North Somerset Council

Parking Standards Supplementary Planning Document

November 2021

Parking Standards SPD

1. Introduction
2. Policy Context
3. Background and Evidence
4. Overarching Principles and Objectives for All New Development
5. Parking for Residential Development
6. Parking for Non-Residential Development
7. Electric Vehicle Parking for All New Development
8. Car Club Schemes at All New Development
9. Cycle Parking for All New Development

Appendix A: Car and Cycle Parking Standards

Appendix B: Parking Needs Assessment

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. The supplementary planning document will be 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.

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, 7, 8 and 9. 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 4 (2020-2036).

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. The 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 January 2017, 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

In line with the council's declaration of a Climate Change Emergency and aspiration to be carbon neutral by 2030, the council will be supportive of higher density developments that facilitate the use of active and public modes of transport and are less reliant on private vehicles. Car ownership levels vary considerably across North Somerset and this SPD recognises that, in some locations, a lower level of parking than the prescribed standard may be appropriate. As such, in accessible locations that are well served by public and active modes of transport, have good local facilities and are less reliant on private vehicle ownership, the council may consider levels of parking below the minimum standards set out in this SPD.

Residential developments in both Locking Castle in Weston-super-Mare and Port Marine in Portishead have demonstrated the problems that can occur where an insufficient level of parking is provided. These problems include cars parking on the public highway and creating a nuisance for other residents, causing obstructions for service and emergency vehicles, reduced visibility at junctions, as well as adverse impacts to the overall quality of place and wider adverse social wellbeing impacts. Obstructions to service vehicles have proved particularly problematic, leading to missed collections, public health concerns and resident complaints. As a statutory obligation, this requires subsequent revisits – increasing both costs and carbon emissions. It is therefore essential that any proposed reduction in parking provision at new development can be delivered without simply pushing vehicles onto the public highway.

On this basis, where provision below the minimum standard is sought, it is imperative that sustainable modes of travel be integrated into development proposals from the outset of the planning process. This must include excellent provision for cyclists and pedestrians, including segregated cycle provision in accordance with Local Transport Note 1/20 (July 2020) and cycling and pedestrian priority over motor vehicles on side roads and crossing points wherever possible. This should also include a close consideration of the local public transport network and provide high quality walking and cycling links to onsite and nearby offsite public transport routes and interchanges. For town centre locations, car club spaces must also be considered. This should be accompanied by sufficient evidence to demonstrate that a lower provision of parking will not result in significant Highway issues.

In determining a suitable reduction in the level of required parking, the council will refer to the Parking Needs Assessment included within this SPD as Appendix B. This offers developers the opportunity to score their proposals against the council's criteria for reducing the number of required parking spaces. For larger developments, multiple assessments may need to be undertaken, each covering a different geographical area of the

application site. This will need to be agreed with the Highway Authority. This should be completed as part of a broader Transport Statement, Assessment or Travel Plan and will classify proposals as one of seven varying levels of accessibility, each with a corresponding reduction to the required number of parking spaces. The final level of parking to be provided remains subject to the judgement of the council.

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. On this basis, where development proposals meet the criteria set out in the Parking Needs Assessment included in Appendix B, the council will consider a reduction in the number of required parking spaces at non-residential development.

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. The council may consider proposals for residential self-contained annexes as separate dwellings where considered appropriate.

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 a 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. These dimensions should be considered as absolute minimums and will need to be enlarged where obstructions adjacent to spaces are present.

Type of parking space	Minimum effective dimension
Parking bay	2.5m x 4.8m
Parallel parking space	6.0m x 2.0m
Garage	Internal minimum dimensions: Floor area 20sqm Width 3.0m Length 6.0m
Double garage (without dividing wall)	Internal minimum dimensions: Floor area 38sqm Width 5.5m Length 6.0m
Disabled bay	2.5 x 4.8m **plus** an additional 1.2m access zone on each side and to the rear. Access zones can be shared with adjacent spaces.
Parallel disabled space	6.6m x 2.7m (or 3.0m where placed in the centre of the carriageway). Where 5 or more spaces are to be provided, 20% of spaces should be enlarged to a length of 8m to accommodate adapted vehicles with ramp access to the rear.
Electric vehicle bay	2.8m x 5.0m
Disabled electric vehicle bay	2.8m x 5.0m **plus** an additional 1.2m access zone on each side and to the rear. Access zones can be shared with adjacent spaces.

The dimensions of parking spaces will need to be increased if spaces are situated next to a wall, footway or other potential obstruction. Spaces with obstructions at both ends, such as a garage door and footway, will need to be enlarged to a length of 5.5m. Spaces alongside a wall or other obstruction will need to be enlarged to a minimum width of 2.7m to ensure that they are usable and accessible. Spaces obstructed alongside both sides must be enlarged to a width of 3.0m.

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.

In line with the council's Accessible Housing Needs Assessment SPD, a minimum of 17% of all proposed dwellings must meet the standards contained in the Building Regulations 2010 Volume 1 M4(2) Category Two: Accessible and adaptable dwellings. On this basis, for parking spaces provided within the curtilage of such a dwelling, at least one space should be capable of enlargement to attain a width of 3.3m. For communal parking provided to a block of flats, at least one parking bay must be provided close to the communal entrance of each core of the block. This bay should have a minimum clear access zone of 900mm to one side and a dropped kerb.

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.

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 street scene 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 convenient, overlooked and within the residential curtilage 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 keep clear markings guidance, available on the council's website.

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. Where shrubs are to be used to break up parking areas, it is essential that sufficient space be allowed for growth so as not to restrict future visibility. These shrubs must not require excessive maintenance.

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 should 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.

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.

Principle 4: Low-car development

In line with the Parking Needs Assessment included within this SPD as Appendix B, the council will be supportive of low-car development in highly sustainable locations, well served by public and active modes of travel.

The council will consider low-car developments in highly accessible locations, less reliant on private vehicles, as defined by the Parking Needs Assessment contained within this document as Appendix B.

Given the problems associated with under provision of parking, it is essential that low-car developments be targeted in areas with low car ownership levels. Such developments must provide excellent pedestrian and cycling facilities, car club spaces and links to public transport. They should be marketed as low-car from the outset and integrate sustainable modes of transport into development proposals. Proactive Travel Plan initiatives which manage the demand for private vehicles and encourage future occupiers to travel by sustainable modes of transport will also be required. This should be accompanied by sufficient evidence to demonstrate that the development will not have a detrimental impact on local highway conditions. Applicants are encouraged to make use of the pre-application service to identify any specific evidence and measures that may be required by the council.

In cases where proposed development meets the criteria for low-car, it is essential that a sufficient number of disabled parking bays are included to ensure the development remains accessible and attractive to all users. This should also be accompanied by a number of loading/unloading only bays to ensure suitable access to delivery vehicles.

Similarly, to ensure safe access for emergency vehicles it is imperative that adequate measures be taken to prevent vehicles parking in a way that may obstruct necessary access.

The final level of parking to be provided remains subject to the judgement of the council.

5. Parking for Residential Development

Principle 5: 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 minimum required parking standards for residential developments are set out in Appendix A.

The council will support provision below the required standards in areas of lower car ownership and where it can be demonstrated that a development is highly accessible by alternative modes of transport and there will be no unacceptable impact on on-street parking or highway safety. The Parking Needs Assessment included as Appendix B of this SPD details the criteria by which the council may agree to a lower provision of parking.

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 council may require the site to 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 6: Allocated parking spaces

Where car parking is not located within the residential curtilage of a dwelling, at least one space should be allocated for use by each dwelling.

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

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

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.

Given that garages are often used for storage rather than parking, where the council has agreed to a reduction in the minimum number of required parking spaces, garage spaces will not count towards this 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 use of integral parking space as storage. Communal 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.

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. This design should only be considered at parking courts, or cul-de-sacs where vehicle speeds are low.
- Where driveway space is provided: the distance from garage door to footpath/road should be a minimum distance of 5.5m.

Figure 1: Example Garage parking

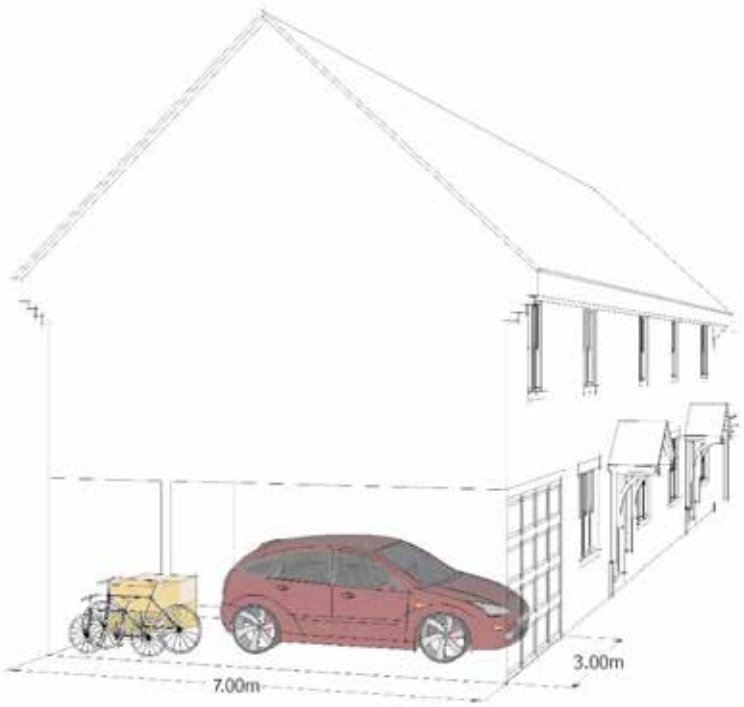
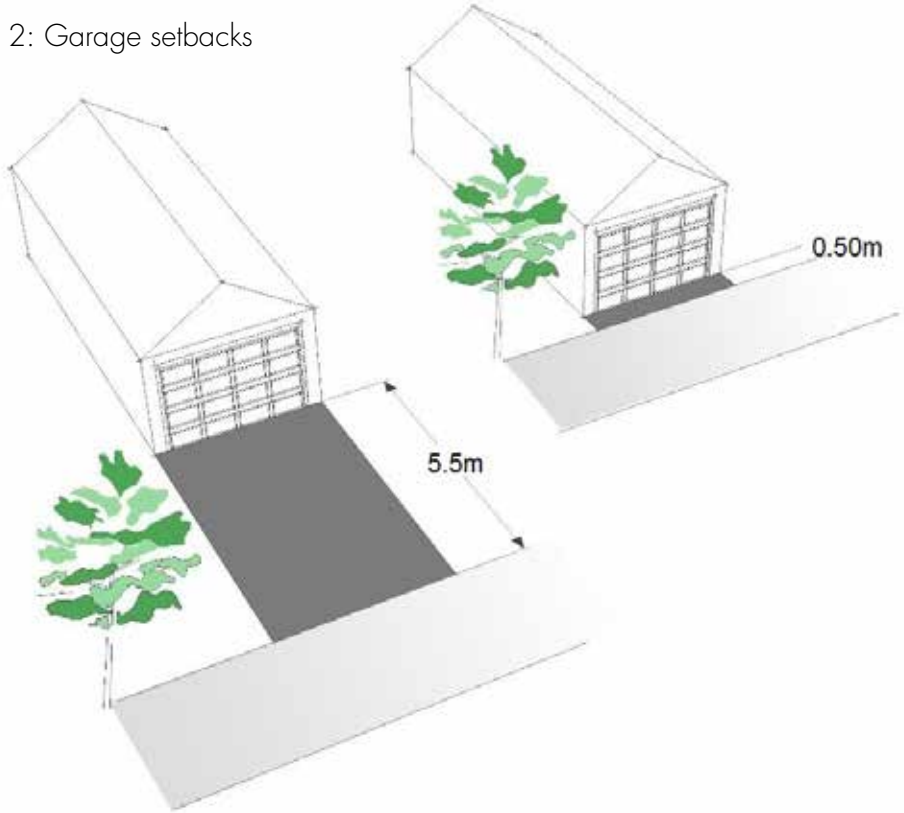


Figure 2: Garage setbacks



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 7am) and late evening (8pm 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 corresponding photographs. Prior to undertaking any parking survey, developers should confirm the details of the proposed survey (roads to be surveyed, single/both sides of the carriageway, survey times etc) with the Highway Authority.

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 3: 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. In this case, the council will consider a level of parking lower than the recommended minimum in line with the criteria set out in the Parking Needs Assessment included in Appendix B. The final level of parking to be provided remains subject to the judgement of the council.

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

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

Setting up a car club scheme, in line with the guidance set out in Principle 20, must also be considered for town centre residential developments. Such schemes can offer residents an attractive and convenient alternative to private car ownership, particularly in town centre locations where parking provision may be limited. Developers are advised to consult with car club operators to determine the suitability and likely costs of a proposed car club. Where a car club space is considered appropriate, the council may require provision via a planning condition or a Section 106 Agreement. In order to achieve maximum community uptake, these spaces should generally be located on-street and remain accessible to the wider community. In line with the council's commitment to be carbon neutral by 2030, any proposed car club must be served by an electric vehicle and, as such, be located adjacent to an electric vehicle charging point.

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.

Where provision below the required standard has been granted 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.

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 permit provision below the required parking standard where it is demonstrated to the satisfaction of the council that a development is highly accessible by alternative modes of transport and there will be no unacceptable impact on on-street parking or highway safety. The Parking Needs Assessment included as Appendix B of this SPD details the criteria by which the council may agree to a lower provision of parking.

Where provision of 10% or more below the required standard has been granted 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.

Where appropriate, non-residential developments should also consider the provision of Parent & Child bays.

Figure 4: 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 corresponding photographs. Prior to undertaking any parking survey, developers should confirm the details of the proposed survey (roads to be surveyed, single/ both sides of the carriageway, survey times etc) with the Highway Authority.

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	• For the first 2000sqm GFA,1 Heavy Goods Vehicle (HGV) space per 500sqm • Over 2000sqm GFA, 1 HGV space per 1000sqm
Retail and other uses	Applicant to demonstrate that service vehicles and HGV/van deliveries can be made without disruption to the local highway network or prejudice to highway safety.
Bay dimensions	3.0m x 5.0m for vans 3.5m x 7.5m for non-articulated HGVs and minibuses 4.5m x 16.0m for articulated HGVS, 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 standard 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, a minimum of 1 space must be provided to disabled bay dimensions.

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

In line with national inclusive mobility guidance, it is recommended that the minimum vertical clearance, from carriageway to designated parking bays should be 2600mm. This height is sufficient to ensure that vehicles with wheelchairs stowed on top are not obstructed. Where this is not possible, signs specifying the minimum clearance must be displayed prominently so that drivers can avoid entering the car park. At the same point, directions to a suitable alternative parking areas must be displayed.

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.

Consideration must also be given to safe covered storage and charging points for mobility scooters, electric wheelchairs and other mobility aids. Where appropriate, this should be determined as part of any accompanying Transport Assessment/ Travel Plan.

Principle 17: Coach Parking

Development proposals likely to generate coach travel such as sports venues, public transport interchanges, and new school developments should provide adequate space to facilitate coach parking.

Appropriate off-street facilities should be provided for the stopping, setting down and picking up of passengers, together with adequate space for the manoeuvring of vehicles to leave the site in a forward gear. The onus will be on the developer to demonstrate that an appropriate level of provision is made to satisfy likely levels of usage. Layouts requiring coaches to reverse in and out of a site would not be acceptable.

Principle 18: Motorcycle parking

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

Objectives

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

Motorcycle parking is required at a minimum of 3% of the relevant required car parking standard. This should be provided in addition to, not as a percentage of, the required level of car parking. Where considered appropriate as part of a Transport Assessment, a higher proportion of motorcycle parking can be provided.

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 passers-by.

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.

Editorial credit: Sue Rae Edmondson / Shutterstock.com

7. Electric Vehicle Parking for All New Development

Principle 19: Electric Vehicle Parking

To future proof new development by ensuring that sufficient electric vehicle parking provision and infrastructure is provided in both public and private parking areas.

Objectives

In 2017, the government announced its Clean Growth Strategy, pledging to ban the sale of new petrol and diesel cars by 2040 (revised down to 2030 in November 2020). This was followed by the Road to Zero Strategy in 2018 which set out the government's ambition for at least 50% of new car sales to be Ultra Low Emission Vehicles (ULEVS) by 2030, and to develop one of the best Electric Vehicle (EV) infrastructure networks in the world. This was accompanied by the Automated and Electric Vehicles Act 2018 which provided further support to the uptake of EVs. In line with these commitments, the NPPF was updated in 2018 to ensure new development and local parking standards consider the need to provide an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

In addition to this national framework, the council itself declared a Climate Change Emergency in 2019, aiming to be a carbon neutral council and a carbon neutral area by 2030. In line with both national and local policy, the council will therefore require the provision of electric vehicle charging points in both residential and non-residential development.

The following standards are to be considered as an absolute minimum and, as such, the council may request provision above these standards where considered appropriate.

Residential development:

- For allocated parking (both on and off plot), the council requires a minimum of 100% passive provision. This should take the form of cabling and Residual Current Device (RCD) sufficient to enable the subsequent installation of 7kW 32amp Office for Zero Emission Vehicles (OZEV) compliant wall or ground mounted charge point.
- For unallocated parking, the council will expect 75% passive provision, as well as 25% active provision. Active provision should take the form of cabling, RCD and 7kw 32amp OZEV compliant wall or ground mounted charge point. A minimum of 1 charge point, or 5% of EV bays, whichever is greater, should be accessible to disabled drivers. These spaces should be 2.8m wide with an additional 1.2m access zone to the sides and rear. Access zones can be shared with adjacent spaces.
- For on street parking, where there is no in-curtilage parking provision, the council will require 100% passive provision to ensure that costly and invasive works are not subsequently required in the public highway.

Non-residential development:

- For non-residential development, at least 20% of the total parking spaces should include fast (7kw-22kw) charging points with a minimum of 1 space. A further 20% of spaces should include passive provision to support the later installation of charging points. The council may require greater provision at areas of long-stay parking where demand may be higher.
- Where more than 20 EV bays are to be provided, provision of a rapid charger should be considered from the outset.

Where it can be demonstrated that it is not possible to provide the level of EV charging infrastructure required as part of the SPD, the council will seek appropriate mitigations, for instance, in the provision of off-site EV charging infrastructure.

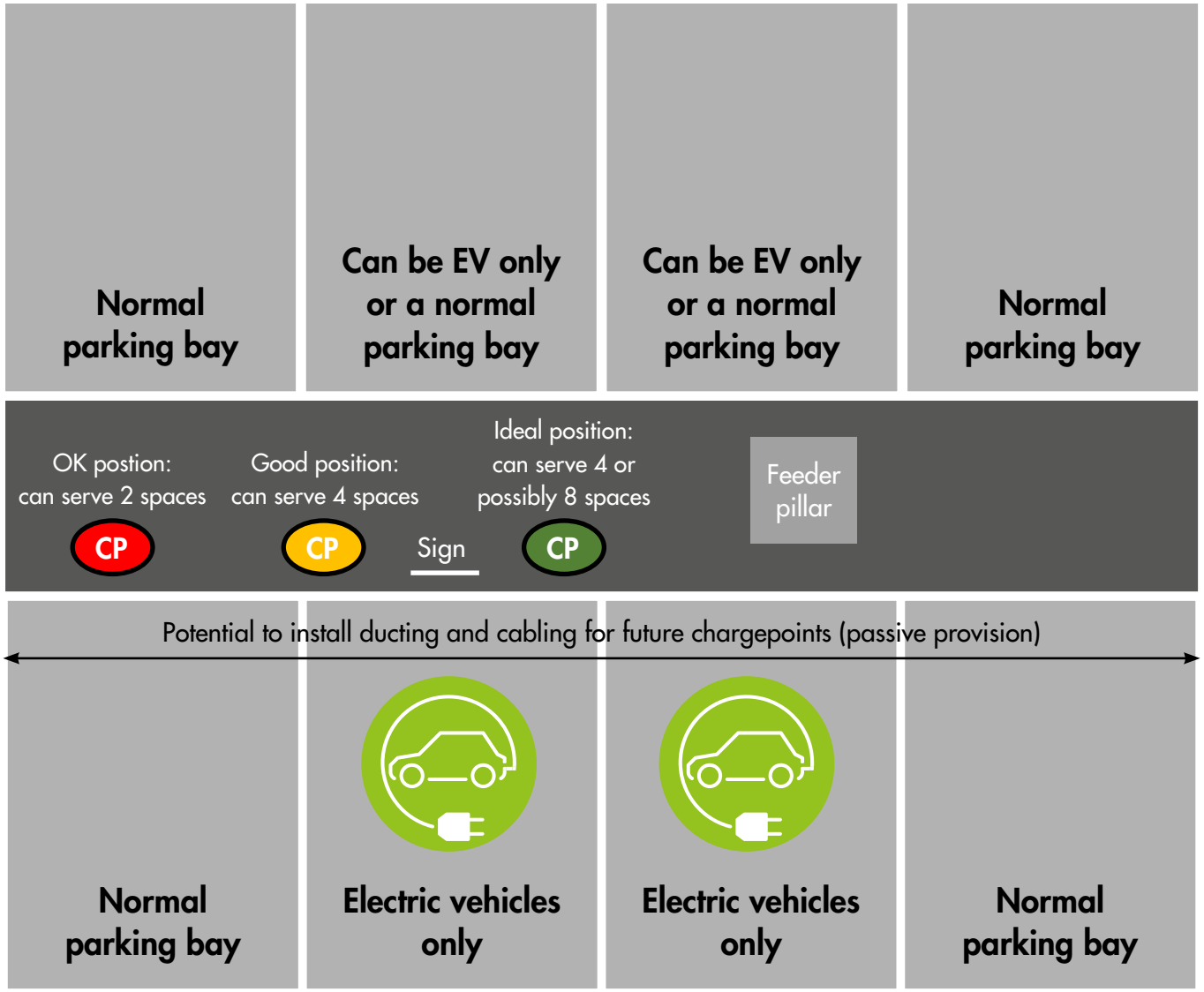
The following guidance should be adhered to in relation to non-residential EV parking bays:

- The layout of the parking bays should maximise ease of use of the charge point.

- Charge points should be placed so they can serve as many vehicles as possible, as outlined in figure 5.
- EV bays should be a minimum of 2.8m wide.
- EV charge points must be protected from collision and should be positioned such that they are not an obstacle or trip hazard to users on the road or pavement.
- A minimum of 1 charge point, or 5% of EV bays, whichever is greater, should be accessible to disabled drivers. These spaces should be 2.4m wide with an additional 1.2m access zone to the side and rear.
- EV charging bays should only be available to EVs. These should be clearly signed and marked as EV-only.
- Time restrictions of one hour should be considered for rapid EV charge points, to maximise the opportunity for use.
- Charging points should be highly visible but not disrupt the aesthetic value of the location.
- Any active provision that requires running a cable across the footway would create a safety hazard and would therefore not be considered acceptable.

It is recognised that, following consultation in 2019, building regulations may soon be altered to include requirements for electric vehicle chargepoints at all new development. Should these be introduced in addition to the standards outlined above, the council will expect provision to be delivered at whichever standard is greater.

Figure 5: Suggested charge point layout (Energy Savings Trust, Positioning Chargepoints and Adapting Parking Policies for Electric Vehicles, 2019)



8. Car Club Schemes at All New Development

Principle 20: Car Club Schemes at New Developments

Car club schemes must be considered at new developments. Where considered appropriate, the council may secure provision via a planning condition or via Section 106 agreement.

Objectives

In line with the council's declaration of a Climate Emergency in 2019, and ambition to be carbon neutral by 2030, it is essential that opportunities are taken to decarbonise our transport network and promote alternatives to private vehicle ownership.

Car clubs can offer residents an attractive and convenient alternative to private vehicle ownership, particularly in town centre locations where parking provision may be limited. They can encourage increased use of public transport, walking and cycling, whilst still providing access to a car when required. Moreover, car club schemes can act as an incentive for households to dispense of their second car, and it is estimated that each car club space typically replaces up to 10 privately owned vehicles. This has a range of potential benefits including greater residential densities, more available land for green space, and improvements to the street scene as areas become less dominated by private vehicles.

It is essential, therefore, that car clubs be considered at new developments to mitigate the reliance on private vehicle ownership and use. This is particularly true of development proposals likely to generate a large number of travel movements and those which require a Transport Assessment/ Transport Statement and a Travel Plan.

The suitability of car clubs at new development is dependent on a variety of factors, including housing density, parking policy, accessibility and visibility of the car club bays, and successful promotion and marketing. Car clubs must therefore be considered at the outset of the planning process and developers are advised to consult with car club operators at the earliest opportunity to determine the suitability and likely costs of a proposed car club. Similarly, applicants are encouraged to make use of the pre-application service to identify locations where the council may request the provision of a car club. Where the council has agreed to a reduction in the minimum number of required parking spaces at a development (in line with principle 4: low-car development), it is likely that a car club will need to be provided to mitigate the demand for private vehicle ownership.

At developments the council consider the provision of a car club to be appropriate, provision may be secured via a planning condition or Section 106 agreement.

In order to achieve maximum community uptake, these spaces should generally be located on-street and remain accessible to the wider community. In line with the council's commitment to be carbon neutral by 2030, any proposed car club should be served by an electric vehicle and, as such, be located adjacent to an electric vehicle charging point. In exceptional circumstances, where the provision of an Electric Vehicle charging point is not possible, a hybrid car club bay may be considered. Wherever possible, cycle parking, in line with the standards set out in Principle 21 of this SPD, should be made available within close proximity to the car club bay to maximise the accessibility and potential use of the car club.

Upon delivery of a car club bay, it is essential that it be promoted through a variety of channels to site occupants and the wider community including through Moving in/Welcome packs and leaflets to the local community and local businesses. Residents/employees of the site should also be provided with incentives to join, for example, through one-year complimentary membership and free drive time offers. This should be clarified and set out as part of broader Travel Plan measures.

Further information around the delivery of car club schemes can be accessed at CoMoUK.

9. Cycle Parking for All New Development

Principle 21: The application of cycle parking standards

The cycle parking standards set out within Appendix A provide the minimum requirement that will 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. All new development must adhere to the Department for Transport guidance for Cycle Parking set out in Local transport Note 1/20 Cycling Infrastructure Design (July 2020).

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. Alternatively, on-street solutions, such as cycle 'hangars' should be considered and discussed at the application stage.

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. Two-tier cycle parking is less convenient for users and may be completely unusable for those with mobility impairments. As such, the council will not support the use of two-tier cycle parking spaces at new development.

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.

Cycle stands need be located clear of pedestrian desire lines. They should be detectable by blind or partially sighted people and, as such, a ground level tapping rail at either end of a run of stands should be provided. This should include broad bands of colours to highlight the stand.

For residential uses:

- 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.
- 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.

- 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.
- In line with the council's Accessible Housing Needs Assessment SPD, a minimum of 17% of all proposed dwellings must meet the standards contained in the Building Regulations 2010 Volume 1 M4(2) Category Two: Accessible and adaptable dwellings. For these dwellings, the council will expect cycle storage to be suitable for the storage of non-standard cycles/mobility scooters and be supplied with a power point to enable charging.
- Wherever possible, cycle stores should be provided with a power point to enable charging of electric cycles.

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. Adequate lighting of cycle parking areas must be provided.
- Small clusters of stands close to main attractors are preferable to one central 'hub', although in retail malls, a central facility on the ground floor of a car park or near the main pedestrian entrance to the mall may be the optimum location.
- Where cycle parking is provided principally for staff, shower and changing facilities should be provided.
- In line with guidance from the Department for Transport's Local Transport Note 1/20 Cycling Infrastructure Design (July 2020) 5% of the total proposed cycle parking should be provided for non-standard cycles to accommodate people with mobility impairments. These should be located close to accessible car parking spaces. Where less than 20 cycle parking spaces are to be provided, a minimum of 1 space should meet the specifications of a non-standard cycle bay set out below.

For non-standard cycle parking the following guidance should be adhered to at both residential and non-residential settings:

- Spaces should be a minimum of 1.5m wide in order to allow for dismounting.
- Parking should be located on ground level or as a minimum have step-free access via a shallow ramp or large accessible lift and should be located as close as possible to the units they serve (and certainly no further than disabled car parking spaces).
- Wherever possible, non-standard cycle bays should be situated to enable users to ride in and out of spaces without the need for reversing, turning or lifting a cycle.
- Signage should be put in place that clearly denotes cycle parking allocated for non-standard cycles and blue and white paint markings should be used to delineate the area of a non-standard cycle bay
- Cycle parking should be located in a sheltered and secure location and must not be exposed to the elements.

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).

Figure 6: Example non-residential long stay cycle parking

Appendix A: Car and Cycle Parking Standards

Residential Standards

Development	Description	Minimum number of vehicle parking spaces	Required number of cycle parking spaces	Electric Vehicle Provision
General residential (including residential caravans/static homes and holiday lets)	1 bedroom unit (1 unit only)	1 space per unit	1 space per bedroom Dwellings delivered to the standards set out in the council's Accessible Housing Needs SPD, must be able to accommodate a non-standard cycle/mobility scooter and be supplied with a suitable power point for charging	For allocated provision: a minimum of 100% passive provision For unallocated provision: a minimum of 75% passive provision and 25% active provision
	1 bedroom units (5 or more units)	1.5 spaces per unit		
	2 and 3 bedroom units	2 spaces per unit		
	4+ bedroom units	3 spaces per unit		
	Holiday lets	1 space per 2 bedrooms; Minimum of 1 space		
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 scooters	For allocated provision: a minimum of 100% passive provision For unallocated provision: a minimum of 75% passive provision and 25% active provision

Development	Description	Minimum number of vehicle parking spaces	Required number of cycle parking spaces	Electric Vehicle Provision
Houses in Multiple Occupation (HMOs)	All units	1 space per 2 bedrooms	1 space per bedroom A minimum of one space must be able to accommodate a non-standard cycle/mobility scooter and be supplied with a suitable power point for charging	For allocated provision: a minimum of 100% passive provision For unallocated provision: a minimum of 75% passive provision and 25% active provision
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) Cycle spaces for residents, as well as mobility scooter spaces, to be determined as part of a Travel Plan	A minimum of 25% active provision. A further 75% passive provision
	Non-residential staff	1 space per 2 FTE		
	Visitors	1 space per 4 clients		
Hospitals	Staff	To be determined by a Transport Assessment/Travel Plan with a minimum of 1 space per 3 staff	1 space per 6 staff (minimum of 4 spaces) 1 space per 10 bed spaces (minimum of 4 spaces) Cycle spaces for visitors, as well as mobility scooter spaces, to be determined as part of a Travel Plan	A minimum of 25% active provision. A further 75% passive provision
	Visitors	To be determined by a Transport Assessment		
Nursing, residential and convalescent care homes	Staff	1 space per 2 FTE	1 space per 6 staff (minimum of 4 spaces) 1 space per 10 bed spaces (minimum of 4 spaces) Cycle spaces for residents, as well as mobility scooter spaces, to be determined as part of a Travel Plan	A minimum of 25% active provision. A further 75% passive provision
	Visitors	1 space per 4 bed spaces		
	Residents	1 minibus parking space		

Development	Description	Minimum number of vehicle parking spaces	Required number of cycle parking spaces	Electric Vehicle Provision
Boarding schools	Per classroom	2 spaces per classroom	1 space per 6 staff (minimum of 4 spaces) and 1 space per 10 bed spaces Mobility scooter spaces to be determined as part of a Travel Plan	A minimum of 25% active provision. A further 75% passive provision.
Residential colleges and training centres	Bed spaces	2 spaces per 5 bed spaces	1 space per 6 staff (minimum of 4 spaces) and 1 space per 10 bed spaces Mobility scooter spaces to be determined as part of a Travel Plan	A minimum of 25% active provision. A further 75% passive provision.
Residential higher education facilities	All units	1 space per 5 bed spaces	1 space per 2 students Mobility scooter spaces to be determined as part of a Travel Plan	A minimum of 25% active provision. A further 75% passive provision.

Non-Residential Standards

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
Retailing and servicing	Shops (Including post officers, hairdressers and other general retail uses)	1 space per 20sqm GFA	1 space per 6 staff and 1 space per 100m2 GFA (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
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 100sqm GFA (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
Eating and drinking establishments	Cafes, 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)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
Hot food takeaways	Including drive-through restaurants	5 spaces	1 space per 6 staff (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
Business	Offices, light industrial units, research and development sites, laboratories, studios	1 space per 30sqm GFA	1 space per 6 staff (minimum of 4 spaces) or 1 space per 100sqm (whichever is the greater)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
General industrial	Manufacture and process production	1 space per 45sqm GFA	1 space per 6 staff (minimum of 4 spaces) or 1 space per 500sqm (whichever is the greater)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
Storage and distribution	Warehouses, wholesale cash and carry, distribution warehouses, open and covered storage	2 spaces per 1000sqm GFA	2 spaces per 1000sqm (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
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)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
Non-residential institutions	Clinics/Dentists'/ Doctors' surgeries/ medical and health centres, veterinary surgeries	3 spaces per consulting room for patients and visitors; 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)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
	Creches, 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)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
	Nursery/infant/ junior/primary schools	1.25 spaces per classroom for staff; and Parent/guardian parking, where considered necessary, to be determined through a Transport Assessment/Statement and Travel Plan; and A minimum of one coach space must be provided	1 space per 6 staff (minimum of 4 spaces); and Cycle/scooter spaces for students to be determined as part of a Travel Plan. Minimum of 1 space per 10 pupils will be required	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
	Secondary schools	1 space per 2 staff A minimum of one coach space must be provided	1 space per 6 staff (minimum of 4 spaces); and Spaces for students to be determined as part of a Travel Plan. Minimum of 1 space per 7 pupils will be required	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
	Sixth form colleges, colleges of further education, universities	1 space per 2 staff; and 1 space per 15 students A minimum of one coach space must be provided	1 space per 6 staff (minimum of 4 spaces); and 1 space per 7 students	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
	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	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
Assembly and leisure	Sports Halls/ Swimming Pools	1 space per 20 sqm open hall/ pool area + 1 space per 5 fixed seats	1 space per 25sqm	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
	Gyms/Health Clubs	1 space per 20sqm	1 space per 25sqm		
	Cinemas, Theatres and Conference Facilities	1 space per 5 fixed seats	1 space per 25sqm		
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	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
	Garden centres	1 space per 25sqm GFA (open and covered area) Coach parking to be considered on a case by case basis	1 space per 6 staff and 1 space per 100sqm GFA (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
	Fuel filling station with shop	1 space per 20sqm GFA (of shop); and 1 space per petrol pump	1 space per 3 staff	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
	Car workshops/ repair garages/ tyre and exhaust centres and other similar uses including car wash facilities.	3 spaces per service bay; and 2 HGV spaces per HGV repair bay; and 1 space per 45sqm for staff	1 space per 3 staff	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision
	Motor vehicle showrooms and sales lots	1 space per 1 FTE staff; and 1 space per 50sqm sales area	1 space per 3 staff	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 20% active provision. A further 20% passive provision

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

Appendix B: Parking Needs Assessment

North Somerset Residential Parking Needs Assessment

Site Rating	Points from Questionnaire	Discount
Very low	0 to 10	0-5%
Low	11 to 20	6-10%
Low-moderate	21 to 30	11-15%
Moderate	31 to 40	16-25%
Moderately-high	41 to 50	26-40%
High	51 to 60	41-65%
Very high	61 +	66-95%

- At all locations, parking provision will be required for disabled persons and no discount will be applied to disabled parking bays
- All walking distance must be measured in safe walking routes. The topography and safety of walking routes must also be considered and routes considered unsuitable for users will not be accepted as part of the assessment
- For larger developments, multiple assessments may need to be undertaken, each covering a different geographical area of the application site. This will need to be agreed with the Highway Authority
- Bus services the council consider unlikely to remain in place long term will not be accepted as part of the assessment

Criteria	Variation	Possible Score
1. Walking distance (m) to nearest bus stop with daily service	Less than 300m	5
	Less than 500m	3
	Less than 1000m	1
	More than 1000m	0
2. Most frequent bus service within 500m of the site	15 minutes or less	5
	30 minutes or less	3
	60 minutes or less	2
	Over 60 minutes	0
3. Number of bus services with an at least 60 minute weekday frequency stopping within 500m of the site	6 or more	5
	2 to 5	3
	1	2
	0	0
4. Quality of nearest bus stop (if within 500m of the site)	Good: • Shelter, seating and flag; Timetable and Real-time information; • Raised kerb and adequate footway width; • Well lit, CCTV and overlooking buildings	2

Criteria	Variation	Possible Score
	Moderate: • Shelter and Flag; • Timetable Information; • Adequate footway width, no raised kerb; • Adequate lighting	1
	Poor: • Marked only by pole and flag; • Little or no timetable information; • Narrow/no footway; • Little or no street lighting	0
5. Walking/cycle distance (m) to nearest bus station or major interchange (defined as any location where 5 or more routes can be found within 200m walking distance)	Less than 500m	5
	Less than 1000m	4
	Less than 1500m	3
	Less than 2500m	2
	Less than 3500m	1
	More than 3500m	0
6. Walking/cycle distance (m) to nearest railway station	Less than 500m	5
	Less than 1000m	4
	Less than 1500m	3
	Less than 2500m	2
	Less than 3500m	1
	More than 3500m	0

Criteria	Variation	Possible Score
7. Trains per hour in each direction from nearest station (if within 3500m of the site)	5 or more	5
	3 to 4	3
	1 to 2	2
	Less than 1	0
8. Quality of nearest railway station (if within 3500m of the site)	Good: • Heated and enclosed waiting facilities; • Toilets; • Timetable and Real-time information; • Ticket office and machines; • Staffed for a majority of the day; • CCTV and other security measures; • Retail facilities; • Cycle parking within close proximity; • Fully accessible with lifts and ramps; • Bus and taxi interchange within close proximity	2

Criteria	Variation	Possible Score
	Moderate: • Waiting facilities – part enclosed; • Toilets; • Timetable and Real-time Information; • Ability to purchase tickets; • Part-time staffing; • CCTV and other security measures; • Cycle parking within close proximity; • Some disabled accessibility; • Taxi Rank only	1
	Poor: • Poor waiting facilities – not enclosed; • No toilets; • Timetables only; • Not staffed; • No security measures; • No cycle parking; • No disabled accessibility; • No taxi rank	0
9. Is the planned development within a Residents Parking Zone?	Yes	5
	No	0

Criteria	Variation	Possible Score
10. Distance to edge (m) of Residents Parking Zone (if within RPZ)	More than 400m	5
	More than 200m	3
	Less than 200m	1
	No RPZ	0
11. Walking distance to nearest Car Club Bay	Less than 200m	3
	Less than 800m	2
	More than 800m	0
12. Is there an educational centre within walking distance (1000 metres or less)?	Primary and Secondary School/ College	5
	Primary School	3
	Secondary School/College	2
	No facility	0
13. Is there a grocery shop within walking distance (1000 metres or less)?	Shopping centre or High Street	5
	Super Market	4
	Corner Shop	3
	No facility	0
14. Is there a General Practitioner or Pharmacy within walking distance (1000 metres or less)?	General Practitioner	3
	Pharmacy	1
	No facility	0

Criteria	Variation	Possible Score
15. Quality of pedestrian facilities to local amenities	Good: • Footways of at least 2m wide; • Choice of pedestrian access points to sites in at least three directions; • Pedestrian routes are well maintained, well lit and designated for disabled access	3
	Moderate: • Footways present at minimum width of 1m; • Choice of pedestrian access in at least two directions; • Pedestrian routes are maintained to a reasonable standard with some street lighting and some disabled facilities	2
	Poor: • No footways adjacent to the site or narrower than 1m; • Access from only one point; • No street Lighting or disabled facilities	0
16. Is there an educational centre within cycling distance (2500 metres or less)?	Primary and Secondary School/ College	2
	Secondary School/College	1
	No facility	0

Criteria	Variation	Possible Score
17. Is there a grocery shop within cycling distance (2500 metres or less)?	Shopping centre or High Street	2
	Super Market	1
	No facility	0
18. Number of major employment areas within cycling distance (2500 metres or less, sites identified to be agreed)	2 or more	2
	1	1
	No facility	0
19. Quality of cycling facilities to local amenities	Good: • Secure and sheltered bike storage; • Good choice of safe access routes for cyclists; • Design and maintenance of surrounding area sympathetic to cyclists; • Topography in a majority of directions is suitable for cycling	2
	Moderate: • On-road facilities and surfaces adequate for cyclists; • Some choice of safe access routes for cyclists; • Topography in some directions is suitable for cycling	1

Criteria	Variation	Possible Score
	Poor: • Poor on-road facilities and surfaces; • Limited choice of safe access routes for cyclists; • Narrow roads, no cycle lanes; • Challenging topography in close proximity of the site	0
Is the development proposing, or located within 1000m walking distance of, a community work hub? (defined as a flexible workspace open to the community which reduces the need for workers to commute to company premises by offering an alternative workspace that facilitates remote working)	Yes	3
	No	0
Does the development propose any measures to encourage active/public modes of travel e.g. shared e-bike schemes, one-year free bus pass to residents etc? (Qualifying measures to be agreed with the Highway Authority)	Yes	3 (per measure)
	No	0

North Somerset Non-Residential Parking Needs Assessment

Site Rating	Points from Questionnaire	Discount
Very low	0 to 6	0-5%
Low	7 to 13	6-10%
Low-moderate	14 to 20	11-15%
Moderate	21 to 26	16-25%
Moderately-high	27 to 34	26-40%
High	35 to 44	41-65%
Very high	45 +	66-95%

- At all locations, parking provision will be required for disabled persons and no discount will be applied to disabled parking bays
- All walking distance must be measured in safe walking routes. The topography and safety of walking routes must also be considered and routes considered unsuitable for users will not be accepted as part of the assessment
- For larger developments, multiple assessments may need to be undertaken, each covering a different geographical area of the application site. This will need to be agreed with the Highway Authority
- Bus services the council consider unlikely to remain in place long term will not be accepted as part of the assessment

Criteria	Variation	Possible Score
1. Walking distance (m) to nearest bus stop with daily service	Less than 300m	5
	Less than 500m	3
	Less than 1000m	1
	More than 1000m	0
2. Most frequent bus service within 500m of the site	15 minutes or less	5
	30 minutes or less	3
	60 minutes or less	2
	Over 60 minutes	0
3. Number of bus services with an at least 60 minute weekday frequency stopping within 500m of the site	6 or more	5
	2 to 5	3
	1	2
	0	0
4. Quality of nearest bus stop (if within 500m of the site) (See assessment criteria)	Good: • Shelter, seating and flag; • Timetable and Real-time information; • Raised kerb and adequate footway width; • Well lit, CCTV and overlooking buildings	2

Criteria	Variation	Possible Score
	Moderate: • Shelter and Flag; • Timetable Information; • Adequate footway width, no raised kerb; • Adequate lighting	1
	Poor: • Marked only by pole and flag; • Little or no timetable information; • Narrow/no footway; • Little or no street lighting	0
5. Walking/cycle distance (m) to nearest bus station or major interchange (defined as any location where 5 or more routes can be found within 200m walking distance)	Less than 500m	5
	Less than 1000m	4
	Less than 1500m	3
	Less than 2500m	2
	Less than 3500m	1
	More than 3500m	0
6. Walking/cycle distance (m) to nearest railway station	Less than 500m	5
	Less than 1000m	4
	Less than 1500m	3
	Less than 2500m	2
	Less than 3500m	1
	More than 2500m	0

Criteria	Variation	Possible Score
7. Trains per hour in each direction from nearest station (if within 3500m of the site)	5 or more	5
	3 to 4	3
	1 to 2	2
	Less than 1	0
8. Quality of nearest railway station (if within 3500m of the site)	Good: • Heated and enclosed waiting facilities; • Toilets; • Timetable and Real-time information; • Ticket office and machines; • Staffed for a majority of the day; • CCTV and other security measures; • Retail facilities; • Cycle parking within close proximity; • Fully accessible with lifts and ramps; • Bus and taxi interchange within close proximity	2

Criteria	Variation	Possible Score
	Moderate: • Waiting facilities – part enclosed; • Toilets; • Timetable and Real-time Information; • Ability to purchase tickets; • Part-time staffing; • CCTV and other security measures; • Cycle parking within close proximity; • Some disabled accessibility; • Taxi Rank only	1
	Poor: • Poor waiting facilities – not enclosed; • No toilets; • Timetables only; • Not staffed; • No security measures; • No cycle parking; • No disabled accessibility; • No taxi rank	0
9. Is the planned development within a Residents Parking Zone?	Yes	5
	No	0

Criteria	Variation	Possible Score
10. Distance to edge (m) of Residents Parking Zone (if within RPZ)	More than 400m	5
	More than 200m	3
	Less than 200m	1
	No RPZ	0
11. Distance to nearest public car park with sufficient level of spare capacity (as evidenced with a parking survey)	Less than 200m	5
	Less than 500m	3
	Less than 1000m	1
	More than 1000m	0
12. Walking distance to nearest Car Club Bay	Less than 200m	3
	Less than 800m	2
	More than 800m	0
13. Quality of pedestrian facilities to the site	Good: • Footways of at least 2m wide; • Choice of pedestrian access points to sites in at least three directions; • Pedestrian routes are well maintained, well lit and designated for disabled access	3

Criteria	Variation	Possible Score
	Moderate: • Footways present at minimum width of 1m; • Choice of pedestrian access in at least two directions; • Pedestrian routes are maintained to a reasonable standard with some street lighting and some disabled facilities	2
	Poor: • No footways adjacent to the site or narrower than 1m; • Access from only one point; • No street Lighting or disabled facilities	0
14. Quality of cycling facilities to the site	Good: • Secure and sheltered bike storage; • Good choice of safe access routes for cyclists; • Design and maintenance of surrounding area sympathetic to cyclists; • Topography in a majority of directions is suitable for cycling	3
	Moderate: • On-road facilities and surfaces adequate for cyclists; • Some choice of safe access routes for cyclists; • Topography in some directions is suitable for cycling	2
	Poor: • Poor on-road facilities and surfaces; • Limited choice of safe access routes for cyclists; • Narrow roads, no cycle lanes; • Challenging topography in close proximity of the site	0

North Somerset COUNCIL

Produced by Highways Development Management • North Somerset Council

01275 888 802 • HTDevelopmentManagement@n-somerset.gov.uk • www.n-somerset.gov.uk

30530 0921

This publication is available in large print, Braille or audio formats on request.

Help is also available for people who require council information in languages other than English

Please contact 01934 888 888