

# Parking Requirements in New Developments

## I INTRODUCTION

- 1.1 This Note is one of a series of Supplementary Planning Guidance Notes (SPGs), amplifying the development plan policies in a clear and concise format with the aim of improving the design and quality of new development. The notes are intended to offer broad guidance which will assist members of the public and officers in discussions prior to the submission of planning applications and assist officers and members in determining planning applications.

## 2 STATUS AND STAGES IN PREPARATION

- 2.1 The Council's SPG Notes are not part of the adopted plan. However, they have been the subject of both a formal Council resolution and public consultation. The Welsh Assembly Government (The Assembly), has confirmed that following public consultation and subsequent Local Planning Authority (LPAs) approval, SPG can be treated as a material planning consideration when LPAs, Planning Inspectors and the Assembly determine planning applications and appeals. This note was approved by Full Council on 21st September 2004 for use in development control. A statement of the consultation undertaken, the representations received and the Council's response to these representations is available on request.
- 2.2 These notes have been prepared in accordance with guidance contained in Planning Guidance (Wales) Planning Policy; Unitary Development Plans (Wales); Technical Advice Notes.

## 3 BACKGROUND

- 3.1 The availability of car parking is a key element in managing car use and a major influence on the choice of means of transport. Car parking can also take up large amounts of space in developments thereby reducing densities. Poor design and layout of car parking can make it more difficult to provide effective walking, cycling and public transport links.
- 3.2 The parking standards are based on the following contexts:-
- Recognition that the availability of parking influences choice of means of transport;
  - The need to reduce reliance on the motor car and promote other means of travel;
  - Making the best use of the existing transport network and of resources for transport; and
  - The need to promote regeneration and investment in Denbighshire.
- 3.3 Where major developments are proposed (a large industrial unit, office complex or housing scheme for example) car parking standards should be reduced and the development incorporate measures to further reduce reliance upon travel by car. Such measures should be detailed within a Travel Plan, produced by the applicant. Travel Plans propose measures that promote environmentally friendly forms of travel in preference to the car. To encourage cycling, measures could include financial incentives for cyclists and the provision of facilities such as showering and changing areas.

## 4 POLICY

- 4.1 The standards have been updated to reflect government and Council policy on transportation and land use planning. National and local planning policy is contained in Planning Policy Wales 2002, Technical Advice Note (Wales) 18, July 1998, Consultation Draft Technical Advice Note (Wales) - Transport (March 2001) and the Denbighshire Unitary Development Plan (UDP), adopted July 2002.



- 4.2 The Denbighshire UDP states "In the case of new development **maximum** parking standards will be applied as well as alternatives such as car sharing, public and private bus services, walking and cycling". This SPG supplements the requirements of Policy TRA9, 'Parking & Service provision' contained in the UDP.
- 4.3 Current government strategy aims to ensure that there is a reduction in the need to travel by car and to support sustainable travel options in rural areas. Guidance acknowledges that the characteristics of rural areas restrict travel options but also limits access for those without a car. Although the fundamental concept is to reduce car travel by the reduced availability of parking spaces, it is acknowledged that in rural Denbighshire the private car will remain the dominant form of transport.



**5 COUNTY STANDARD**

5.1 The Standards shown below are based on the Use Classes Order 1987 (as amended). They indicate the maximum level of parking standards that may be required, parking standards may be applied up to this level. They apply throughout the County Council with the following exceptions:-

1. Where the implementation of these standards would cause road safety or congestion problems additional provision will be required.
2. There may be occasions when a particular development does not justify the levels of parking indicated above. The authority may give consideration to a variation in standards relating to the nature of the development, a lower level of car ownership in urban areas and those well serviced by public transport. In these circumstances, a fully reasoned assessment of the parking provision proposed (covering areas such as existing public transport or parking provision) will be the subject of negotiation with the Local Planning Authority.
3. Variations may be allowed in the light of local circumstances. Local circumstances include: the availability and existing capacity of nearby parking and of public transport. All planning applications will be treated on their own merits according to the size, nature, location, density, employment and traffic generation characteristics of the proposed development. Planning policies which seek to maintain the town centre and other areas designated as the main centres for development activity in the County are also relevant considerations.
4. Within the town centre shopping area, as defined in the Development Plan, operational parking, that is for servicing only, is all that is required. Commuted payments will be required in lieu of parking provision. The preparation of Travel Plans containing a package of measures to reduce reliance on the car and promote walking, cycling and public transport use instead will be encouraged.
5. For uses not mentioned in the tables below the considerations set out in point 3 above will be used to establish maximum parking requirements in the light of the land use in question and its potential to generate traffic.
6. Innovative car free housing schemes will be considered on their merits.

**5.2 MAXIMUM Parking Standards for New Developments**

LAND USE TYPE	STANDARD
<b>A1 Shops</b>	
Food Retail	1 car space per 14m <sup>2</sup> gross floor space
Small Shops	1 car space per 15m <sup>2</sup> gross floor space
Non Food Retail	1 car space per 20m <sup>2</sup> gross floor space
<b>A2 Financial &amp; Professional Services</b>	
Financial & Professional Services	1 car space per 6m <sup>2</sup> gross floor space
<b>A3 Food &amp; Drink</b>	
Food & Drink (e.g. public house, restaurant, fast food)	1 car space per 4m <sup>2</sup> net public floor space

<b>B1 Business</b>	
Business	1 car space per 30m <sup>2</sup> gross floor space
<b>B2 General Industry</b>	
General Industry	1 car space per 50m <sup>2</sup> gross floor space
<b>B8 Storage</b>	
Storage & Distribution	1 car space per 100m <sup>2</sup> gross floor space

<b>C1 Hotels</b>	
Hotels	1 car space per bed ( <i>for function suites see A3 uses</i> )
<b>C2 Residential Institutions</b>	
Residential Institutions	1 car space per 3 bed spaces
<b>C3 Dwellings (N.B. Standards exclude garages)</b>	
1 Bedroom	1.5 car spaces per unit
2 Bedroom	2 car spaces per unit
3 & 4 Bedroom	3 car spaces per unit
5 Bedroom	4 car spaces per unit
<b>Sheltered Housing</b>	
Sheltered Housing	1 car space per 2 units & 1 space per resident staff & ambulance access. <i>Consideration should also be given to providing appropriate buggy spaces, details of which should be submitted as part of any development proposal</i>

<b>D1 Non Residential Institutions</b>	
Medical / Health Services	2 car spaces per consulting room
Education / Primary & Secondary Schools	1 car space per classroom
Sixth Form & Further Education Colleges	1 car space per 35m <sup>2</sup> gross floor space
Art Galleries, Museums and Libraries	1 car space per 30m <sup>2</sup> gross floor space
<b>D2 Assembly and Leisure</b>	
( <i>E.g. cinema, sports centre</i> )	1 car space per 4 seats for auditoria or  1 car space per 15m <sup>2</sup> gross floor space for a dance hall or sports centre

5.3 It should be noted that the car parking standards are **maximum** standards for each land use category. Where the maximum is not provided the developer will be required to show the scale of the journeys to the site and, if these journeys exceed proposed parking provision, how the resulting shortfall will be catered for. Possible solutions include a Travel Plan and/or the provision of a commuted sum for Council provided services such as a contribution towards improvements for public car parks (e.g. improved lighting or security), construction of additional car parks or a park and ride service. The commuted sum will be calculated from the cost of land and car park construction.

6 **CYCLE PARKING STANDARDS**

6.1 New developments must make provision for the safe parking of cycles. A series of **minimum** standards have been adopted for different types of development. These are shown below.

**Minimum Cycle Parking Standards**

Typical Dimensions of Bicycle 1.8m (L) x 0.6m (W)

LAND USE TYPE	NUMBER OF SPACES REQUIRED
<b>Shops</b>	
Small convenience shops	1 per 100m <sup>2</sup> gfa (or part thereof)
Food supermarkets	1 per 150m <sup>2</sup> gfa (or part thereof)
Non-food retail	1 per 200m <sup>2</sup> gfa (or part thereof)
Banks, building societies, betting shops and other offices found within shopping areas	1 per 60m <sup>2</sup> gfa (or part thereof)
Food and drink outlets	1 per 60m <sup>2</sup> gfa (or part thereof)
<b>Industrial Uses</b>	
Administrative offices, research and development uses	1 per 350m <sup>2</sup> gfa (or part thereof)
General industrial uses	1 per 500m <sup>2</sup> gfa (or part thereof)
Storage and distribution uses	1 per 1000m <sup>2</sup> gfa (or part thereof)
<b>Residential Uses</b>	
Hotels and guest houses	1 per 10 guest beds
Residential care homes, nursing homes and hospitals	1 per 10 employees
Residential schools, residential colleges and residential training centres	1 per 10 staff & 1 per 5 students
Dwellings	No prescribed standard. However, secure and convenient communal cycle parking areas may be required in appropriate circumstances (e.g. higher density developments with limited, or no car parking).
<b>Community Uses</b>	
Primary and secondary schools	4 per classroom
Sixth form and FE Colleges	1 per 35m <sup>2</sup> gfa
Medical and health centres	2 per consulting room
<b>Leisure Uses</b>	
Art galleries, museums and libraries	1 per 150m <sup>2</sup> gfa
Cinemas, leisure centres, bingo halls, concert halls	1 per 75m <sup>2</sup> gfa

**N.B.** gfa = gross floor area  
A minimum of 1 space should be provided in all classes

**7 MOTOR CYCLE PARKING**

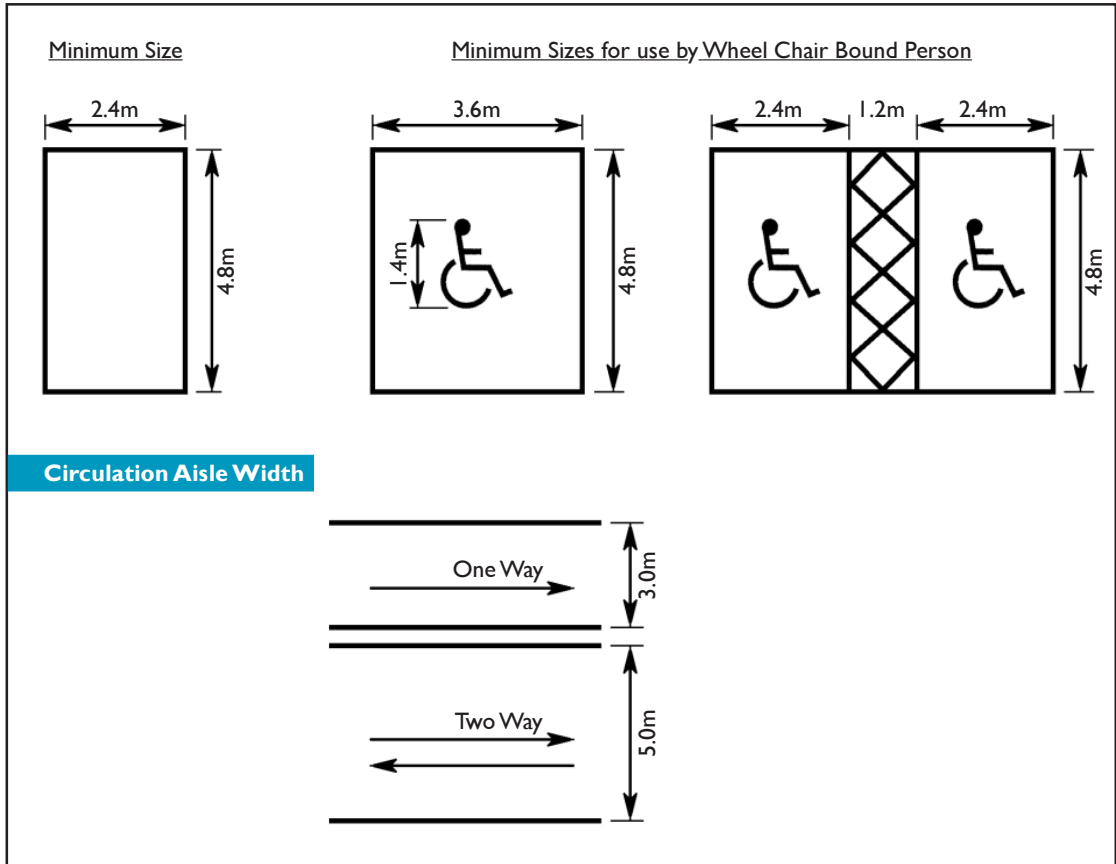
7.1 Motor cycle parking standards are in **addition** to those for pedal cycles and should be provided at sites requiring 25 or more car parking spaces at the rate of 1 space per 25 car parking spaces.

## 8 GENERAL CONSIDERATIONS

- 8.1 The size and layout of parking spaces are shown in Appendix 1. It should be noted that the parking standards provided above exclude parking provision from garages. Further information relating to garages and driveways in residential areas can be found in Denbighshire County Council's Design Guide for Residential and Industrial Developments.
- 8.2 The design of cycle parking facilities. Sheffield stands (n-shaped steel bars set into the ground) are best suited for short stay parking. These should be:-
- 750 mm high, 700 mm long and set at least 250 mm into the ground;
  - spaced a minimum of 800 mm apart;
  - polyester powder coated, coloured to match existing street furniture or buildings, (or else painted in black); and
  - be protected from the elements by a wall, shelter or canopy.
- Hitching rings or hoops affixed to walls and buildings, can also be used where space is limited and where Sheffield stands cannot be accommodated. These should be positioned at 1.8m intervals and 750 mm above ground level.
- 8.3 All cycle parking areas should be located:-
- in a convenient and prominent position, usually adjacent to the entrance to the building or use which they serve and be lit or positioned close to sources of light;
  - so that they can be monitored by closed circuit television or be visible to on-site security staff and be sited; and
  - away from trees, to minimise damage to root structures and to prevent damage to bicycles from sap and bird droppings.
- 8.4 Small clusters of cycle parking facilities are preferable to large, central parking compounds. All stands should be located so as not to obstruct or endanger pedestrians, particularly blind or partially sighted pedestrians and wheelchair users. Bollards painted with contrasting stripes may be required to give additional protection in this respect. Cycle parking areas may also need to be surrounded by tactile markings.
- 8.5 Cycle parking facilities should not damage the area's townscape or landscape. In Conservation Areas and close to Listed Buildings, special attention should be paid to the siting, design and materials used for the parking facility. Measures which detract from the character or setting of a Listed Building or which damage the character of Conservation Areas will be resisted.
- 8.6 The calculation of parking provision for **mixed use developments** will vary with the type of uses proposed. In cases where the mixed uses generally operate concurrently, levels applicable to all uses will be aggregated. Where the mixed uses generate demands at different times of the day the provision of space will be based on the development type that is the dominant use of that specific site.
- 8.7 In order to meet the needs of **disabled** people, others with mobility difficulties and those with young children, 10% of all car spaces shall be provided to 'mobility standard' (minimum width 3.6 metres). No less than 60% of these spaces shall be signed as being for the exclusive use of disabled persons. Where less than 10 spaces are to be provided, at least one of the spaces shall be to 'mobility standard'. Where less than 20 spaces are to be provided 2 spaces are to be to mobility standard and less than 60, 3 spaces. Parking provision for Sheltered Housing should have 20% of spaces provided to mobility standard. Please also refer to Supplementary Planning Guidance No.8, Access for All.
- 8.8 The distribution of disabled spaces should be made with regard to the convenience of the user and the location of individual facilities on site.

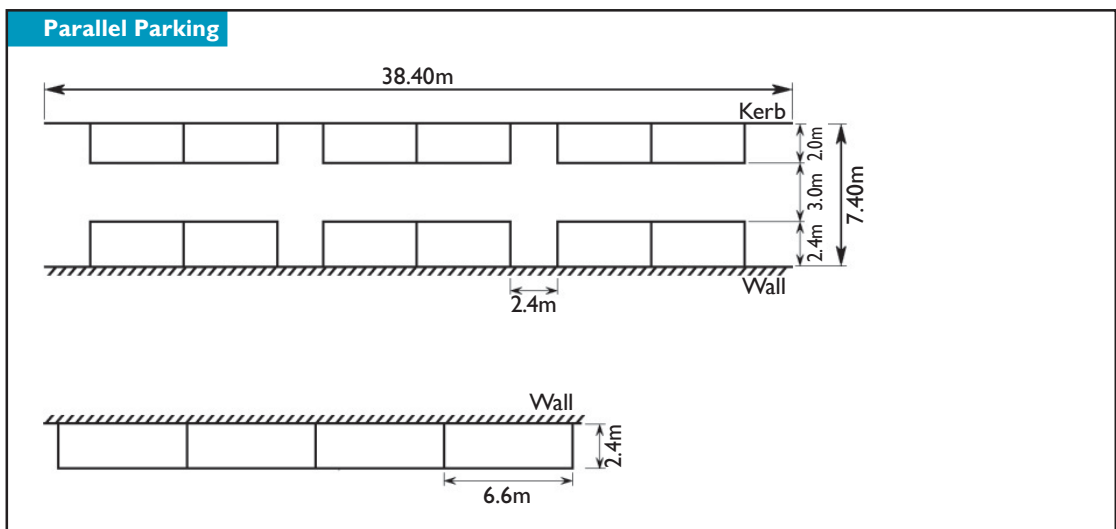
**APPENDIX I**

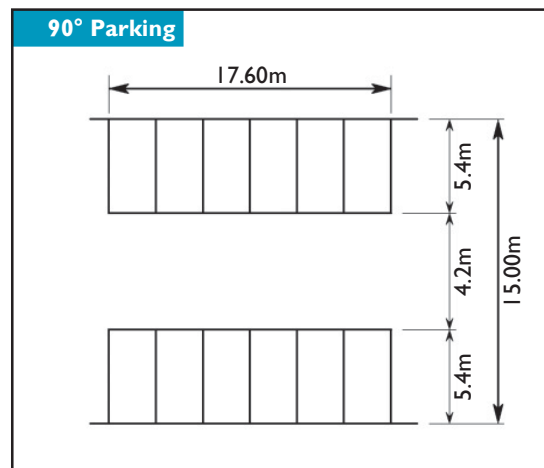
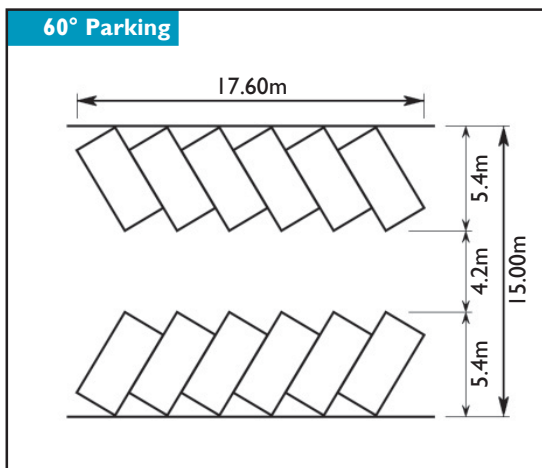
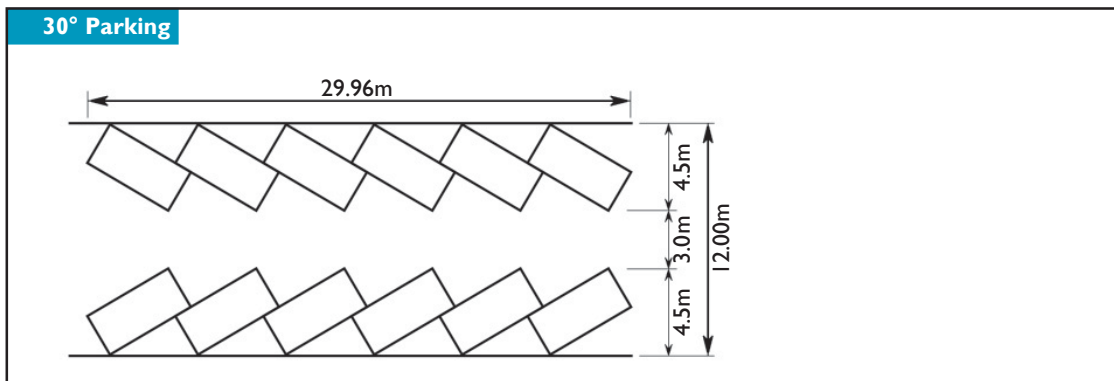
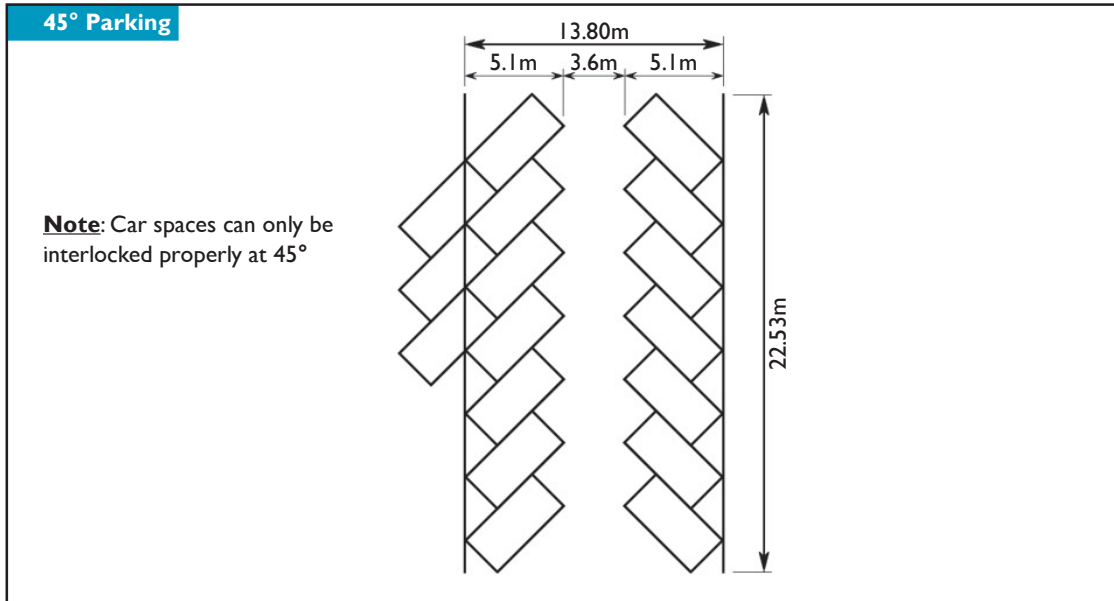
**Minimum Size of Parking Spaces**



**Layout of Parking Space**

Alternative ways of arranging 12 spaces. Individual spaces are 4.8m x 2.4m. Angled parking system must be on a one-way circulation system with adequate turning space.





**N.B.** The above dimensions are adequate for car parks. Hardstandings for residential use should be 6.0m x 3.2m to allow for pedestrians to pass. Double width driveways should be 6.0m x 5.2m