

Appendix 2 Parking Standards

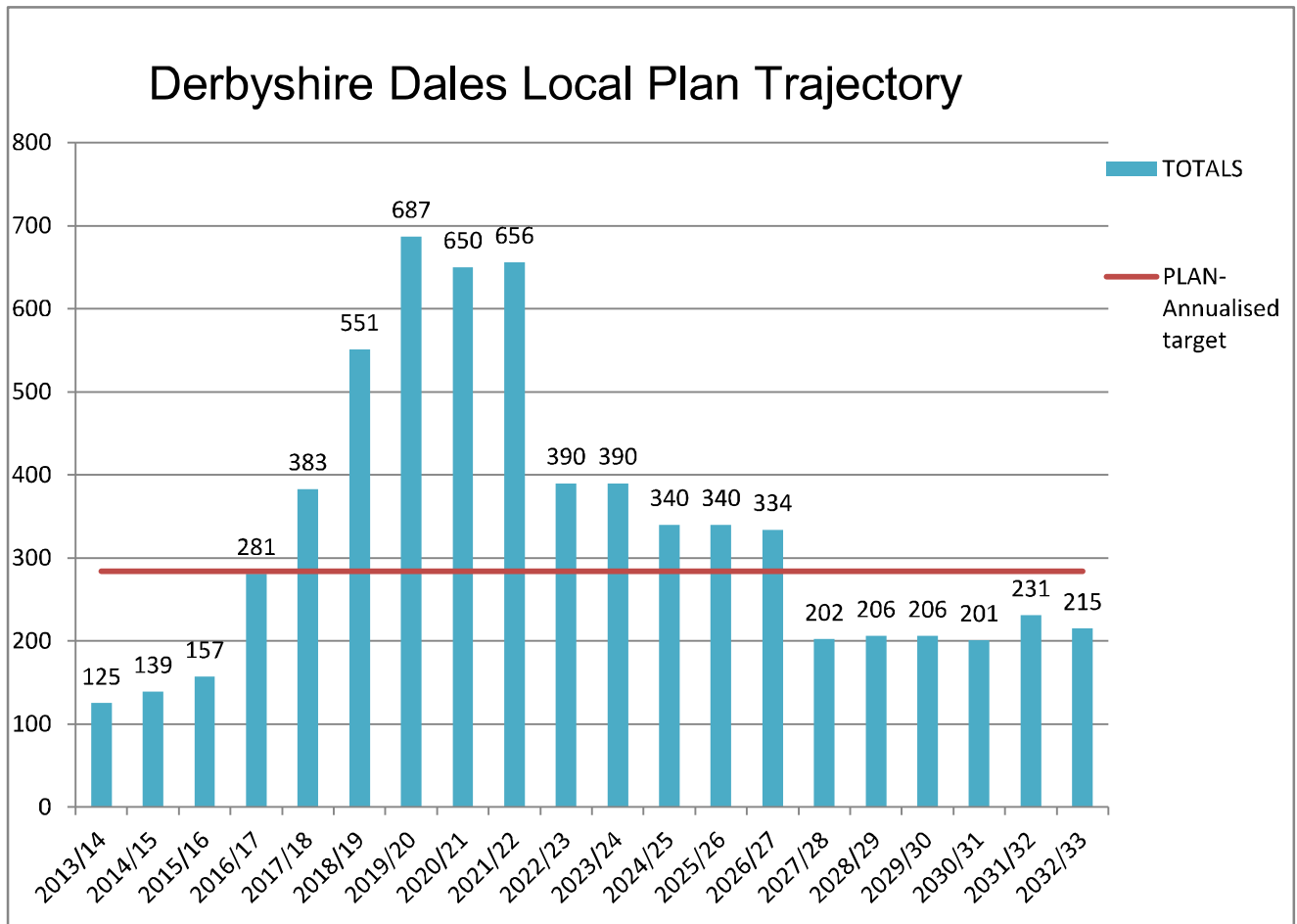
Normal Maximum Parking Standards		
Use	Normal maximum parking standard based on one space for every square metre (m²) of gross floorspace unless otherwise stated	Threshold for applying the standard (gross floorspace)
Food Retail	One space for every 14m ²	1000m ²
Non Food Retail	One space for every 20m ²	1000m ²
B1 Offices	Urban town centre or edge of centre; One space for every 60m ² Rural town centre or edge of centre; One space for every 40m ² Rest of rural town; One space for every 30m ² Out of any town; One space for every 30m ²	2500m ²
B1 Non – office and B2 General Industry ¹	Urban town centre or edge of centre; One space for every 130m ² Rest of urban town; One space for every 80m ² Rural town centre or edge of centre; One space for every 90m ² Rest of rural town; One space for every 65m ² Out of any town; One space for every 55m ²	2500m ²
B8 Warehousing	Urban town centre or edge of centre; One space for every 300m ² Rest of urban town; One space for every 180m ² Rural town centre/edge of centre; One space for every 200m ² Rest of rural town; One space for every 150m ² Out of any town; One space for every 120m ²	2500m ²
Cinemas and conference facilities	One space for every five seats	1000m ²
D2 (other than cinemas, conference facilities and stadia)	One space for every 22m ²	1000m ²
Higher and further education	One space for every two staff plus one space for every 15 students ²	2500m ²
Stadia	One space for every 15 seats (h) ³	1500 seats
¹ The Highways Authority will recommend that restrictions are imposed to prevent changes to B1 office use where no allowance has been made for the higher parking levels associated with offices.		
² The figure for students relates to the total number of students rather than full-time equivalent figures		
³ Parking spaces for coaches in addition to the above, to be agreed for each specific site. Coach parking should be designed and managed so that it will not be used for car parking.		

Residential Parking Standards	
Developments of 1 to 5 dwellings	<p>One space for each dwelling:</p> <ul style="list-style-type: none"> • where car ownership may be low, such as town centres and other locations where services can easily be reached by walking, cycling or public transport. <p>Two spaces for each dwelling:</p> <ul style="list-style-type: none"> • urban locations with poor access to services and poor public transport services; • three-bedroom dwellings in suburban or rural areas; and • other locations where car ownership is likely to be higher than locations that are better served by public transport. <p>Three spaces for each dwelling:</p> <ul style="list-style-type: none"> • four-bedroom dwellings in suburban or rural areas; or • other locations where car ownership is likely to be higher than locations that are better served by public transport.
Developments over 5 dwellings	Refer to DCLG's 'Residential Car Parking Research Report' published in May 2007, which sets out a method for calculating car parking demand.

Minimum Provision for disabled parking spaces		
Car park used for	Car park size	
	Up to 200 spaces	Over 200 spaces
Employees and visitors to business premises	Individual bays for each disabled employee plus two bays or 5% of total parking spaces whichever is greater.	Six bays plus 2% of total parking spaces
Shopping recreation and leisure	Three bays or 6% of total parking spaces, whichever is greater.	Four bays plus 4% of total parking spaces
Schools and higher and further education	At least one bay regardless of car park size.	At least one bay regardless of car park size

Appendix 3: Housing Trajectory

The NPPF indicates that for market and affordable housing, Local Plans should set out the expected rate of housing delivery through a housing trajectory for the plan period. On the basis of evidence submitted from land owners, agents and developers, the following trajectory for Derbyshire Dales has been prepared:



(EIP 2017)

Appendix 4: Key Diagram

