

County Durham Parking and Accessibility Standards 2019



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1 Introduction

1.1 Purpose of this Document

1.1.1 Parking is an essential element of land-use planning and when designed properly can encourage sustainable travel. Demand for travel by car can be influenced by the availability of parking space for all types of transport modes and there is a need to strike an appropriate balance between ensuring an adequate amount of provision and discouraging excessive car use that can undermine cycling, walking and public transport.

1.1.2 The approach to car parking provision in order to achieve the necessary balance has changed considerably over the years. For some time, setting 'maximum' parking standards in residential (origin) areas was thought to discourage excessive car ownership and encourage sustainable modes of travel. The national policy was that restricting space in residential areas would reduce car ownership and therefore increase the use of more sustainable modes of transport as a result. However, whilst the intention of this was good, it was found to have little to no impact on car ownership levels and led to other problems. The lack of off-street provision resulted in vehicles displacing to adjacent streets, pavements and verges which, in turn, caused safety issues with emergency services being obstructed as well as causing difficulties for wheelchair and pushchair users.

1.1.3 Acknowledging that restricting parking at origins does not necessarily discourage car ownership and can, in fact, lead to other problems, these standards have been developed to require a 'minimum' amount of provision at the origin unless the location of development is deemed highly accessible⁽ⁱ⁾ whilst setting recommended standards at trip destinations (commercial, leisure and retail) to encourage the use of sustainable modes of transport.

1.1.4 This document replaces the County Durham Parking and Accessibility Standards 2014 and sets out the Council's approach to vehicle and cycle parking provision on new development and extensions to existing development which includes both residential and non-residential. The standards have been developed using policy guidance from the The National Planning Policy Framework (NPPF)⁽ⁱⁱ⁾ with Paragraph 106 of the revised NPPF sets out that when LPAs are setting parking standards, they should take consideration to:

- a. ***the accessibility of the development;***
- b. ***the type, mix and use of development;***
- c. ***the availability of and opportunities for public transport;***
- d. ***local car ownership levels; and***
- e. ***the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.***

1.1.5 The preparation of these standards is set within the framework of the emerging County Durham Plan which is the overarching, strategic Local Plan for the county where, within this, Policy 23 (Delivering Sustainable Transport) makes specific reference to the importance of parking standards in relation to promoting more sustainable travel behaviour.

i Highly accessible is defined as being within 800m of a Large Town Centre or Sub Regional Centre - see section 4.1 for further information

ii <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

1.1.6 As well as using national and local policy guidance, the standards take into account evidence from various sources such as the TRICS, Residential Car Parking Research⁽ⁱⁱⁱ⁾ and local knowledge of the county to ensure that the amount of provision is based on robust evidence and common issues which have previously occurred.

1.1.7 The document is structured into three main areas which include:

1. **Parking and Design Principles:** This includes guidance to developers on the expected design of new parking bays including general parking (residential and non-residential), EV parking, cycle parking (long and short stay), motorcycle parking and parking needs for those with reduced mobility.
2. **Parking Size Standards:** This section includes the minimum required space size standards for residential and non-residential parking areas
3. **Parking Quantity Standards:** This section includes the quantity of provision for general parking, cycle parking, motorcycle parking, EV parking and other parking at all new developments and extensions to existing developments.

1.1.8 It is the intention of this document to provide simple, clear guidance and more certainty for developers on the requirements of parking provision in residential and non-residential developments. If developers are considering deviating from the standards in this document it is important that they begin discussions at the pre-application stage of the development with the Development Management case officer involved.

1.2 Why do the Standards Need to be Revised?

1.2.1 One of the key reasons for the revision of this document is to update the Electric Vehicle (EV) standards. Since the last version of the parking standards, the national social and technological climate has changed and the forecasted demand for EV's has increased and is expected to increase even further in coming years. Furthermore, since the standards were last revised, the Government has announced a ban on the sales of conventional petrol and diesel cars from 2040 and included a criteria within the revised NPPF which makes reference to LPAs needing to provide adequate provision of spaces for EVs (Paragraph 105, NPPF):

- a. *the accessibility of the development;*
- b. *the type, mix and use of development;*
- c. *the availability of and opportunities for public transport;*
- d. *local car ownership levels; and*
- e. ***the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.***

1.2.2 Whilst the previous version of the parking standards required provision for some EV charging, the revised version ensures that adequate provision will be made across all types of development including residential where most charging is expected to be made.

iii http://www.trics.org/research_pub.aspx

1.2.3 The revised version of the standards will also include parking provision standards for the extension or adaptation to existing residential properties . For example, if a residential property is extended then there may be a requirement for the quantity of parking provision to correspond to the size of the extension. This is to reflect local knowledge, with regard to the problems which have arisen from the cumulative impact of residential extensions and a lack of parking, coupled with evidence which shows that car ownership increases with the number of habitable rooms ^(iv).

iv https://webarchive.nationalarchives.gov.uk/20070605052804/http://www.communities.gov.uk/pub/295/ResidentialCarParkingResearch_id1510295.pdf

2 Parking and Design Principles

2.1 Design Principles

2.1.1 These standards have been developed to encourage travel by more sustainable modes which includes walking, cycling and use of public transport.

2.1.2 All new development needs to provide for access by a range of means of travel. Design is important to encourage the use of more sustainable forms of transport. When considering the design of all forms of development, designers are required to adopt a hierarchy which requires the needs of different transport users to be considered in the following order:

- mobility impaired and disabled persons
- pedestrians
- cyclists
- public transport users and essential freight access
- car drivers

Regards should also be given to minimising the potential for and perception of crime as personal safety is a major determinant in how people choose to travel. Developers may find it beneficial to consult the Durham Constabulary Architectural Liaison Officer with regard to this issue. Further information can be found on ^(v).

2.2 General Residential

2.2.1 For residential development, we have set minimum general parking standards to ensure that problems with on-street parking as identified in Section 1 are mitigated for.

2.2.2 Maximum parking standards will only be applied when development is within 800m of a Large Town Centre (Barnard Castle, Chester-le-Street, Consett, Crook, Newton Aycliffe, Peterlee, Seaham, Spennymoor, Stanley) or Sub Regional Centres (Bishop Auckland, Durham City) which will be measured as a radius from the bus station. These maximum standards are set because Large Town Centres and Sub Regional Centres generally have good access to a full range of services (banks, supermarket and other retail needs) and facilities (GP practices, hospitals, community centres etc.) unlike Smaller Town Centres, District Centres and Local Centres as demonstrated in Policy 10 (Retail Hierarchy) of the County Durham Plan. Furthermore, the Cycling and Walking Investment Strategy (CWIS) sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. 800m was considered to be a 'short journey' and reasonable walkable distance based on the research by 'Campaign for Better Transport' ^(vi)

2.2.3 The suitability of the proposed parking area in terms of its design, size and number of spaces will be assessed as part of the planning application. For an application to be acceptable, it should meet general design principles as well as meet the minimum size requirements set out in Section 3 (Parking Size Standards) of this document. The general design principles which should be followed when considering the design and location of car parking are:

- access points to and from residential driveways and commercial development should be designed such that safe inter-visibility is afforded between vehicle drivers and pedestrians to allow greater awareness and reduce the risk of accidents

v www.securebydesign.org

vi <https://www.bettertransport.org.uk/sites/default/files/research-files/Sustainable-Transport-and-the-NPPF.pdf>

- vehicular driveways for residential driveways must be able to accommodate a standard size vehicle with wing mirrors extended as well as additional space to allow a driver and a passenger to open a door to the vehicle (these size standards can be seen in Section 3)
- the driveway surface used should be permeable (or porous) to allow for the drainage of water such as permeable concrete block paving or porous asphalt

Figure 1: Example of Permeable Driveways



2.3 General Non-Residential

2.3.1 For new non-residential development, we have set maximum general parking standards and a minimum amount of cycle / EV parking to encourage more sustainable travel behaviour.

2.3.2 The suitability of the proposed parking area in terms of its design, location, layout and number of spaces will be assessed as part of the planning application. For an application to be acceptable it must meet general design principles as well as meet the minimum size requirements set out in Section 3 (Parking Size Standards). The general design principles which should be followed when considering the design and location of car parking are:

- ensuring the safety of all users including people walking in the parking area either to or from their vehicles. Providing pedestrian facilities with clear guidance may be required in larger car parks where space is designed in rows or blocks. This may be in the form of signed pedestrian walkways through blocks of parking at regular spacing with zebra crossing provisions and tactile paving at access roads (see fig 2). Consideration should also be given to cyclists and how they access facilities through parking areas
- parking areas should not just be 'car parks' and the council will expect attractive landscaping in parking areas
- car parking should be designed with security in mind and parking areas should be visible from adjoining buildings and ideally located where people enter the buildings
- using permeable surfaces and incorporating sustainable urban drainage systems within the design of parking areas wherever possible
- all developments must be designed with usable parking space providing adequate length and width to manoeuvre and park without conflict with other vehicles (the minimum size standards are provided in Section 3 of this document)

2.3.3 Whilst following parking design principles as well as size and quantity standards set out in this document, any new development should consider Policy 31 (Sustainable Design in the Built Environment) of the County Durham Plan. Some of the relevant requirements of this policy state that development should:

- contribute positively to an area's character, identity, townscape and landscape features
- provide convenient access for all users whilst prioritising the needs of pedestrians, cyclists, public transport users, people with a range of disabilities and reduced mobility as well as emergency and service vehicles



2.4 Electric Vehicles (EV)

2.4.1 It is important that we plan for the increased adoption of electric vehicles (EVs) in order to meet the anticipated increased demand as well as helping to meet sustainable travel objectives. This is particularly important in County Durham because passenger cars are often the only practical choice for residents living in some areas of the county, particularly rural areas given that other sustainable modes of travel such as cycling and walking are difficult to adopt.

2.4.2 Therefore, to help us plan for the increased adoptions of EVs whilst meeting sustainable travel objectives, a proportion of the total parking provision in new developments (residential and non-residential) will be allocated to EV charging points (EVCPs).




2.4.3 Residential parking (overnight) is likely to be the most common way of charging an EV and most residential properties with off-street parking are able to simply install an EVCP using a 3-pin plug as long as they have the necessary infrastructure (wiring) to do so (see passive charging infrastructure below). However, whilst those with off-street parking are able to easily charge their vehicles as long as the passive infrastructure is accessible, those without access to off-street parking, such as those in flats and Purpose Built Student Accommodation (PBSA), require an amount of active and passive provision in new development as is set out in Section 4.

2.4.4 EVCP standards are also set for non-residential development including charging at employment areas and charging in public spaces. Whilst residential charging should be the most common way of charging EVs, other means of charging such as charging at work, whilst out shopping or at the cinema

etc. still have their part to play in helping to top up charge and reduce range anxiety amongst EV owners. All schemes will be expected to provide EVCP provision unless they can demonstrate through discussion with the DNO that this would compromise scheme viability.

2.4.5 One of the main considerations in relation to EVCPs is the speed of charging and this is reflected in the standards. There are currently three charging speeds (or power outputs) for electric vehicle charging: *slow*, *fast* and *rapid*. Slow chargers (6-12 hours) are best for residential charging as they are currently the only method that uses standardised plugs and sockets making them easy to install and using lower amounts of energy. Fast charge points (1-4 hours) are a more powerful and faster way of charging and should be used at non-residential destinations such as public parking areas, shopping centres, supermarkets and employment. Finally, rapid chargers offer a much quicker charge time (30-40 mins) and should be placed in strategic locations such as motorways, large centres or specific EV filling stations.

Table 1: Types of Electric Vehicle Charge Point

| Charge Point Type | Slow Charge Point (Residential) | Fast Charge (Retail, Leisure, Employment) | Rapid Charge Point (Strategic Locations) |
|-------------------|--|---|--|
| |  |  |  |
| Charge Time | 6-12 hours | 1-4 hours | 30-40 mins |
| Power Used | 3 kW | 7-22 kW | 43-50 kW |

2.4.6 Provision of charge points should be a combination of both *active* and *passive* charge points depending on the type of development. Active charge points are fully wired and connected, ready to use, charge points at parking spaces whereas passive spaces only require the necessary underlying infrastructure (wiring/cabling). In residential areas passive provision could be achieved by ensuring fuseboxes are properly located and include a wired circuit in a garage or at a location which is near to the driveway. This could be conditioned as part of the planning approval. For non-residential areas routing an empty cable conduit under the parking bays, ensuring this conduit connects to the mains supply so that at a future date above ground charging points can be installed with minimal disruption.

2.4.7 When designing EV parking bays, there needs to be special consideration as they have different requirements to a standard parking bay. The requirements for EV parking bays include:

- Ensure that EVCPs are protected from collision
- To be positioned so to avoid becoming an obstruction or trip hazard
- EVCPs and cable enabled points must be shown on the layout plan and/or relevant floor plans while a separate condition may be attached to secure delivery

- They should be signed and marked for 'Electric Vehicle Only' including painting the bay. It is an advantage that in ensuring that the 'Electric Vehicle Only' marking is visible in the space even when parked in
- They should be kept out of the corners of car parks and close to pedestrian entrances which makes them more accessible and closer to electrical supply.

2.5 Cycle Parking

2.5.1 Providing an appropriate level of cycle parking in locations which are safe and secure and where people feel confident that they can leave their bikes, will help to encourage the uptake of cycling as a mode of transport. Conversely, providing poor quality cycle parking in poorly located areas can have an adverse impact on cycle uptake. Consequently, national policy through the NPPF encourages LPAs to plan for high quality cycling networks and supporting facilities such as cycle parking.

2.5.2 To ensure that there is an adequate amount of well designed cycle parking, this document sets out minimum parking standards for cycle parking in both residential and non-residential development (see section 4) as well specific design requirements.

2.5.1 Long Stay Cycle Parking

2.5.1.1 Where cycles are expected to be unattended for periods in excess of 4 hours (such as for employment uses), provision of long stay cycle storage will be required in the form of enclosed, covered, and secure cycle shelters (see fig 3). Whilst the standards generally expect this type of storage to be provided for long stay cycle parking, if cycle parking is provided in locations which have good natural surveillance, we may consider less secure parking. When providing this type of shelter, it will be required to be detailed within any planning application and the subsequent delivery may also be subject to a separate planning condition.

2.5.1.2 Where there are blocks of development including flats and student accommodation, or where new residential dwellings do not have access to a garage, a 'Long Stay Gated Compound' (fig 3) should be provided or provision of cycle parking should be available within the building footprint. Access to the compound or storage area should only be provided to residents of the accommodation ideally through a pin-code system.





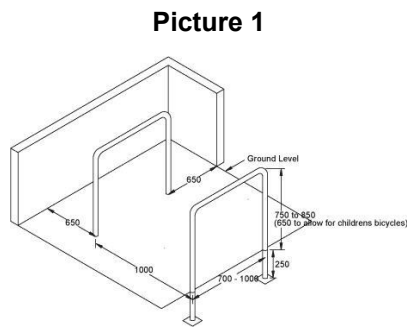
2.5.1.3 When designing long stay cycle parking, some of the design principles which developers should follow include:

- long stay cycle parking should be provided in locations which are under good natural surveillance and, ideally, CCTV surveillance to reduce the likelihood of vandalism and theft. Where possible, it should be provided in a secure compound within the premises
- they should be covered to be protected from all weather conditions
- where cycle parking is in residential areas, it should be well lit and able to be viewed from residential dwellings
- the design of cycle parking should be appropriately designed and located to protect the character and appearance of the area whilst fulfilling the intended purpose. In more sensitive locations a bespoke design approach will be required

2.5.2 Short Stay Cycle Parking

2.5.2.1 For short stay cycle parking, development should include using Sheffield Stands and Sheltered parking depending on the type of development. Each loop of a Sheffield stand can secure two bikes if designed correctly. Wall mounted butterfly loops to fasten cycle wheels to will not be accepted. Short stay cycle parking should be sheltered wherever possible, particularly in residential areas, but it is recognised that there may be instances where this is impractical.

Figure 4: Short Stay Cycle Parking

| Sheffield Stand | Sheltered Sheffield Stand | Sheffield Stand Design |
|---|--|---|
|  |  |  |

2.5.2.2 When designing short stay cycle parking, some of the design principles which developers should follow include:

- stands must be placed a minimum of 1m apart. If any less than that, they can become awkward to use (see figure 4 for guidance)
- they must also be fixed into the ground correctly
- they should be accessible and convenient and as close as possible to the destination entrance as possible
- there should be good natural surveillance
- parking stands should enable the bicycle frame and at least one wheel to be locked (this is particularly relevant for Sheffield Stands)

- ensure that the area planned for parking is horizontal. If this is not possible then stands should be orientated at right angles to the slope to stop bikes rolling away
- ensuring that cycle parking (when in use) does not cause an obstruction to pedestrians

2.5.3 Motorcycle Parking

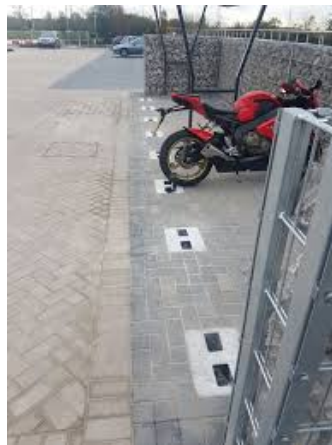
2.5.3.1 Parking provision for motorcycles (including scooters) should be at a level of 3% in addition to the vehicle parking space provision or a minimum of 2 spaces for car parks up to 30 spaces.

2.5.3.2 The provision for motorcycles should preferably be under cover and provide a secure anchor point at 600-750mm from ground level onto which a wheel can be chained. An example of this can be seen in figure 5.

2.5.3.3 Motorcycle spaces should be provided in well lit open areas where casual observance by passers by may increase security. Surfaces on which motorcycles are to park should be flat and level and constructed with concrete to avoid surface failure from puncture by stands.

Figure 5: Good Motorcycle Parking Design

Motorcycle Parking Space with Anchor Point



2.6 Disabled Parking Bays

2.6.1 Parking provision for disabled persons must be considered as part of any proposal and it is the responsibility of the site occupier to make provision under the Equality Act 2010. New development must provide an adequate amount of disabled persons bays and ensure that the dimensions meet the minimum requirements set out in Section 4 (Parking Quantity Standards).

2.6.2 As per the quantity of parking standards set out in Section 4, where non-residential development is concerned, a minimum of two bays will be included for car parking up to 10 spaces, with a minimum 5% of car park bays being included for spaces above that.

2.6.3 Some general design principles for disabled bays include:

- that they should be the nearest bays to a building main entrance
- when designing bays they should be easily identifiable with clear and consistent directional signage

- be level and next to firm and slip-resistant pedestrian surfaces where possible
- making sure that spaces are well lit
- dropped kerbs should be provided where access is to a pedestrian route.
- there is enough space so that wheel chair users can access vehicles with space available to manoeuvre a wheelchair (minimum space standards are set out in section X of this report)
- wall mounted/upright signage is required to identify disabled parking bays when ground is covered in leaves/snow
- good access to ticket machines where appropriate

Figure 6: Disabled Parking Design



2.6.4 Further guidance on the design and location of parking for mobility impaired persons can be found in the Department for Transport (DfT) Traffic Advisory Leaflet: Parking for Disabled People, DETR, 1995 ^(vii)

2.7 Public Transport Design

2.7.1 The benefits of providing public transport links to or through the development should be considered at an early stage. Early contact with the County Council's Sustainable Transport Group will assist in giving an indication of whether this is likely to be required. Bus routes through the site should be direct, well related to the development as a whole, easily negotiable by appropriate sized buses and accommodate suitably sized shopping areas. To be attractive to residents and other users, bus routes within residential areas are not to 'loop' the estate and entry and exit form/to the estate should seek to be at different points that reassure passengers that progress is being made in the journey wherever possible.

2.7.2 Public transport infrastructure should be provided at an early stage in the development, even if a site is only part occupied, where practical, and whilst taking into account discussions with bus operators, site phasing and scheme viability. Infrastructure in terms of road widths and potential stopping areas will be required where there is potential for small housing developments to be linked into a neighbourhood future development that cumulatively will require the development of a penetrative bus route.

vii <http://tsrgd.co.uk/pdf/tal/1995/tal-5-95.pdf> and the DfT report 'Inclusive Mobility': https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

2.7.3 Higher density housing should be located close to public transport routes, with lower densities in more remote parts of the site. The maximum walking distances to the nearest bus stop from any residential property should not be greater than 400m ^(viii)

2.7.4 The extent of local rail network in County Durham means that opportunities to provide direct links to rail stations are limited. Major development proposals in the vicinity of existing or proposed rail stations will need to provide for safe walking and cycling routes to/from the station. Additional access arrangements by public transport may also be needed. Where necessary a contribution towards the improvement or construction of rail routes and/or facilities will be sought. Major residential developments may require financial contributions from developers to enable the setting up of public transport services at an early stage in the development. Contributions will be paid to subsidise services for a maximum of 5 years unless a shorter time period is agreed with public transport operators until such time as they are likely to become commercially viable.

viii DfT Inclusive Mobility
(2005) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

3 Parking Size Standards

3.1 Residential Size Standards

3.1.1 Minimum parking size standards for residential development are provided in table 2 as bays are required to be a certain width and length for a car to fit in comfortably.

Table 1

| Table 2: General residential car parking size standards | |
|--|--|
| Type of parking | Required Dimensions of Parking Space (m)* |
| Drive (single width / up and over door) | 2.7 x 5.5 |
| Drive (single width / double length) | 2.7 x 10.5 |
| Double width | 4.7 x 5.5 |
| Garage | 3 x 6 |
| Double garage | 5.5 x 6 |

3.1.2 Drive lengths between 5.5 metres and less than 10.5 metres must be reduced/increased to 5.5 metres or 10.5 metres or multiples of a single space length above 10.5m.

3.2 Non-Residential Size Standards

3.2.1 Minimum parking size standards for non-residential development are provided in table 3 as bays are required to be a certain width and length for a car to fit in comfortably. Furthermore, where there are rows of parking bays, a minimum clearance distance is required between the aisles so that cars can access / manoeuvre in and out of spaces easily.

3.2.2 Echelon or angled parking may be provided where a one-way system is adopted in the car park meaning that the area to the front of echelon bays may be reduced as seen in table 3.

| Table 3: Non-residential car parking size standards | | |
|--|--|---|
| Type of Parking | Required Dimensions of Parking Space (m)* | Other Requirements/Notes |
| Parallel Bays | 2.4 x 6 | 3 m clearance between the aisles for access / manoeuvring** |
| Perpendicular Bays (90 degrees to approach) | 2.4 x 4.8 | 6 m clearance between aisles for access / manoeuvring *** |
| Echelon Bays (60 degrees to approach) | 2.4 x 5.4 | 4.2 m clearance between aisles for access / manoeuvring |
| Echelon Bays (45 degrees to approach) | 2.4 x 5.1 | 3.6 m clearance between aisles for access / manoeuvring |
| Echelon Bays (30 degrees to approach) | 2.4 x 4.5 | 3.6 m clearance between aisles for access / manoeuvring |

| | | |
|--|-----------|--|
| Disabled Bays | 2.4 x 4.8 | 1.2 m wide marked access zone between spaces + 1.2 m wide safety zone behind space for boot access / cars with rear hoists |
| <p>* Widths or lengths of spaces may need to be increased where they are next to walls, other built obstructions or footways.</p> <p>**A 45 degrees splay must be provided at each end of a parallel parking bay</p> <p>*** This clearance may be reduced where bay widths are increased above 2.4m and it can be demonstrated a vehicle can manoeuvre from the space.</p> | | |
| <p>Additional Requirements / Notes</p> <p>Where one-way systems are required, parking bays must be clearly signed and marked within car-parks.</p> | | |

4 Parking Quantity Standards

4.1 Residential

4.1.1 Developers are expected to provide an adequate amount of safe parking which is appropriate to scale, location and character of the development. Table 4 provides standards based on the number of bedrooms a dwelling has as well as the amount of garage space provided:

| Table 4: Residential Quantity Parking Standards | | | |
|---|--|--|-------------------------------------|
| | Minimum allocated in-curtilage | Minimum non-allocated off-curtilage | Minimum EV Charge Points |
| 1 - 2 bed | 1 per dwelling | 1 per 3 dwellings | 1 passive charge point per dwelling |
| 3 bed without garage | 1 per dwelling | 2 per 3 dwellings | 1 passive charge point per dwelling |
| 3 bed with a garage* | 1 per dwelling | 2 per 3 dwellings | 1 passive charge point per dwelling |
| 4 bed with single garage | 2 per dwelling | 1 per 3 dwellings | 1 passive charge point per dwelling |
| 4 bed with double garage | 2 per dwelling | 1 per 3 dwellings | 1 passive charge point per dwelling |
| 5 bed with double garage | 2 per dwelling | 1 per 3 dwellings | 1 passive charge point per dwelling |
| | Maximum allocated in-curtilage | | Minimum EV Charge Points |
| Student Accommodation (PBSA) | 1 per 5 members of staff. 1 per 15 students (No requirement if in the Controlled Parking Zones) | N/A | 10% active + 10% passive |
| Additional Requirements/Notes | | | |
| <p>*A garage is only classed as a garage in this table if it complies with the minimum garage size as set out in Table 2 of this document</p> <p>The minimum parking standards should not apply to development within 800m of the bus station of Large Town Centres and Sub-Regional Centres (see table 5 below) where parking provision will remain at maximum standards (1 space per dwelling) in these locations. This does not apply to PBSA as this already set as a maximum standard.</p> | | | |
| Table 5: Accessible Town Centres | | | |
| Durham | | Bishop Auckland | |
| Chester-le-Street | | Barnard Castle | |
| Newton Aycliffe | | Seaham | |

| | |
|------------|----------|
| Spennymoor | Peterlee |
| Stanley | Crook |
| Consett | |

For student accommodation, provision must be made for student drop off pick up points and service loading.

Cycle Provision

- In residential dwellings, no cycle provision is required on residential properties with less than 5 bedrooms as it is expected that most residents will be able to store bicycles in garages as long as those garages meet the minimum size standards which are set out in section 4. However, the following exceptions apply:
 - where no garage is provided which meets the minimum garage size standard, 2 long stay cycle spaces per 5 bedrooms (40%) should be provided
 - where residential units form a block (such as flats or purpose built student accommodation), a minimum of 2 long stay cycle space per 5 bedrooms (40%) should be provided as well as 1 visitor space per 10 bedrooms (10%)
 - where a house, which does not have the minimum requirement for garage storage, has been converted to a HMO then 2 long stay cycle spaces per 5 bedrooms (40%) should be provided, where practical

EV Provision

- Where offsite provision cannot be provided such as on flats and PBSA, 20% of available spaces are to be fitted with an active 'slow' charge points. All other parking spaces should be fitted with 'passive' provision to allow easy installation of an active charge point at a later date if required. Further guidance on EV parking provision can be seen in Section 2.4 of this document.

4.1.1 Extensions to Existing Residential Properties

4.1.1.1 Where existing residential properties are being extended there may also be a requirement for increased provision. Based on the 'Residential Car Parking Research', the amount of rooms a dwelling has directly correlates with levels of car ownership. Therefore, it is necessary to increase parking provision in line with the standards above to ensure that there is sufficient space for vehicles to park without causing obstruction from parking on the street and on the pavement. Table 6 provides standards for where additional requirement is necessary.

| Table 6: Residential Extension Quantity Parking Standards | |
|---|-----------------------------------|
| Dwelling Size Increase | Additional Provision in-curtilage |
| 1 bed extended to 2 bed | Non-required |

| | |
|--|--|
| 2 bed extended to 3 bed | Non-required |
| 3 bed extended to 4 bed | 1 additional space, with a minimum of 2 spaces including existing provision. |
| 4 bed extended to 5 bed* | Non-required |
| <p>* These standards only apply to residential units which have a single parking space</p> <p>Additional Requirements / Notes</p> <ul style="list-style-type: none"> Where new provision is required within the curtilage, the parking surface must be permeable (or porous) which allows water to run through such as permeable concrete block paving or porous asphalt If making new access into the garden across the footway or verge then it may be necessary for the kerb to be dropped. This should be discussed with the relevant case officer. | |

4.2 Retail Quantity Parking Standards

| Table 7: Parking Quantity Standards for Retail Use | | | | | |
|--|-----------|-------------------------------------|------------------------------------|--|--------------------------------|
| Land Use | Use Class | Car Parking Requirement Recommended | | Minimum Cycle Parking | Minimum EV Parking |
| RETAIL | | Town Centres* | Rest of County | | |
| General Retail | A1/A2/A5 | 1 space per 25m ² GFA | 1 space per 25 m ² GFA | 1 long stay space per 5 members of staff + Minimum of 2 short stay spaces for visitors up to 100m ² then 1 space per 400m ² | 5% Active + 10% Passive |
| Supermarkets (below 1000m ²) | A1 | 1 space per 12.5m ² GFA | 1 space per 12.5m ² GFA | 1 long stay space per 5 members of staff + Minimum of 2 short stay spaces for visitors up to 100m ² then 1 space for 400m ² | N/A |
| Supermarkets (above 1000m ²) | A1 | 2 space per 25m ² GFA | 1 space per 15 m ² GFA | 1 long stay space per 5 members of staff + Minimum of 2 short stay spaces for visitors up to 100m ² then 1 space for 400m ² | 5% Active + 10% Passive |
| Bulky goods i.e DIY stores, cash and carry | A1 | 1 space per 25m ² GFA | 1 space per 25 m ² GFA | 1 long stay space per 5 members of staff | 5% Active + 10% Passive |
| Retail Parks (including food and non food uses) | A1 | 1 space per 20m ² GFA | 1 space per 20m ² GFA | 1 enclosed, sheltered short stay per 5 members of staff + | 5% Active + 10% Passive |

| | | | | | |
|---|-------------|--|--|--|----------------------------|
| | | | | Minimum of 2 short stay spaces for visitors up to 100m ² then 1 space for 400m ² | |
| Builders Merchants | Sui Generis | 1 space per 100m ² GFA | No maximum | 1 enclosed, sheltered short stay per 5 members of staff | 5% Active + 10% Passive |
| Garden Centres | Sui Generis | 2 spaces per 25m ² GFA | 2 spaces per 25m ² GFA | 1 enclosed, sheltered short stay per 5 members of staff | 5% Active + 10% Passive |
| Car Sales | Sui Genuis | 1 space per 25m ² (standard is minimum) | 1 space per 25m ² (standard is a minimum) | 1 enclosed, sheltered short stay per 5 members of staff | 5% Active + 10% Passive |
| Petrol Filling Station with Retail | Sui Genris | 3 spaces per 100m ² GFA | 3 spaces per 100m ² GFA | 1 sheltered short stay per 5 members of staff + Minimum 2 spaces for visitors up to 100m ² then 1 space per 400m ² | 5% Active + 10% Passive |

Additional Requirements/ Notes

EV Parking

- The amount of EV Charging provision set out in table 7 will be required on car parks of 10 parking spaces and above.

Family Parking

- In shops and buildings to which the public have access and public car parks (where more than 100 spaces are being provided overall) spaces should be reserved where appropriate for people needing to transfer very young children to and from the car.

* Town Centres are defined as within 800m of the bus station of Large Town Centres and Sub-Regional Centres (see table 5)

4.3 Employment Quantity Parking Standards

Table 8: Parking Quantity Standards for Employment Use

| Land Use | Use Class | Car Parking Requirement Recommended | | Minimum Cycle Provision | Minimum EV Provision |
|--|-----------|---|---|--|------------------------------|
| EMPLOYMENT | | Town Centres* | Rest of County | | |
| Office Development/Business Parks | B1 | 1 space per 25m2 GFA | 1 space per 25m2 GFA | 1 long stay space per 5 members of staff | 5 % Active + 10 % Passive |
| Business Parks (B1 Office) | B1 | 1 space per 25m2 GFA | 1 space per 25m2 GFA | 1 long stay space per 5 members of staff | 5 % Active + 10 % Passive |
| Light Industry and Industrial Units/Estates | B2 | 1 space per 50m2 | No maximum | 1 long stay space per 5 members of staff | 5 % Active + 10 % Passive |
| Warehousing/Storage | B8 | | 1 space per 100m2 GFA | 1 long stay space per 5 members of staff | 5 % Active + 10 % Passive |
| Distribution | B8 | | 3 spaces per 100m2 GFA | 1 long stay space per 5 members of staff | 5 % Active + 10 % Passive |
| Garage Repair/Servicing | B2 | 1 space per staff member + 1 space 25m2 GFA | 1 space per staff member + 1 space 25m2 GFA | 1 long stay space per 5 members of staff | 5 % Active + 10 % Passive |
| Additional Requirements/ Notes EV Charging <ul style="list-style-type: none"> The amount of EV Charging provision set out in table 8 will be required on car parks of 10 parking spaces and above where a minimum of 1 EVCP should be provided for car parks up to 20 spaces. Car Share Space <ul style="list-style-type: none"> Minimum 10% car share space on parking spaces of 10 and above | | | | | |

* Town Centres are defined as within 800m of the bus station of Large Town Centres and Sub-Regional Centres (see table 5)

4.4 Leisure Quantity Parking Standards

Table 9: Parking Quantity Standards for Leisure Use

| Land Use | Use Class | Car Parking Requirement Recommended | | Minimum Cycle Parking | Minimum EV Parking |
|--|-----------|--|--|--|----------------------------------|
| LEISURE | | Town Centres* | Rest of County | | |
| Hotels/Motels/Guest Houses | C1 | 1 space per 5 members of staff + 1 space per 5 bedrooms | 1 space per bedroom 'Minimum' | 2 spaces for 25 bedrooms for guests + 1 space per 5 members of staff | 5 % Active + 10% Passive |
| Pub/Restaurant | A4 | No requirement | 1 space per 8m2 of public space | 1 space per 5 members of staff | 5 % Active + 10 % Passive |
| Hot Food Takeaway | A5 | No requirement | 1 space per two members of staff + 1 space per 25m2 for customers | None | None |
| Fitness clubs and sports facilities | D1 | No requirement | No maximum | 1 space per 5 visitors + 1 space per 5 members of staff | 5 % Active + 10 % Passive |
| Places of Worship/Community Centres | D1 | 1 space per member of staff | No maximum | 1 space per 5 visitors/ participants + 1 space per 5 members of staff | 5 % Active + 10 % Passive |
| Cinemas/Galleries | D2 | No requirement | 1 space per three members of staff + | 1 space per 5 members of staff | 5 % Active + 10 % Passive |

| | | | | | |
|--------------------------|-------------|-----|---|---|----------------------------------|
| | | | 1 space per 12.5m ² of public space | | |
| Caravan/Camp site | Sui Generis | N/A | 1 space per pitch + 1 staff space per 2 members of staff + 1 visitor space per 10 pitches | 1 space per pitch + 1 space per 5 members of staff | 5 % Active + 10 % Passive |

Additional Requirements / Notes

EV Charging

- The amount of EV Charging provision set out in table 9 will be required on car parks of 10 parking spaces and above where a minimum of 1 EVCP should be provided for car parks up to 20 spaces.

Family Parking

- In shops and buildings to which the public have access and public car parks (where more than 100 spaces are being provided overall) spaces should be reserved, where appropriate, for people needing to transfer very young children to and from the car

* Town Centres are defined as within 800m of the bus station of Large Town Centres and Sub-Regional Centres (see table 5)

4.5 Other Quantity Parking Standards

Table 10: Parking Quantity Standards for Other Uses

| | Use Class | Car Parking Requirement Recommended | | Minimum Cycle Parking | Minimum EV Parking |
|---|-----------|--|---|---|--------------------------------|
| OTHER | | Town Centres* | Rest of County | | |
| Hospitals | C2 | 2 spaces per consultation/treatment room + 1 space per 10 members of staff | 1 space per 33m2 of public space + 1 space per 5 members of staff | 1 long stay space per 5 members of staff + 1 short stay space per 5 consulting rooms | 5% Active + 10% Passive |
| Doctors/Dentist/other health practitioners | D1 | 1 space per 5 members of staff + 1 space per consultation/treatment room | 1 space per 2 members of staff + 1 space per treatment | 1 long stay space per 5 members of staff + 1 short stay space per 5 consulting rooms | 5% Active + 10% Passive |
| Elderly/Nursing homes | | 1 space per two staff members | 1 space per resident + 1 space per two non resident staff members + 1 visitor space per 4 residents | 1 long stay space per 5 members of staff | 5% Active + 10% Passive |
| Further Education Colleges | D1 | 1 space per 5 members of staff. 1 visitor space per 50 pupils. Space for 5% of pupil numbers | 1 space per member of staff. 1 visitor space per 50 pupils. Space for 5% of pupil numbers | 1 long stay space per 20 pupils + 1 long stay space per 5 members of staff | 5% Active + 10% Passive |

| | | | | | |
|---|----|--|---|--|-------------------------|
| Secondary Schools | D1 | 1 space per 5 members of staff. 1 visitor space per 50 pupils. | 1 space per member of teaching staff. 1 visitor space per 50 pupils. | 1 long stay space per 20 pupils + 1 long stay space per 5 members of staff | 5% Active + 10% PAssive |
| Primary Schools/Nurseries | D1 | 1 space per 5 members of staff. 1 visitor space per 50 pupils | 1 space per member of teaching staff. 1 visitor space per 50 pupils | 1 long stay space per 20 pupils + 1 long stay space per 5 members of staff | 5% Active + 10% PAssive |
| Community Centres - Galleries - Exhibition Halls | D2 | No requirement | 1 space per 16m ² of public space. 1 space for two members of staff. | 1 short stay space per 100m ² GFA (minimum of 4 spaces) | 5% Active + 10% PAssive |

Additional Requirements / Notes

- Hospitals/Elderly/Nursing homes require a minimum 50m² per 500m² GFA for servicing

EV Charging

- The amount of EV Charging provision set out in table 10 will be required on car parks of 10 parking spaces and above where a minimum of 1 EVCP should be provided for car parks up to 20 spaces.

Family Parking

- In shops and buildings to which the public have access and public car parks (where more than 100 spaces are being provided overall) spaces should be reserved where appropriate for people needing to transfer very young children to and from the car

Cycle Parking

- A combination of long and short stay cycle parking should be designed depending on the types of activity involved (see Section 2.5 for guidance).

Car Share Space

- Minimum 10% car share space on parking spaces of 10 and above

* Town Centres are defined as within 800m of the bus station of Large Town Centres and Sub-Regional Centres (see table 5)