 space per 100m2 • Town centre/shopping mall – 1 space per 150m2 • Servicing: Units of less than 2000 m2 GFA should provide one full sized lorry bay per 1000m2. Existing servicing facilities may be taken into account provided these are convenient and available for use by the proposed development. • Where a proposed development consists of a number of small shop units, full sized lorry bays sufficient for the total floor area of the development should be provided (bays shared among units). In addition, a bay suitable for LGVs should be provided for every 3 units. • For units of more than 2000m2 GFA one full sized lorry bay is required for each 2000m2. 	
Industry	
(Standard applies to factories, warehouses and other distribution/storage premises, including ancillary offices)	
PTAL 1-3: 1 space per 200 m2 GFA	
PTAL 4-6: 1 space per 500 m2 GFA	

Table .2

Hotels, public houses and restaurants	
Hotels, Motels, boarding and guest houses	1 space per 10 bedrooms, depending on PTAL (plus 1 coach parking space per 50 guest bedrooms. Allowance should be made for taxi drop offs)

Hotels, public houses and restaurants	
	A3 standards apply to restaurants/bars open to non-residents
Hostels (incl. B & B , establishments for homeless persons)	To be assessed individually in view of the wide variety of accommodation of this type, but max 1 space per 10 bedrooms
Public houses, wine bars, restaurants, cafes	In major and district centres within the borough, no additional parking. 1 space per 10 seats maximum outside these centres. (Parking standards for hotels apply where there is guest bedroom accommodation).
Hot food takeaways	To be assessed in relation to location, access to public transport, hours of operation, highway safety and availability of alternative parking, delivery and collection facilities

Table .3

Other public buildings	
Health centres, health clinics, doctors', dentists', veterinary surgeries	1 space per consulting room
Nursery, primary and secondary schools	PTAL 1-2 (1 space per 3 staff)
	PTAL 3-4 (1 space per 5 staff)
	PTAL 5-6 (1 space per 8 staff)
Colleges of further education (incl. 6 th form colleges), youth centres	PTAL 1-2 (1 space per 3 staff)
	PTAL 3-4 (1 space per 5 staff)
	PTAL 5-6 (1 space per 8 staff)
Cinemas, conference facilities, leisure complexes, Sports Stadia	
Floorspace less than 1,000m ²	No parking required
Floorspace above 1,000m ²	<p>The Council will seek to apply sequential testing to direct these high</p> <p>trip-generating uses to town centres and other highly accessible areas in the borough in accordance with DM13. Where it is proven that the proposed use cannot be accommodated within these areas, parking requirements will be assessed on a case-by-case basis based on factors including the proposed development's size and location;</p> <p>accessibility; and full transport assessment and travel plan.</p>
Places of religious assembly	
	1 space per 20 worshippers normally present ⁽⁵⁴⁾

Table .4

54 Where venues have a capacity greater than 500, event day management plans will be required to manage transport and access during high attendance events.

Parking for disabled people (non residential)

For all other use classes, 5% of spaces (1 minimum) should be allocated for disabled use. In larger public buildings, a number of spaces should be wide enough to accommodate mini-buses/community transport/dial-a-ride vehicles.

Table .5

Motorcycle Parking

- One motorcycle space should be provided for every 20 car parking spaces. A minimum area of 2m x 1 m should be allowed per motorcycle. Motorcycle parking should be sited close to the entrance of a building, visible, and ideally covered by CCTV. Wherever possible, there should be a secure metal bar to which to lock motorcycles.

Taxis

- To be assessed individually. Developments that are associated with taxi movements should make provision for taxi pick-ups and drop-offs. For some major developments, a dedicated taxi rank may also be appropriate. Consideration of this should form part of the development's transport assessment.

Cycle Parking

- The standards in the tables below set out LBWF's minimum requirements in terms of cycle parking for new developments and changes in use.
- Development proposals for land uses not covered in the standards below will be considered on a case by case basis, with the presumption that all new developments should provide for high levels of cycle parking. Existing developments which have too little or no cycle parking are encouraged to meet these standards. As a general rule, cycle parking provision will be required to cater for a 10% modal share for trips to the development.
- All cycle parking standards are minimum standards -and relate to -Gross Floor Area, unless otherwise indicated.
- In the standards, a "space" refers to a space for one cycle. A 'Sheffield' type stand can accommodate two bicycles, although ideally they are best used by only one. Stands should be spaced at a minimum of 1 metre intervals, but ideally 1.2 metre intervals, to allow two bicycles to use each stand.-
- Reference to staff in the standards below means the peak number of staff expected to be on-site at any one time.

- All cycle parking should be required to minimize conflicts between cycles and motor vehicles.
- Use of cycle parking should be monitored and if demand appears to be exceeding supply provision should be increased, as part of a travel plan where appropriate.
- Flexibility may be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site will result in a duplication of provision.

Use Class	Description	Cycle parking standard
RETAIL AND SERVICES		
A1 Shops (including retail warehouses)	Shops	1 space per 25 m ² GFA up to 1,500 m ² thereafter 1 per 75 m ²
A2 Financial and professional	Offices (business and professional)	1 space 25m ²
A3 Food and drink		1 space per 25m ²
A4	Public houses and wine bars	1 space per 25m ²
A5	Takeaways	1 space per 25m ²
SG	Taxi/mini cab offices	No standard. To be considered individually.
BUSINESS		
B1 (a)	Offices	1 space per 50m ²
B1 (b), B1 (c)	Research and development, light industry	1 space per 50m ²
B2 and B8	General industry	B2: 1 space per 75m ²
	Storage and Distribution	B8: 1 space per 250m ²
RESIDENTIAL		
C3	Flats and houses	Dwellings with 1 bedrooms: 1 space Dwellings with 2+ bedrooms: 2 spaces

OTHER RESIDENTIAL		
SG	Hostels	1 space per 2 resident bedspaces
SG	Houses in multiple occupation (HMOs)	1 space per 2 habitable rooms
C1	Hotels (20 beds and over) and motels	1 space per 10 bedrooms. 2 spaces per 3 staff.
C1	Guest houses and small hotels (less than 20 rooms)	1 space per 3 bedrooms. 1 space per 3 staff.
C2	Boarding schools/and residential colleges	1 space per student.
	Student halls of residence	1 space per student.
C2	Children's homes, retirement and nursing homes	1 space per 2 staff.
C3	Sheltered housing	1 space per 4 units. 1 space per 2 staff.
EDUCATION AND HEALTH		
C2	Hospitals	2 spaces per three staff. 1 space per three bedspaces.
D1	Day centres	1 space per 2 staff.
D1	Adult training centres	1 space per 25m ²
D1	Higher/further education establishments (vocational and academic)	1 space per 2 students.
D1	Pre-school, play and nursery provision	1 space per 2 staff.

D1	Schools (day): Nursery Primary Secondary Special	1 space per 4 staff plus 1 space per 7 students
D1	Medical (and other health) clinics, including dental and veterinary	2 spaces per consulting room.
LEISURE		
D1	Places of worship	1 space per 8m ²
D1	Community centres	1 space per 8m ²
D2	Cinemas	1 space per 50m ²
D2	Sports facilities with or without a licensed club house	1 space per 15m ² of floorspace plus 1 space per 10 spectator seats.
D2	Swimming pools	1 space per 5m ² of pool and poolside area.
Sui Generis	Theatres	1 space per 50m ²
Sui Generis	Nightclubs	To be considered individually.
TRANSPORT		
	Train stations	1 space per 100 entrants
	Bus stations	1 space per 50 peak hour passengers.

Table .6

Types and Location of Cycle Parking Provision

- There is a wide range of cycle parking racks available, and the Council does not wish to be too prescriptive. However, 'butterfly' type racks, or concrete blocks, which simply grip one or both wheels and do not allow the frame to be locked, are inadequate from a practical and security point of view and will not be acceptable.