

Supplementary Planning Document

North Somerset

Parking Standards



November 2013

Parking Standards SPD

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1: Introduction

This Parking Standards Supplementary Planning Document (SPD) defines and outlines North Somerset Council's approach to parking in new developments within North Somerset.

A supplementary planning document is used to provide further detail to existing development plan policies, but it cannot create new policy. In this case the Parking Standards SPD provides further clarification and interpretation of Core Strategy Policy CS11: Parking. Following its adoption, this supplementary planning document is a material consideration in planning decisions, but is not itself a development plan document.

CS11: Parking

Adequate parking must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces. Overall parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.

New developments must seek to maximise off street provision, assess where on-street provision may be appropriate, demonstrate that buses, service and emergency vehicles are not restricted, and ensure that the road network is safe for all users.

Detailed parking policy guidance for all forms of development will be provided as part of the Sites and Policies Development Plan Document.

The adoption of the Core Strategy in April 2012 meant that a number of existing policies in the North Somerset Replacement Local Plan were formally superseded. This did not include Policy T/6 parking standards and the accompanying schedule and this remains part of the development plan. Following adoption, this SPD will be accorded more weight for development management purposes than the schedule attached to Policy T/6 in that it reflects a more up-to-date development plan (Core Strategy) and is consistent with current Government policy. The emerging Sites and Policies Plan is the detailed development plan document which will eventually supersede Policy T/6 of the Replacement Local Plan.

Chapter 2 of this document sets out the national and local policy context in which the SPD has been prepared. Background evidence which highlights local challenges and issues for parking in new development in North Somerset is provided in chapter 3.

The overarching principles which guide the Council's approach to parking provision in new developments are outlined in chapters 4, 5, 6 and 7. These principles define the Council's fundamental expectations for parking provision within new residential and non-residential development in North Somerset, and support the parking standards set out within this SPD.

North Somerset Council proactively encourages pre-application discussions for all development proposals. Developers and their agents are expected to have regard to this SPD at an early stage of developing their proposals.

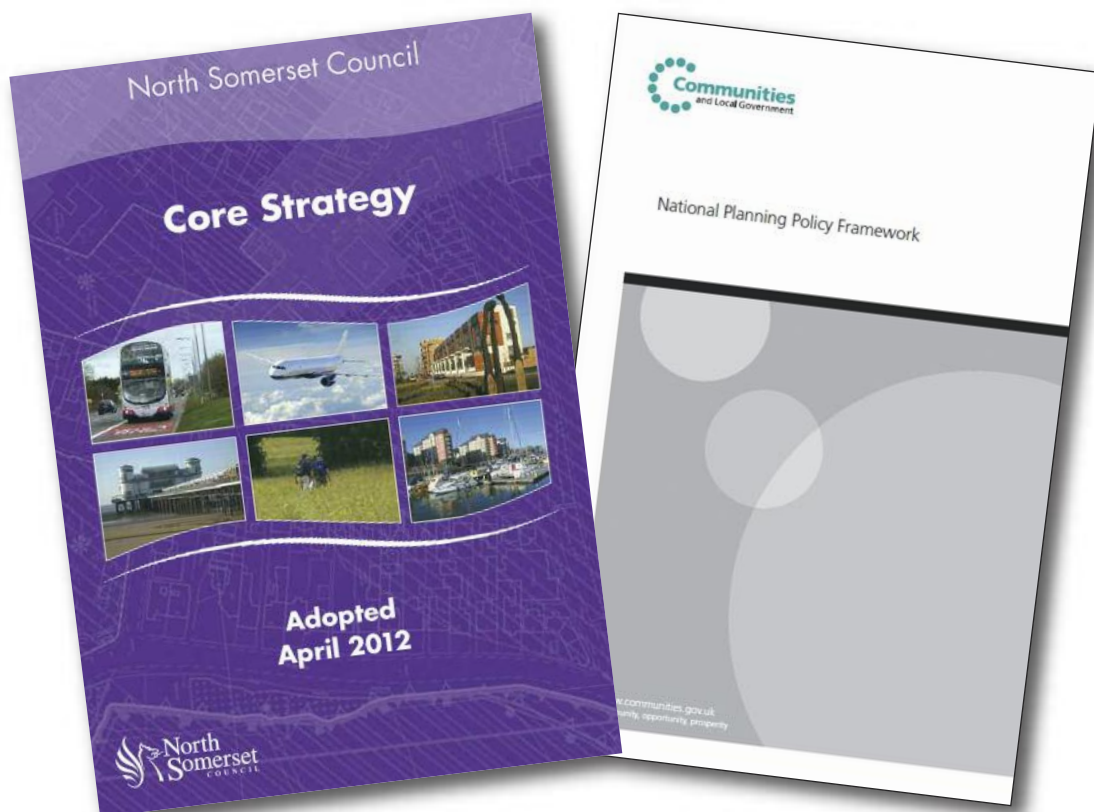
2: Policy context

The policies and standards set out within this SPD conform to national and local planning and transport policy, including the strategy and objectives of the Joint Local Transport Plan (2011-2026).

National planning policy, articulated through the National Planning Policy Framework (NPPF), seeks to promote sustainable development that demonstrates good, functional design and maximises the efficiency of land and resources. NPPF enables local authorities to set parking standards for residential and non-residential development to take account of local circumstances including type, mix and use of development, accessibility, availability of public transport and car ownership levels.

The National Planning Policy Framework removed the requirement to set maximum car parking standards, formerly required by Planning Policy Guidance 13, and means that local authorities have more power to set locally specific parking standards for new developments within their areas.

The North Somerset Core Strategy, adopted April 2012, outlines the overarching policy approach and objectives for parking in North Somerset. Policy CS11 Parking and Priority Objective 10 seek to ensure car parking in new development meets the needs of users, establishes good urban design and residential amenity, promotes highway safety and vitality of place, and widens travel choice.



3: Background and evidence

In accordance with national and local policy, it is important to ensure that parking standards for North Somerset reflect well-evidenced local circumstances, balance the need to provide a sufficient number of parking spaces to minimise on-street parking whilst promoting sustainable travel choices, promote good design and enable the efficient use of land and resources.

Residential Parking Standards

Historically, Government guidance required local authorities to express residential parking standards as maximum standards. This established a presumption that it was acceptable for more accessible development, where reasonably justified, to provide fewer parking spaces than the standard.

A study into the effectiveness of current parking standards in North Somerset in two recent large scale residential developments: Locking Castle in Weston-super-Mare; and Port Marine at Portishead was undertaken to provide the essential local evidence base. This study compared the usage and provision of different types of parking spaces and found that in many cases, where the design and layout of car parking provision did not meet user needs and where fewer parking spaces than the maximum standard had been provided, there were problems with inadequate provision. These problems included cars parking on the public highway and creating an obstruction and nuisance for other residents, adverse impacts to the overall quality of place and wider adverse social wellbeing impacts.

Subsequently, the Council developed minimum parking standards to guide parking provision in new residential development. The inclusion of these minimum standards within this SPD will remove the presumption that a lower provision would be acceptable and instead provide a required standard for new residential development. This will ensure parking provision is adequate in both quantum and form and avoids previous issues associated with under provision.

Furthermore, evidence at a national level, reported by the RAC (2009) indicates that there is little correlation between car ownership and car use and therefore no strong justification for the application of maximum car parking standards.

Non-Residential Car Parking Standards

Parking provision at journey destinations is considered to be one of the greatest influences on car use. In many residential locations, maximum parking standards may prevent the delivery of adequate and functional parking provision. However, at non-residential locations it is essential to manage the demand for car travel by ensuring that the availability of car parking space does not discourage the use of alternative transport modes whilst ensuring that commuter car parking does not adversely impact on the surrounding local area.

In 2010, the Council conducted a local review of parking provision at recent non-residential developments in the area including Kenn Business Park, Clevedon and Ham Green Business Park at Easton-in-Gordano. The study found that demand for car parking at non-residential development varied significantly between use classes and within the use class itself. In addition, the nature of the location of the development was a significant influence on the demand for parking.

This SPD sets out a required parking standard for new non-residential development. However, to reflect the significant variation in parking demand, some flexibility has been built-in to the SPD to enable the required parking standard to be pragmatically applied and tailored to the demonstrable needs of the development.

All New Development

For all types of new development, this SPD allows for provision below the minimum/required standard to be sought and provided where reasonably justified and appropriate. Where sought, provision below the required standard should be complemented by other demand management measures including proactive Travel Plans and provision for the use of alternative transport modes.



4: Overarching principles and objectives for all new development

Principle 1: Use of standards

The parking standards included in this SPD apply to all development in North Somerset, including change of use.

Objectives

The number of parking spaces required for different classes of development is set out within this SPD. Residential and non-residential parking standards are expressed as a required standard.

Where development includes two or more land uses to which different parking standards apply, the required parking provision should be assessed on the basis of the uses' respective gross floor areas. Developers are encouraged to make best use of any shared parking areas where this can be achieved without difficulty or adverse impact on the surrounding area.

If the sum of the parking requirement results in part spaces, the provision should be rounded up to the nearest whole number.

The parking standards should be applied to all development in North Somerset, including change of use, sub-divisions, conversions and extensions. Where a residential extension would increase the number of bedrooms, this may result in an increase to the required parking provision.

Where an increase in bedrooms, floor area or change of use would result in a higher parking standard, additional spaces need only be provided to serve the additional requirement and not make up for deficiencies in existing provision.

Where appropriate and/or required by the Travel Plans SPD, new development should be supported by proactive travel plan and demand management measures which help manage the demand and competition for parking.

Principle 2: Demonstrating that the parking requirement can be met

Planning applications should include information to demonstrate to the satisfaction of the Council that the parking needs of the proposed development can be accommodated on or close to the site without prejudicing other planning objectives or the operation and safety of the highway network.

Objectives

Planning applications should be accompanied by scaled plans (at a minimum of 1:500) to show how parking will be accommodated and accessed.

To be considered as meeting the required standard, car parking spaces need to meet the minimum dimensions set out below.

Type of parking space	Minimum effective dimension
Parking bay	2.4m x 4.8m
Parallel parking space	6.0m x 2.0m
Garage	3.0m x 7.0m (internal dimension)
Double garage (without dividing wall)	5.5m x 7.0m (internal dimension)
Parking bay in front of a garage	2.4m x 5.0m
Disabled bay	3.6m x 4.8m

The dimensions of parking spaces may need to increase if the space is situated next to a wall, footway or other potential obstruction. Aisle width between rows of spaces should be a minimum of 6.0m to enable vehicles to manoeuvre safely.

Turning diagrams (vehicle tracking assessments) may be required to demonstrate that vehicles can safely access the space provided.

Where the car parking is provided adjacent to the home, spaces should be capable of enlargement to attain a 3.3m width to meet Lifetime Homes standards. This can be in the form of safeguarding land, e.g. a grass verge, to enable provision for enlarging the overall width by 0.9m at a later date.

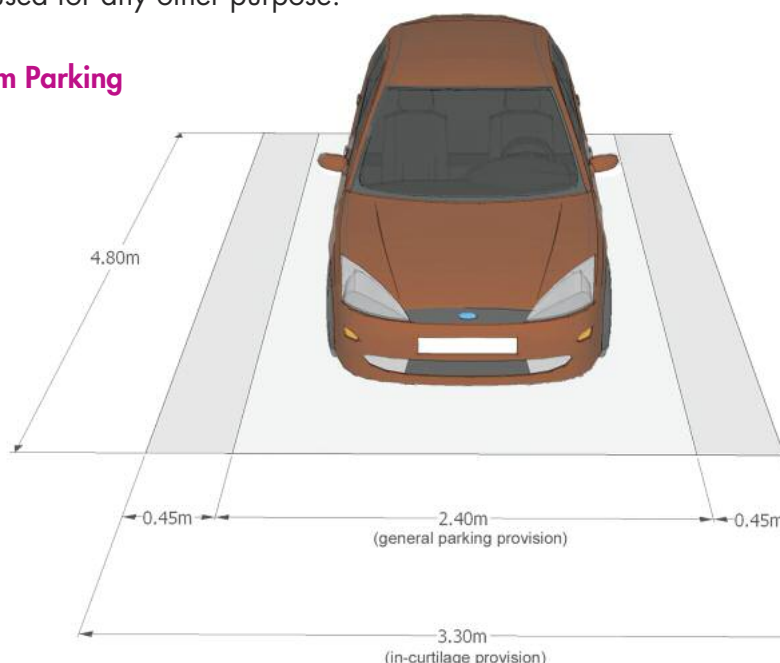
In communal parking areas at least one parking space in ten should have a minimum clear width of 3.3m.

Access to a single driveway should have a minimum clear width which enables a vehicle to enter and exit safely. Access to communal parking areas should have a minimum clear width which enables two cars to pass.

The Council will not permit the use of double-banked (tandem) spaces in communal parking areas.

A condition may be imposed to ensure that car parking spaces are retained for car parking and not used for any other purpose.

Figure 1: Minimum Parking Bay Dimensions



Principle 3: High quality design and layout

The Council will promote high quality, functional and inclusive parking design in the layout of new developments.

Objectives

The quality of development and the streetscene will not only be influenced by the number of parking spaces but how they have been integrated with the public realm.

There are many ways of designing high quality parking areas and minimising the impact of parking for development. Developers should consider a range of approaches to car parking from the master-planning stage of the development process and will need to satisfy the Council that they have proposed the most appropriate solution.

The design and location of parking should always take reference from the character and the appearance of the street scene and surrounding area.

From the outset, developers should consider a user hierarchy which prioritises pedestrian use of the street and recognises the street as an extension of the public realm. The design and layout of parking areas should facilitate safe and direct pedestrian movements.

Car parking should always be located close to the property it serves. For houses, car parking should be provided within the residential curtilage and at the front of the property.

Design solutions should avoid large expanses of hard surfacing and ensure that parked vehicles do not dominate street frontages.

The inclusion of rear parking courts should be avoided. If required, parking courts should be provided in the form of parking squares at the front of dwellings and integrated into the street scene. If in exceptional circumstances rear parking courts are permitted, they should be well lit, overlooked, the same style as other parts of development, and restricted to a maximum of 10 spaces per court. Parking courts should only have one entrance/exit point to ensure that there is no reason for non-residents to travel through the court.

For parking areas in non-residential developments, developers should consider a range of design and layout options, and select the most appropriate layout that maximises public safety and the efficient operation of the area. Echelon parking should be considered where appropriate.

End of Parking or 'H' Bars, commonly used to keep a section of carriageway or access clear of waiting vehicles will only be considered in exceptional circumstances in accordance with the Council's 'H' Bar Road Marking Policy.

A mixture of high quality materials and landscaping should be used to break-up and enhance the appearance of parking areas. The landscaping scheme should be resilient to pedestrians and vehicles and should be appropriate to the level of management that the parking area will receive. Large shrubs or other features which restrict visibility or provide places for concealment should be avoided.

The design of car parking areas should comply with Secured by Design principles to promote crime prevention and personal safety and should promote wider place-making objectives. Parking areas should be designed to minimise surface water run-off. Surface water run-off from private driveways and allocated parking areas is not permitted to drain onto the public highway. These areas will need to be designed to ensure that the surface water run-off is either contained within the boundary of a property or directed to a private drainage system so that it does not come onto the public highway. The use of and/or integration with sustainable urban drainage systems (SUDS) should be considered when designing car parking areas.

A private driveway can be constructed using a suitable permeable surface or set out such that the surface water run-off from the driveway will be onto adjacent soft landscaped areas.

Developers are encouraged to provide electric vehicle charging facilities. In order to future proof parking design, parking arrangements and electrical connections should be designed so that electric vehicle charging facilities can be provided or can be retrofitted with minimal disruption.

Residential developments for elderly persons and other developments which are likely to be highly used by people with disabilities may require a relatively higher provision of disabled spaces and should make adequate provision for access, parking and charging of mobility vehicles.

Developers and their agents are encouraged to consult *Manual for Streets* (2007), published by the Department for Transport which provides guidance on the design and layout of new developments, including street widths and design of parking facilities.

Figure 2: Example Parking Court



5: Parking for residential development

Principle 4: Car parking provision in residential development

Residential development should provide the required minimum number of car parking spaces set out in Appendix A.

Objectives

The residential parking requirements balance the need for the provision of sufficient on-site parking to meet the needs of residents with good design. The parking standard (including the visitor parking requirement) should be met in full. The Council will only permit deviation from the required standard in exceptional circumstances and where fully justified as part of the planning application.

Car parking should be provided within the development site and within the curtilage of the property. In exceptional circumstances, and where it can be demonstrated to the satisfaction of the Council that this is not possible, Principles 8, 9 and 11 may be considered.

Where provision below the required standard has been granted by the Council the site should provide contingency space that can be used for parking in the future should parking issues become critical (e.g. grassed or wood-chipped areas).

Principle 5: The provision of at least one car parking space per dwelling

A minimum car parking standard of at least one space per dwelling is required.

Objectives

Whilst the Council recognises that residential development in sustainable locations facilitates the use of non-car modes of travel, it is anticipated most residents will still own a private vehicle.

Therefore, even in exceptional circumstances where the Council agrees to a lower provision of car parking than required by the standard, it will not allow less than one parking space per residential unit.

However, in accordance with Principle 1, the Council will take into account the balance of parking provision from the previous use of the development and therefore it is recognised that in some circumstances relating to change of use, the development's overall parking provision may be less than one space per unit.

Principle 6: Allocated parking spaces

Where car parking is located within the development site but beyond the new properties' residential curtilages, at least one space should be allocated for use by each property.

Objectives

Spaces should be allocated in a way that does not distinguish between market housing and affordable housing.

It is the expectation that each property will have the parking space(s) located closest to it.

A car parking allocation plan should be submitted in support of a planning application to ensure that all new properties have at least one car parking space and to ensure an appropriate, accessible layout.

The allocated car parking space(s) need to be retained in perpetuity and be identified in the deeds to the dwelling.

If, after consideration of the parking requirements for the development in accordance with this SPD, this results in there being less than one on-site parking space for each property, then those parking spaces should not be allocated.

Principle 7: Garages

Garages will only count towards the car parking standard where they meet the minimum dimensions outlined in Principle 2.

Objectives

A condition may be imposed to ensure that garages are retained for car parking and not used for any other purpose.

Where adequate on-site parking has been provided in an alternative form, the provision and dimensions of a garage will not need to be taken into account by the Council in consideration of the parking standard.

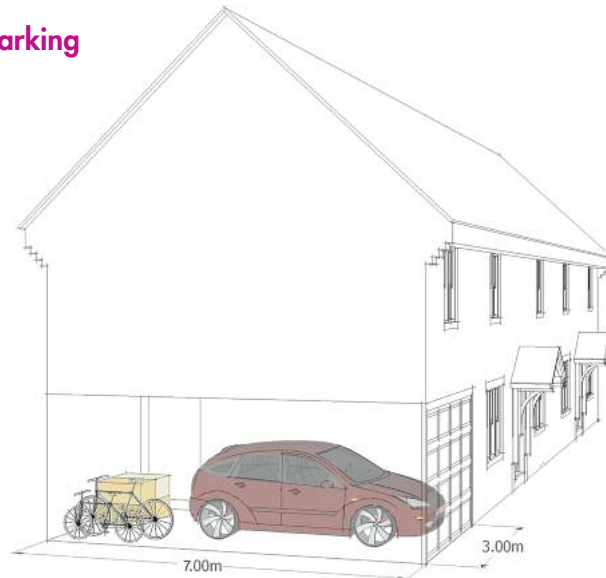
Car ports/undercroft parking tend to be well used for car parking and can improve the appearance of parking within the streetscene.

Car ports/open undercroft parking also discourages the misuse of integral parking space as storage. Car ports/undercroft parking must be well lit, allow for good surveillance and should be kept private with access control measures for residents only.

Basement car parking is recommended for high density urban developments or where it is impractical to provide in-curtilage surface parking. Basement parking should provide allocated parking spaces, promote crime prevention and personal security and only be located in areas of low flood risk.

Car parking spaces that can only be accessed through a garage or car port will not count towards the parking standard.

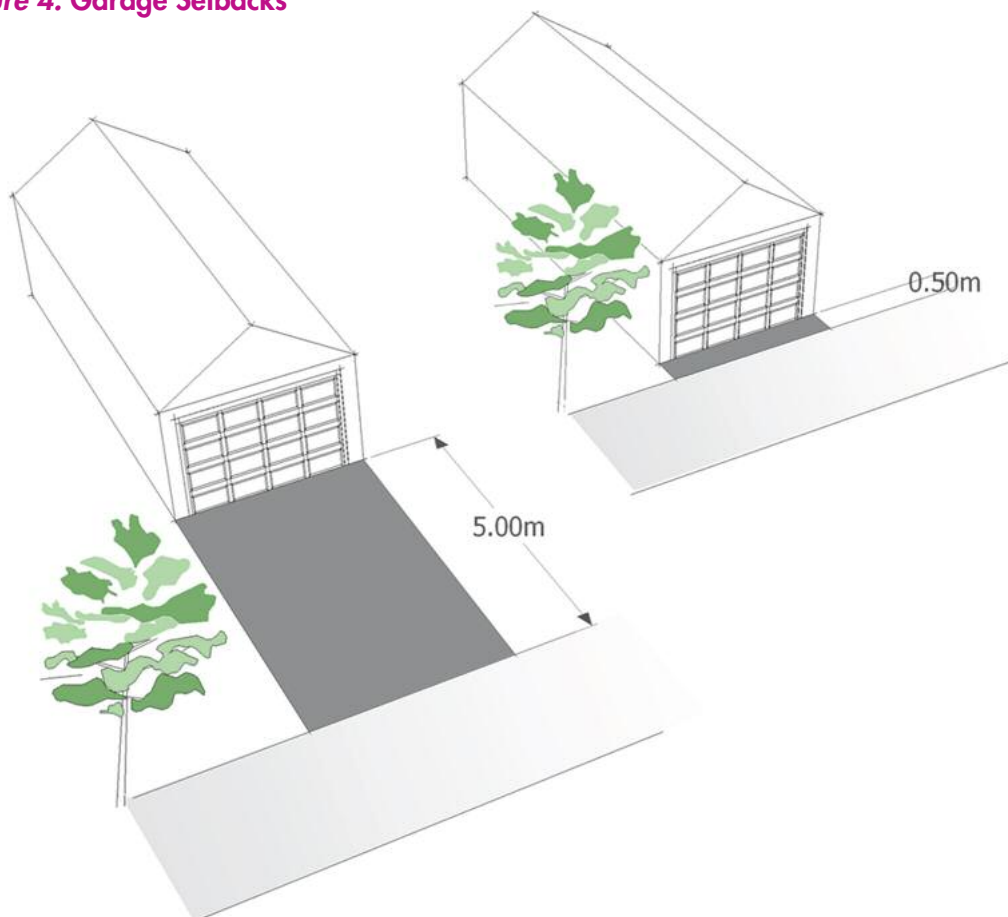
Figure 3: Garage Parking



To prevent illegal parking, where vehicles encroach on the carriageway or footway, minimum and maximum 'setback' spaces will be required as follows:

- Where virtually no driveway space is provided: the distance from garage door to footpath/road should be a maximum of 0.5m.
- Where driveway space is provided: the distance from garage door to footpath/road should be a minimum distance of 5m.

Figure 4: Garage Setbacks



Principle 8: Parking on the public highway (residential)

Parking spaces on the public highway within a 100m walking distance of the site may count towards the parking standard if the applicant can demonstrate that it has unused capacity, there is no opportunity to provide car parking closer to the site and it would not unacceptably impact on existing on-street parking provision or on the safety or operation of the public highway.

Objectives

Unused capacity and the impact of an increase in demand for on-street parking should be demonstrated through parking surveys, submitted with the planning application, undertaken during the early morning (6am to 8am) and late evening (7pm to 9pm) on a sample week and weekend. The survey should, as a minimum, indicate how many spaces (measured in accordance with the dimensions outlined in Principle 2) are unoccupied at different times on different days and be supported by appropriate plans and photographs.

On-street parking spaces which are not allocated to particular dwellings may be considered for adoption by the Highway Authority subject to appropriate design. Those which are part of the allocated parking provision of individual dwellings will not be adopted and therefore the developer must make arrangements for their future management and maintenance.

Figure 5: Example On-street Residential Car Parking



Developers must consider the effective carriageway width of the public highway when proposing on-street parking spaces. Developers and their agents are advised to consult Manual for Streets (2007) in this respect.

End of Parking or 'H' bar markings will not be considered for individual residential properties.

Principle 9: Parking on land in separate ownership

Spare capacity on third party land may count towards the parking standard where secured in perpetuity with a legal agreement.

Objectives

In order for car parking spaces on land in separate ownership to count towards the parking standard, the Council would need to see, submitted with the planning application, evidence that the spaces will be available to residents, can be accessed appropriately and are of a suitable standard.

The car parking spaces must be located within a 100m walking distance of the site.

Principle 10: Visitor car parking

Individually accessible visitor car parking spaces should be provided in accordance with Appendix A.

Objectives

Visitor car parking spaces should be included within the parking provision to allow residents to accommodate visitors and for the site to accommodate changes.

The total visitor space requirement should be rounded up to the nearest whole number.

No special provision need be made for visitors where at least half of the parking provision associated with a development is unallocated.

Visitors car parking spaces should be clearly identifiable as such where they are located within private car parking areas.

Principle 11: Parking in town centres (residential)

The Council may consider applications for residential development in town or local centres where the parking requirement cannot be met within the residential curtilage.

Objectives

The Council recognises that new development in town and local centres can facilitate regeneration and have social, economic and environmental benefits. However, due to the physical constraints which may be present at such urban locations, it may not be reasonably possible to meet the required parking standard within the site.

It would be expected that the planning application demonstrates the site is highly accessible by other means of transport or makes good provision for access by sustainable transport modes.

Where less than one space per dwelling is provided on site, those spaces should be unallocated.

Applicants may consider the use of public parking or other off-site locations to meet the parking requirement in accordance with Principle 8 and Principle 9.

The Council will only permit provision of less than the required parking standard where it is demonstrated to the satisfaction of the Council that there will be no unacceptable impact on on-street parking or access in the surrounding area and where such a proposal would not be prejudicial to highway safety.

Where provision below the required standard has been approved by the Council it would be expected that developers propose and pay for measures to manage parking demand such as a proactive Travel Plan and/or on-street parking controls.



6: Parking for non-residential development

Principle 12: Car parking provision in non-residential development

Non-residential development should meet the required number of car parking spaces set out in Appendix A. Evidence should be provided to demonstrate that the level of car parking proposed would be appropriate for the site and manages the demand for car travel.

Objectives

Car parking provision at journey destinations is one of the greatest factors influencing car use. Development proposals should avoid excessive parking provision to use land efficiently and manage the demand for car travel.

Other than for parking for the disabled and motorcycle parking, parking standards for non-residential development apply as a required standard.

The Council recognises that the economic viability of a proposed development and/or the vitality of the application site may require a higher or lower parking standard. The Council will only permit parking provision which exceeds the required standard where:

- It can be demonstrated to the satisfaction of the Council that a higher level of parking is needed to secure the viability of the proposed development
- An existing lack of parking is demonstrably harming the vitality and economic viability of the area
- Alternatives to additional parking provision have been explored and cannot reasonably be provided
- Additional alternative measures are proposed to manage demand for travel by car, including a proactive Travel Plan

The Council will only permit provision of 10% or more below the required parking standard where it is demonstrated to the satisfaction of the Council that there will be no unacceptable impact on on-street parking or access in the surrounding area and where such a proposal would not be prejudicial to highway safety.

Where provision of 10% or more below the required standard has been approved by the Council it would be expected that developers propose and pay for measures to manage parking demand such as a proactive Travel Plan and/or on-street parking controls.

Car parking should be provided within the development site. In exceptional circumstances, and where it can be consistently demonstrated to the satisfaction of the Council that this is not possible during the operational hours of the development, Principles 13 and 14 may be considered.

Developers must apply the objectives of Principle 3 when considering the design and layout of non-residential parking areas.

Figure 6: Example Non-residential Car Park Layout



Principle 13: Parking on the public highway (non-residential)

Parking spaces on the public highway within a 200m walking distance of the site may count towards the parking standard if the applicant can demonstrate that it has unused capacity, there is no opportunity to provide car parking closer to the site and it would not unacceptably impact on existing on-street parking provision or on the safety or operation of the public highway.

Objectives

Unused capacity and the impact of an increase in demand for on-street parking should be demonstrated through parking surveys, submitted with the planning application, undertaken during the operational hours of the development on a sample week and/or weekend. The survey should, as a minimum, indicate how many spaces (measured in accordance with the dimensions outlined in Principle 2) are unoccupied at different times on different days and be supported by appropriate plans and photographs.

On-street parking spaces which are not allocated to a particular development may be considered for adoption by the Highway Authority subject to appropriate design. Those which are part of the allocated parking provision of the development will not be adopted and therefore the developer must make arrangements for their future management and maintenance.

Developers must consider the effective carriageway width of the public highway when proposing on-street parking spaces. Developers and their agents are advised to consult Manual for Streets (2007) in this respect.

Principle 14: Parking on land in separate ownership

Spare capacity on third party land may count towards the parking standard where secured in perpetuity with a legal agreement.

Objectives

In order for car parking spaces on land in separate ownership to count towards the parking standard, the Council would need to see, submitted with the planning application, evidence that the spaces will be available to the development, can be accessed appropriately and are of a suitable standard.

The car parking spaces must be located within a 200m walking distance of the site.

Principle 15: Parking and delivery spaces for commercial/service vehicles

Where relevant, applicants should make provision for delivery vehicles and parking for lorries and vans on the basis of a full appraisal of current and future requirements.

Objectives

The following standards should be used as a guideline but are subject to an assessment of the appraisal:

Use Class	Provision
B2/B8	<ul style="list-style-type: none">● For the first 2000sqm GFA, 1 lorry space per 500sqm● Over 2000sqm GFA, 1 lorry space per 1000sqm
Retail and other uses	Applicant to demonstrate that service vehicles and lorry/van deliveries can be made without disruption to the local highway network or prejudice to highway safety.
Bay dimensions	3.0m × 5.0m for vans 3.5m × 7.5m for rigid trucks and minibuses, 3.5m × 15.0m for articulated trucks, buses and coaches

Vehicle tracking assessments may be required to demonstrate that vehicles can safely access the space provided.

Principle 16: Disabled parking

Non-residential development should provide a minimum of 5% of their total parking spaces for people with disabilities.

Objectives

Parking for the disabled is required as a proportion of the relevant local maximum for cars. Parking for the disabled is not additional to the general parking requirement and is included in the calculation of the required standard. Disabled bays must be provided to the dimensions set out in Principle 2.

If, after consideration of the parking standards for the development in accordance with this SPD, results in a requirement of less than 20 spaces, there is no requirement for designated spaces for the disabled but a minimum of 1 space must be provided to disabled bay dimensions.

Disabled spaces should be located as close to the destination's entrance point as possible and dropped kerbs should be provided to enable easy access from disabled parking bays to and from the footway.

Where development is to take place without on-site parking, the availability of parking for the disabled in public/shared car parking will need to be reassessed and additional provision funded by the development if appropriate. The availability of on-street parking for the disabled may also be taken into consideration.

Principle 17: Motorcycle parking

For non-residential development, motorcycle parking is required at a minimum of 3% of the relevant required parking standard.

Objectives

The term 'motorcycle' refers to all powered two-wheelers, including scooters and mopeds.

Specific parking measures should be considered as part of new developments to assist motorcyclists in making integrated journeys at public transport interchanges, places of employment, shops and such like.

Security should be one of the foremost considerations for those providing parking facilities for motorcycles. The availability of secure parking spaces in close proximity to facilities is particularly important in areas such as public transport interchanges, workplaces and shopping and entertainment centres where medium to long-term parking may be anticipated. Physical security will be very attractive to most riders needing to park for more than a few minutes as well as casual users such as motorcycle tourists and others unfamiliar with the area. Half barriers at entrances/exits to car parks particularly multi-storeys should be considered for ease of use by motorcycles.

Motorcycle anchor points should be installed, where possible formed of a raised horizontal bar (400 – 600mm) integral with pedestrian railings or protected by other means to safeguard pedestrians (particularly people with impaired vision). Ground anchor points may be considered where these are unlikely to become a trip hazard.

At medium to long-stay parking sites, consideration should be given to locating motorcycle parking in supervised areas, or near to points such as ticket barriers where staff supervision is possible. Unstaffed facilities may require CCTV.

Provision of lockers or storage facilities for users to stow helmets, waterproofs and other equipment can be valuable and should be considered by those providing parking to known users.

The level of illumination in parking areas that is acceptable will vary according to the site, and security considerations must be balanced against the environmental impact of lighting. Where possible, parking should also be located where it will be regularly observed by passersby.

Motorcycle parking areas should, where practicable, be covered, providing shelter during inclement weather and other causes of inconvenience such as damage to parked motorcycles, tree debris/sap and bird waste. This needs to be balanced in relation to security.

Motorcycle parking within a multi-storey car park is best provided as a dedicated area, ideally on the ground floor at or near the entrance/exit in order to avoid using ramps and circulation areas.

Provision of adequate signs and markings should be included indicating where the motorcycle parking is located.

In locating motorcycle parking, sites should be chosen that are well drained and the surface should, as far as practical, have no, or only a slight, gradient.

Close proximity to uncontrolled carriageway crossings should be avoided, as mobility impaired persons may have difficulty seeing past densely parked motorcycles. Drain covers should also be avoided.



7: Cycle parking for all new development

Principle 18: The application of cycle parking standards

The cycle parking standards set out within Appendix A provide the minimum requirement that will normally be applied for cycle parking for new development.

Objectives

Secure, well-designed cycle storage is required to encourage cycle ownership and use. It is important that there is adequate storage of the right type at home and at the journey destination.

For major and mixed-use developments, there is scope to consider the cycle parking provision on the development's specific characteristics. This should be justified in transport evidence submitted with the planning application.

The cycle parking standards relate to the total cycle parking requirement, and the mix between long and short stay cycle parking spaces should be determined by the nature of the development. This should be justified in transport evidence submitted with the planning application.

Where on-site provision is not possible, payment in lieu to the Council will be sought for the provision of cycle parking in an alternative location plus 10% for maintenance. In such cases, the Council will then, where possible, provide a cycle parking facility in the vicinity of the development.

If the sum of the parking requirement results in part spaces, the provision should be rounded up to the nearest whole number.

Parking for cycles must be secure, weather-proof and accessible. Cycle stores should be provided at ground level and be of sufficient size to allow the requisite number of bicycles to be stored. For all cycle parking, it is required that both wheels can rest on the ground.

Sheffield type racks must be used for short-stay cycle parking and will normally be required within a secure area for long-stay cycle parking. Cycle lockers can provide an alternative form of long-stay cycle parking.

For residential uses:

- Cycle parking should be provided by a secure structure within the curtilage of the property such as in a lockable garden shed, secure garden space or space within a garage that accords with Principle 2.
- In flatted developments or other multi-occupancy buildings it is preferable for each residential unit to have its own secure, cycle storage area. However, it is recognised that this may not always be possible and secure, well-designed shared storage facilities may be appropriate.
- For terraced developments it is preferable that a rear service alley is provided to provide access to the garden of each residential unit. This is to prevent the need for cycles to be taken through habitable accommodation.

- The cycle store should be easily accessible and should not require the bicycle to be carried through the habitable accommodation. Storage within a hallway or other communal spaces will not be acceptable.
- For some residential developments, such as flats, short stay visitor parking should be provided. Short stay cycle parking should be unallocated and located within the site but accessed independently from residential properties. Short stay cycle parking need not be of the same standard as long term parking but should still be weather proof.

For non-residential uses:

- A mix of long stay and short stay cycle parking should be provided depending upon the likely mix of users.
- Cycle parking should be located in prominent areas with good natural surveillance and should not be located where it is necessary to carry the bicycle through a building.
- On larger sites, it may be preferable to have small groups of cycle parking facilities spread through-out the development, rather than clustered at a central location.
- Where cycle parking is provided principally for staff, shower and changing facilities should be provided.
- Care must be taken that the cycle parking is installed correctly, as detailed in the North Somerset Council Cycle Parking Design Guide which can be downloaded from www.n-somerset.gov.uk/cycling.

Figure 7: Example Non-residential Long Stay Cycle Parking



For non-residential uses the following definition of long and short stay cycle parking will apply:

Long Stay: Under cover, secure location, not generally accessible by public, but convenient for employees or other long stay visitors to use. Normally this would be a lockable shelter with 'Sheffield' type racks, or individual cycle lockers.

Short stay: This must be 'Sheffield' type racks, located in a convenient prominent location/s with natural surveillance (usually near reception or entrance areas), not necessarily under cover.

Developers and their agents are encouraged to consult the Council's Cycle Parking Design Guide when providing cycle parking/storage facilities.



Appendix A: Car and cycle parking standards

Residential Standards

Development	Description	Minimum number of car parking spaces	Required number of cycle parking spaces
C3 General residential <i>(including residential caravans)</i>	1 bedroom unit (1 unit only)	1 space per unit	1 space per unit
	1 bedroom units (2 or more units)	1.5 spaces per unit	1 space per unit
	2 and 3 bedroom units	2 spaces per unit	2 spaces per unit
	4+ bedroom units	3 spaces per unit	2 spaces per unit
C3 C3 Age restricted dwellings (including with care/ assistance package available)	All units	1 space per 2 units for residents; and 1 space per 4 units for visitors; and 1 space for a warden Lesser provision may be acceptable where justified by a transport assessment/ statement and demonstrated to the satisfaction of the Council that there will be no adverse highway impact.	1 space per 3 units; and 1 space per 6 staff (minimum of 2 spaces); and 1 space per 3 units for mobility scooter
C2 Children's homes and residential units for adults with learning or physical disabilities	Residential staff	1 space per FTE	1 space per 6 staff (minimum of 4 spaces)
	Non-residential staff	1 space per 2 FTE	
	Visitors	1 space per 4 clients	
C2 Hospitals	Staff	1 space per 4 staff	1 space per 6 staff (minimum of 4 spaces)
	Visitors	To be determined by a Transport Assessments	1 space per 10 bed spaces (minimum of 4 spaces)

Residential Standards *cont.*

Development	Description	Minimum number of car parking spaces	Required number of cycle parking spaces
C2 Nursing, residential and convalescent care homes	Staff	1 space per 4 staff	1 space per 6 staff (minimum of 4 spaces)
	Visitors	Visitors 1 space per 6 bedspaces	1 space per 10 bed spaces (minimum of 4 spaces)
C2 Boarding schools	Per classroom	2 spaces per classroom	1 space per 6 staff (minimum of 4 spaces) and 1 space per 10 bed spaces
C2 Residential colleges and training centres (for student accommodation general residential standards apply)	Bed spaces	2 spaces per 5 bed spaces	1 space per 6 staff (minimum of 4 spaces) and 1 space per 10 bed spaces

Non-residential Standards

A1 Retailing and servicing	Non-food retail and general retail	1 space per 20sqm GFA	1 space per 6 staff and 1 space per 100m ² GFA (minimum of 4 spaces)
	Food retail	1 space per 14sqm GFA	1 space per 6 staff and 1 space per 100m ² GFA (minimum of 4 spaces)
A2 Financial and professional services	Banks, betting offices, building societies, estate agents and other open to the general public	1 space per 20sqm GFA	1 space per 6 staff and 1 space per 100m ² GFA (minimum of 4 spaces)
A3/A4 Eating and drinking establishments	Cafés, function rooms, licensed social clubs, public houses, restaurants, wine bars (consumption on the premises)	1 space per 5sqm public area	1 space per 6 staff or 1 space per 40 sqm GFA (whichever is the greater)

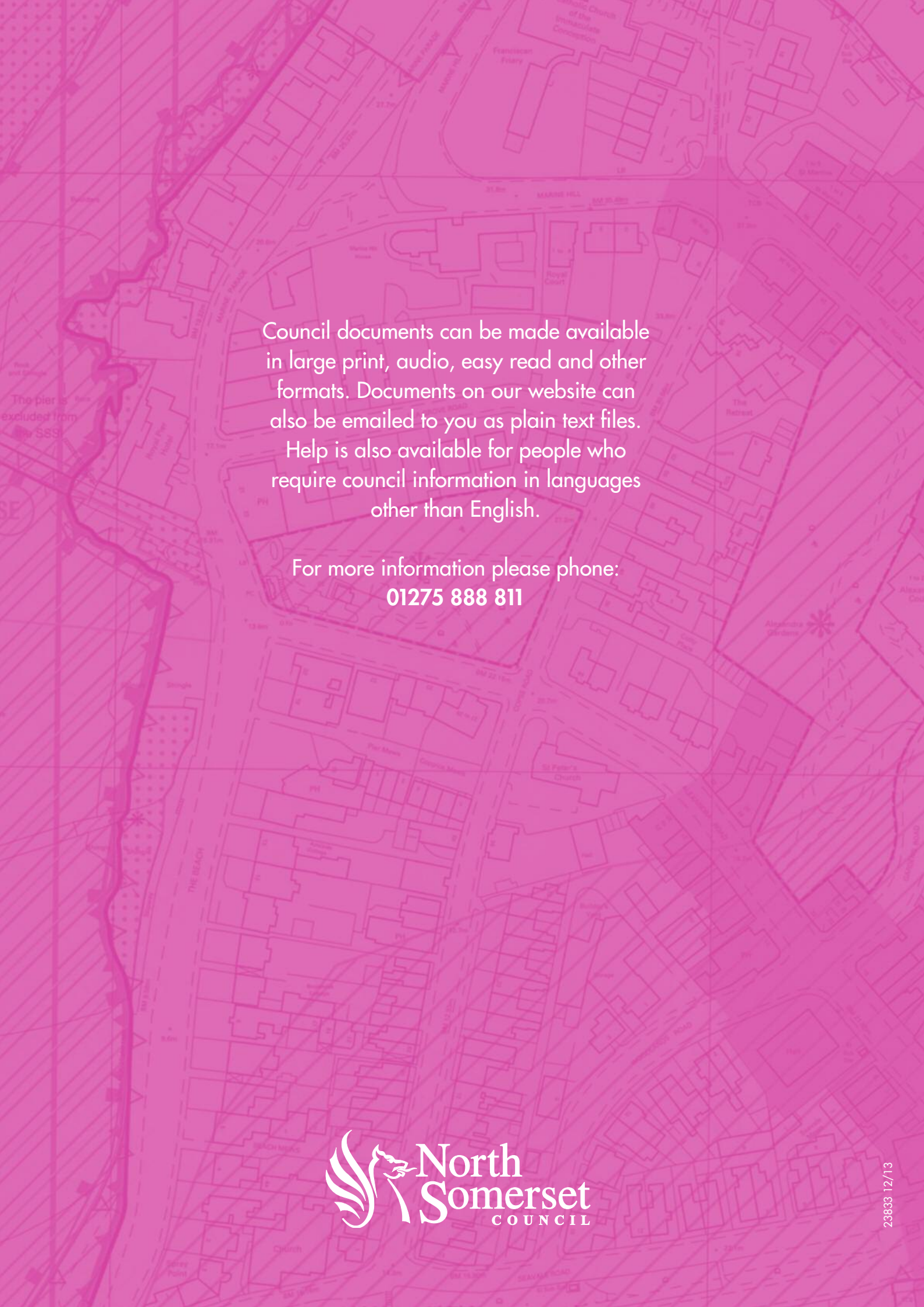
Development	Description	Required number of car parking spaces	Required number of cycle parking spaces
A5 Hot food takeaways	Including drive-through restaurants	5 spaces	1 space per 6 staff (minimum of 4 spaces)
B1 Business	Offices, light industrial units, research and development sites, laboratories, studios	1 space per 30sqm	1 space per 6 staff (minimum of 4 spaces) or 1 space per 100sqm (whichever is the greater)
B2 General industrial	Manufacture and process production	1 space per 45sqm	1 space per 6 staff (minimum of 4 spaces) or 1 space per 500sqm (whichever is the greater)
B8 Storage and distribution	Warehouses, wholesale cash and carry, distribution warehouses, open and covered storage	2 spaces per 1000sqm	2 spaces per 1000sqm (minimum of 4 spaces)
C1 Hotels, boarding and guest houses	Including hostels, youth hostels, motels, inns	1 space per bedroom (for hostels; per 3 bed spaces); and 1 space per 3 staff; and 1 coach space per 30 bedrooms	1 space per 6 staff (minimum of 4 spaces)
D1 Non-residential institutions	Clinics/Dentists'/Doctors' surgeries/medical and health centres, veterinary surgeries	3 spaces per consulting room; and 1 space per duty doctor, nurse or other professional staff; and 1 space per 2 admin/clerical staff on duty at any one time	1 space per 2 consulting rooms or 1 space per 6 staff (whichever is the greater)

Non-residential Standards *cont.*

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces
D1 Non-residential institutions <i>cont.</i>	Crèches, day centres, day nurseries	1 space per 2 staff; and 1 space per 6 clients (visitor parking)	1 space per 6 staff (minimum of 4 spaces)
	Nursery/infant/junior/primary schools	1.25 spaces per classroom for staff; and Parent/guardian parking facility to be determined though a Transport Assessment/Statement; and A minimum of one coach space must be provided	1 space per 6 staff (minimum of 4 spaces); and 1 space per 10 pupils; The provision of scooter parking may reduce the required level of cycle parking where appropriate and determined by planning application
	Secondary schools	1 space per 2 staff Parent/guardian parking facility to be determined though a Transport Assessment/Statement; and A minimum of one coach space must be provided	1 space per 6 staff (minimum of 4 spaces); and 1 space per 7 pupils
	Sixth form colleges, colleges of further education, universities	1 space per 2 staff; and 1 space per 15 students	1 space per 6 staff (minimum of 4 spaces); and 1 space per 10 pupils
	Church halls, community halls, places of worship, cultural centres, scout huts, youth clubs	1 space per 10 seats; or 1 space per 10sqm open hall area	1 space per 6 staff (minimum of 4 spaces); and 1 space per 25sqm
D2 Assembly and leisure	To be determined by planning application and in accordance with policy CS11 of the adopted Core Strategy (2012)		

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces
Other specific uses	Caravan/camping sites	1 space per pitch (users); and 1 space per 10 pitches (visitors); and 1 space per 2 staff	1 space per 6 staff (minimum of 4 spaces); and 1 space per 5 pitches
	Garden centres	1 space per 25sqm GFA (open and covered area)	1 space per 6 staff and 1 space per 100sqm GFA (minimum of 4 spaces)
	Petrol filling station with shop	1 space per 20sqm GFA (of shop); and 1 space per petrol pump	1 space per 3 staff
	Car workshops/ repair garages/tyre and exhaust centres and other similar uses	3 spaces per service bay; and 4 spaces per MOT bay; and 2 lorry spaces per lorry repair bay; and 1 space per 45sqm for staff	1 space per 3 staff
	Motor vehicle showrooms and sales lots	1 space per 1 FTE staff; and 1 space per 50sqm sales area	1 space per 3 staff

For uses not listed in this schedule the required parking standard will be determined by the planning application in accordance with policy CS11 of the adopted Core Strategy



Council documents can be made available in large print, audio, easy read and other formats. Documents on our website can also be emailed to you as plain text files. Help is also available for people who require council information in languages other than English.

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