

Appendix B – Policy T5 Parking Standards

1.0 Residential Car Parking Standards

- 1.1 The standards set out below in Table 1 have been evidenced using the Buckinghamshire Countywide Parking Standards (Buckinghamshire County Council, September 2015) as a basis and updated to reflect local circumstances in relation to recently approved developments, best practice and accessibility.

Table 1 - Residential Car Parking Standards

Bedroom numbers	Standards (optimum)	Exception
1	1.5 spaces	1 space per dwelling plus one visitor's space for every two dwellings
2	2 spaces	
3	2.5 spaces	2 spaces per dwelling plus one visitor's space for every two dwellings
4	3 spaces	
5 +	3.5 spaces	3 spaces per dwelling plus one visitor's space for every two dwellings
Bedsits/studios are included in the 1 bedroom category.		
Note		
<p>1. The car parking standards set out here are optimum standards; the level of parking they specify should be provided within the curtilage unless specific local circumstances can justify deviating from them. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation. This evidence must be included in (and/or consistent with) the developer's Travel Plan and Transport Assessment.</p>		
<p>2. Houses in Multiple Occupation (HMOs) and converted student accommodation - There should be provision for parking spaces in line with other residential dwellings. As with all developments the standards allow for flexibility where there is evidence that they would not be appropriate. Where a local planning authority considers that other rooms are likely to be used as bedrooms, they may wish to consider including these within the calculation for parking provision.</p>		
<p>3. Studies, other than those on ground floors, will be regarded as bedrooms.</p>		

- 1.2 Where there are changes to existing properties such as extensions and garage conversions, developers will be required to provide sufficient parking to meet the above standards based on the standards specified. It will be the developer's responsibility to make sure that the changes made to an existing property will not prejudice the retention of adequate parking within the curtilage of the property.

2.0 Non-residential car parking standards

2.1 Non-residential car parking standards have been derived using TRICS. Table 2 sets out the resulting standards. Each use class parking standard is based on Gross Floor Area (GFA), or by staff/consultation room where indicated. Due to the limitations of the data available to us, there are a number of exceptions to these standards, and these are outlined in Table 2 below.

Table 2 - Non-residential Car Parking Standards

Land use – new developments	Standards
A1. Retail (GFA < 1000 sqm) See additional guidance below.	1 space per 23 sqm
A1. Non-food retail (GFA >1000 sqm) See additional guidance below.	1 space per 38 sqm
A1. Food retail (GFA > 1000 sqm) See additional guidance below.	1 space per 17 sqm
Retail warehouses (DIY, Garden Centre)	1 space per 67 sqm
Retail warehouse w/o garden centre	1 space per 65 sqm
A2. Financial and professional services	1 space per 25 sqm
A3. Restaurant – single	1 space per 16 sqm
A3. Public houses, restaurant	1 space per 17 sqm
A3/A4. Pub restaurants + hotel	Case by case
A4. Public houses without restaurant (although site may sell bar food)	1 space per 25 sqm
A5. Takeaways	1 space per 23 sqm
Business	
B1. Business – offices See additional guidance below.	1 space per 25 sqm
B2. General Industrial	1 space per 64 sqm
B2. Industrial Estate	1 space per 87 sqm
B8. General Warehouse, Industrial Units	1 space per 130 sqm
	Please see additional guidance below on servicing arrangements and operational guidance.
Other use classes	
C1. Hotels and hostels	1 space per bedroom
C2. Hospitals	Case by case
C2. Care Homes	1 space per 3 residents
Retirement flats	1 space per 4 units (unallocated)
D1a. Art galleries/museums	1 space per 89 sqm
D1a. Exhibition centre	1 space per 25 sqm
D1 (g & h). Place of worship/public assembly buildings	1 space per 25 sqm
D1b. Health surgeries	1 space per 20 sqm
D1e. Primary schools See additional guidance below.	1 space per f.t.e staff
D1f. Secondary schools See additional guidance below.	1 space per f.t.e staff
D1e. Higher, further education, college	1 space per 1 ft.e staff + student parking to be assessed individually
D1. Library	1 space per 50 sqm
D2. Bingo Hall	1 space per 21 seats

D2. Cinema	1 space per 12 seats
D2. Leisure Centre – swimming pool	1 space per 62 sqm
Tennis courts	2 spaces per court or individual assessment
B1/B2. Motorist centre/car servicing	1 space per 53 sqm
B2. Repair Garage	1 space per 35 sqm
Sui Generis. Theatres	1 space per 12 seats
Note	
<p>1. The car parking standards set out here are optimum standards; the level of parking they specify should be provided unless specific local circumstances can justify deviating from them. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation. This evidence must be included in (and/or consistent with) the developer's Travel Plan and Transport Assessment.</p> <p>Additional guidance:</p>	
<p>A1 shops – In all cases, adequate provision should be made for the parking and turning of service vehicles serving the site, off the highway.</p>	
<p>B1 Business – These optimum standards are designed to provide an appropriate level of parking across the county. However recent developments suggest higher levels may be required in certain areas. This may be due to specific to local circumstances and/or the geography of the district. Where this is the case, the flexibility allowed by the standards should be applied.</p>	
<p>Shared use facilities – When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use.</p>	
<p>All schools and colleges - All school and colleges should provide appropriate drop off areas as well as car parking. Drop offs can reduce the need for parking, improve circulation and ultimately reduce congestions problems on local roads around the school.</p>	
<p>Secondary schools – where there is a 6th form, student parking should be assessed individually.</p>	
<p>Residential schools – to be assessed individually.</p>	
<p>Warehouse – Consideration should be given to the requirement for overnight parking and facilities. Also due to variability of the sites, the standard will need to be considered carefully and greater flexibility may be needed here.</p>	
<p>Parking For Service Vehicles - The provision of spaces for goods vehicles to load and unload will be assessed for each development proposal on its merits. Car sales/showrooms will be expected to ensure that deliveries by car transporters can be appropriately accommodated.</p>	
<p>Converted Care home/sheltered housing accommodation - Where properties are converted into care homes/sheltered housing accommodation, developers will need to agree with the local planning authority (following appropriate discussion with BCC).</p>	
<p>Hospitals – Due to the complexity of parking requirements in relation to staff management, patient and visitor demand and differing needs form each service it is prudent to consider parking on cases y case basis. A number of points should be considered when determining parking requirements, including existing issues such as lack of capacity, overspill and neighbourhood issues; existing parking provisions; use and demand; long term development plans; accessibility by public transport; the overall sustainability and accessibility of the site; type of hospital; and number and timing of users.</p>	

3.0 Cycle Parking Standards

- 3.1 There is a variety of guidance available on the design and layout of cycle parking. Sustrans (2004) provides extensive information on the location, design, and amount of cycle parking. This takes into account the importance of ensuring cycle

parking is safe and secure, attractive, accessible and convenient to the user. Cycle parking for flatted development will be positioned to ensure it is covered, secure and overlooked. For houses, cycle parking is normally accommodated in a garage or a shed within the curtilage of the property. Table 3 below outlines the standards for cycle parking.

Table 3 - Cycle Parking Standards

Land use - new developments	Required number of cycle space(s)
Residential dwelling (Flats)	Where no garage or other suitable accommodation is provided at least one secure cycle space per residential
Elderly persons/sheltered accommodation	1 space per 10 residents, plus 1 space per 5 staff on duty
Multiple occupancy	0.5 spaces per bedroom, plus 1 visitor space per 10 bedrooms
A1. Retail	3 spaces per 150 sqm (1000sqm)
Storage/distribution warehouse	1 space per 500 sqm up to 10,000 sqm. After 10,000sqm, 1 additional space per 20,000 sqm
Garden centre	Case by case
A3. Food and drink (inc pub, restaurant)	1 space per 100 sqm
B1 Business offices	1 space per 250 sqm
Industrial unit	1 space per 500 sqm
Industrial estate	1 space per 500 sqm
C1. Hotel and hostels	1 space per 15 bedrooms plus 1 space per 7 staff
D1. Surgeries/health centres	1 space per 5 staff
D2. Assembly and leisure Theatres, cinema	1 space per 100 seats
Leisure centres/ pools	1 space per 400 sqm
Schools (Please note, standards reflect use of scooters plus bikes)	
D1e. Primary	1 space per 10 staff and students
D1f. Secondary	1 space per 7 staff and students
D1e. Colleges	1 space per 20 full time staff and students
D1. Libraries	1 space per 200 sqm
Bus station	Case by case
Train station	Case by case

4.0 Motorcycle Parking Standards

4.1 Motorcycle/scooter spaces will need to be need to ensure they are secure, well lit, and situated in prominent, accessible locations and over looked. For security, the use of anchor points (such as steel rails or hoops) is recommended as a minimum. Table 4 below outlines parking standards for motorcycles and scooters.

Table 4 - Motorcycle Parking Standards

Land use - new developments	Required number of motorcycle space(s)
Non residential	Minimum of 1 space for all new developments
	Plus 1 space per 30 car parking spaces
Residential	1 unallocated space (in communal areas) per 30 car parking spaces

5.0 Blue Badge Parking

5.1 When considering blue badge parking, the current district council standards were considered alongside national policies and guidance; guidance from non-governmental organisations; and best practice examples from other authorities as identified in the national policies and guidance. Table 5 below outlines the recommended numbers of reserved spaces for Blue Badge parking.

Table 5 – Blue Badge Parking Standards

Land use - new developments	Required number of Blue Badge space(s)
Employment premises for employees and visitors	< 200 spaces: 5% of capacity, minimum 2 spaces
	> 200 spaces: 2% of capacity plus 6 spaces
Shopping areas, leisure and recreational facilities	< 200 spaces: 6% of capacity, minimum 3 spaces
	> 200 spaces: 4% of capacity plus 4 spaces

5.2 Blue badge parking should be located within 50 metres of the entrance of the service it is provided for, on firm, level ground, in well-lit areas. If the distance between the parking facility and the entrance is (unavoidably) greater than 50 metres, no more than 50 metres should be uncovered. Where ramps are used to provide level access it is important to consider that these can be difficult to negotiate for some ambulant disabled people.

5.3 The route between the parking facility and the service should be direct and suitable for wheelchairs and those with limited mobility, with no steps, bollards, or heavy doors.

5.4 In multi-storey car parks blue badge parking should be on the same level as pedestrian access, or positioned close to a lift with wheelchair access. In all cases, blue badge parking should be positioned to protect users from moving traffic.

5.5 Where machines with audio capabilities (such as ticket machines and entrance and exit gates) are present, a loop system should be in place to help users with limited hearing to use these.

6.0 Residential car parking size and design

Dimensions for car parking

6.1 Evidence shows that the size of vehicles has increased over time. As a result, the size of parking spaces has been reviewed, and the size increased for both residential and non-residential parking, to better reflect the current size of vehicles. Table 6 below identifies the minimum bay size for cars.

Table 6 – Minimum car parking dimensions

Length	4.8m
Width	2.4m

6.2 The minimum bay size must be used unless developer evidence suggests otherwise. If spaces are smaller than the minimum bay size, the bay will no longer be considered a usable parking space. Where spaces are constrained by a wall on one side, which may consequently prevent a door from opening, the space may need to be larger.

6.3 For Blue Badge parking bays the design of each space will need to make provisions for disabled drivers and cars carrying disabled passengers. The standards for a standards bay, in line bay and bank of bays can be found in Table 7 below.

Table 7 – Minimum car parking dimensions for Blue Badge parking

Standard Bay and Bank of Bays	Width: - 1,200mm hatched access (located in between for bank of bays) - 2,400mm Length: 4,800mm
Bays in line	Width: - 2,400mm Length: 6,600mm

6.4 Street width design needs to be considered to accommodate on-street parking. Where unallocated parking spaces are distributed throughout a development, an increased carriageway width should be used for in line parking provision to allow cars to park on either side of the street, leaving at least an appropriate width carriageway. Increasing the length of an on-street parking bay may also need to be considered for parallel parking. Table 8 below identifies the minimum in line parking dimensions.

Table 8 – Minimum In line parking dimensions

Length	6.0m
Width	3.0m

6.5 Parking spaces in front of a garage or vertical feature would require a 5.5m space for access to the car boot.

6.6 There should be a distance of 6.5m between rows for access where the parking spaces are at right angles to the traffic lane. The distance between rows can be reduced where the parking spaces are at angles to the traffic lane.

Garage provision and size

- 6.7 It is clear that some garages within Aylesbury Vale are not used for parking of vehicles, but instead are used for storage or other purposes. Historically, garages have been too small to accommodate most family cars, a bicycle and other domestic goods - contributing to this problem. Garages are, therefore, required to provide enough space for all functions they are planned to accommodate. Where a garage is to be used for cycle or motorcycle parking, a suitable area must be provided on top on the dimensions set out here. This area must meet the minimum dimensions set out for cycle and motorcycle parking in Sections 3 and 4 respectively. Table 9 below sets out the minimum dimensions for a garage.

Table 9 – Minimum garage dimensions

Length	6.0m
Width	3.0m

7.0 Parking Courts

- 7.1 Rear parking courts will only be considered in circumstances where no other alternative can be used. Where a rear parking court is considered it must be part of a coherent overall layout, be small and over looked by dwellings and secured.
- 7.2 Front court parking should be located to the front of plots with no more than 6 spaces in a row. Sufficient space will be incorporated in between sections of parking for appropriate planting to reduce the visual dominance of the cars in the street. 2m wide paths to the rear of the bays ensure cars do not overhang and affect pedestrian movement.