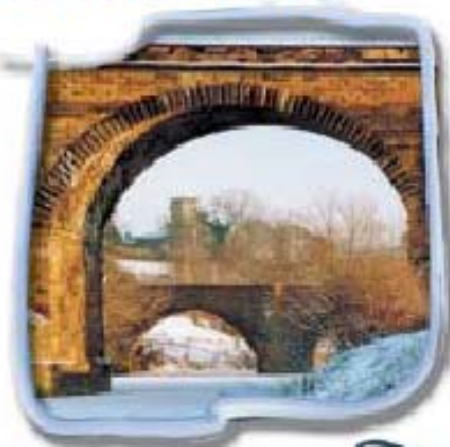


Parking Provision for New Developments: Supplementary Planning Document

November 2006



Stockton-on-Tees
Local Development Framework



Stockton-on-Tees
BOROUGH COUNCIL

7.1 INTRODUCTION

A 'Design Guide & Specification', intended for use by architects, engineers, planners and developers involved in the preparation of schemes for new development, has been produced by a working group comprising Engineers and Planners from the five Local Authorities within the Tees Valley sub-region – Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees Borough Councils. The Design Guide & Specification is intended to assist developers by setting out the basic principles which should be followed in terms of providing safe, convenient and functionally effective road, footpath and cycle routes, whilst ensuring that they contribute to the overall attractiveness of the development site and its setting.

This revised Chapter of the Design Guide & Specification considers the parking standards associated with new developments and also provides an overview of the policy context in which they are set. The Chapter does not consider in any form off-street car parking provided and maintained by the Council.

The standards set out within the Chapter are based upon guidance issued by Central Government, amended where appropriate to take into account the particular needs and requirements of the community living and working within the Borough.

Under the Planning and Compulsory Purchase Act 2004, this Chapter has been adopted as a Supplementary Planning Document as stated in the Council's adopted Local Development Scheme (March 2006). The contents of this Chapter are, therefore, a material consideration in the determination of any subsequent planning application(s) received by the Council. As a Supplementary Planning Document, it is intended to strengthen the existing policy

platform against which planning applications are assessed and determined.

The chapter also recognises the need for documented flexibility in applying standards through the introduction of a formal 'Departure From Standard' system.

7.2 POLICY CONSIDERATIONS

National Policies

A number of strategic policy documents refer to parking standards. These include:

- Planning Policy Guidance (PPG) Note 3 ('Housing'), first published by the former Department for Environment, Transport and the Regions (DETR) in March 2000 and subsequently updated in January 2005;
- Planning Policy Guidance (PPG) Note 13 ('Transport'), published by the former DETR in March 2001;
- Design Bulletin 32 ('Residential Roads and Footpaths – Layout Considerations') (Second Edition), published jointly by the former Departments of the Environment and Transport in 1992;
- 'Places, Streets and Movement – A Companion Guide to Design Bulletin 32', published by the former DETR in September 1998; and
- 'Housing Audit: Assessing the Design Quality of New Homes in the North East, North West and Yorkshire & Humber', published by the Commission for Architecture and the Built Environment (CABE) in November 2005.

These documents are considered in more detail below.

Both **PPG3** and **PPG13** make reference to the need to achieve a balance between sustainable development, the promotion of

alternative modes of transport to the private car and parking provision levels.

PPG3 states that 'parking policies should be framed with good design in mind, recognising that car ownership varies with income, age, household type, and the type of housing and its location.'

Planning Policy Statement (**PPS**) **3** – 'Housing' – the draft of which was circulated for comment by the former Office of the Deputy Prime Minister in December 2005, will supersede PPG3. Paragraph 20 of the Consultation Draft of PPS3 states that:

"Local planning authorities should develop parking policies for their plan area with local stakeholders and local communities having regard to expected car ownership for planned housing in different locations, the efficient use of land and the importance of promoting good design."

The levels of residential parking provision set out in this document have been developed in accordance with this approach.

PPG13 acts as a guide both to developers and Local Authorities, and is primarily designed to ensure that the wider implications of development on the transport network are considered when making decisions on the allocation of land use. The need to ensure accessibility for all members of society to education, healthcare, employment, retail and leisure facilities is at the heart of the Government's agenda for integrated transport.

In relation to parking provision for new developments, PPG13 recommends that consistent parking levels should be set to encourage the use of more sustainable alternatives to the private car, whilst ensuring that the level of parking provision (which may include on-street provision) is realistic in order to

cater for development needs. PPG13 also states that, if significant road safety issues cannot be resolved through the use of on-street parking controls, the level of parking provision should be increased to minimise any adverse road safety impacts.

PPG13 also states that more rigorous parking standards may be adopted where appropriate. Levels of parking on small non-industrial and commercial developments should be set at the discretion of the Local Authority in order to reflect local circumstances.

Both **Design Bulletin 32** and its **Companion Guide** set out the clear link between the provision of adequate off-street car parking and the benefits that this brings in terms of improving road safety and reducing congestion.

The **CABE Housing Audit** concluded that new developments in the north of England generally have poor parking provision. Specifically, consideration should be given to the calculation of the number of cars that new residential properties will actually generate, with provision made on this basis. Careful planning of the need for car parking, together with consideration of the rest of the built environment, can significantly improve both the quality of new developments and the way that they operate.

Local Policies

Supplementary Planning Documents must conform to a Development Plan Document or, as is in this instance, a saved Local Plan policy. Supplementary Planning Documents may, therefore, be prepared prior to a Development Plan Document provided that there is clear conformity with a saved policy.

Clear linkages can be made with General Policy GP1 of the **Stockton-on-Tees Local Plan** (adopted in June 1997). Policy

GP1 clearly states that all development proposals must provide satisfactory car parking arrangements:

'Proposals for development will be assessed in relation to the policies of the Cleveland Structure Plan and the following criteria as appropriate:

- iii. The provision of satisfactory access and parking arrangements.'*

The adopted Local Plan seeks to ensure that all new development meets current transport needs and does not cause environmental problems by applying the car parking standards set out in the Council's 'Design Guide and Specification', as stated in Policy TR15:

'The design of highways required in connection with new development and changes of use will provide for all the traffic generated by the development, while the provision of off-street parking will normally be required to accord with the standards set out in the Stockton-on-Tees Borough Council Design Guide & Specification, Edition Number 1.'

The draft Chapter was subject to a rigorous six-week consultation period that ended on 24 March 2006. A summary of all representations made to the draft Chapter is included within the accompanying Statement of Consultation, together with the Council's response and recommendation(s) in each case.

Under the requirements of European Directive EC/2001/42 and the Planning and Compulsory Purchase Act 2004, the revised Chapter is accompanied by a Sustainability Appraisal that incorporates the requirements of a Strategic Environmental Assessment. A draft Sustainability Appraisal Report was subject to a six-week consultation period alongside the draft

Chapter. Representations to the draft Sustainability Appraisal Report were duly considered and incorporated into the final Sustainability Appraisal Report where appropriate. A summary of all responses together with the Council's response and recommendation(s) in each case is included within the final Sustainability Appraisal Report.

The Council's **Long-Term Transport Strategy** is set out in the **Second Stockton-on-Tees Local Transport Plan**, which was published in July 2006. The Long-Term Strategy mirrors national policy in promoting the use of a range of sustainable transport modes in order to encourage modal shift away from the private car. This argument must be balanced with promoting effective land use, thereby encouraging growth and assisting the regeneration of the local economy.

Central to this objective is the need to improve access to the local bus network – which, in common with the network across the rest of the Tees Valley sub-region, has been in decline for many years – together with the development and promotion of the Borough's cycling and walking networks. However, given the current high proportion of local journeys (in particular journeys to work) made by car, and the increasing rate of growth in car ownership within the Borough, it is recognised that the adoption of robust parking standards for new developments will be an essential component of the Council's transport strategy over the coming years.

7.3 PARKING STANDARDS

Over recent years the range and type of residential developments within the Borough has increased, and the parking standards have been expanded to reflect these changes. As local needs within different areas of the Borough are diverse, the residential parking standards shown in [Table 7.3\(a\)](#) include area-specific adjustments.

Different types of non-residential development produce different levels of demand and, indeed, different developments within the same land use category (e.g. retail) may generate a wide variety of parking requirements.

Lack of adequate car parking provision results in uncontrolled on-street parking, creating specific problems such as:

- Reduced pedestrian/vehicular intervisibility;
- Reduced highway capacity; and
- Visual intrusion.

These problems can impact adversely on road safety, congestion and the quality of life of local residents.

The specific area adjustments are based on the boundaries of the four Area Transport Strategies (Billingham, Central, Eastern and Western) developed as part of the Second Stockton-on-Tees Local Transport Plan, which are identical to the boundaries of the four Stockton Renaissance Local Area Partnerships. In terms of parking standards, an urban or rural factor (as appropriate) is also applied in each Area, in order to take into account the availability of local services and public transport provision.

The levels of provision set out in the Tables apply to in curtilage parking, with a single garage counting as one parking space and a double garage as two spaces.

The location of parking provided for any development should be convenient to that development.

Criteria designed to ensure that adequate provision is made for disabled people are also included where applicable, as are requirements for the provision of secure cycle parking facilities.

To use [Table 7.3 \(a\)](#) and [Table 7.3 \(b\)](#), firstly find the applicable parking provision for 'Central' or 'Non-Central' Area, as defined within the currently adopted Stockton-on-Tees Local Plan. In the case of new residential developments, an [Area Transport Strategy-Specific Adjustment](#) then needs to be applied.

For example, an apartment located within a non-central urban area of Billingham would require the provision of 1.5 parking spaces, whilst a similar apartment in a non-central urban part of the Western Area would require 1.75 spaces. Similarly, a five-bedroomed house located within a rural part of the Eastern Area would require the provision of 4 parking spaces, whilst a similar property in an urban part of the Central Area would require 3 spaces.

These standards are intended to offer guidance on the appropriate level of parking provision to be made for different types of land use. It should be stressed that, for non-residential developments, **the standards set out the maximum level of provision that will normally be permitted.**

Prospective developers are advised to consult with the Engineer in all cases of doubt.

7.4 CYCLE PARKING

The promotion of more sustainable alternatives to the private car is a consistent theme within both national and local transport policy. For this reason, secure and conveniently located cycle parking facilities should be provided for all new developments.

The provision of such facilities will be mandatory for all office and retail developments with a gross floor area of more than 200m².

Cycle parking facilities should be conveniently sited and located adjacent to busy pedestrian routes and/or overlooked by adjacent properties. Cycle lockers or similar, secure facilities should be provided for long-stay or commuter use, whilst covered Sheffield Stands or similar will be acceptable for short-term use. Prospective developers are advised to consult with the Engineer with regard to the specific requirements in each case.

7.5 TRAVEL PLANNING

As part of the consideration of development, it is expected that planning applications for any significant developments (i.e. residential developments comprising more than 200 dwellings or retail developments with a gross floor area greater than 1000m²) will, irrespective of the level of parking provision, need to be supported by a Travel Plan unless directed otherwise by the Engineer. The Travel Plan should include:

- Targets associated with the proportion of journeys made to and from the development site by more sustainable alternatives to the private car;
- Measures designed to encourage an increased use of such modes; and
- A robust monitoring regime, designed to measure performance against the targets set in the Plan.

It is likely that the developer will be expected to contribute to the introduction and maintenance of Travel Plans. This contribution could be up to 100% of the total cost incurred depending on the circumstances in each case.

Prospective developers are advised to consult with the Engineer prior to and during the preparation of Travel Plans to ensure that they are 'fit for purpose'.

7.6 COMMUTED LUMP SUMS

Section 106 of the Town and Country Planning Act 1990 allows the Council to secure funds (known as commuted lump sums) through the planning process to provide measures that assist with parking, road safety and congestion management.

Where provision in line with the parking standards cannot be made on or near a particular development site, the Engineer will consider if such funding could be used to introduce initiatives designed to encourage the use of other, more sustainable forms of transport. Such initiatives could typically take the form of new bus services or infrastructure, new cycle facilities or measures designed to enhance pedestrian safety.

The appropriateness and relevance of commuted lump sum payments will be considered in the context of the circumstances specific to each development and as local policies and strategies evolve.

7.7 PEOPLE WITH DISABILITIES

In accordance with national guidance, consideration should always be given to the needs of disabled people. The location of parking provision is particularly important in this context. In particular, allocated spaces should be:

- Located be as close as possible to the destination;
- Connected to the destination without steps (ramps or lifts may be necessary, depending on local circumstances); and
- Sufficiently large to allow unobstructed wheelchair access.

The location of disabled parking spaces within a new development should be considered at an early stage to achieve a balanced distribution throughout the site. The width of a parking space provided for use by disabled people should be at least 3.3 metres.

The recommended number of disabled spaces will vary in accordance with the type and capacity of car parks, as illustrated in [Table 7.3 \(a\)](#) and [Table 7.3 \(b\)](#).

Developers are advised that in all car parks, the use of spaces reserved for disabled people should be monitored regularly to confirm that the recommended level of provision is appropriate – too few spaces will cause problems for disabled drivers and passengers, while too many spaces may encourage abuse by other drivers. The responsibility for monitoring the use of reserved parking spaces within a private development will rest with the end user(s) of that development, usually as part of the adopted Travel Plan for the site.

BS 8300:2001 ('Design of Buildings and their Approaches to Meet the Needs of Disabled People') explains how to design the built environment to make it fully accessible, and to overcome restrictions that prevent anyone from making full use of premises and their surroundings. The code of practice, which covers a wide range of impairments and activities, provides specific guidance with regard to:

- (i) The provision and design of parking bays designated for disabled people in different building types;
- (ii) Ticket dispensing machines;
- (iii) Vehicular control barriers; and
- (iv) Multi-storey car parks.

7.8 DIFFERENTIAL STANDARDS IN CENTRAL AND NON-CENTRAL AREAS

There is a clear distinction in the levels of parking provision permitted for central area and non-central area development. Within central areas (i.e. town centres), developers will normally be allowed to provide for operational parking only. Outside

these areas, this requirement will be relaxed to allow a certain level of non-operational parking to be provided.

This policy is designed to achieve a number of objectives. It will minimise the inefficient use of high value land in town centres and will also allow the Council to retain control over the extent and use of off-street parking provision. This is an important part of the Council's overall transport and land use strategy. In addition, it will avoid the potential loss of urban form and character in town centres and local neighbourhoods.

Meeting the parking needs of non-operational traffic associated with individual development proposals within town centres will result in the haphazard distribution of private car parks, not necessarily related to the local road network. The existence of unrelated and unregulated car parks, to which access must be maintained, acts as a serious constraint to the Council's ability to discharge its ongoing Network Management Duty under the Traffic Management Act 2004.

Concentrating the provision made for non-operational parking in town centres in the form of strategically located car parks, available for use by the general public and with good access arrangements, both encourages the more efficient operation of those centres and facilitates the formulation and implementation of effective car parking and traffic management strategies.

The control of town centre parking also allows the Council, as Highway Authority, to exert more influence over strategic issues such as the modal 'split' between private and public transport.

In short, the adoption of an effective parking management policy in central areas is key to ensuring the continued vitality of the Borough's town centres. Only the Council, as both Highway and Planning Authority, can regulate such a policy effectively.

The town centres within the Borough are defined in the adopted Local Plan. Prospective developers are asked to contact the Council to clarify the extent of the defined area in case of doubt.

7.9 OPERATIONAL AND NON-OPERATIONAL PARKING

Operational parking is defined as the space required for cars and service vehicles necessarily involved in the operation of the business of particular buildings. It comprises space for vehicles servicing premises, primarily commercial vehicles delivering or collecting goods. In addition to the space required for loading and unloading, operational parking also includes space for picking up and setting down passengers. It does not normally include customer/client parking unless this is necessary as part of the business being carried out, for example vehicle servicing and tyre/exhaust replacement.

Non-operational parking is defined as the space required for vehicles, mainly private cars, which do not necessarily have to park or wait on the site of particular premises. This definition includes customer and employee 'privilege' parking.

There will be some exceptions to the above general rule. Particular developments may create such parking demands that the absence of non-operational spaces will result in unacceptable pressure on existing facilities. Such a situation is likely to arise in large-scale office/commercial developments and, in particular, in conjunction with major retail proposals. In such situations the Council will almost certainly require the either the provision of suitable alternative facilities or a financial contribution, as detailed in [Section 7.3](#).

Some parking provision may be required in conjunction with residential development in central areas in order to take into account both the need to allow residents to make a choice between public and private transport and the need to maximise personal and vehicle security. The Council will take the

availability and proximity of public parking facilities into consideration when determining the provision of visitor parking.

7.10 FRINGE AREAS

In fringe areas immediately adjoining a central area, a development may, where appropriate, use some public parking spaces as part of its non-central area provision **by agreement** with the Council.

7.11 DEPARTURES FROM STANDARD

A procedure has been developed to ensure a formalised approach to assessing whether or not current highway standards can be relaxed in particular circumstances. This procedure recognises the unique and sometimes complex situations that can arise by allowing relaxations or 'departures' to be assessed on a case-by-case basis. Any departures granted by the Council will be documented, together with the justification for the departure and any mitigation measures to be applied.

It should be stressed that the granting of a specific departure from standard will not set a precedent for future situations where a similar departure may be sought.

Where a new development is designed as a 'Home Zone', it may be considered under the Departure From Standard procedure. However, although consideration will be given to alternative types of provision, revised parking standards will not automatically be allowed.

7.12 ADOPTION

Developers are advised that the parking requirements set out in this Section should be met in areas not intended for adoption by

the Council as Highway Authority. In general, it is expected that all parking will take place in curtilage. In instances where this is not practical, consideration will be given to adopting parking areas provided solely for visitors, provided that they are both contiguous with the highway and located close to the dwellings that they are intended to serve.

A car parking space in a car park will normally be 2.4 metres x 4.8 metres in size, with adequate space provided to allow vehicles to manoeuvre in and out without difficulty. An in curtilage space will normally be 6.0 metres in length but, in constrained circumstances, this dimension may be reduced to 5.0 metres.

Table 7.1: Minimum Aisle Widths

Angle of Parking (Degrees)	Minimum Aisle Width (Metres)
60	4.2
45	3.7

Aisle widths for arrangements based on a 90° angle of parking shall be a minimum of 5.5 metres for one-way access and 6.0

metres for two-way access. Where echelon parking at an angle of less than 90° is provided, one-way access shall be employed and the minimum aisle width shall be as shown in [Table 7.1](#).

[Figure 7.1](#) illustrates some indicative parking arrangements.

7.13 TOWN AND COUNTRY PLANNING (USE CLASSES) (AMENDMENT) (ENGLAND) ORDER 2005

It is clear that some developments within the same Use Class Order will have widely differing parking requirements (e.g. category A3 Public Houses/Hot Food Take-Aways and B1 Industrial Use).

For this reason the Council, as Planning Authority will, under normal circumstances, insist that the future use of a particular site shall be restricted to that specified within the planning application, provided that the appropriate level of parking provision can be achieved. A Section 106 Agreement, made under the Town & Country Planning Act 1990, may be required in this respect.

The Use Classes Order and the permitted changes of use within it are illustrated in [Table 7.2](#).

Table 7.2: Changes Permitted Under the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005

USE CLASS	USE/DESCRIPTION OF DEVELOPMENT	PERMITTED CHANGE
A1 Shops	- Retail sale of goods to the public – Shops, Post Offices, Travel Agencies & Ticket Agencies, Hairdressers, Funeral Director & Undertakers, Domestic Hire Shops, Dry Cleaners. - Sandwich Bars – Sandwiches or other cold food purchased and consumed off the premises, Internet Cafes.	None
A2 Financial and Professional Services	- Financial Services – Banks, Building Societies and Bureau de Change. - Professional Services (other than Health or Medical Services) – Estate Agents and Employment Agencies. - Other Services - Betting Shops. Principally where services are provided to visiting members of the public.	Permitted change to A1 <i>where a ground floor display window exists</i>
A3 Food and Drink	Restaurants and Cafes – Use for the sale of food for consumption on the premises. Excludes Internet Cafes (now A1)	Permitted change to A1 or A2
A4 Drinking Establishments	Use as a Public House, Wine-Bar or other Drinking Establishment.	Permitted change to A1, A2 or A3
A5 Hot Food Takeaways	Use for the sale of hot food for consumption off the premises.	Permitted change to A1, A2 or A3
B1 Business	- Offices other than in a use within Class A2. - Research and Development – Studios, Laboratories. - Light industry.	Permitted change to B8 <i>where no more than 235m²</i>
B2 General Industrial	General Industry (other than Classified as in B1) The former 'Special Industrial' Use Classes, B3-B7, are all now encompassed in the B2 Use Class.	Permitted change to B1 or B8 <i>limited to 235m²</i>
B8 Storage or Distribution	Storage or Distribution Centres – Wholesale Warehouses, Distribution Centres & Repositories.	Permitted change to B1 <i>where no more than 235m²</i>

USE CLASS	USE/DESCRIPTION OF DEVELOPMENT	PERMITTED CHANGE
C1 Hotels	Hotels, Boarding Houses and Guest Houses (Development falls within this class if 'no significant element of care is provided').	None
C2 Residential Institutions	Hospitals, Nursing Homes, Residential Education and Training Centres (Use for the provision of residential accommodation and care to people in need of care).	None
C3 Dwellinghouses	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together as a community.	None
D1 Non-residential Institutions	Medical & Health Services – Clinics & Health Centres, Crèche, Day Nursery, Day Centres & Consulting Rooms (not attached to the Consultants or Doctors house), Museums, Public Libraries, Art Galleries, Exhibition Halls, Non-residential Education and Training Centres, Places of Worship, Religious Instruction & Church Halls.	None
D2 Assembly and Leisure	Cinemas, Dance and Concert Halls, Sports Halls, Swimming Baths, Skating Rinks, Gymnasias, Bingo Halls & Casinos. Other Indoor and Outdoor Sports and Leisure Uses, not involving motorised vehicles or firearms.	None
Sui Generis¹	For example: Retail Warehouse Clubs, Amusement Arcades, Launderettes, Petrol Filling Stations, Taxi Businesses, Car/Vehicle Hire Businesses & the Selling and Displaying of Motor Vehicles, Nightclubs, Theatres, Hostels, Builders Yards, Garden Centres.	None

¹ i.e. any other planning use, not covered by a specific class within the Use Classes Order.

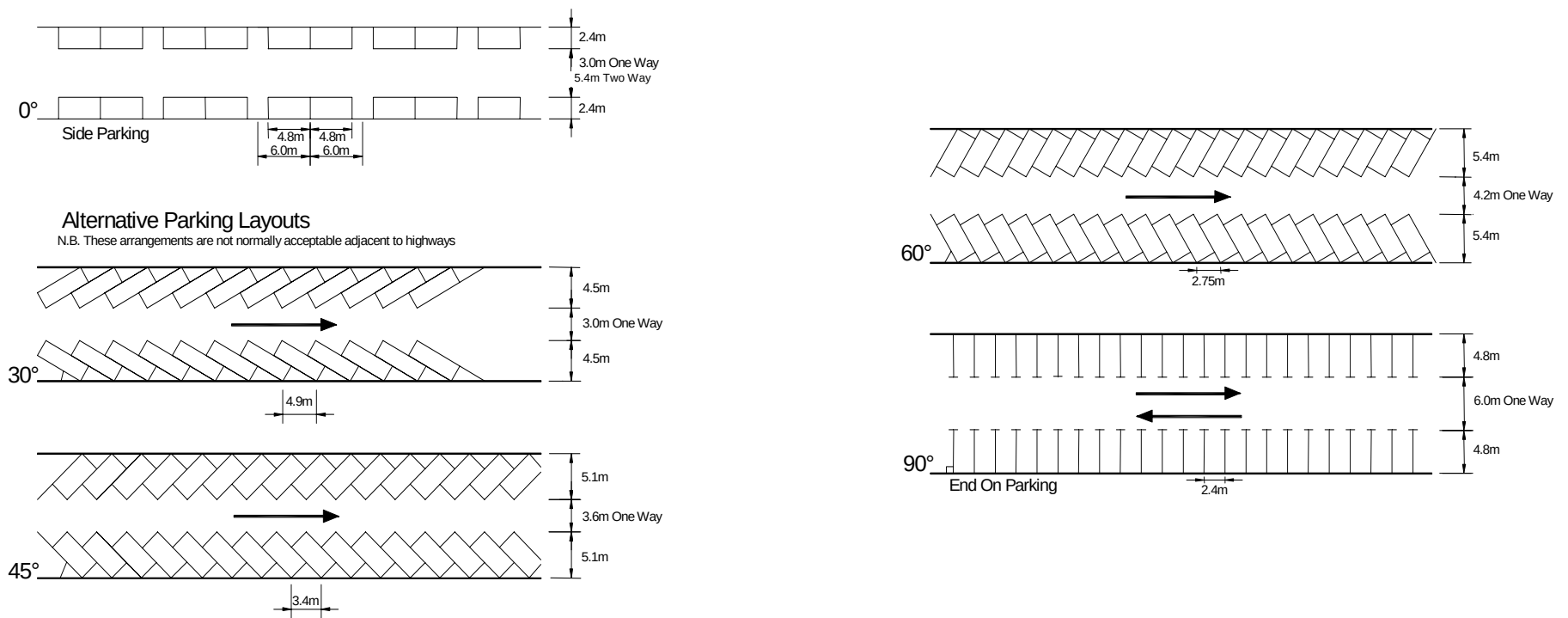


Figure 7.1: Car Parking Dimensional Requirements – Illustrative Arrangements

Table 7.3(a): Parking Provision for New Developments - Residential

Land Use	Class	Parking Provision	Local Plan Central Area Standard	Area Transport Strategy-Specific Adjustment ¹								Disabled Parking Provision	Secure Cycle Parking	Notes
				Billingham		Central		Western		Eastern				
				Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural			
House 1 Bed	C3	2.0	1.0	0	0	0	0	0	0	0	0	Not Applicable	Not Applicable	Privately owned dwellings. Garage provision where applicable is classified as one parking space.
House 2 Bed	C3	2.0	1.5	0	0	0	0	0	0	0	0	Not Applicable	Not Applicable	
House 3 Bed	C3	2.0	1.5	0	1	0	1	1	1	1	1	Not Applicable	Not Applicable	
House 4 Bed	C3	3.0	3.0	0	0	0	0	0	0	0	0	Not Applicable	Not Applicable	
House 5 Bed and Over	C3	4.0	4.0	0	0	-1	0	0	0	0	0	Not Applicable	Not Applicable	
Flatted Development	C3	1.5	1.0	0	+0.25	-0.25	0	+0.25	+0.25	+0.25	+0.25	10%	1 per 4 Units for Residents and 1 per 6 Units for Visitors	
Local Authority Housing/ Registered Social Landlords	C3	1.0	1.0	0	0	0	+0.5	+0.5	+0.5	0	+0.5	Not Applicable	Not Applicable	
Elderly Persons Wholly Independent House/ Bungalow	C3	1.0	0.5	0	0	0	0	0	0	0	0	Not Applicable	Not Applicable	

¹ The **Area Transport Strategy-Specific Adjustment** shall be added or subtracted as shown depending on the Area within which the proposed development is located. Within each Area an **Urban/Rural Factor** can also be applied, based on accessibility in relation to urban centres and key services using public transport.

Land Use	Class	Parking Provision	Local Plan Central Area Standard	Area Transport Strategy-Specific Adjustment ¹								Disabled Parking Provision	Secure Cycle Parking	Notes
				Billingham		Central		Western		Eastern				
				Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural			
Sheltered Housing Category 1	C3	2 spaces per resident warden. 1 space per 5 residents	1 space per resident warden. 1 space per 10 residents	0	0	0	0	0	0	0	0	10%	Not Applicable	Communal facilities with independent living (restricted to elderly 60+) - 1 bedroom only.
Sheltered Housing Category 2	C3	0.5	0.5	0	0.5	0	0.5	0.5	0.5	0.5	0.5	10%	1 per 4 Units for Residents and 1 per 6 Units for Visitors	Active elderly/semi retired accommodation with self-contained independent living.
Residential Care Homes for the Elderly	C2	2 spaces per resident staff. 1 space per 3 members of staff on duty at one time. 1 space per 8 residents (visitor provision). 1 space for professional visitor.	1 space per resident staff. 1 space per 5 members of staff on duty at any one time. 1 space per 10 residents (visitor provision). 1 space for professional visitor	0	0	0	0	0	0	0	0	10%	Not Applicable	Specialist Care and nursing.
Residential Institutions	C2	1 space per permanent member of staff. 1 space per 5 residents/visitors.	1 space per permanent member of staff. 1 space per 5 residents/visitors	0	0	0	0	0	0	0	0	10%	1 space per 5 employees	Rehabilitation clinics etc

The geographical coverage of the four Areas is shown in [Figure 7.2](#) overleaf.

Figure 7.2: Geographical Coverage of the Four Area Transport Strategies



Table 7.3(b): Parking Provision for New Developments – Non-Residential

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
BUSINESS USE			
Offices	B1/ A2	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		1 non-operational parking space per 35 m² gross floor area.	1 non-operational parking space per 350 m² gross floor area.
		Provision for the parking of 2 cycles per 200 m² gross floor area.	Provision for the parking of 2 cycles per 200 m² gross floor area.
Call Centres and High Tech Industrial Units	B1	Sufficient operational parking and area for manoeuvring within the site.	Provision for the parking of 2 cycles per 200 m² gross floor area.
		1 non-operational parking space per 30 m² gross floor area.	1 non-operational parking space per 35 m² gross floor area. <i>*Area Transport Strategy Specific adjustment: - Central Area, Urban: 1 space per 30 m² gross floor area</i>
		Provision for the parking of 5 cycles per 200 m² gross floor area.	Provision for the parking of 2 cycles per 200 m² gross floor area.
		Disabled Parking Provision 5 to 10% of total number of spaces.	Disabled Parking Provision 5 to 10% of total number of spaces.
Note: There is a range of parking requirements within the use of Class B1. Unless the highest standard (i.e. 1 non-operational parking space per 30 m²) is provided, then a conditional approval only may be advised which links development to the lower parking standard.			
Industrial	B2	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		1 non-operational parking space per 45 m² gross floor area or 4 spaces per 10 employees (whichever is the greater).	1 non-operational parking space per 450 m² gross floor area or 4 spaces per 100 employees (whichever is the greater).
		Provision for the parking of 2 cycles per 200 m² gross floor area.	Provision for the parking of 2 cycles per 200 m² gross floor area.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
RETAIL			
Supermarkets/ Warehouses	A1	Sufficient operational parking and area for manoeuvring within the site. The range of activities within this category is wide and there are significant differences in the likely parking demand. Potential developers should assume that a range between 2 to 7 non-operational car spaces per 100 m² of gross floor area will be required. The decision on the level of provision will be based mainly on the type of retail activity envisaged. For guidance, developers should appreciate that food retailing is likely to justify the higher end of this range, whilst DIY is likely to justify the middle of the range. Precise parking levels for large developments will be established by a Transport Assessment agreed by both the developer and the Council. Provision for the parking of 2 cycles per 200 m² gross floor area. The Council may require a condition or a Section 106 Agreement limiting the retail use to suit the available parking.	Sufficient operational parking and area for manoeuvring within the site. Developments in Central Areas will normally require non-operational parking levels of a similar order to those in Non-Central Areas. However, unlike in Non-Central Areas, the availability of existing off-street car parking will be taken into account. The Council may require that such car parking provision is under its control, or that this provision is located away from the site as part of the general central area car parking requirements. This may necessitate the applicant entering into an agreement with the Council to provide a commuted lump sum. Provision for the parking of 2 cycles per 200 m² gross floor area.
		Sufficient operational parking and area for manoeuvring within the site. 1 non-operational parking space per 30 m² gross floor area. Provision for the parking of 2 cycles per 100 m² gross floor area or per unit, whichever is the greater.	Sufficient operational parking and area for manoeuvring within the site. 1 non-operational parking space per 300 m² gross floor area. Provision for the parking of 2 cycles per 100 m² gross floor area or per unit, whichever is the greater.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
RETAIL (Cont'd)			
Garden Centres	Sui Generis	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		1 non-operational parking space per 30 m² gross display area.	1 non-operational parking space per 300 m² gross display area.
		Provision for the parking of 2 cycles per 200 m² gross display area.	Provision for the parking of 2 cycles per 200m² gross display area.
Car Boot Sales	Sui Generis	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		1 space per stall/pitch for sellers.	1 space per stall/pitch for sellers.
		3 spaces per stall/pitch for customers.	3 spaces per stall/pitch for customers.
		Provisions for the parking of 4 cycles per 500 m² gross display area.	Provisions for the parking of 4 cycles per 500 m² gross display area.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
WAREHOUSES			
Warehouses	B8	Sufficient operational parking and area for manoeuvring within the site. 1 non-operational parking space per 100 m² gross floor area or 1 space per 2 employees (whichever is the greater). Provision for the parking of 2 cycles per 400 m² gross floor area.	Sufficient operational parking and area for manoeuvring within the site. 1 non-operational parking space per 1,000 m² gross floor area or 1 space per 20 employees (whichever is the greater). Provision for the parking of 2 cycles per 400 m² gross floor area.
MOTOR CAR			
Showrooms	Sui Generis	Sufficient operational parking and area for manoeuvring within the site. For guidance, a main dealership would be expected to provide a minimum of 100 spaces on site for service and sale vehicles. 1 space per 100m² internal/external display area for customers. 1 space per member of staff. Provision for the parking of 2 cycles per 500m² gross floor area or per outlet, whichever is the greater. 5% of total number of parking spaces designated for use by disabled people.	Sufficient operational parking and area for manoeuvring within the site. Showrooms 1 space per 500m² of the internal/external display area for customers. 1 space per member of staff. Provision for the parking of 2 cycles per 500m² gross floor area or per outlet, whichever is the greater. 5% of total number of parking spaces designated for use by disabled people.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
MOTOR CAR (Cont'd)			
Garages	B1	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		Non-operational parking provision: - Gross floor area < 2,500 m² – 3 spaces per service bay plus 1 space per employee. - Gross floor area of 2,500 m² and above – 1 space per 30 m². Provision for the parking of 2 cycles per 500 m ² gross floor area, or per unit if gross floor area < 500 m ² .	Non-operational parking provision: - Gross floor area < 2,500 m² – 2 spaces per service bay plus 0.75 spaces per employee. - Gross floor area of 2,500 m² and above – 1 space per 30 m². Provision for the parking of 2 cycles per 500 m ² gross floor area, or per unit if gross floor area < 500 m ² .
Tyre and Exhaust Centres	B1	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		Non-operational parking provision: - Gross floor area < 2,500 m² – 3 spaces per service bay plus 1 space per employee. - Gross floor area of 2,500 m² and above – 1 space per 30 m². 1 space per 30 m ² retail floor space for accessory sales.	Non-operational parking provision: - Gross floor area < 2,500 m² – 2 spaces per service bay plus 0.75 spaces per employee. - Gross floor area of 2,500 m² and above – 1 space per 30 m². 1 space per 300 m ² retail floor space for accessory sales.
		Provision for the parking of 2 cycles per 500 m ² gross floor area, or per unit if gross floor area < 500 m ² .	Provision for the parking of 2 cycles per 500 m ² gross floor area, or per unit if gross floor area < 500 m ² .

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
PLACES OFASSEMBLY			
Places of Worship	D1	Sufficient operational parking and area for manoeuvring within the site. 1 non-operational parking space per 6 seats. Provision for the parking of 2 cycles per 150 m² gross floor area.	Sufficient operational parking and area for manoeuvring within the site. Provision for the parking of 2 cycles per 150 m² gross floor area.
Public Halls	D1	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: 1 space per 6 seats. 1 space per 3 members of staff. Provision for the parking of 2 cycles per 150 m² gross floor area.	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: 1 space per 25 seats. 1 space per 3 members of staff. Provision for the parking of 2 cycles per 150m² gross floor area.
Libraries/ Art Galleries	D1	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: 1 space per 2 staff. 1 space per 35 m² public floor area for visitors. Provision for the parking of 2 cycles per 150 m² gross floor area.	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: 1 space per 20 staff. 1 space per 350 m² public floor area for visitors. Provision for the parking of 2 cycles per 150 m² gross floor area.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
PLACES OFASSEMBLY (Cont'd)			
Community Centres	D2	Sufficient operational parking and area for manoeuvring within the site.	
		Non-operational parking provision: - Gross floor area < 1,000 m² – 1 space per 10 m² (minimum 4 spaces). - Gross floor area of 1,000 m² and above – 1 space per 22 m². Provision for the parking of 2 cycles per 150 m ² gross floor area.	Sufficient operational parking and area for manoeuvring within the site. 1 non-operational parking space per 100 m ² gross floor area. Provision for the parking of 2 cycles per 150 m ² gross floor area.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
SPORTS AND LEISURE			
Cinemas	D2	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		Non-operational parking provision: - Gross floor area < 1,000 m² – 3 spaces per 10 seats, plus 1 space per 3 staff. - Gross floor area of 1,000 m² and above – 1 space per 5 seats. Provision for the parking of 2 cycles per 150 m ² gross floor area.	Non-operational parking provision: - Gross floor area < 1,000 m² – 3 spaces per 100 seats, plus 1 space per 30 staff. - Gross floor area of 1,000 m² and above – 3 spaces per 100 seats. Provision for the parking of 2 cycles per 150 m ² gross floor area.
Bingo Halls	D2	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		Non-operational parking provision: - Gross floor area < 1,000 m² – 1 space per 10 seats, plus 1 space per 3 staff. - Gross floor area of 1,000 m² and above – 1 space per 22 m². Provision for the parking of 2 cycles per 150 m ² gross floor area.	Non-operational parking provision: - Gross floor area < 1,000 m² – 1 space per 100 seats, plus 1 space per 30 staff. - Gross floor area of 1,000 m² and above – 1 space per 22 m². Provision for the parking of 2 cycles per 150 m ² gross floor area.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
SPORTS AND LEISURE (Cont'd)			
Sports Centres	D2	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		1 non-operational parking space per 22 m² gross floor area.	1 non-operational parking space per 22 m² gross floor area.
		1 coach space (minimum).	Provision for the parking of 2 cycles per 200 m² gross floor area.
		Provision for the parking of 2 cycles per 200 m² gross floor area.	
Indoor/Outdoor Stadia, including Football Stadia	D2	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		1 non-operational parking space per 15 seats.	1 non-operational parking space per 50 seats.
		1 coach space per 500 spectators.	1 coach space per 5,000 spectators.
		These requirements may be reduced if supported by an overall strategy designed to promote the use of more sustainable means of travel to the site such as public transport, walking and cycling.	These requirements may be reduced if supported by an overall strategy designed to promote the use of more sustainable means of travel to the site such as public transport, walking and cycling.
		Provision for the parking of 2 cycles per 250 m² gross site area.	Provision for the parking of 2 cycles per 250 m² gross site area.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
SPORTS AND LEISURE (Cont'd)			
Golf Courses	D2	Sufficient operational parking and area for manoeuvring within the site. 1 non-operational parking space per 22 m ² gross floor area of clubhouse. Provision for the parking of 2 cycles per 9 holes.	Sufficient operational parking and area for manoeuvring within the site. Provision to be considered on a case-by-case basis, subsequent to discussion and agreement with the Council and subject to a maximum of 1 non-operational parking space per 22 m ² gross floor area of clubhouse. Provision for the parking of 2 cycles per 9 holes.
Swimming Pools	D2	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: - Gross floor area < 1,000 m² – 1 space per 10 m² pool area, plus 1 space per 2 members of staff and 1 space per 10 seats in spectator viewing areas. - Gross floor area of 1,000 m² and above – 1 space per 22 m². Provision for the parking of 2 cycles per 20 m ² pool area.	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: - Gross floor area < 1,000 m² – 1 space per 100 m² pool area, plus 1 space per 20 members of staff and 1 space per 100 seats in spectator viewing areas. - Gross floor area of 1,000 m² and above – 1 space per 22 m². Provision for the parking of 2 cycles per 20m ² pool area.
HEALTH FACILITIES			
Health Centres	D1	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision of 5 spaces, plus 4 spaces per practice (without pharmacy) and 4 spaces per doctor. Provision for the parking of 2 cycles per doctor.	Sufficient operational parking and area for manoeuvring within the site. 2 non-operational parking spaces per doctor. Provision for the parking of 2 cycles per doctor.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
HEALTH FACILITIES (Cont'd)			
Health Centres (with Pharmacy)	D1	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		Non-operational parking provision of 5 spaces, plus 4 spaces per practice and 4 spaces per doctor.	2 non-operational parking spaces per Doctor.
		Provision for the parking of 2 cycles per doctor.	Provision for the parking of 2 cycles per doctor.
Surgeries (e.g. dentist, chiropodist, doctor)	D1	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		Non-operational parking provision: 4 spaces per practitioner (visitors). 1 space per 2 other members of staff normally present.	Provision for the parking of 2 cycles per practitioner.
		Provision for the parking of 2 cycles per practitioner.	
Specialist Clinics	D1	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		Non-operational parking provision: 1 space per practitioner/consultant (physio, homeopathy etc). 2 spaces per practitioner/consultant (visitors). 1 space per 2 other staff normally present.	Non-operational parking provision: 1 space per practitioner/consultant (physio, homeopathy etc).
		Provision for the parking of 2 cycles per practitioner.	Provision for the parking of 2 cycles per practitioner.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
HEALTH FACILITIES (Cont'd)			
Hospitals	C2	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 0.4 spaces per bed (staff). • 0.4 spaces per bed (visitors). • 3 spaces per consulting room (out patients). • 1 parking space per residential staff. Provision for the parking of 2 cycles per 30 bed spaces.	Sufficient operational parking and area for manoeuvring within the site. Developments in Central Areas will normally require non-operational parking levels of a similar order to those in Non-Central Areas. However, unlike in Non-Central Areas, the availability of existing off-street car parking will be taken into account. The Council may require that such car parking provision is under its control, or that this provision is located away from the site as part of the general central area car parking requirements. This may necessitate the applicant entering into an agreement with the Council to provide a commuted lump sum. Provision for the parking of 2 cycles per 30 bed spaces.
EDUCATION			
Nursery Schools/ Crèches	D1	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per 3 members of staff. • 1 space per 7 children. The latter requirement will be higher should staff start/finishing times be fixed.	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per 30 members of staff. • 1 space per 70 children. This latter requirement will be higher should staff start/finishing times be fixed.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
EDUCATION (Cont'd)			
Primary Schools	D1	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 0.8 spaces per full-time member of teaching staff. • 1 space per 3 part-time members of staff on duty at any one time. Provision for picking up and dropping off children must be agreed with the Council. In general, it is expected that approximately 20 spaces per formal entry will be appropriate. This latter requirement must be satisfied either by: - A lay-by or circulation route on the school frontage; or - An acceptably wide carriageway on the road fronting the site, which is not a cul-de-sac. Provision for the parking of 6 cycles per formal entry.	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per 10 full-time members of teaching staff. • 1 space per 3 part-time members of staff on duty at any one time. Provision for picking up and dropping off children must be agreed with the Council. In general, it is expected that approximately 2 spaces per formal entry will be appropriate. This latter requirement must be satisfied either by: - A lay-by or circulation route on the school frontage; or - An acceptably wide carriageway on the road fronting the site, which is not a cul-de-sac. Provision for the parking of 6 cycles per formal entry.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
Secondary Schools	D1	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per full-time member of teaching staff. • 1 space per 3 part-time members of staff on duty at any one time. • 4 visitor spaces. • 1 space per 10 students over 17. Provision for picking up and dropping off children to be agreed in discussion with the Local Authority. In general it would be expected that approximately 5 spaces per formal entry would be appropriate. Provision for the parking of 8 cycles per each formal entry.	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per 10 full-time members of teaching staff. • 1 space per 3 part-time members of staff on duty at any one time. • 2 visitor spaces. • 1 space per 100 students over 17. Provision for the parking of 8 cycles per each formal entry.
Note: It is essential that reversing and turning movements at both primary and secondary schools are minimised.			

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
EDUCATION (Cont'd)			
Colleges of Education	D1	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 0.8 spaces per full-time equivalent member of teaching staff. • 1 space per 2 other members of staff. • 1 space per 15 students. Provision for the parking of 4 cycles per 30 students.	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per 10 full-time equivalent members of teaching staff. • 1 space per 20 other members of staff. • 1 space per 60 students. Provision for the parking of 4 cycles per 30 students.
Halls of Residence		Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per 4 residents. Provision for the parking of 6 cycles per 30 residents.	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per 40 residents. Provision for the parking of 6 cycles per 30 residents.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
FOOD AND DRINK			
Public Houses/ Clubs	A4	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		Non-operational parking provision:	Non-operational parking provision:
		1 space per 5 m² public floor area.	1 space per 50 m² public floor area.
		Shared arrangements with adjacent retail or commercial developments will normally be accepted.	Shared arrangements with adjacent retail or commercial developments will normally be accepted.
		Provision for the parking of 4 cycles per 60 m ² gross floor space.	Provision for the parking of 4 cycles per 60 m ² gross floor space.
Restaurants	A3	Sufficient operational parking and area for manoeuvring within the site.	Sufficient operational parking and area for manoeuvring within the site.
		Non-operational parking provision:	Non-operational parking provision:
		1 space per 2 seats.	1 space per 20 seats.
		1 space per 5 m² public floor area for bar use.	1 space per 50 m² public floor area for bar use.
		Provision for the parking of 4 cycles per 60 m ² gross floor space.	Provision for the parking of 4 cycles per 60 m ² gross floor space.
		Drive Thrus may have different characteristics from the normal restaurant use insofar as the car park associated with developments of this type may, in fact, form part of the dining area.	Drive Thrus may have different characteristics from the normal restaurant use insofar as the car park associated with developments of this type may, in fact, form part of the dining area.
		The level of provision for this type of development is heavily dependent on the operator. Individual assessments should be carried out for developments of this type.	The level of provision for this type of development is heavily dependent on the operator. Individual assessments should be carried out for developments of this type.

LAND USE	USE CLASS	PARKING REQUIREMENTS	
		Non-Central Areas	Central Areas
HOTELS			
Hotels	C1	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per 2 bedrooms. • 1 space per 5 m² public floor area. Categories in 'Food and Drink' (Use Class A3) as appropriate. Provision for the parking of 2 cycles per 10 bedrooms.	Sufficient operational parking and area for manoeuvring within the site. Non-operational parking provision: • 1 space per 20 bedrooms. • 1 space per 50 m² public floor area. Categories in 'Food and Drink' (Use Class A3) as appropriate. Provision for the parking of 2 cycles per 10 bedrooms.