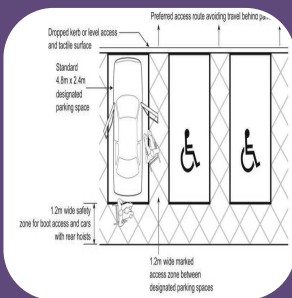


ISLAND PLAN



Guidelines for Parking Provision as Part of New Developments

Supplementary Planning Document



*Adopted January
2017*

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1. Why a Supplementary Planning Document is required

- 1.1 The [Island Plan Core Strategy](#) was adopted by the Isle of Wight Council in 2012, and is the overarching strategic document within the Island Plan. Policy DM17 (Sustainable Travel) and its supporting text gives the commitment to prepare a Residential and Non-Residential Parking Guidance Supplementary Planning Document (SPD), and that development proposals will be expected to comply with it.
- 1.2 By setting out parking provision guidelines the council is providing a clear direction on what it expects to see provided as part of new development, and will be the basis for any negotiations over provision. It does not cover issues such as public car parking provision, charges and parking permits; whilst the approach set out in the draft SPD compliments these, such issues are addressed through the council's Parking Strategy.
- 1.3 The council considers that this document constitutes the SPD referred to in the core strategy (Residential and Non-Residential Parking Guidance SPD), even though the title of this consultation SPD is different. This change in title better reflects the document's content, particularly given the changes in national policy and guidance that have occurred since the adoption of the core strategy.
- 1.4 While the title of the proposed SPD has changed, the guiding principle behind it has not, and the SPD will contribute to supporting sustainable travel patterns. The detail of the SPD will support the core strategy policies and help the council manage the provision of parking associated with new development.
- 1.5 The SPD has been prepared to accompany the council's emerging Parking Strategy. Planning, as a discipline and through the SPD, cannot resolve all the issues (actual or perceived) associated with parking. This SPD will influence the provision of parking space in new development, and as such is one element of what will need to be a wider package of measures to address parking issues in a holistic manner.
- 1.6 The council recognises that the amount of parking provided through new development can have implications on surrounding areas and existing residents, particularly in more urban environments. In light of this, the document sets out the expected parking provision for motor vehicles and the minimum number of cycle parking spaces required for all use-classes¹ as part of new development. It also signposts other sources of information in relation to general design and dimensions of parking provision as part of new development, as well as the infrastructure requirements for electric vehicles.
- 1.7 By virtue of being an island, the Isle of Wight's road network is self-contained. This, along with a range of other issues (which are set out in bullet points below), means that car ownership and consequently parking provision is a key issue which warrants further guidance to that already set out in the development plan.
 - The pattern and roles of the Island's settlements.
 - The reliance on Newport for retail and employment opportunities.
 - The high level on employment containment (people living and working on the Island).
 - The rural nature of a lot of the Island, necessitating car ownership.

¹ As identified in The Town and Country Planning (Use Classes) Order 1987 (as amended)

- The age profile of the Island (which is significantly older than the average for the rest of the country).
- There is a single commercial bus operator on the Island, which impacts on the routes and frequencies of public transport.

- 1.8 The guidelines in this document set out what the council expects to be provided, and as such will be the starting point for any negotiation between the local planning authority, the local highway authority and applicants. Should the applicant wish to provide alternative levels and/or types of provision, the onus will be on them to provide sufficient evidence to support such an approach.
- 1.9 Ultimately, the purpose of the document is to ensure future developments provide sufficient and appropriate parking that will not result in an unacceptable impact on the surrounding road network. In implementing this approach, there has to be a balance so that there is not an over provision of parking that would result in the inefficient use of land.

2. National Policy and Guidance

- 2.1 National planning policy is set out in the [National Planning Policy Framework](#) (NPPF), which is supported by [planning practice guidance](#) (PPG). Section 4 of the NPPF covers Promoting sustainable transport, and in specific relation to parking it sets out² that:

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

- 2.2 The PPG goes on to say³ that *maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.*
- 2.3 In a [written statement](#) to Parliament in March 2015 the Secretary of State for Communities and Local Government confirmed the Government's commitment to ensure that there is adequate parking provision both in new residential developments and around town centres and high streets.
- 2.4 It also confirmed the Government's view that arbitrarily restricting new off-street parking spaces does not reduce car use, it just leads to parking misery. It is for this reason that the government abolished national maximum parking standards in 2011. The market is best placed to decide if additional parking spaces should be provided
- 2.5 The statement set out that the following text now needs to be read alongside paragraph 39 of the NPPF: "Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to

² Paragraph 39, National Planning Policy Framework

³ Paragraph: 008 Reference ID: 42-008-20140306

manage their local road network”. The council considers that the reasons set out in section one, provide the necessary justification for the approach towards parking guidelines set out in this document.

3. When will parking provision be required?

3.1 Local experience and best practice elsewhere has shown that there are situations where full parking allocation should be applied and other locations where the development could take place without the need for full on-site provision. There are a number of factors which affect the level of appropriate provision and these include (but are not limited to):

- The location of the potential development (and proximity to services);
- The design, scale, size and use of the proposed building;
- The location in terms of conservation area, listed buildings etc;
- Availability of access to the site by means other than the car – public transport, walking, cycling;
- Proximity to existing parking; and
- Potential traffic impact.

3.2 The council accepts that, as encouraged by national Government guidance and best practice, a reasonable and proportionate response is required. As such, this document has been written in a way to allow a reasonable degree of flexibility and proportionality for proposals on a case by case basis, rather than adopting a ‘one size fits all’ approach.

3.3 In light of this the council is proposing a simple two-zone approach towards requiring parking provision, by identifying areas within the Town Centre Boundaries, as shown on the Island Plan Proposals Map, and areas outside of the boundary.

ZONE 1 – WITHIN IDENTIFIED TOWN CENTRE BOUNDARIES

To reflect their sustainable locations, development within areas identified as Town Centre Boundaries on the Island Plan Proposals Map will not be expected to provide parking provision as a matter of course, although the council recognises that in some instances applicants will wish to provide parking.

If parking is proposed in these locations the council will require evidence, in the form of a Parking Provision Assessment, to justify the level proposed.

3.4 There are Town Centre Boundaries in place for the settlements set out below. The precise boundaries can be seen on the [Proposals Map](#), and the most usable version is like to be the [interactive maps](#). For ease of reference the towns with Town Centre Boundaries are: Cowes, East Cowes, Freshwater, Newport, Ryde, Sandown, Shanklin and Ventnor.

3.5 The town centres identified above are within either key regeneration areas or smaller regeneration areas. This means they are sustainable locations where there is already a significant level of residential, commercial, employment and leisure development. These are the most sustainable locations on the island and further development is therefore supported in principle.

- 3.6 The inherent sustainability of these locations, and the range of services and facilities that are on offer and easily accessible, contribute to making them popular places to live. While parking provision is an important element of sustainable development, there are a range of other factors the council, as local planning authority, needs consider such as (but not be limited to):
- Efficient use of land;
 - Areas of high pedestrian flow / opportunities to cycle;
 - Within easy walking distance of good bus / train services;
 - Be close to or the location of a cross-Solent ferry service;
 - Within easy walking distance of public parking;
 - Relatively large number of non-car owning households; and
 - Additional vehicle movements might cause / add to traffic congestion.
- 3.7 Providing the fullest level of parking provision in town centre locations may, for example, reduce significantly the amount of residential development that could be built on a site. Such development is more likely to be 1 or 2 bedroom properties that, by their nature, will be more affordable to a range of Isle of Wight residents.
- 3.8 The approach set out above also covers proposals for non-residential uses within Town Centre Boundaries. Where such users may require or want parking, for example to fit in with their business model or reflecting the type of goods to be sold, the onus will be on them to demonstrate why onsite provision is required and to what extent.
- 3.9 Further information regarding what information is expected to be included in a Parking Provision Assessment is set out in section 5 of this document. The council will take a proportionate view on a case-by-case basis, and may consider alternatives forms of evidence and justification to allow an informed assessment to be made.

ZONE 2 – OUTSIDE OF IDENTIFIED TOWN CENTRE BOUNDARIES

Development outside areas identified as Town Centre Boundaries on the Island Plan Proposals Map will be expected to provide parking provision in accordance with the guidelines set out in Appendix 1.

If parking provision is proposed that is different to that set out in Appendix 1 the council will require evidence, in the form of a Parking Provision Assessment, to justify the level proposed.

- 3.10 Those areas where full parking provision would be used as the starting point is generally those out-of-town locations where access to public transport and travel on foot, or bicycle may not be an option. In such situations reducing the number of on-site spaces could have an adverse impact on the design and disperse parking pressure onto surrounding streets.
- 3.11 There may instances when the local planning authority, or the local highways authority, consider that factors such as the 'planning balance' of the proposal, the weight attached to other policies and local context (such as street layouts and existing parking provision) mean that an alternative level of provision should be utilised, and/or evidence is required. Such a position will be established on a case-by-case basis.

4. Cycle parking provision

- 4.1 If cycling is to retain its inherent advantages, it is essential that cyclists are able to park their cycles safely and securely at the most convenient location. Even the most basic of bicycles can be expensive when purchased new, so providing well located safe and secure cycle parking is of paramount importance if we are to encourage people to travel by bicycle for everyday journeys. Inadequate cycle parking, storage and supporting facilities (such as showers) can conversely act as a barrier to cycle use.
- 4.2 The cycle stands provided must be of a design to allow for secure cycle parking where it is possible to lock both the frame and both wheels to the fixture. Sheffield stands offer this type of security and designs such as “butterfly” or single wheel or slot design should not be used. These designs are considered to be unsatisfactory in that they are insecure and can result in damage to the bicycle and or its wheels.

Development will be expected to provide cycle parking provision in accordance with the guidelines set out in Appendix 1.

The council will expect cycle parking provision to be:

- 1. Covered and secure.**
- 2. Conveniently located, as close as possible to where people want to go and close to building entrances.**
- 3. Located in a well-lit area that is overlooked and naturally policed.**
- 4. Easily accessible from roads and or cycle routes.**
- 5. In a location that does not obstruct or hinder pedestrian or cycle routes.**
- 6. Supported by additional facilities for cyclists, such as changing rooms, showers and lockers, where the proposed development is for A or B uses (as defined in the General Use Classes Order).**

Short stay cycle parking - specifications

- 4.3 Short stay cycle parking should be located nearer to the entrance than the nearest car space, so as to be visible, convenient, help reduce the threat of theft or vandalism and give those travelling by bicycle a positive advantage.
- 4.4 Short stay parking should be provided using “Sheffield” type stands or similar, with the recommended minimum dimensions set out below. It is important that these stands are placed a minimum of one metre apart so as to facilitate parking and maximise the space available.

Long stay cycle parking – specifications

- 4.5 All long stay cycle parking must be covered and enclosed. This could be as storage within a dedicated part of a building – for example in flatted developments through the provision of a covered and secure shelter adjacent to the building. Other types of stand such as secure cycle lockers or two tier racks may also be acceptable.

- 4.6 It should be noted that for those residential developments where a garage is provided any garage that is of a size suitable to be counted as a car parking space – larger than 6m x 3m will also be seen as suitable for long-stay cycle parking.

5. Parking Provision Assessment

- 5.1 The council requires evidence and justification to support any departure from the guidelines set out in this document, with a Parking Provision Assessment (PPA) being the preferred evidence. As such a PPA will be required in the circumstances set out in section 3 of this document. The council expects a PPA to be proportionate to scheme it is supporting. A PPA can be used to support either no parking provision, or a different level than those set out in Appendix 1.
- 5.2 The onus will be on the applicant to provide sufficient and appropriate evidence to allow for an informed assessment to undertaken. The council will take a proportionate approach towards the level of evidence required, and would expect it to be commensurate to the proposal. Establishing the type and level of information required will be undertaken on a case-by-case basis. The council encourages the use of pre-application advice should discussion regarding this matter be required.
- 5.3 There is no set format that a PPA should follow; it will be for the applicants to submit what they think is appropriate and proportionate to the scheme, which will allow an informed assessment of the proposal to be made by the local planning authority. Notwithstanding this the council will expect a PPA to contain certain information – a written justification and a local photographic survey.

Written justification

- 5.4 The written justification should demonstrate why the level of parking provision proposed is suitable. The LPA would expect this to include relevant and proportionate information relating (but not necessarily limited) to:
- The proximity to, and frequency of, public transport services;
 - Distance to public car parks;
 - Within public car parks the number of spaces available and maximum length of stay;
 - The proximity to, and nature of, on-street parking and Resident's Parking Zones.
 - The proximity of the site to identified town centres;
 - The proximity of the site to community facilities⁴; and
 - Development that is permitted and/or under construction, and the impacts of these on local parking demand and patterns.

Local Photographic Survey

- 5.5 A local photographic survey should assess on-street parking availability within a 300 metre radius of the application site. As a minimum the survey is expected to be carried out three times a day (at 7am, midday and 7pm) over a consecutive five day period, which must include a weekend. Depending on the nature and scale of the proposal a longer period of at least seven consecutive days may be appropriate.

⁴ Where relevant and based on the definition social and community infrastructure in footnote 60 (page 152) of the core strategy.

- 5.6 The photos must clearly illustrate the availability of parking spaces in the area, including recording the level of use of any public car parks that may be utilised by occupiers or visitors to the development. Photographs should clearly show the date and time of the photograph.
- 5.7 A local photographic survey may be used to highlight the location and quality of existing sustainable transport links, or access to facilities and services. It may also be used to identify any barriers to accessibility and opportunities for improvement.

6. Transport Assessments and Statements

- 6.1 Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 6.2 There is further comprehensive information available in [paragraphs 42-013-20140306 to 42-015-20140306](#) of the planning practice guidance, relating to when assessments and statements are required, establishing their need and scope and what information should be included. The council strongly advises applicants to read this information, as this is the basis for the council's decision making.
- 6.3 The council accepts that a transport assessment can be a disproportionate and costly requirement, depending on the nature and scale of development proposed. As such the council will utilise an approach that allows for either a transport assessment or statement as a 'lighter touch'. The indicative thresholds for these are set out below.
- 6.4 The submission of a fit for purpose transport assessment or statement will aid the local planning and highway authorities understand and assess the likely impacts arising from the proposed development. They should enable the local planning authority to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework.
- 6.5 The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts.
- 6.6 The council's most recent highways modelling, the [Isle of Wight - 2027 Local Plan Transport Impacts](#), is available online. This was undertaken by Solent Transport using the sub-regional transport model.

Transport Assessments

The council will expect a Transport Assessment to be submitted when development is likely to:

- generate a significant (which is likely to be a 5%+) increase in movements; or
- impact significantly upon junctions already modelled to be approaching, at or exceeding capacity; or
- be located near junctions where there are geometric deficiencies or recorded traffic incidents.

There may be instances when proposals do not meet the criteria above, but the local planning authority or highway authority may consider a Transport Assessment will be necessary to determine a planning application.

If this is the case the applicant will be advised at the earliest possible point in the application process (and ideally at the pre-application advice stage) and be given clear reasons why the assessment is considered necessary.

Transport Statements

The council will expect a Transport Statement to be submitted when development exceeds the thresholds set out below:

Residential (C3)	20 units
Commercial (B1 & B2)	2,500m ²
Commercial (B8)	5,000m ²
Miscellaneous commercial	500m ²
Retail (A1)	1,000m ²
Education	2,500m ²
Health	500m ²
Care Establishments	500m ² or 5 bedrooms
Sport & leisure	1,000m ²
Leisure stadia, ice rinks etc	all

There may be instances when proposals do not meet the criteria above, but the local planning authority or highway authority may consider a Transport Statement will be necessary to determine a planning application. If this is the case the applicant will be advised at the earliest possible point in the application process (and ideally at the pre-application advice stage) and be given clear reasons why the assessment is considered necessary.

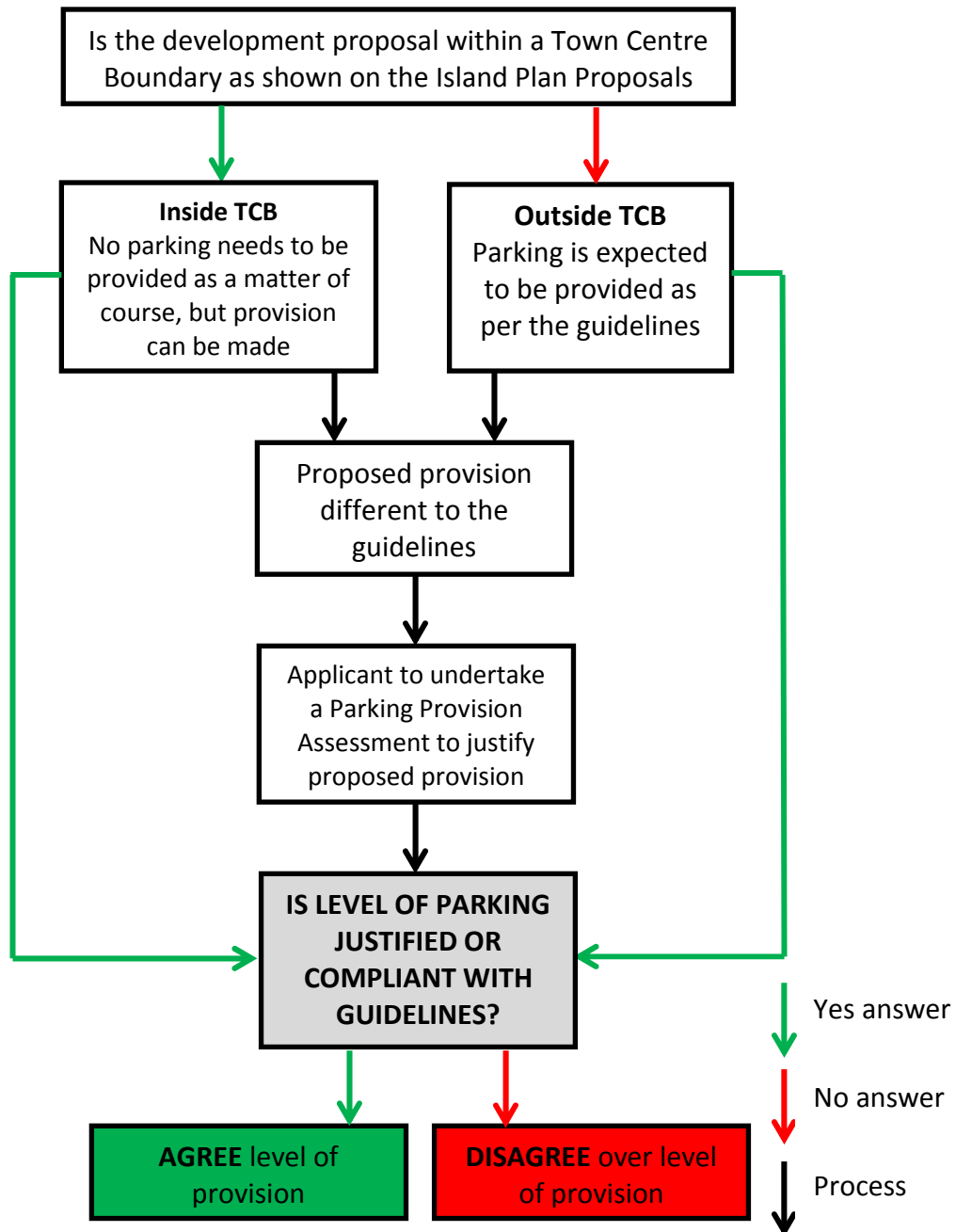
7. Design

- 7.1 The design of and approach to parking provision and layout should take into account the guidance and recommendations set out in a range of local and national documents. Particular reference should be made to the NPPF section 4 “Sustainable Transport” in particular paragraph 39 and section 7 “Requiring Good Design”.
- 7.2 The council recognises that whilst the provision of parking may be a functional, or market-led requirement, the amount, location, arrangement and design of such spaces can have both positive and negative implications with regard to the accessibility and quality of spaces/places that are created. Consideration should be given to factors such as site constraints, the established character or context of an area, and the desire to achieve high quality places where people wish to live, work, or enjoy.
- 7.3 The council accepts that there are numerous design considerations with regard to new development of all scales, and does not wish to diminish the role of skilled designers or applicants to tailor their schemes and as such does not want to be prescriptive in relation to the design of new schemes. In this regard the council would expect that issues relating to parking provision should dovetail with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan [Core Strategy](#). However, it does expect all parking provision to be provided in conformity with the standards set out in the [Manual for Streets](#)⁵ and [Manual for Streets 2](#)⁶, unless an alternative approach can be justified and is acceptable.
- 7.4 Applicants are also advised to refer to the Chartered Institution of Highways and Transportation [guidance note on residential parking](#) and the [Space to Park tool kit](#), along with any other up-to-date guidance and best practice.
- 7.5 Where development proposals are for major development the council will expect applicants to ensure streets are designed in a forward looking way, considering the opportunity for the provision of parking solutions and to allow for buses and larger vehicles to move without impediment. Consideration should also be given to changing living, working and travel behaviours and patterns, and the dimensions of vehicles.
- 7.6 Car parks located in areas that flood to depths greater than 300mm should be designed to prevent vehicles floating out of the car park. When considering car parking within flood risk areas, the ability of people to move their cars within the flood warning time should be considered. Long-term and residential car parking is unlikely to be acceptable in areas which regularly flood to a significant depth, due to the risk of car owners being away from the area and being unable to move their cars when a flood occurs. Like other forms of development, flood risk should be avoided if possible. If this is not feasible, the FRA should detail how the design makes the car park safe.
- 7.7 In considering the design elements of proposals, the council will make a judgement balancing the policy and guidance context, best practice and the location, scale and nature of the proposal.

⁵ <https://www.gov.uk/government/publications/manual-for-streets>

⁶ <https://www.gov.uk/government/publications/manual-for-streets-2>

Process Flowchart



Appendix 1: Parking Guidelines

Residential parking guidelines

- A1.1 When planning new residential development, not all parking spaces need to be allocated to individual properties. Unallocated parking can provide a common resource for a specific development or the surrounding area.
- A1.2 A combination of both allocated and unallocated parking can often be the most appropriate solution. There are a number of advantages to providing a certain amount of unallocated, communal parking and there will be a presumption in favour of including some in most residential development. The guidelines below do not distinguish between on plot parking or shared / communal parking, it will be for the applicant to determine an appropriate split of provision. It is recommended that if shared communal parking is to be provided, this must be clear of the public highway and any areas proposed to be offered for adoption to the Local Highway Authority.
- A1.3 When the total number spaces identified through the guidelines do not total a whole number, it should be rounded up to the next whole number.

Table 1: Residential vehicle parking guidelines

Dwelling size (bedrooms)	Car parking provision guideline (per unit)	Cycle parking provision guideline ⁷	
		Long Stay	Short Stay
Bedsit / 1 bed	1	1 space per unit	1 stand per unit
2 beds	1		
3 beds	2	2 spaces per unit	
4 beds	2		
5+ beds	3		
Sheltered accommodation	0.25	1 space per unit	

For further requirements relating to sheltered accommodation please see Table 4.

Non-residential parking guidance

- A1.4 If there are uses not specifically referred in this section, the expectation is that a PPA that is proportionate to the nature and scale of the proposal will be undertaken and submitted to the LPA.
- A1.5 Unless specifically stated otherwise all references to staff are to full-time equivalent employees.

Table 2: Retail, financial and professional services and eating/drinking developments (A uses)

Type	Car parking provision guideline	Cycle parking provision guideline	
		Long Stay	Short Stay
Non-food retail and general retail ⁸	1 space per 20m ²	Greater of 1 space per 6 staff or 1 per 300m ²	1 stand per 200m ²
Food retail	1 space per 14m ²		
Cafes and restaurants	1 space per 20m ²	1 space per 6 staff or 1 per 40m ²	1 stand per 200m ²
Public houses/ takeaways			

⁷In the case of dwelling houses, other alternative provision for cycle storage, such as the provision of sheds, outbuildings and the like, may be considered.

⁸Covered and non-covered areas

Table 3: Commercial development (B uses)

Type	Car parking provision guideline	Cycle parking provision guideline	
		Long Stay	Short Stay
B1(a) Office	1 space per 30m ²	1 stand per 150m ²	1 stand per 500m ²
B1(b&c) high tech / light industry	1 space per 45m ²	1 stand per 250m ²	
B2 general industry	1 space per 45m ²	1 stand per 350m ²	
B8 warehouse	1 space per 60m ²	1 stand per 500m ²	1 stand per 1000m ²

Table 4: Health and Care Establishments

Type	Car parking provision guideline	Cycle parking provision guideline	
		Long Stay	Short Stay
Private hospitals, community and general hospitals more than 2,500sqm, including: Inpatient, day patient, outpatient or accident unit; Locally based units for those with learning difficulties/psychiatric units; ambulatory care units including day surgery/ assessment/treatment/and administration/support services.	Car and cycle parking provision for FTE ⁹ staff, clients and visitors will be based on a Parking Provision Assessment (and any other relevant accompanying information)		
As above but with gross floor area of 2,500m ² or less	Outpatients 5 spaces per consulting room, Inpatients 1 space per 2 FTE and 1 space per 10 beds	1 space per 2 consulting rooms or 1 space per 6 FTE (whichever is greater)	1 stand per consulting room
Health Centres	5 spaces per consulting room		
Doctors, dentists or veterinary surgery	3 spaces per consulting room		
Day centres for older people, adults with learning/ physical disabilities	1 space per FTE, 1 space per client ¹⁰	1 space per 6 FTE (minimum of 1 space)	At least 2 stands per establishment
Residential units for adults with learning/ physical disabilities	1 space per residential FTE, 0.5 spaces per non-residential FTE, 0.25 visitor spaces per client	1 space per 6 FTE (minimum of 1 space)	1 stand per 2 bedrooms
Homes for children	1 space per residential FTE, 0.5 spaces per non-	1 space per 6 FTE (minimum of 1	At least 2 stands per establishment

⁹ Full Time Equivalent

¹⁰ Client is defined as being a user of the service, based on the number of clients the building is designed to accommodate.

Type	Car parking provision	Cycle parking provision guideline	
	residential FTE, 0.25 visitor spaces per 2 clients ¹¹	space)	
Family Centres	0.5 spaces per FTE, 0.5 spaces per client	1 space per 6 FTE (minimum of 1 space)	At least 2 stands per establishment
<i>Older people's housing:</i> Active elderly with warden control	0.25 spaces per unit and 0.25 visitor/staff spaces per 2 clients	1 space per unit	1 stand per 2 units
<i>Older people's housing:</i> Nursing and rest homes	0.25 spaces per resident and 1 space per FTE	1 space per 6 FTE (minimum of 1 space)	1 stand per 2 units

Table 5: Tourist Accommodation

Type	Car parking provision guideline	Cycle parking provision guideline	
		Long Stay	Short Stay
Hotels/ motels/ guesthouses/ boarding houses	1 space per visitor bedroom	1 space per 6 bedrooms or 1 space per 40m ²	1 stand per 5 bedrooms

The council will consider the provision for staff car parking and cycle parking associated with tourist accommodation on a case-by-case basis. Applicants should engage with the council at the earliest opportunity in the application process.

Table 6: Education facilities

Type	Car parking provision guideline	Cycle parking provision guideline	
		Long Stay	Short Stay
Schools	1.5 spaces per FTE	Cycle parking provision for staff, students and visitors, along with the provision of secure and covered parking for non-motorised scooters will be based on a Parking Provision Assessment and a School Travel Plan (as per policy SP7 Travel of the Island Plan Core Strategy)	
16+ Colleges and further education colleges	2 spaces per FTE		
Day nurseries/ playgroups and crèches	1.5 spaces per FTE		

- A1.6 Areas for bus/coach loading and parent drop-off/pick-up should be provided, either on or off-site, unless it can be demonstrated that such areas are not required.

Commercial and passenger carrying vehicle parking guidelines

- A1.7 When considering the parking requirements for commercial and passenger carrying vehicles, applicants / developers must demonstrate that the proposed parking will be sufficient for the planned level of activity, that the access to the site, size and number of spaces and a space available within the curtilage is adequate for the largest vehicles that might use / visit the development.
- A1.8 The applicant must demonstrate, through either a TA or appropriate supporting documentation, that access / deliveries to the site can be made safely in terms of on site and off site highway considerations and without causing undue disruption and noise.

¹¹ Where appropriate provision should include space for dropping off and picking up people

A1.9 For B1, B2 and B8 uses the council expects the following provision:

Table 7: Commercial and passenger carrying vehicle parking guidelines

Floorspace	Spaces
Up to 2000m ²	1 lorry space per 500m ²
Above to 2000m ²	1 lorry space per 1000m ²

Car parking guidelines for disabled and less mobile people

A1.10 It is important that proper consideration is given to providing spaces for disabled people and those with mobility issues, and the table below sets out the council's expectations in this regard. Should developers wish to provide a different proportion, they will need to justify the need to do so.

Table 8: Car parking guidelines for disabled and less mobile people

Land use	Threshold	Minimum number of spaces	% of spaces to be for disabled
Employment	1-19 spaces	1	10%
	20+ spaces	2	5%
Public parking	Between 20 and 200 spaces	3	5%
	200+ spaces	5	5%
Residential	1-9 spaces	No requirement	No requirement
	10+ spaces	1	15%

A1.11 The size of parking bays provided for these users should be wider and longer than the minimum bay size, so as to enable easy and safe access from the side and rear for wheelchairs. Under these circumstances it is recommended that at least an additional 1.0m is added to the length and width of the minimum size parking bay.

A1.12 Bays provided for disabled / less mobile motorists should be clearly labelled as such with the recognised sign and the safety zone / aisle between bays should be suitably marked with hatching coloured surfacing or similar. Dropped kerbs should be provided to enable access from the bay to and from the footway/ pedestrian access way.

Motorbikes etc

A1.13 When considering spaces for motorbikes and other powered two wheelers a minimum of one space per vehicle must be provided per 25 car parking spaces.

A1.14 Provision above this level may be required for some types of development where higher levels of usage may be expected or encouraged. An example here might be sixth form or further education establishments.

A1.15 Spaces should be located close to building entrances in locations which are easily policed. Suitable fixtures should also be provided to allow secure parking / locking and developers should also demonstrate that they have considered the additional needs of riders such as, secure lockers and changing facilities.

Catering for electric vehicles

- A1.16 The NPPF makes clear in paragraph 30 that “encouragement should be given to solutions which support reductions in greenhouse gas emissions” and in paragraph 35 states that “developments should be located and designed where practical to “incorporate facilities for charging plug-in and other ultra-low emission vehicles.”
- A1.17 To future-proof parking design for such vehicles, the council encourages developers to provide at least 5 per cent of parking provision as active spaces or passive provision. Active spaces are fully wired and connected, ready to use, points at parking spaces. Passive provision requires the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) to enable simple installation and activation of a charge point at a future date.
- A1.18 In residential developments, developers should ensure that suitable power supplies are available inside a building near as near as possible to the parking area, so that any relevant charging equipment can be fitted without requiring large amounts of new wiring.