



PARKING STANDARDS

SUPPLEMENTARY PLANNING GUIDANCE

December 2004

This Supplementary Planning Guidance was adopted by Cabinet on 13th December 2004 following a public consultation period for use in the determination of planning applications.

1.0 Introduction

- 1.1 This Supplementary Planning Guidance lays down the Borough Council's parking requirements relating to new developments throughout East Staffordshire. In light of Government advice issued in Planning Policy Guidance Note 13: Transport, it has been necessary to revise parking standards specified in the East Staffordshire Local Plan.
- 1.2 A key Government objective suggested by PPG 13 is the reduction of journeys made by car. A variety of methods to achieve this aim are suggested, including a reduction in parking provision associated with new developments in an attempt to encourage motorists to consider alternative means of transport.
- 1.3 As such, existing Local Plan policy laying down minimum parking requirements for new developments requires overhauling to accord with Government aims.

2.0 Parking Standards

2.1 Space size

- 2.1.1 Car parking spaces should be a minimum of 2.4 metres wide by 4.8 metres long. Layouts for service and delivery vehicles should cater for a minimum lorry space of 4.0 metres wide by 20 metres long.

2.2 Accessible Parking

- 2.2.1 All proposals for new development to be used by the public will be expected to cater for the needs of disabled people by having clearly marked and signposted specialised parking spaces as close as possible to the main entrance. Such spaces should be designed in accordance with BS8300. Bays should measure at least 3.6 metres wide by 6.0 metres long, inclusive of a 1.2 metre wide cross hatched access zone to one side and to the rear where bays are perpendicular to the access aisle and a minimum of 2.7 metres wide by 6.6 metres long without cross hatching where the bays are parallel to the access aisle. Buff coloured tactile markings and dropped kerbs should be provided where necessary. In uncovered car park areas an upright sign is also required at the end of designated bays. Ticket machines should also be accessible.
- 2.2.2 The number of accessible spaces to be provided as part of the overall parking provision is shown in the following table. The requirements are based upon guidance issued in BS8300. These standards apply to all proposals for new development to be visited by the public – there is no threshold below which these standards do not apply. It may be desirable to provide a greater proportion of accessible spaces where proposed developments are intended to specialise in accommodating groups of disabled people.

Car Park Used For:	Number of Accessible spaces
Employees and visitors to business premises	One per disabled member of staff, plus 2 bays or 5% of total capacity, whichever is the greater
Shopping, recreation and leisure	One per disabled member of staff, plus 3 bays or 6% of total capacity, whichever is the greater

2.2.3 Where the number of disabled staff is not known, the total number of accessible spaces provided should be 5% of those available.

2.3 Maximum Parking Standards

2.3.1 The following table lays down the maximum number of parking spaces considered appropriate for various new developments. In accordance with Planning Policy Guidance Note 13, there is no minimum parking standard*. In locations well served by means of transport other than the car, such as sites within or adjacent to town centres, and sites within walking/cycling distance of public transport nodes, it may be possible to maximise use of available land by reducing the number of on site parking spaces, whilst simultaneously encouraging alternative sustainable travel choices.

* - See paragraph 2.3.3

Use Class	Car Parking Spaces [†]
Class A1 (retail) Food Stores Non-food Stores Car Showrooms	1 per 14m ² 1 per 20m ² 1 per 40m ² showroom & 1 per 100m ² outdoor display
Class A2 (financial & professional services) [‡] 0-200m ² 200-1000m ² 1000m ² +	1 per 15m ² 1 per 20m ² 1 per 30m ²
Class A3 (food & drink) Restaurants & Cafes Public Houses & Licensed Bars	1 per 10m ² 1 per 6m ²
Class B1 (business) [‡] 0-240m ² 240m ² +	1 per 20m ² 1 per 30m ²
Class B2 (industry) [‡] 0-240m ² 240-1000m ² 1000m ² +	1 per 20m ² 1 per 50m ² 1 per 80m ²

Use Class	Car Parking Spaces [†]
Class B8 (storage and distribution) 0-240m ² 240-1000m ² 1000m ² +	1 per 20m ² 1 per 50m ² 1 per 80m ²
Class C1 (hotels)* Hotels	1 per bedroom
Class C2 (Residential Institutions)* Care and Nursing Homes Hospitals Residential Schools (pupils to 18 years old) Residential Colleges and Training Centres (students over 16 years old)	1 per 3 beds 1 per 2 beds and 5 per consulting room/cubicle 1 per 10 pupils 1 per 4 students (full time equivalent)
Class C3 (dwellings) Within 400m of the town centre retail area of Burton/Utttoxeter (as shown on Local plan inset maps) All other areas 1 Bedroom 2 or 3 Bedrooms 4 or more Bedrooms Sheltered Housing	1.5 spaces per dwelling (average) 1 space + 1 space per 3 dwellings for visitors 2 spaces 3 spaces 1 space per 3 dwellings
Class D1 (non-residential institutions) Health Centres, Surgeries and Consulting Rooms Crèches, Nurseries and Day Centres Schools (pupils to 18 years old) Colleges Art Galleries, Museums, Libraries and Exhibition Halls Places of Worship	5 per consulting room/cubicle 1 per 4 children 1 per 10 pupils 1 space per 2 staff + 1 per 15 students (total) 1 per 30m ² 1 per 5 seats or 1 space per 5m ² where no seating is provided

Use Class	Car Parking Spaces †
Class D2 (assembly and leisure) Cinemas and Conference Facilities Halls, Community Centres, Clubs and Dance Halls Sports and Leisure Centres	1 per 5 seats 1 per 22m ²
Stadia	1 per 22m ² indoor + 1 per 100m ² outdoor + 1 per 4 seats 1 per 15 seats

† - Where standards are per square metre they apply to the gross floor area of a building. Where a main use contains a significant sub-use, the parking requirements of the sub-use will be assessed separately from those of the main use.

‡ - Here parking standards vary according to the floorspace of the development. To calculate the total maximum allowance, include the allowance for smaller sized units. For example, a B2 unit with a floorspace of 4000m² would have a maximum allowance of 65 spaces (12 for the first 235m², 15 for the next 765m², and 38 for the next 3000m²).

* - Where accommodation for resident members of staff is to be provided, additional spaces may be allowed in accordance with the standards relating to dwellings.

2.3.2 New development schemes should not propose more spaces than the standards unless exceptional circumstances justifying a higher level of parking can be demonstrated, through a Transportation Assessment where considered appropriate by the Local Planning Authority. In such cases the applicant should show the measures they are taking to minimise the need for parking.

2.3.3 No minimum standards apply. However, where insufficient off street parking provided within a scheme would have significant implications on highway safety or traffic flow, developers will be required to provide an appropriate level of off street parking in order to alleviate this problem.

2.3.4 Where there is concern that low levels of on site parking could lead to on street parking likely to cause considerable congestion in a traffic sensitive area, or a danger to highway users, either on or off site, developers should assess the problems likely to occur, and should consider the range of solutions available to them. For example, developers may be required to make financial contributions towards the introduction of Traffic Regulation Orders for parking prohibition.

2.3.5 In some instances it may be appropriate for one car park to serve more than one development, for example when different uses take place at different times of day. Shared car parking is encouraged, provided there will be no significant implications on highway safety.

2.4 Green Travel Plans

Green Travel Plans may be required by way of section 106 obligation for new developments relating to employment, retail, leisure, services and education. These will provide a means of achieving a reduction in car use and the encouragement of more sustainable modes of transport. Further guidance on Green Travel Plans can be found in the County Council's guidelines Transport Assessments and Travel Plans for Private Development Proposals. In assessing the requirement and scope of a Green Travel Plan, each development proposal needs to be considered on its own particular merits.

2.5 Residential Parking Layout

The Staffordshire Residential Design Guide suggests that for certain types of residential development the use of unassigned communal parking areas may be appropriate, to enable the smallest number of total spaces to be provided. Such layouts may be particularly suitable where space is limited, where high densities are sought, where sites are particularly well served by public transport or lie within walking/cycling distance of a range of services, or where the housing proposed is to be occupied by residents less likely to own cars.

2.6 Residential Garages

Where garage frontages face the public highway, there should be a minimum distance of 6.0m between the garage and the highway boundary, to allow vehicles to stand clear of the highway whilst the garage door is being opened.

2.7 Servicing Requirements

New non-residential developments will be required to provide satisfactory arrangements to be agreed by the Local Planning Authority for delivery vehicles to stand, manoeuvre, load and unload within the site and to enter and leave the site in forward gear.

2.8 Motorcycles

A minimum of two safe parking spaces for motorcycles will be required in any car park of more than 25 spaces.

2.9 Cycle Parking

In order to encourage an increase in the number of journeys made by bicycle, new developments should make provision for the safe storage of cycles. Cycle supports, racks, lockers, cages and/or stands should be sited in a convenient and accessible position near to the main entrance points of the premises prescribed and be sheltered or under

cover wherever possible or unless otherwise stipulated. The Council encourages the use of 'Sheffield' type stands, which consist of an inverted 'U' of steel tube with the ends fixed to the ground, rather than 'butterfly wing' stands or concrete blocks with slots. Discussions between developers and the Local Planning Authority are encouraged in order to determine an appropriate level of cycle parking provision based upon the minimum standards laid down in the table below. Where exceptional circumstances can be demonstrated, and a lower level of provision can be justified, The Council will be prepared to consider approval of schemes that do not meet the minimum standard.

Use	Minimum Cycle Standard
Class A1 (retail)	1 cycle stand per 10 employees in secure, weatherproof shelter + 1 visitor stand per 200m ² gross floorspace - shelter optional
Class A2 (financial & professional services)	1 stand per 300m ² gross floorspace in secure, weatherproof shelter
Class A3 (food & drink)	1 stand per 5 employees in secure, weatherproof shelter
Class B1 (business) Class B2 (industry) Class B8 (storage & distribution)	1 stand per 300m ² gross floorspace in secure, weatherproof shelter
Class C1 (hotels, boarding and guest houses) Class C2 (hospitals/nursing homes) Class C3 (dwellings)	1 stand per 10 guest beds in secure, weatherproof shelter 1 stand per 3 staff in secure, weatherproof shelter + 1 stand per 20 beds 1 secure space per unit
Class D1 (health centres/surgeries) Class D1 (day nurseries/crèches) Class D1 (higher & further education) Class D1 (schools)	1 stand per 2 consulting rooms - shelter optional 1 stand per 6 staff in secure, weatherproof shelter 1 stand per 10 students + 1 stand per 10 staff all supplied in secure, weatherproof shelter 1 stand per 10 staff + 1 stand per 10 students all supplied in secure, weatherproof shelter
Class D2 (cinemas, conference facilities & sports & leisure activities) Class D2 (tennis/squash/bowling)	1 stand per 100m ² gross area - shelter optional 1 stand per 5 pitches, courts or lanes - shelter optional

2.10 Cycle Routes

Where major developments (as defined by the Town and country Planning (General development Procedure) Order 1995) are proposed, developers should provide off road routes for cyclists between the development site and, where appropriate, town centres, schools, public transport facilities and other key facilities, parking and changing facilities for cyclists, and traffic management measures to improve the safety of cyclists, in accordance with Policy T12 of the Local Plan.

3.0 Design Standards

3.1 Policy En16 of the East Staffordshire Local Plan stresses the need for development to be appropriate to its setting, provide good landscaping, and not pollute the environment through excessive noise, smoke, or fumes. Policy T9 of the Local Plan lays down criteria relating to the design and layout of parking areas. In accordance with these policies, design of parking areas should take account of the following: -

- The position of parking within development should be sympathetic to the character of the street scene.
- Within terraced plots, the entrance may be through a gap between houses or a carriageway with a building over. It is essential that there is sufficient overlooking of the parking area from the houses.
- Particular solutions should be appropriate to the position within the settlement and street and should start with examples found in similar circumstances in the settlement in which the development is to take place.
- In new developments there is an opportunity for on-street parking bays to be incorporated into the overall width of the street. Also, the creation of home zones could be considered to create a safe and attractive environment for all users of the street. These are residential streets in which road space is shared between motorists and other road users, with the wider needs of residents being accommodated. The appropriateness of home zones in individual schemes must be carefully considered, having particular regard to public safety.
- The access to all proposed parking and service areas shall be designed to meet the visibility and construction standards appropriate for the scale and type of development and the characteristics of the adjoining highway. Under no circumstances shall the position of an access result in the capacity of the adjoining highways being exceeded or the operation of public transport being impaired.

- All vehicular areas other than those providing parking for individual dwellings should be contained within walls and fences positioned to minimise the visual impact of the area and the potential nuisance to adjoining occupiers from fumes and noise. Wherever possible, perimeter landscaping including trees should be provided.
- Car parks with at least 25 spaces should include all the following within their layout: -
 - trees;
 - trolley bays (retail developments only);
 - lighting;
 - pedestrian routes demarcated by different surface materials
 - speed retarding methods;
 - routes for emergency vehicles;
 - any existing architectural, historic or landscape features worthy of retention.
- Multi-storey or underground car parks should be designed to follow the architectural design of the development through choice of massing, height, materials and elevation and the latter shall have the entrance and exit positioned so as not to detract from the appearance of the building to which it relates.
- The location and layout of parking areas should be considered having regard to safety of users and security.
- Areas to be used for overnight parking of lorries shall be located away from residential areas but shall be accessible from them by walking, cycling or public transport. The perimeters of the site may need to include mounding.

3.2 In addition to the above, design of residential parking should take into account guidance issued in the Staffordshire Residential Design Guide.