

Servicing & Loading Requirements

Adequate provision should always be made for servicing, loading & unloading and turning facilities clear of the highway in accordance with the standards set by the Freight Transport Association. This is in addition to the parking standards already identified.

Payments to assist alternative Modes of Transport

Merton's UDP policies endeavour to seek financial contributions that will provide measures to assist public and community transport, walking & cycling and enhance on-street parking controls thereby reducing the current dominance of the car, especially for commuter trips.

Whilst UDP policies direct major developments to locations with good public transport in accordance with advice contained within PPG13, there will be some developments in areas where public transport is not good and where there is inadequate on-street parking control. In these areas less restrictive parking standards will be applied, subject to developers contributing towards the cost of on-street parking controls, public transport and improved pedestrian and cycle facilities.

This will relate to the type of development and the ability of the transport network to serve the site. In this way certain developments may be allowed to proceed (subject of course to other UDP policies), but with a contribution to reduce the environmental impact of traffic generation and provide for non-car access. The principle of developer contributions is long established and recognised in Government guidance, and will be secured as part of a Section 106 agreement when granting planning permission.

Managing Parking for Public Use

The Council will seek to ensure that the car parking provided in association with new development is brought under its control or is operated in accordance with the Council's management policies which are to limit commuter parking and provide for short stay visitor parking. The Council will ensure that short stay parking is available in conjunction with proposed development and that town centre development will not be disadvantaged in accordance with advice in PPG6 and PPG13.

Parking Standards for Employment Land Uses

The employment land uses are a major generator of vehicle journeys especially during peak periods. Since one of the main objectives of the Council is to restrain the use of the private car and encourage alternative modes of transport then these trips are an obvious candidate for traffic restraint. In such cases the extent to which car trips can be reduced will depend on a number of factors including the availability of suitable alternative modes of transport and any on-street parking controls in the area.

Parking Standards for Residential Development

Within town centres and areas which are well served by public transport the extent to which provision is made for off-street car parking spaces has a direct bearing on the potential for achieving high density residential development schemes. If a large part of the site is given over to off-street parking or space for the manoeuvring of vehicles, then the development potential of the site as a whole will be reduced and lower residential densities will be achieved. Achieving high density residential development in and around town centres therefore depends on the provision of car parking spaces below the maximum figures set out in this guidance.

This approach will be subject to ensuring that on-street parking problems do not result. The Council will therefore encourage reduced on-site parking provision particularly where Controlled Parking Zones are in operation and the issuing of resident's on-street parking permits can be controlled.

a) Car Free Residential Development

As detailed in UDP policy PK.6, the Council will encourage proposals for car free residential development in town centres and areas where there is an operational Controlled Parking Zone or where a CPZ is programmed for implementation before the operational date of the development. The Council will prohibit the issue of residents parking permits to the occupants of such developments through the Controlled Parking Zone Orders.

b) High Density Residential Development and Reduced Parking Provision

In accordance with the UDP policy HP.4, in Controlled Parking Zones and in and around town centres and other urban areas with very high public transport accessibility (PTAL level 4 or higher), levels of on-site parking provision below the maximum permissible provision will be encouraged. This will assist the Council in achieving high density residential development where it is not possible to progress car free residential schemes. Lower levels of parking provision may also be acceptable where the development proposes a type of housing which is characterised by low levels of car ownership.

c) Residential Development in the remaining areas of the Borough

In accordance with UDP policies HP.4, PK.2 and PK.3, outside town centres and Controlled Parking Zones where public transport accessibility is generally poorer and essential facilities are often not within walking distance, a minimum provision of one parking space per unit is normally required for dwellings with 2 or more bedrooms. A minimum of 0.75 spaces per unit is required for dwellings with only one bedroom. This minimum provision is specified because the Council has little or no control over any on street parking in these areas that may result from the development. Additionally, levels of car ownership are usually higher than in more central areas. Lower levels of parking provision may be acceptable where the development proposes a type of housing which is characterised by low levels of car ownership.

Determining Levels of Public Transport Accessibility

Further advice on Public Transport Accessibility Levels can be found in the Supplementary Planning Guidance on Transport Planning. Areas of accessibility have been identified and plotted on a map, which is contained within the Unitary Development Plan. This map is updated as appropriate, and in this respect developers are advised to contact the Environment & Regeneration Department for up-to-date advice.

SHOPS (A1/A2 USES)

All standards include operational space. Delivery vehicle requirements to be assessed according to FTA recommendations.

	MAXIMUM STANDARDS TO BE APPLIED BY LOCATION (ONE SPACE PER X SQ M OF GROSS FLOOR AREA).		
	WIMBLEDON TOWN CENTRE	OTHER CENTRES	REMAINDER OF BOROUGH
Superstores>2500 sq m	22 sq m	22 sq m	18 sq m
Supermarkets (1000-2500 sq m)	30 sq m	30 sq m	-
Supermarkets < 1000 sq m	36 sq m	36 sq m	-
Retail Parks	50 sq m	50 sq m	40 sq m
Non food retail/ DIY	50 sq m	50 sq m	40 sq m
Garden Centres	-	50 sq m	40 sq m
Individual shop units and A2 financial and professional services.	100 sq m	100 sq m	50 sq m

FOOD AND DRINK (USE CLASS A3)

	MAXIMUM STANDARDS BY LOCATION		
	WIMBLEDON TOWN CENTRE	OTHER CENTRES	REMAINDER OF BOROUGH
Restaurant/café	1 space for every 20 seats /1:20 sq m	1 space for every 20 seats/1:20 sq m	1 space for every 10 seats /1:10 sq m
Public House/Wine bar with restaurant	zero parking	zero parking	1 space for every 10 seats /1:10 sq m
Fast food takeaway/drive through	1 space/50 sq m	1 space/45 sq m	1 space/40 sq m
Public House with function room	To be determined according to number of patrons allowed by license.		

BUSINESS/INDUSTRIAL USES (B1,B2,B8)

	MAXIMUM STANDARDS TO BE APPLIED BY LOCATION (ONE SPACE PER X SQ M GROSS FLOOR AREA)		
	WIMBLEDON TOWN CENTRE	OTHER CENTRES	REMAINDER OF BOROUGH
Offices B1	600 sq metres	300 sq metres	100 sq metres
Light Industrial B1	300 sq metres	300 sq metres	100 sq metres
General Industrial B2	-	-	120 sq metres
Storage distribution warehousing B8	-	-	120 sq metres

Commercial vehicle parking, loading/unloading requirements.

Each development to be assessed on its merits when considering the requirements of heavy goods vehicles but in general the recommendations contained within 'Designing for Deliveries' (Freight Transport Association) will be applied.

For any land use the demand standard corresponds to the parking provision that will cater for the predicted maximum demand for parking.

For definitions of preferred industrial locations (e.g. Willow Lane, Morden Road and Durnsford Road) please refer to the UDP proposals map.

RESIDENTIAL (C1, C2,C3 USES)

HOTEL/HOSTEL (NON-CARE) C1

	MAXIMUM RESTRAINT STANDARDS TO BE APPLIED BY LOCATION		
Hotel/Hostel	WIMBLEDON TOWN CENTRE	OTHER CENTRES	REMAINDER OF BOROUGH
	1 space per 4 bedrooms	1 space per 4 bedrooms	N/A
	Coach parking may also be required		
	For conversions each case to be considered on its merits.		

RESIDENTIAL CARE (C2)

Private homes for the elderly	1 space per 2 dwellings	+ 1 space per 10 dwellings for communal use.
Local Authority and Housing Association homes for the elderly.	1 space per 5 dwellings	+ 1 space per 10 dwellings for communal use.
Private sheltered accommodation with warden.	1 space per warden and 1 space per 5 units.	+ 1 space per 5 units communal.
Local Authority and Housing Associated sheltered accommodation with warden.	1 space per warden and 1 space per 10 units.	+ 1 space per 10 units communal.
Residential institutions and hostels.	1 space per 10 residents.	+ 1 space for per 2 members of staff.
Residential schools and colleges.	1 space per 4 members of staff (town centre location) 1 space for per 2 members of staff (remainder of borough)	
Children's homes, homes for the elderly and nursing homes.	1 space for every 10 residents.	+ 1 space for every 2 members of staff.
Hospitals	Each case to be considered on its merits	

RESIDENTIAL DWELLING HOUSES (C3)

	MAXIMUM PARKING STANDARDS FOR RESIDENTIAL DEVELOPMENT
1 & 2 Bedrooms	1 space per dwelling + 1 space per 4 dwellings for communal use.
3 & 4 Bedrooms	2 spaces per dwelling.
5+ Bedrooms	Negotiable.
Residential conversions	As appropriate to the units to be provided and to the characteristics of the locality.

Please also refer to the Guidance Notes on pages 335 and 336 which deal with car free residential development, high density residential development and residential development in the remaining areas of the Borough.

NON-RESIDENTIAL INSTITUTIONS (D1, D2 USES)

USE	WIMBLEDON TOWN CENTRE	OTHER TOWN CENTRES	REMAINDER OF THE BOROUGH
Day Nursery (D1)	Each case to be considered on its merits.		
Health Centre (D1)	2 spaces per consulting room	2.5 spaces per consulting room	3 spaces per consulting room.
School (D1)	1 space per 4 members of staff.	1 space per 4 members of staff.	1 space per 2 members of staff.
Cinema (D2)	1 space per 10 seats.	1 space per 8 seats.	-
Passive Leisure Community Facilities (D2)	1 space per 100 sq m GFA.	1 space per 85 sq m GFA.	-
Active Leisure (D2)	Refer to London Plan	Refer to London Plan	Refer to London Plan
Bingo (D2)	1 space per 10 seats.	Refer to London Plan	N/A

OTHER LAND USES

Sale of fuel for motor vehicles	2 spaces per pump 2 spaces per repair bay shop standard to be applied to any retail element.
Sale or display of motor vehicles	1 customer space per 70 sq m site area. Each case to be assessed on its merits.
Theatre Amusement arcade/centre Funfair Launderette Dry Cleaners	 Each case to be assessed on its merits.
Scrap yard or 'Car-breakers' yard or for storage/distribution of minerals Taxi business/car hire.	

CYCLE FACILITIES

The Council is currently implementing a network of cycle routes across the Borough, together with associated secure cycle parking facilities where appropriate. The routes in the Borough will form part of a strategic network of routes across London, an initiative supported by the Secretary of State for Transport and the Mayor for London.

The following standards are based on those recommended by the London Cycling Campaign and the London Cycle Network Design Manual. Where necessary, these will be enforced by a condition on the planning permission, although it is hoped that developers will see the benefits of providing facilities for cycles and readily contribute to encouraging their further use.

Where insufficient space is available for cycle parking within a development a payment towards off-site provision is likely to be required and will be secured through a planning agreement.

MINIMUM CYCLE PARKING STANDARDS		
USE CLASS (As identified in the Town & Country Planning Act – General Development Order 1988)		This table indicates the minimum cycle parking standards for new development within Merton. Commuted payments may be required where a developer is unable to provide cycle parking for the required level on site
A1 & A2	RETAIL SHOPS, BANKS, ESTATE AGENTS ETC	1 Space per 100 SQ M
A3	RESTAURANTS, CAFES & PUBLIC HOUSES ETC	1 Space per 10 seats / 1 Space per 20 SQ M
B1	OFFICES AND LIGHT INDUSTRY	1 Space per 200 SQ M
B2-B8	INDUSTRIAL, WAREHOUSING & DISTRIBUTION	1 Space per 400 SQ M
C1	HOTELS & GUEST HOUSES	1 Space per 10 staff + 1 Space per 10 visitors
C2	HOSPITALS & HEALTH CENTRES	1 Space per 10 staff + 1 Space per 10 visitors
C3	STUDENT HOUSING, FLATS & RESIDENTIAL CONVERSIONS	1 Space per 2 dwellings
	SHELTERED HOUSING	1 Space per 10 dwellings
D1	PRIMARY SCHOOLS	1 Space per 10 staff plus 1 Space per 10 pupils
	SECONDARY SCHOOLS	1 Space per 10 staff plus 1 Space per 5 pupils
	FURTHER EDUCATION ESTABLISHMENTS	1 Space per 10 staff plus 1 Space per 5 students
D2	SPORTS CENTRES	1 Space per 10 players plus 1 Space per 10 spectators
	CINEMAS, THEATRES & COMMUNITY CENTRES ETC	1 Space per 10 seats
OTHER	TRAIN STATIONS	5 Spaces per peak period train
	BUS, UNDERGROUND & LIGHT RAIL STATIONS	2 Spaces per 100 peak period passengers