Swale Borough Council

Parking Standards

June 2019

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1 Introduction

Background

1. This guidance sets out the parking standards for new developments within Swale Borough. It considers parking for all types of vehicles and seeks to balance the need to provide an appropriate parking provision, ensure the safe operation of the public highway and encourage travel by sustainable modes.

2. Swale is a diverse borough comprised of distinctive towns and villages set in downland, farmland and coast. Swale is the bridging point between north and east Kent, with some 140,800 residents who primarily live in its three main towns – Sittingbourne, Faversham and Sheerness.

3. These are the first set of parking standards specific to Swale Borough. The purpose of this guidance is to provide a holistic parking strategy for all new development within the Borough, which takes account of its local characteristics.

4. In the late 1990s and early 2000s, the concept of maximum parking standards was introduced with the aim of significantly lowering levels of off-street parking as a means of reducing car ownership and use. With the introduction of Manual for Streets in 2007, the emphasis for residential development switched to the promotion of some unallocated, on-street parking. More recently, national parking policy has sought to end 'unrealistic' restrictions on an individual's right to own and park cars. This shift acknowledges that restricting parking at origin does not necessarily discourage car ownership and can, in fact, have a number of negative consequences.

5. This guidance aligns with the current approach to residential parking. The residential parking standards require a 'minimum' amount of car parking at origin, unless the development is deemed highly accessible by sustainable modes. For non-residential uses, recommended standards are provided and the actual parking provision should take account of the form and location of the development and the need to encourage the use of non-car travel.

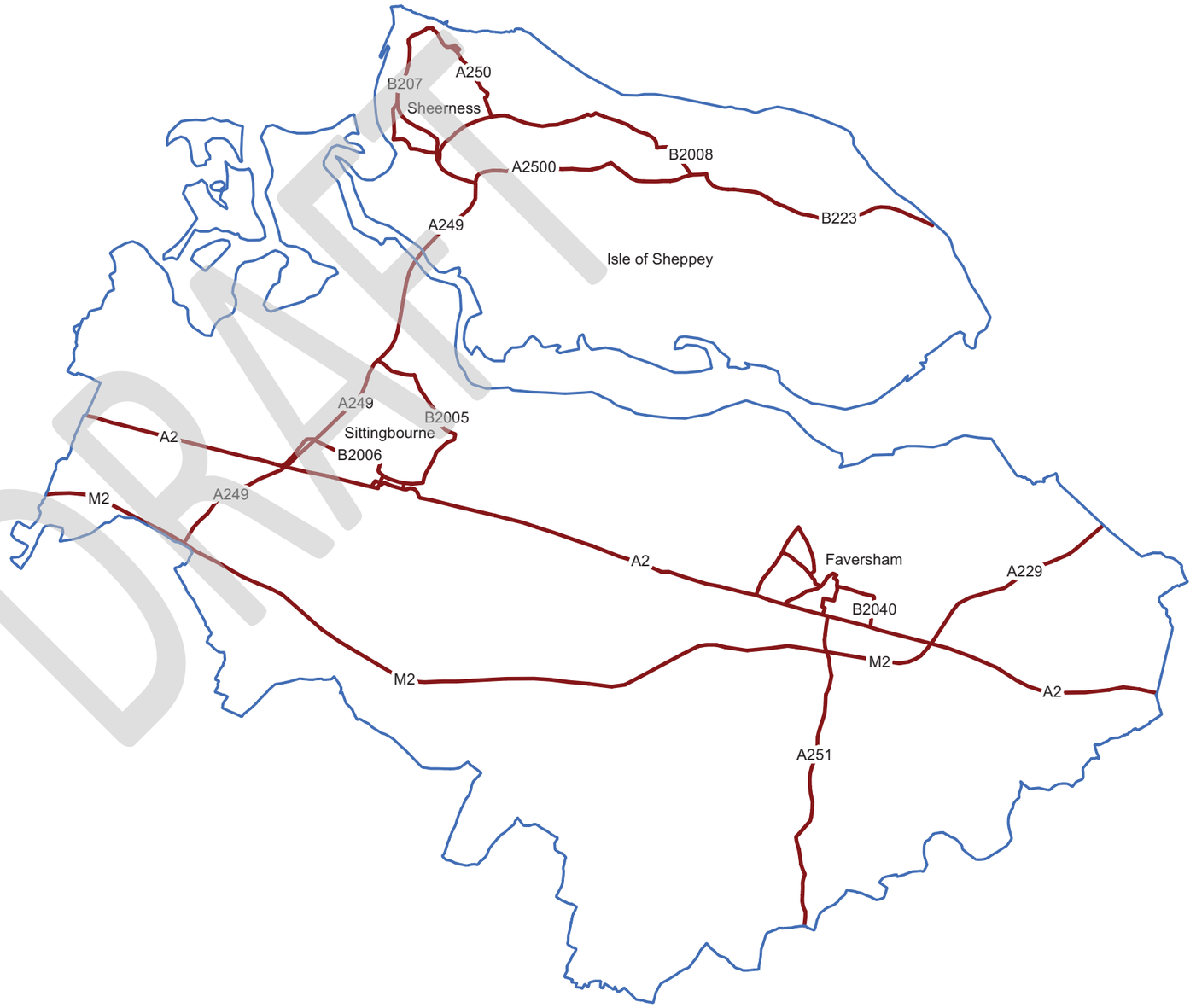


Image of Swale Borough (DHA Planning GIS)

1 Introduction

Trends in Car Usage

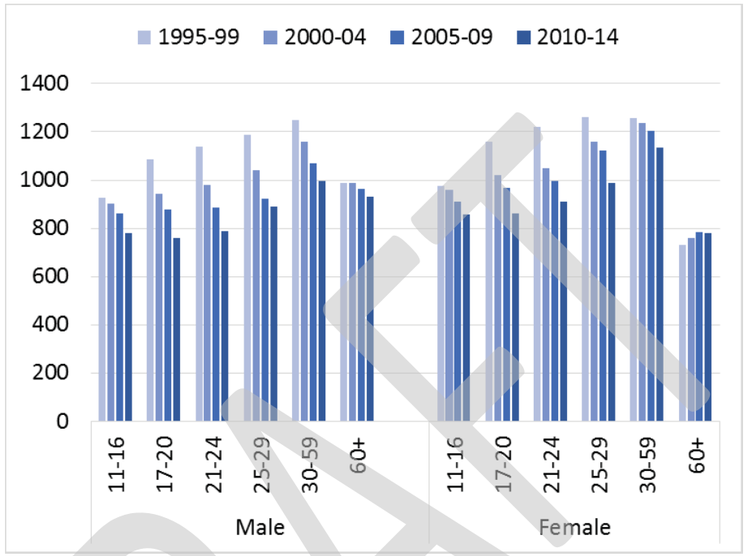
6. The 'Young People's Travel: What's Changed and Why?'[1] report commissioned by the Department for Transport (2018) analyses the changes in young people's travel behaviour since the 1990s. The report identifies a sustained decline in car use amongst young people aged 17-29 during this period. This is evidenced by:-

   - A reduction in the percentage of young people with a driving licence from 48% of 17-20 year olds and 75% of 21-29 year olds in 1992 / 1994 to 29% of 17-20 year olds and 63% of 21-29 year olds in 2014.

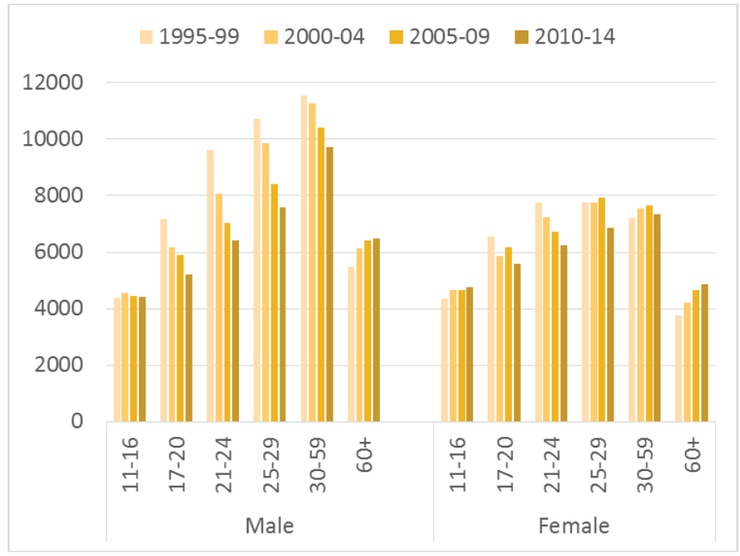
   - The total number of trips per person made by young men and women falling by 28% and 24% respectively over this period.

7. The general trend has been for each cohort of young people since the early 1990s to own and use cars less than the preceding cohort, and for the growth in car use with age to also be at a lower rate.

8. This has implications for parking policy, since young people are more likely to live in town centre locations where access to public transport and everyday facilities are within a walkable distance. Hence, it is important to consider the location of a new development in defining its parking provision.



Trips per Person per Year by Age Group in England 1995-99 to 2010-14 (source: study's analysis of NTS data)



Distance Travelled per Person per Year by Age Group in England 1995-99 to 2010-14 (source: study's analysis of NTS data)

[1] Chatterjee, K., Goodwin, P., Schwanen, T., Clark, B., Jain, J., Melia, S., Middleton, J., Plyushteva, A., Ricci, M., Santos, G. and Stokes, G. (2018). Young People's Travel – What's Changed and Why? Review and Analysis. Report to Department for Transport. UWE Bristol, UK. www.gov.uk/government/publications/young-peoples-travel-whats-changed-andwhy

1 Introduction

Policy Context

9. National planning policies are set out in the National Planning Policy Framework (NPPF) and the supporting Planning Practice Guidance (PPG).

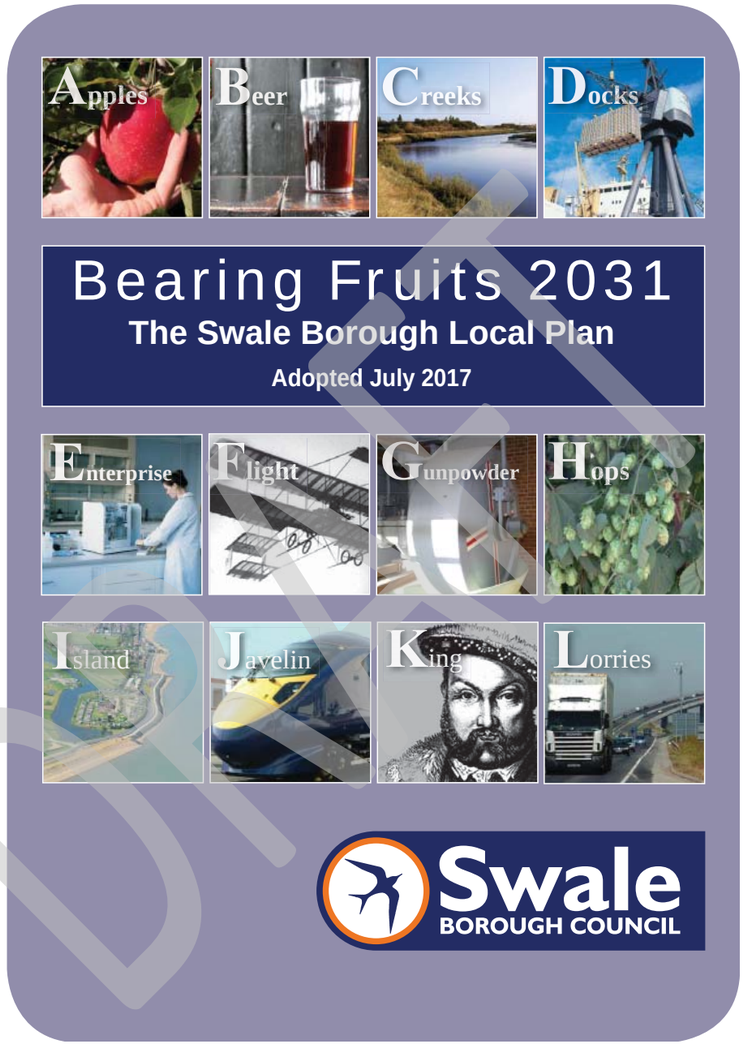
10. This guidance has been prepared in accordance with the policy context set out in paragraph 110 of the NPPF, which states that:

"Applications for development should:

a. *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d. *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

11. The PPG states 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.*" The PPG also requires local planning authorities to "s*eek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.*"

12. At local level, <add regarding status and relationship to the Local Plan>



Ministry of Housing, Communities & Local Government

National Planning Policy Framework

February 2019
Ministry of Housing, Communities and Local Government

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Parking for Residential Uses

2 Parking for Residential Uses

Car Ownership

13. The existing levels of car ownership in an area are a useful factor to consider in determining the level of parking to be provided in a new residential development. The national Census collects data on car and van availability at Ward level. The 2011 Census results for the wards in the Swale Borough are shown in Table 1.

14. The 2011 Census data shows that there is a considerable variation in car ownership across the Borough. Lower levels of car ownership are found in the central parts of the urban areas of Faversham (Abbey, Davington Priory and St. Ann's wards), Sheerness (Sheerness East and Sheerness West wards) and Sittingbourne (Chalkwell, Murston and Roman wards). These locations are characterised by a greater proportion of flatted accommodation and on-street parking restrictions in town centres, with a greater mix of house types at the edge of town centres.

15. Unsurprisingly, the highest levels of car ownership are found in the most rural parts of the Borough where the choice of travel modes and accessibility to local services is reduced.

16. It is also worth noting that the levels of car ownership identified in the 2011 Census show an increase when compared to the 2001 Census, with the average for the Borough increasing from 1.21 in 2001 to 1.29 in 2011.

17. The evidence in respect of car ownership has informed the approach to the parking standards for residential uses in the Borough. New developments should consider the location and likely level of car ownership in justifying the proposed parking provision.

2011 Ward	No cars or vans in household	1 car or van in household	2 or more cars or vans in household	3 or more cars or vans in household	4 or more cars or vans in household	Car ownership
E05005056 : Abbey	797	1285	539	93	35	1.01
E05005057 : Borden	81	364	392	105	46	1.67
E05005058 : Boughton and Courtenay	229	870	850	226	113	1.62
E05005059 : Chalkwell	594	1075	472	100	26	1.07
E05005060 : Davington Priory	316	472	243	52	13	1.06
E05005061 : East Downs	76	378	463	145	61	1.77
E05005062 : Grove	385	1255	958	211	66	1.41
E05005063 : Hartlip, Newington and Upchurch	257	858	866	212	129	1.61
E05005064 : Iwade and Lower Halstow	114	585	731	143	57	1.66
E05005065 : Kemsley	369	1297	986	198	59	1.41
E05005066 : Leysdown and Warden	244	629	350	81	32	1.27
E05005067 : Milton Regis	492	861	471	123	29	1.16
E05005068 : Minster Cliffs	454	1224	1064	289	123	1.49
E05005069 : Murston	668	1121	554	96	30	1.07
E05005070 : Queenborough and Halfway	666	1419	795	201	58	1.22
E05005071 : Roman	673	929	440	106	23	1.02
E05005074 : Sheerness East	1031	983	337	77	13	0.79
E05005075 : Sheerness West	1071	1031	366	82	17	0.81
E05005076 : Sheppey Central	543	1572	1192	307	112	1.43
E05005072 : St Ann's	496	1074	590	82	28	1.15
E05005073 : St Michaels	511	1079	686	179	61	1.28
E05005077 : Teynham and Lynsted	350	917	675	212	81	1.44
E05005078 : Watling	397	1050	630	121	32	1.26
E05005079 : West Downs	74	357	425	129	72	1.78
E05005080 : Woodstock	296	860	669	166	60	1.43
SWALE TOTAL	11184	23545	15744	3736	1376	1.29

Table 1: Census 2011 Car Ownership Data for the Swale Borough

2 Parking for Residential Uses

Layout and Design

18. Providing the right amount of infrastructure for parking relies upon robust and thoughtful design. Parking provision should be an integral part of the layout of the development, which is considered at an early stage in the design process. It is important that the amount, location, and critically, the form of residential parking is appropriate to the development, for the benefit of future residents.

19. Besides providing an appropriate number of parking spaces, parking design must consider how parking spaces will be used in practice. Parking spaces which are not well designed and convenient for residents to use will not be used as intended.

20. Car parking should be designed so that it is well-integrated with, and does not detract from the public realm, particularly in high density developments. The provision of parking should not dominate public spaces.

21. The recently completed residential development at Vellum Drive in Sittingbourne is an example of where the parking design is simple, logical and effective. Parking is mostly located on-plot and to the front of residential units, providing for good natural surveillance. Where tandem parking is provided, it is generally uncovered and as such it is well used. Inappropriate on-street parking is observed to be minimal, allowing for the internal road and footway network to function effectively.

22. At other recently completed developments within the Borough, there are examples where parking does not work as well and consequently residential parking has frequently been the greatest source of dissatisfaction among the residents of new developments. Otherwise good developments have been blighted by inconsiderate, and sometimes dangerous parking across footways and in turning areas.

Aerial view of Vellum Drive, Sittingbourne (Google Earth 2018)

2 Parking for Residential Uses

Layout and Design

23. Common issues include:-

- Allocated parking located remote from dwellings;
- Rear parking courts feel unsafe and unattractive to use;
- Parking spaces located against a hard boundary are too small;
- Garages are too small and inaccessible;
- Driveways are too short or not used as intended, with vehicles overhanging the footway;
- Poor quality on-plot parking spaces leading to indiscriminate on-street parking as an alternative;
- The streetscape is dominated by cars.

24. Getting the parking layout right results in a well-functioning development and a better place to live.

25. Residential parking is not just a 'numbers game.' The parking provision should satisfy reasonable demand bearing in mind the location, be well-designed with usable spaces and make the best use of the land available.

26. Parking design should seek to meet the design criteria relevant to parking within the Building for Life tool (http://www.builtforlifehomes.org/).

27. The recommended parking standards for residential uses are shown in **Appendix A.**

28. There are a range of parking options for residential uses, which are discussed in the following paragraphs. For a large residential development, a mix of different parking options should be used and the proportion of rear parking courts and tandem parking arrangements incorporating garages should be minimised or avoided altogether.

2 Parking for Residential Uses

Edge of Town Centre Parking

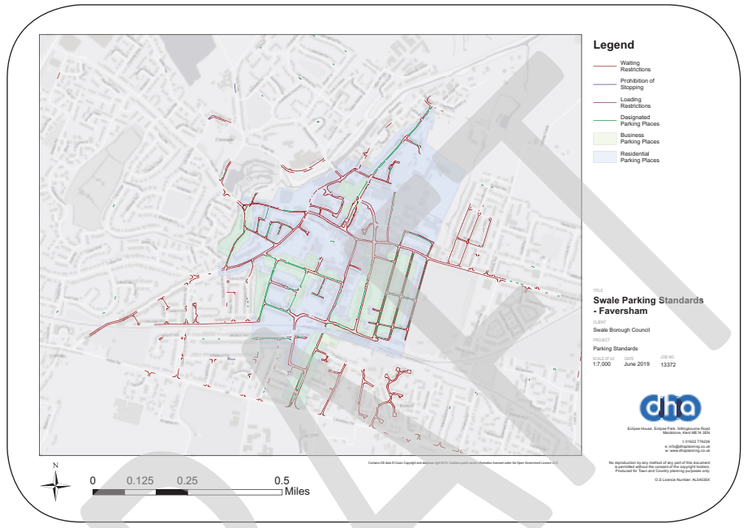
29. It is acknowledged that on street parking stress within Edge of Town Centre locations can arise as a result of factors such as:-

- Long stay commuter parking by those seeking to avoid town centre parking charges;
- Historic high density terraced housing with little or no on plot parking provision; and
- Overspill from town centre residential developments.

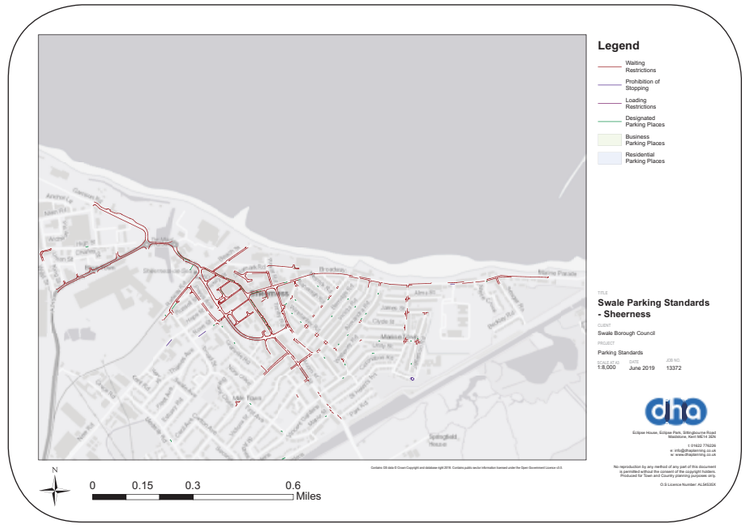
30. In response to this issue, local authorities have often installed Controlled Parking Zones (CPZ) within these areas, with preference given to residents who purchase permits. The CPZs within Swale Borough are shown opposite and included at **Appendix B** for reference. As shown, parking controls are provided within the centre of Sittingbourne, Faversham and Sheerness. Due consideration of these parking controls should be given when assessing the parking requirement for any development.

31. In order to manage this issue going forward, this SPD stipulates maximum parking standards in Edge of Town Centre locations where on-street parking controls are present within 200 metres of the site and minimum standards where such restrictions are absent and/or non-continuous.

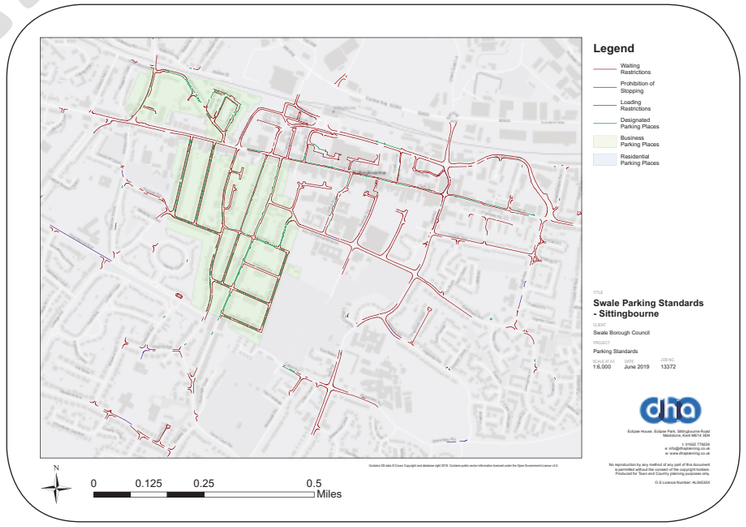
32. Where applicants wish to deviate from these standards, robust justification will be required. For example, the provision of parking stress surveys to quantify the extent of existing overnight parking capacity, the restriction of on-street parking permits for residents of new developments or the provision of robust Travel Planning measures such as the provision of a Car Club.



Faversham Parking Controls



Sheerness Parking Controls



Sittingbourne Parking Controls

2 Parking for Residential Uses

Car Barns, Car Ports and Garages

33. Where housing densities are lower, space for car parking can be provided on-plot, within the curtilage of the dwelling, such as in the form of a car port or private drive. The location of private parking spaces should relate well to dwellings, with good natural surveillance afforded.

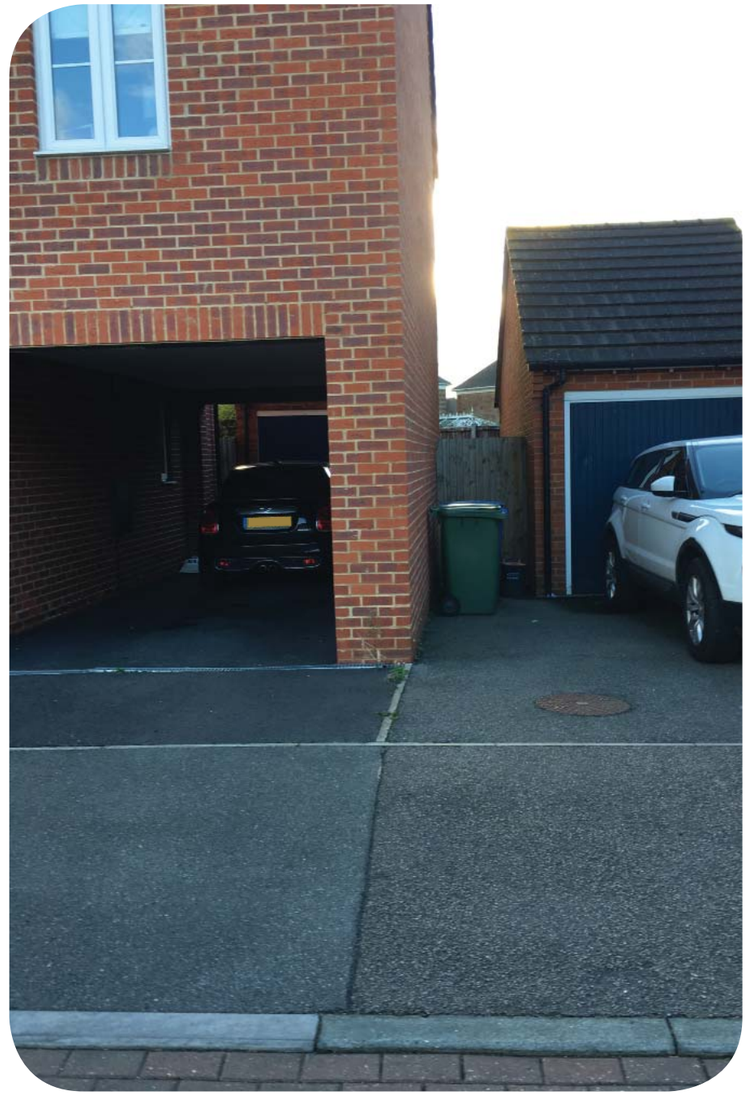
34. Experience has shown that garages provided for individual residential dwellings are unlikely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. This may have less relevance for garages that are provided as a communal facility for residential accommodation.

35. The needs of the mobility impaired, either as a driver or as a passenger, should be considered in the design of garages and sufficient space should also be allowed to enable a garage to be used as a secure location for any cycle parking provision.

36. Garages also need to be large enough to accommodate the growth in size of a typical car. The recommended standard for the dimensions of garages is included in Table 6 of this SPD.

37. In areas without on-street controls, many residents do not use garages for parking, even if they have to park on-street as a result. This is often the case in suburban and rural locations and therefore garages should not be counted as part of the parking provision in these locations.

38. In other locations, such as town centres and edge of town centres, where on-street parking is more restricted, garages are more likely to be used for parking by some residents and may count towards the formal parking provision, but not as a high proportion of the total provision.



2 Parking for Residential Uses

Car Barns, Car Ports and Garages

39. Open car ports and car barns are typically well-used by residents for parking vehicles, subject to good design. Car ports and car barns should be overlooked by housing from at least one side of the street. Where a car port is located to the side of a house, any fence or wall provided to secure the rear garden should be at least 1.0 metre from the end of the car port.

40. Where they are of good design and meet the minimum standard, car ports and car barns will count towards the parking requirement in full. They should be designed to ensure that the upright supports do not prevent opening of car doors. If this is the case, a larger space will be required. The recommended standard for the dimensions of car ports is included in Table 6.

41. Parking space in front of a garage, car port or car barn should provide for the full length of the vehicle, plus an allowance for opening of the garage door. 6.0 metres should normally be provided in front of garages and 5.0 metres in front of car ports and car barns.

42. Where there is insufficient space to allow for the full length of a vehicle on the forecourt, left over space should be designed to ensure that it is not used for vehicle parking, with consequent overhanging on to, or blocking of, the footway or carriageway. Where no parking space is provided in front of garages, a space of 0.5 metres should be provided to allow for the opening of the garage door.

2 Parking for Residential Uses

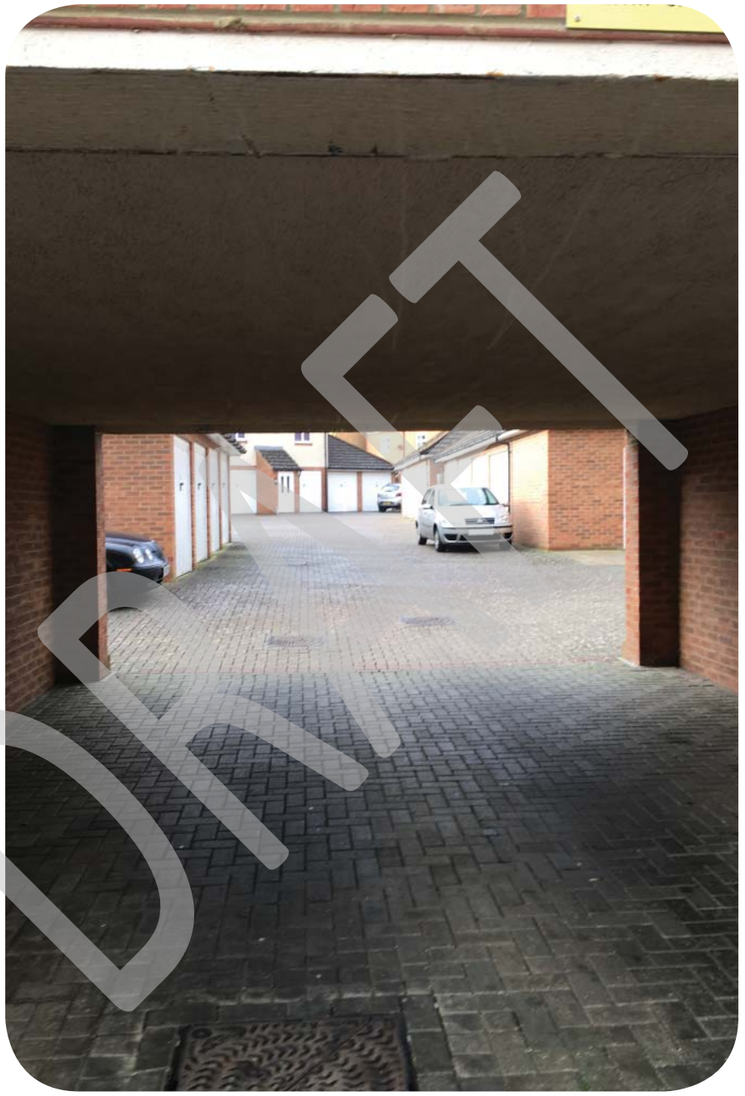
Parking Courts

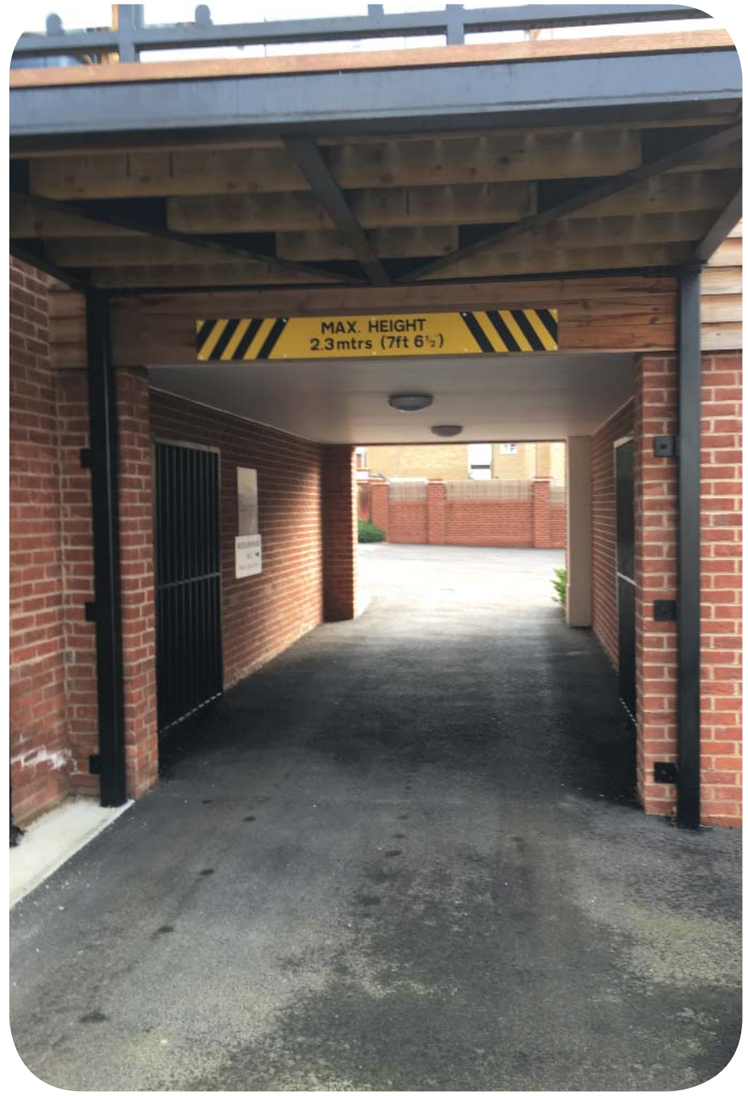
43. Flatted and higher density residential developments often require communal parking areas. It is important that these are conveniently located in close proximity to, and not remote from, the residential units which they serve. Parking courts are off-street communal parking areas which can be located to the front or rear of dwellings.

44. Front parking courts are preferred since these are located where people like to park and where parking can be overlooked and be close to front doors.

45. Rear parking courts must be as secure as possible and designed in a way that encourages their use. They should be small in nature, serving no more than 8 dwellings. They should be designed as part of the public realm, overlooked, secure and with a sense of place in order to encourage ownership. They should have direct access to/ from surrounding dwellings and have adequate lighting. They should also provide adequate manoeuvring space.

46. For larger residential developments, communal parking areas should be divided and distributed around the layout, with some spaces convenient for visitors where required.





2 Parking for Residential Uses

Tandem Parking

47. Tandem parking is where one car parking space is located behind another. Observations indicate that such arrangements are often poorly utilised where the rear space takes the form of a garage. However, utilisation is notably better where both spaces are uncovered or incorporated within car barns.

48. Whilst independently accessible on-plot parking is preferred, where it is necessary to provide tandem arrangements (e.g. higher density schemes), the use of garages should be avoided.

49. Tandem parking in communal parking areas, such as rear parking courts, is not acceptable and will not count towards the parking provision. Tandem parking bay dimensions are included in Table 6 of this SPD.

Driveways

50. Driveways that are provided need to consider:-

- The impact on the setting of the property;
- Its relationship to any garage provision;
- The impact of its use on the public highway.

51. Driveways that are provided as an alternative to a garage should have at least the same dimensions as the size of a car parking space. This should ensure that vehicles parked on driveways do not cause any obstructions to footways, verges or the carriageway. Where driveways are provided in front of garages these should be of sufficient length to allow a vehicle to be parked while the garage doors are opened or closed. Otherwise, during such manoeuvres, the vehicle may cause a temporary obstruction of the carriageway or any footway or verge situated between the road and the property.

52. Driveways associated with garages and parking areas for two cars should be double width.

2 Parking for Residential Uses

Visitor Parking

53. Consideration should be given to visitor parking in new residential developments. Unallocated parking allows for the flexible use of parking spaces and is the most efficient way to cater for visitor parking. Allocation of parking to individual units increases the amount of parking needed, whereas unallocated parking takes advantage of different levels of car ownership, including those without vehicles, to use the land given over to parking in the most efficient way. It can also satisfy the reasonable needs of visitor parking because of the varying occupancy patterns across the day. A design-led allowance for on-street parking will normally be the best way to cater for visitor parking. This provision should be well distributed throughout residential developments, to maximise its utility and minimise the prospect of abuse.

54. Within town centre locations with good accessibility to public transport, it should be encouraged for visitors to use non-car modes or existing public car parks.

55. Visitor parking standards are included at **Appendix A** of this SPD.

Van Parking

56. It is noted that Dartford Borough Council has introduced the requirement for van parking within its own parking Supplementary Planning Document. Whilst this can be effective in better accommodating these vehicle types within the street scene, observations have indicated that if they are not well related to the properties in which their owners live, they may be used by other vehicle types. As such, the need for such provision will be assessed on a case-by-case basis.

3

Parking for Non-Residential Uses

3 Parking for Non-Residential Uses

Context

57. It is widely acknowledged that limiting the amount of parking provided at the end destination of a trip can discourage journeys by car. This is particularly evident where there are a range of alternative modes available in sustainable locations. Therefore, the parking standards for non-residential uses are maximum standards and lower provisions should be considered to encourage travel by other modes where appropriate. The optimum method of determining the parking provision for non-residential uses is often a first principles approach, taking into account the development's predicted parking requirements and local circumstances.

58. Parking standards for non-residential uses are shown in **Appendix C**. Where a development is not included in **Appendix C,** or where any deviation from these standards is proposed, an individual assessment is required. It should be demonstrated that demand for parking is either met on site or mitigated and managed as appropriate. The parking standards include staff, unless otherwise stated.

Deliveries and Servicing

59. All developments should provide adequate facilities to enable servicing and delivery vehicles to park and manoeuvre clear of the public highway. Swept path analysis should be submitted to demonstrate that these manoeuvres can be accommodated within the proposed layout. The dimensions for parking spaces for light goods vehicles, minibuses, coaches, rigid goods vehicles and articulated goods vehicles are included in Table 7 with diagrams provided below.

Mixed-Use Developments

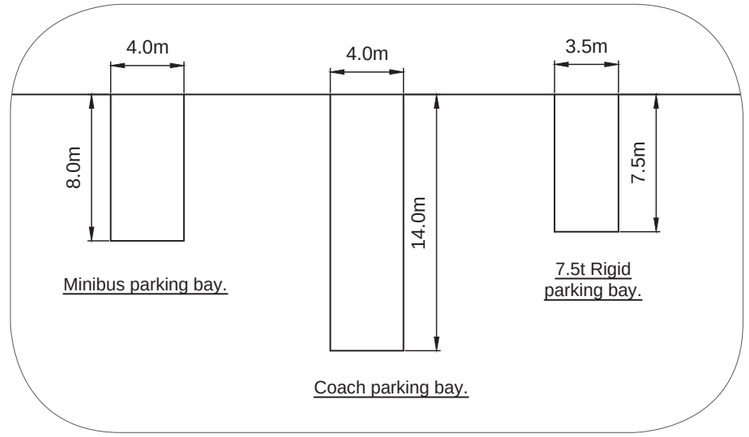
60. For mixed-use developments, the parking provision should first be determined for each constituent land use or building, both with reference to the applicable standards in this document and potentially also through an accumulation assessment drawing on the TRICS database (or similar). The scope to reduce overall parking through shared provision between uses should then be discussed with the Local Planning and Highway Authorities. For example, at retail or business parks, parking could be provided centrally rather than for individual units. Different uses within a site that require parking at different times of the day or week may be able to share provision.

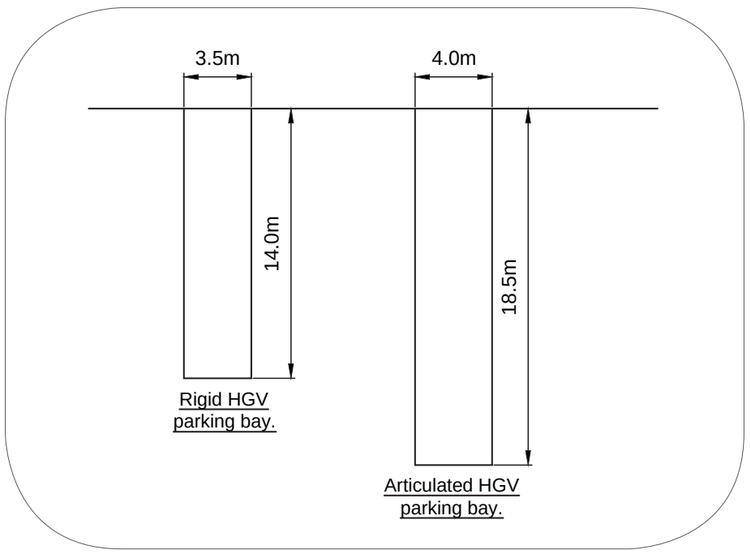
Hotels

61. For hotels exceeding 20 bedrooms, suitable provision should be made for coaches. This should take the form of either: -

    a. Facilities to drop-off and pick-up guests, which may consist of a lay-by adjacent to the public highway or utilisation of the car parking area (exact details to be agreed with the Local Planning and Highway Authorities); or
    b. Coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.

62. An additional provision should be made where bars and restaurant facilities are open to the general public of one third of the appropriate standard contained under Class A3. For bars, this equates to 1 space per 12sqm and for restaurants this would be 1 space per 15sqm.





Parking Standards for Deliveries and Servicing

3 Parking for Non-Residential Uses

Retirement Communities and Continuing Care Facilities

63. Recent research has highlighted that elderly people are travelling more than they did previously in the context of an ageing population. 'All Change? The Future of Travel Demand and the Implications for Policy and Planning' was published in May 2018[2] . This report cited data from the National Travel Survey which indicates that the miles driven per capita by the over-65s increased by 12% over the decade to 2014. It also observed that the 'baby boomers' now entering retirement age have higher car ownership levels than previous generations.

64. It is clear that older people are active for longer than they have historically been. As such, models of care are also changing, with a move towards retirement communities and continuing care facilities. Persons as young as 50 can move into such facilities and remain there for the duration of their life, with care afforded to them as and when required. For such facilities, the typical care home parking standard is often insufficient.

65. At the application stage, an understanding of the type and level of care being offered should be provided and an individual assessment of parking should be completed, potentially through the use of TRICS or through a 'first principles' approach using specific examples of similar sites. Parking should be discussed with the Local Planning and Highways Authorities to ensure suitability.

Schools

66. New schools, or those where expansion is proposed, are expected to develop, update and monitor School Travel Plans. Further details can be found at www.jambusterstpms.co.uk

Cars

67. Operational requirements (broadly defined as staff and visitors) should be provided, together with overflow parking areas for community uses. Parent parking and pupil parking are discouraged as this is a disincentive to travelling by sustainable modes. However, appropriate provision should be made for the setting down and picking up of pupils in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway. Exact details should be agreed with the Local Planning and Highway Authorities.

68. Measures to discourage parking should be considered and could include car sharing, parking restrictions, parking permits issued on the basis of need and other measures as appropriate.

Coach/Bus/Minibus

69. On all new school sites where it is likely that pupils will travel to and from school in coaches, buses or minibuses, sufficient space should be reserved to allow for the drop-off and pick-up of pupils. Where appropriate, bus stops, bays, raised kerbs, seating and shelters shall be provided on the highway by the applicant.

Cycles

70. Provision of cycle parking will be a condition of any new or expanded school. Whenever possible, improvements to local cycle routes and other appropriate safety measures should be provided by the applicant.

Special Educational Needs Schools

71. Provision should be made to accommodate ambulances, taxis, minibuses and coaches where appropriate.

[2] Marsden, G. et al. (2018) All Change? The future of travel demand and the implications for policy and planning, First Report of the Commission on Travel Demand, ISBN: 978-1-899650-83-5

Parking for Electric Vehicles

4

4 Parking for Electric Vehicles

Background

72. The popularity of Ultra Low Emission Vehicles (ULEVs) has increased in recent years. ULEVs include electric, plug-in hybrid and hydrogen fuel-cell vehicles. Between 2017 and 2018, according to Department for Transport statistics, there was a 40% increase in the number of ULEVs registered in the UK.

73. In July 2017, the Government announced that new diesel and petrol cars and vans will be banned in the UK from 2040 to help tackle air pollution. This will further encourage the uptake of ULEVs.

74. Planning policy supports the provision of infrastructure for ULEVs, with Paragraph 110 of the NPPF stating that local parking standards should "be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

75. It is appropriate, therefore, that new developments provide the necessary infrastructure to cater for the future demand from ULEVs, by incorporating electric vehicle charging points into parking design.

76. The technology associated with ULEVs is rapidly evolving and the parking design should accord with the most relevant technical requirements and open standards. Currently, this comprises a wired connection between a vehicle and a charging point. There are different speeds available for the wired connection. Justification and discussion of the type of charger would need to be undertaken with officers at the application stage to ensure an appropriate provision. For example, it may be that a slow charger would be suitable for office and residential uses where vehicles are parked for longer, yet for retail uses a fast charger may be more appropriate.

Designing for Electric Vehicles

77. Currently, most charging of ULEVs takes place at home, overnight. Therefore, each dwelling with on-plot parking should provide an electrical outlet within close proximity of the parking space.

78. For communal residential parking areas and other car parks for non-residential uses, it is important to provide a mix of 'active' charging spaces with the charging infrastructure in place at the outset, and 'passive' charging spaces with the wiring and cable conduit in place under the car park. In situations where it is not possible to meet demand for ULEV parking on-site, a financial contribution towards the provision of on-street charging points may be sought.

79. ULEV parking spaces should be signed and marked for Electric Vehicle Charging Only. Charging points in public car parks, for example at retail parks or places of work, must be accessible to the general public and/or employees. Publicly available charging points should be uploaded to www.zap-map.com

80. Details of how ULEV parking will be allocated and managed should be included within Transport Assessments. This should also set out how ULEV parking for visitors and disabled users will be accommodated.

81. The parking standards for ULEVs are shown in Table 2.

Electric Vehicle Parking Standards

Residential Uses	
Dwellings with On-Plot Parking	1 Active Charging Point per dwelling
Dwellings with unallocated communal parking	10% Active Charging Spaces and 10% Passive Charging Spaces
Non-Residential Uses	
All Uses with Off-Street Parking	10% Active Charging Spaces and 10% Passive Charging Spaces

Table 2: Electric Vehicle Parking Standards

Disabled Parking

5

5 Disabled Parking

Background

82. Detailed guidance on the design and location of parking for disabled people can be found in the Department for Transport's 'Inclusive Mobility' guidance.

83. 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 parking bays and ensure that the dimensions meet the minimum requirements set out within the table opposite.

84. Any new development which includes off-street parking, should have at least one parking space that is either designated for the mobility impaired or, if not specifically designated, is of sufficient size to be used by the mobility impaired. Where provision for the mobility impaired is not to be provided as part of the development, the Local Planning Authority may seek a contribution from the developer towards the provision, operation and maintenance of parking bays either on-street or in public off-street car parks.

85. Where the proposed disabled parking provision is less than the standards shown in Table 3, the reduced provision should be fully justified and controlled through a Travel Plan. In such circumstances, oversized parking spaces should normally be provided as an alternative to designated disabled parking spaces, on the proviso that should demand dictate additional supply, these will be demarcated at a future date.

Design and Layout

86. Disabled parking should be conveniently located and clearly signed. Its location should take into consideration the distances that potential users may be capable of covering to reach the facilities they desire. The generally accepted guidelines of walking distances for different degrees of mobility are:-

- Visually impaired – 150 metres;
- Wheelchair users – 150 metres;
- Ambulatory impairment without walking aid – 100 metres;
- Ambulatory impairment with walking aid – 50 metres.

87. Disabled parking should be designed so that drivers and passengers, either of whom may be disabled, can get in and out of the vehicle easily and safely. They need to be designed to encompass a wide range of mobility impairments. They should also ensure easy access to and from the side and rear of the vehicle and protect from moving traffic.

88. Typical layouts of disabled parking are shown opposite. Off-street parking bays that are parallel to the access aisle, making access available from the side, should be at least 6.6 metres long and 2.5 metres wide. The additional length will allow access to the rear of the vehicle where wheelchairs are often stored. Access from the side should be unencumbered by street furniture.

89. Off-street parking spaces that are perpendicular to the access aisle should be at least 5.5 metres long and 2.5 metres wide with an additional width of at least 1.2 metres along one side. This should allow sufficient width for wheelchair access between vehicles and enable vehicle doors to be fully opened. Where spaces are adjacent to each other, the 1.2 metre access area can be utilised to serve parking spaces on either side. Access to and from the parking spaces should also be free from steps, obstructions and steep slopes.

90. Where changes in level between the car park and the development have to be overcome, a ramp should be provided. Ramps should be short, preferably with a gradient of 5% (1 in 20) or less but not exceeding 8% (1 in 12). Where steps are provided, they should have edges with a strong colour contrast. Both ramps and steps should be provided with handrails on both sides and should be well lit.

91. Disabled parking should be clearly signed both within and at the entrance to the car park.

92. Disabled parking standards are shown in Table 3 overleaf.

5 Disabled Parking

Mobility

93. Use of mobility aids, such as scooters and large wheelchairs, is increasing. It is therefore appropriate to make provision for parking mobility aids at new developments, including within communal parking areas. Mobility aid parking should be located as close to the buildings' pedestrian access points as possible.

94. The parking standards for mobility aids is shown in Table 4.

Adaptive Bicycles

95. Adaptive bicycles are designed to accommodate the individual needs of a disabled cyclist. The majority of cycle parking and storage facilities fail to cater for the needs of disabled cyclists. This is often because the cycle parking space is not wide enough. Therefore, the following design standards apply when catering for adaptive bikes:-

- The minimum gap between cycle stands should be 1.0m;
- At least one bay for non-standard cycles should be allocated at the end of a row of standard cycle parking stands, with these bays a minimum of 1.5m wide in order to allow for dismounting.

96. The parking standards for mobility aids is shown in Table 4.

Disabled Parking Standards

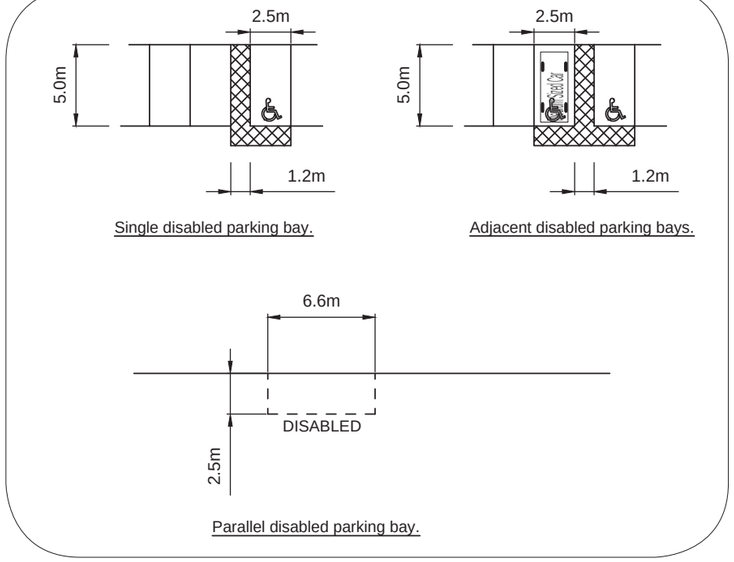
For Employees and Visitors to Business Premises (Land Use Classes A2, B1, B2 & B8)	
Car Parks up to 40 spaces	2 designated spaces + 1 space of sufficient size but not specifically designated.
Car Parks with 40 to 200 spaces	4 designated spaces or 5% of the total capacity, whichever is greater
Car Parks with greater than 200 spaces	6 designated spaces + 2% of the total capacity
For Shopping, Recreation and Leisure (Land Use Classes A1, A3, A4, A5, C1, D1, D2 and unclassified)	
Car Parks up to 50 spaces	1 designated space + 2 spaces of sufficient size but not specifically designated.
Car Parks with 50 to 200 spaces	3 designated spaces or 6% of the total capacity, whichever is greater
Car Parks with greater than 200 spaces	4 designated spaces + 4% of the total capacity

Table 3: Disabled Car Parking Standards

Mobility Aid Parking Standards

	Mobility Aids	Adaptive Bicycle
All land uses	1 designated car parking space + 2% of all car parking spaces	5% of all cycle parking spaces designed for use by disabled cyclists

Table 4: Mobility Aid and Adaptive Bicycle Parking Standards



Disabled Parking Bay Dimensions

6

Parking for Cycles & Powered Two Wheelers

6 Parking for Cycles and Powered Two Wheelers

Cycles

97. The provision of secure and convenient cycle parking is essential to encourage people to cycle. It is essential that cycle parking is designed into a development at an early stage, prior to the granting of planning permission to ensure it relates well to the development.

98. The following locational requirements should be considered in the design of cycle parking:-

- Obvious and well signed;
- Close to the entrance of the premises being visited;
- Visible and attractive;
- Well lit;
- An appropriate level of surveillance and security;
- Good weather protection;
- Off-street location with good and safe access, separated from parking vehicles;
- Situated close to well used thoroughfares;
- Well maintained.

99. In addition to the provision of well-designed cycle parking, facilities for showering and storing of clothing and helmets in non-residential developments will be sought, as they are also important for encouraging cycle use.

100. Cycle parking standards are included in **Appendix D**.

Motorcycles

101. Provision should be made for motorcycle parking at all new developments in addition to vehicle and cycle parking.

102. Motorcycle parking areas should only be provided to the rear of footways in exceptional circumstances and under the condition that they would not compromise pedestrian safety.

103. Motorcycle parking standards are shown in Table 5.

Non-Residential Developments
1 motorcycle space + 1 space for every 20 car parking spaces provided

Table 5: Motorcycle Parking Standards

Parking Design

7

7 Parking Dimensions and Layouts

Parking Space Dimensions

104. The dimensions of a car vary considerably and the average car size has been increasing in recent years. In view of this, the car parking space dimensions provided in Table 6 and 7 are the minimum dimensions required. The provision of larger spaces would be supported and there are particular instances where it is necessary. This includes parking spaces which are located adjacent to a hard boundary, such as a wall at the end of a parking aisle. In these situations, the width of the parking space should be increased by a minimum of 0.2m for each restricted side to aid manoeuvrability into and out of the space. Larger parking spaces on private driveways can increase the attractiveness and ease of using the spaces, which can prevent inappropriate on-street parking.

Minimum Car Parking Space Dimensions

	Length	Width
Car - Minimum	5.0m (6.0m for parallel spaces)	2.5m
Disabled Car Space	5.5m	3.7m
Cars - Abutting hard boundary on one side - Minimum	5.0m	2.7m
Cars - Abutting hard boundary on both sides - Minimum	5.0m	2.9m
Garage - One Car	7.0m	3.6m
Garage - Two Cars	7.0m	6.0m
Car Port/Car Barn - One Car	5.0m	2.5m
Car Port/Car Barn - Two Cars	5.0m	5.5m
Car Barn - One Car	5.5m	2.9m
Car Barn - Two Cars	5.5m	5.4m
Tandem Parking - First Car	6.0m	2.5m
Tandem Parking - Rear Car	5.0m	2.5m

[1] Where space abuts a footway or carriageway, 0.5m setback should be provided
[2] Applicable where car parking spaces are provided parallel to and abutting a carriageway, aisle or drive
[3] Typically in a car park, rather than residents driveway
[4] These dimensions refer to internal dimensions
[5] These refer to car barns/car ports that are open on all sides
[6] These refer to car barns that are enclosed

Table 6: Minimum Car Parking Space Dimensions

Parking Space Dimensions For Other Vehicles

	Length	Width
Powered Two Wheelers[1]	2.5m	1.5m
Light Goods Vehicles	7.5m	3.5m
Minibuses	8.0m	4.0m
Coaches	14.0m	4.0m
Rigid Goods Vehicles	14.0m	3.5m
Articulated Goods Vehicles	18.5m	4.0m

[1] A minimum space of 1.0m should be allowed between each motorcycle.

Table 7: Parking Space Dimensions For Other Vehicle Types

7 Parking Dimensions and Layouts

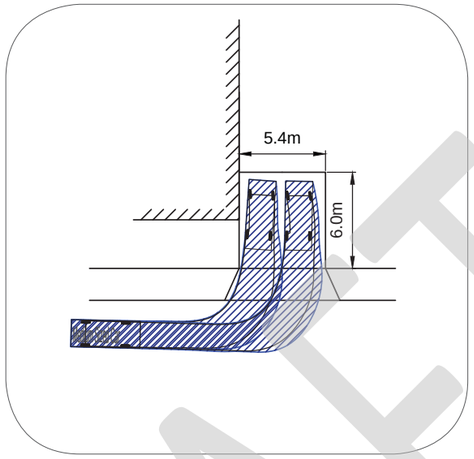
Car Park Design

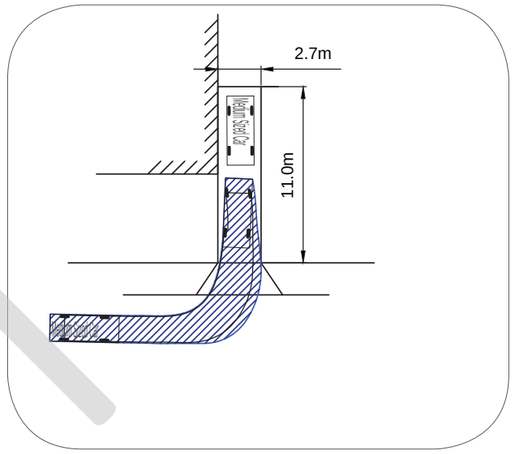
105. Car parks should be designed to provide good quality pedestrian routes in order to minimise conflict between those walking through the car park and manoeuvring vehicles.

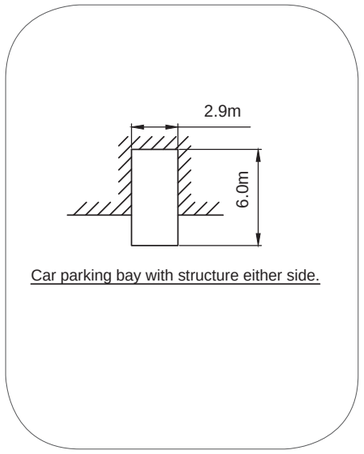
106. Where multi-storey or underground car parks are provided, these should be designed in accordance with the usability specifications outlined in relevant industry guidance, such as the Institution of Structural Engineers 'Design Recommendations for Multi Storey and Underground Car Parks' (2011). This includes guidance on issues such as the positioning of columns which would affect the usability of a space.

107. A minimum 6.0 metre aisle width is required to allow for manoeuvring in to and out of car parking spaces orientated at 90 degrees.

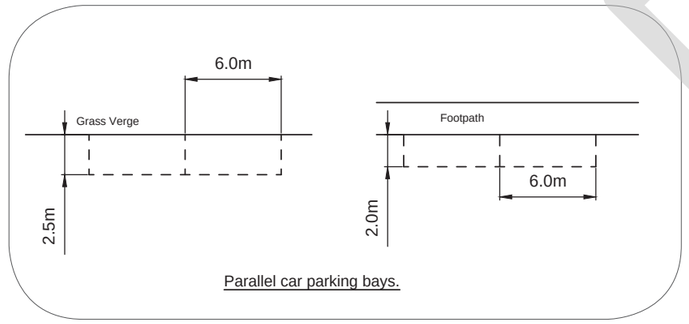
108. The previous tables and associated plans shown provide the recommended minimum parking space dimensions for common vehicle types. Guidance is also provided with regards to general parking layouts and good practice.



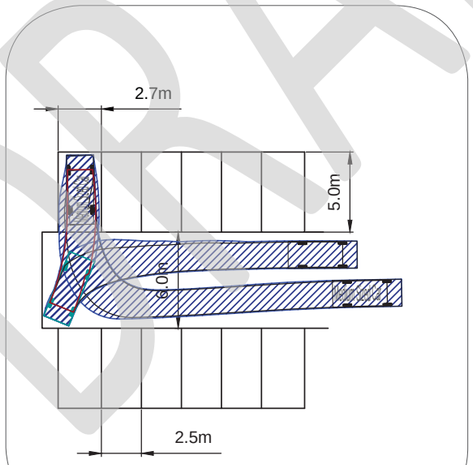




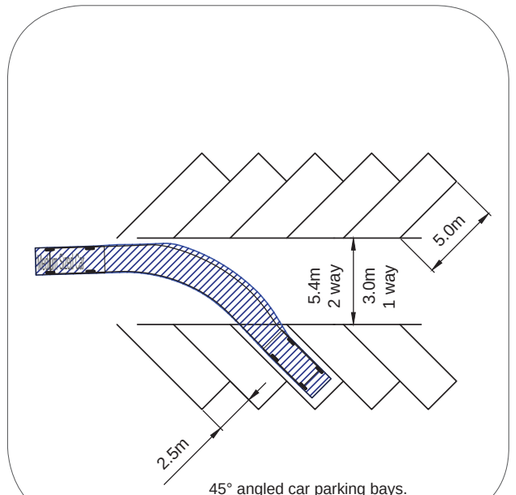
Car parking bay with structure either side.



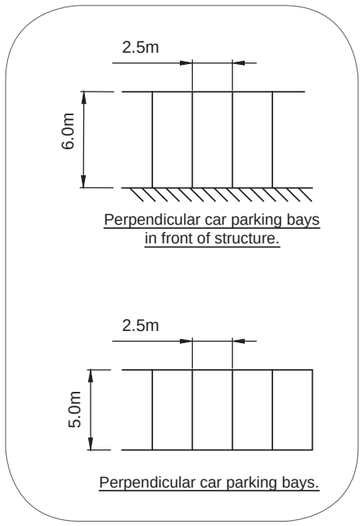
Parallel car parking bays.



Perpendicular aisle car parking bays.



45° angled car parking bays.



Perpendicular car parking bays in front of structure.

Perpendicular car parking bays.

Appendix A

Residential Car Parking Standards

A Appendix

Residential Car Parking Standards

On-street parking controls	On-street controls prevent all parking	On-street controls prevent all parking	On-street controls absent or limited	None or very limited	None or very limited
Nature of Guidance	Maximum	Maximum	Minimum	Minimum	Minimum
Location	Town Centre[1,2]	Edge of Centre[1]	Edge of Centre[1]	Suburban	Rural
1 & 2 Bed Flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit	1 space per unit
1 & 2 Bed Houses	1 space per unit	1 space per unit	1 space per unit	1 space per unit	2 spaces per unit
3 Bed Houses	1 space per unit	1 space per unit	2 spaces per unit	2 spaces per unit	2 spaces per unit
4+ Bed Houses	1 space per unit	2 spaces per unit	2 spaces per unit	2 spaces per unit	2 spaces per unit
Visitor Parking	None	0.2 per unit	0.2 per unit	0.2 per unit	0.2 per unit

[1] Car parking standard is for guidance and a lower provision should be considered for areas with good accessibility by sustainable modes and/or where effective mitigation measures are in place or proposed, e.g.:-

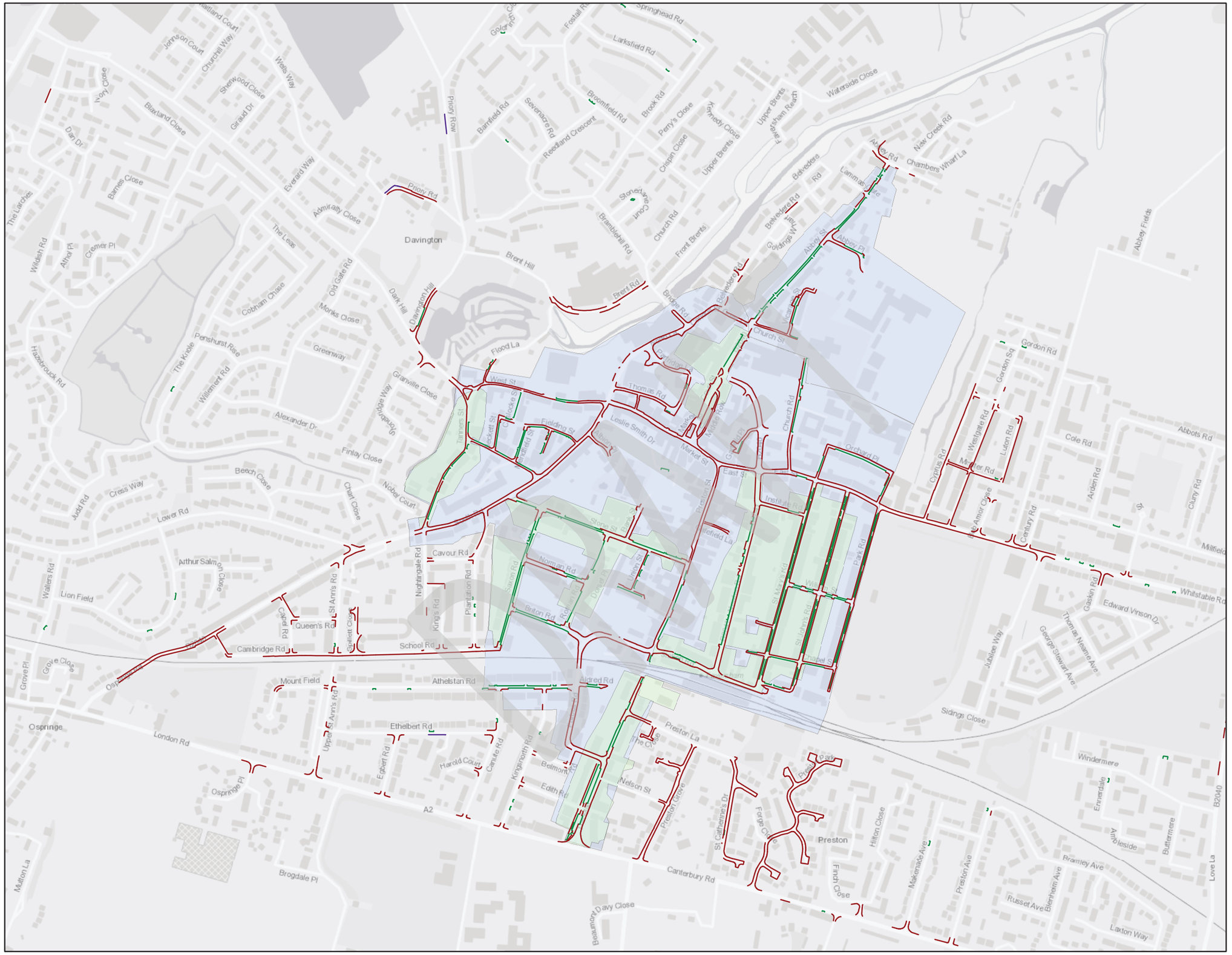
- Car Clubs;
- Travel Plans;
- Controlled Parking Zones; and
- Availability of sustainable transport modes.

Supporting evidence is also likely to be required (e.g. local car ownership data, parking stress surveys, evidence from similar sites)

[2] The Borough Council encourages permit-free developments to discourage on-street parking in these locations

Appendix B

Swale Borough Control Parking Zones



Legend

- Waiting Restrictions
- Prohibition of Stopping
- Loading Restrictions
- Designated Parking Places
- Business Parking Places
- Residential Parking Places

N

0 0.125 0.25 0.5 Miles

TITLE

Swale Parking Standards - Faversham

CLIENT

Swale Borough Council

PROJECT

Parking Standards

SCALE AT A3	DATE	JOB NO.
1:7,000	June 2019	13372

Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent ME14 3EN

t: 01622 776226
e: info@dhaplanning.co.uk
w: www.dhaplanning.co.uk

Legend

- Waiting Restrictions
- Prohibition of Stopping
- Loading Restrictions
- Designated Parking Places
- Business Parking Places
- Residential Parking Places

TITLE

Swale Parking Standards - Sheerness

CLIENT

Swale Borough Council

PROJECT

Parking Standards

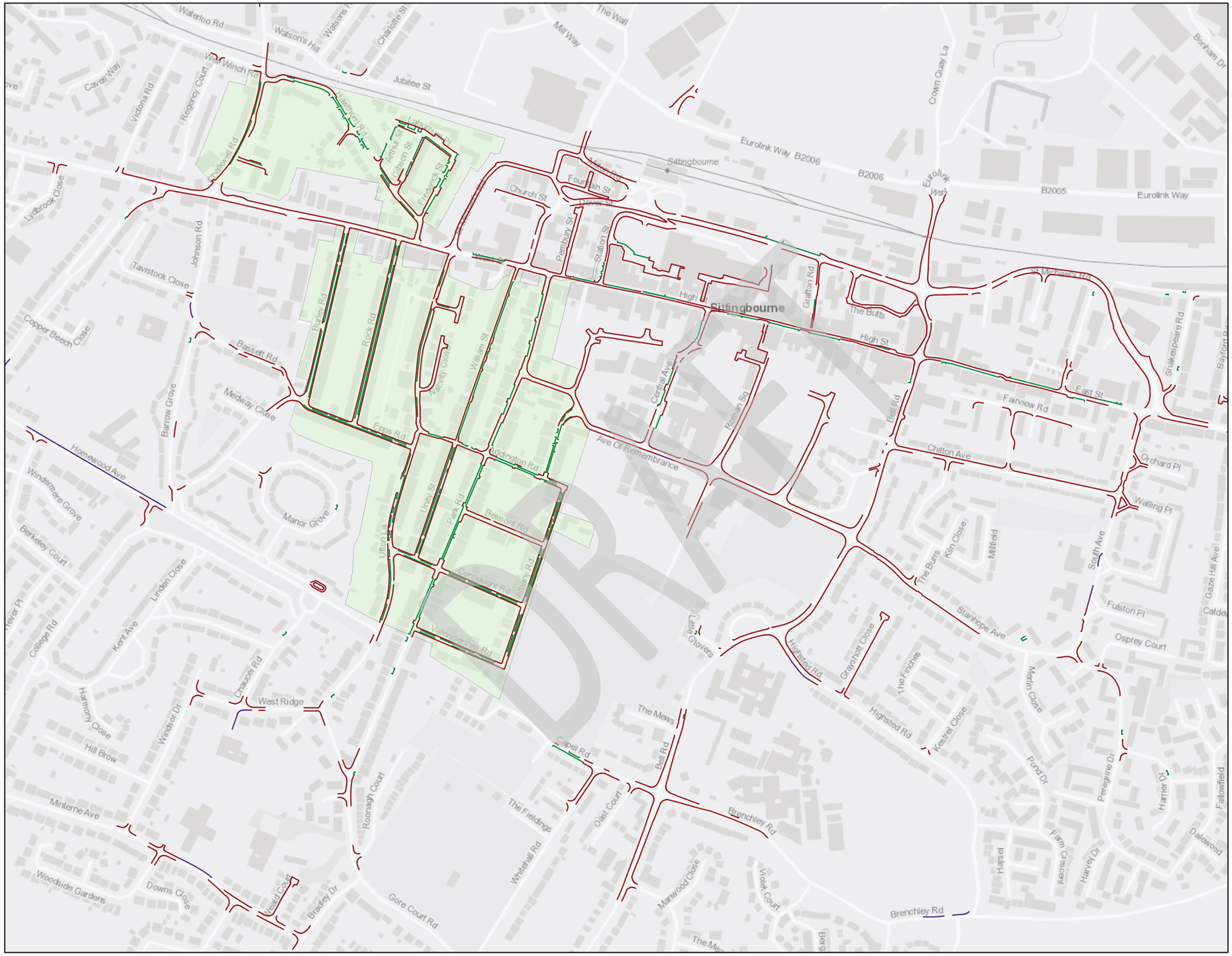
SCALE AT A3	DATE	JOB NO.
1:8,000	June 2019	13372

Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent ME14 3EN

t: 01622 776226
e: info@dhaplanning.co.uk
w: www.dhaplanning.co.uk

N

0 0.15 0.3 0.6 Miles



Legend

- Waiting Restrictions
- Prohibition of Stopping
- Loading Restrictions
- Designated Parking Places
- Business Parking Places
- Residential Parking Places

N

0 0.125 0.25 0.5 Miles

TITLE

Swale Parking Standards - Sittingbourne

CLIENT

Swale Borough Council

PROJECT

Parking Standards

SCALE AT A3	DATE	JOB NO.
1:6,000	June 2019	13372

Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent ME14 3EN

t: 01622 776226
e: info@dhaplanning.co.uk
w: www.dhaplanning.co.uk

Appendix C

Non-Residential Car Parking Standards

C Appendix

Non-Residential Car Parking Standards

A1 Retail	
Food Retail up to 1,000m²	1 space per 18m²
Food Retail over 1,000m²	1 space per 14m²
Non Food Retail	1 space per 25m²
Garden Centres	Garden Centre greenhouses that are used predominantly for growing and are not open to members of the public should not be included as part of the gross floor space for determining the level of car parking provision. Up to 50% of the car parking spaces required can be provided as overflow car parks.

A2 Retail	
Financial and professional Services	1 space per 20m2

A3 Food and Drink		
	Staff	Customers
Restaurants and Cafes	1 space per 2 staff	1 space per 6m²
Transport Cafes	1 space per 2 staff	1 space per 15m²

A4 Drinking Establishments		
	Staff	Customers
Public Houses, Licensed Bars & Banqueting Halls (Includes bars open to non-residents in hotels and non-diners in restaurants.)	1 space per 2 staff	1 space per 10m²

A5 Hot Food Takeaways		
	Staff	Customers
Takeaways, including Drive-Thru Restaurants	1 space per 2 staff	1 space per 8m²

B1 Uses	
Offices up to 500m²	1 space per 20m²
Offices between 500-2,500m²	1 space per 25m²
Offices over 2,500m²	1 space per 30m²
Hi-tech/Research/Light Industrial	1 space per 35m²

B2 Uses	
Up to 200m²	3 spaces
Over 200m²	1 space per 50m²

B8 Uses		
Storage and Distribution	1 space per 110m²	Parking provision for associated office space to be determined using the standards set out under Class B1
Wholesale Trade Distribution	1 space per 35m²	

C1 Uses		
	Staff	Guests
Hotels	1 space per 2 staff	1 space per bedroom

C2 Uses		
	Staff	Visitors
Nursing / Residential Care Homes	1 space per resident staff + 1 space per 2 other staff	1 space per 6 beds or residents
Hospitals & Hospices	1 space per 2 staff	2 spaces per 3 beds
Residential Schools or Colleges, Training Centres	1 space per 35m²	1 space per 15 students

C Appendix

Non-Residential Car Parking Standards

C3 Sheltered Accommodation		
Sheltered Accommodation	1 space per resident warden and 1 space per 2 units	
D1 Uses		
	Staff	Visitors/ Pupils/ Clients
Primary & Secondary Schools	1 space per staff +10%	
Further & Higher Education	1 space per 1 staff	1 space per 7 students
Libraries/Art Galleries/ Museums Public / Exhibition Hall	1 space per 60m^2	
Places of Worship	1 space per 5 seats	
Medical Centres/ Clinics/Surgeries (including veterinary surgeries)	1 space per 2 staff	4 spaces per consulting/ treatment room
Nurseries/Crèches/ Pre Schools	1 space per 2 staff	1 space per 2 staff
Day Care Centres	1 space per 2 staff	1 space per 4 attendees

D2 Uses		
Cinemas, Concert Halls, Conference Centres, Bingo Halls	1 space per 5 seats	
Social Clubs, Discotheques, Dance Halls, Ballrooms,	1 space per 22m^2	
Multi-Activity Sports & Leisure Centres, Swimming Pools, Ice Rinks, Health & Fitness Centres, Gymnasia	1 space per 22m^2 + 1 space per 15 seats where appropriate	
Marinas & Other Boating Facilities	1 space per mooring or berth`	
Stadia	1 space per 15 seats	Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision

D2 Uses		
Bowling Green/ Centres/Alleys, Snooker Halls, Tennis/Squash/ Badminton Clubs	3 spaces per lane/ court/table	Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided
Outdoor Sports Facilities, Playing Fields	1 space per 2 participants + 1 space per 15 spectators	
Golf Courses & Driving Ranges	3 spaces per hole/bay	
Equestrian Centres, Riding Stables	1 space per stable	
Historic House & Gardens, Country Parks	1 space per 400 visitors per annum	Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.
Theme Parks, Leisure Parks	1 space per 200 visitors per annum	
Other Uses	1 space per 22m^2	

C Appendix

Non-Residential Car Parking Standards

Sui Generis Uses		
	Staff	Visitors
Car Sales (including auctions	1 space per 2 staff	1 space per 50m^2
Petrol Filling Stations	1 space per 20m^2	Applies to retail areas only and not to forecourts.
Night Clubs/ Casinos	1 space per 22m^2	
Theatres	1 space per 5 seats	
Retail Warehouse Clubs	1 space per 25m^2	
Amusement Arcades	1 space per 22m^2	
Residential Hostels	1 space per resident staff + 1 space per 2 other staff	1 space per 6 residents
Vehicle Servicing & Repair	1 space per 2 staff	4 spaces per service bay

Sui Generis Uses		
	Staff	Visitors
Taxi & Vehicle Hire, Coach & Bus Depots	1 space per 2 staff	1 space per 4 registered Vehicles
Open Commercial Use (e.g. Scrap Yards, Recycling Centres)	1 space per 2 staff	To be assessed individually
Law Courts	1 space per 2 staff	6 spaces per courtroom

Appendix D

Minimum Cycle Parking Standards

D Appendix

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping	Medium to Long Term (meetings/workplace)
A1 Retail Uses		
Up to 1,000m²	1 space per 200m²	1 space per 200m²
Up to 5,000m²	1 space per 400m²	1 space per 400m²
Over 5,000m²	Minimum of 12 spaces; Additional Spaces Negotiable	
A2 Retail Uses	1 space per 1,000m²	1 space per 200m²
A3 / A4 / A5 Retail Uses	1 space per 10 seats	1 space per 20 seats
B1 / B2 / B8 Uses	1 space per 5 seats	
C1 Hotels	1 space per 10 beds, units or pitches	
C2 Uses		
Hospitals & other residential institutions offering a level of care	1 space per 10 beds	
Residential schools, colleges & training centres	1 space per 5 students	
C3 Residential Uses		
Houses	1 space per bedroom	
Flats and Maisonettes	1 space per unit	
Sheltered Accommodation	1 space per 5 units	

	Short to Medium Term (collection/delivery/shopping	Medium to Long Term (meetings/workplace)
C3 Residential Uses		
1. Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision. 2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.		
D1 Non-Residential Institutions		
Primary Schools	1 space per 50 pupils	
Secondary Schools, Higher Education	I space per 5 pupils preferred or 1 space per 7 pupils minimum	
Medical Centres, Surgeries	1 space per 2 consulting/treatment rooms	
Other Non-Residential Institutions	1 space per 50 seats of 100m²	
D2 Assembly & Leisure Uses		
Leisure and Entertainment Venues	1 space per 300 seats	1 space per 300 seats
Sports Facilities and Venues	1 space per 10 participants + 10%	1 space per 10 staff
Sui Generis Uses		
To be determined on a first principles basis		