



**Parking Standards  
Supplementary Planning Document**

**Consultation Draft**

**December 2018**

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# 1. Introduction

- 1.1 The purpose of this Supplementary Planning Document (SPD) is to guide and support planning decisions in relation to parking issues and support the Local Plan policy ITCR11: Parking Provision; by setting out the number and design of parking spaces to meet current and anticipated future demands.
- 1.2 In order for these standards to work alongside the Local Plan with the aim of achieving sustainable development in the District, it is important that parking provision is considered early in the design process. This will ensure parking is well integrated within development, helping create successful places, rather than being an afterthought that is not visually attractive and does not function well.
- 1.3 Parking for all types of development should be convenient and safe for all users, including: residents, workers, visitors and people with disabilities. Not only should the appropriate number of parking spaces be provided, consideration also has to be given to; how developments can promote sustainable modes of travel; how parking provision can positively contribute to the attractiveness of developments; and how well designed parking provision can help prevent illegal, unsightly and unsafe parking. Such parking can hinder the access of emergency and service vehicles, and cause risk to pedestrians; particularly those using push chairs, wheel chairs, mobility scooters, people with visual or physical impairments and children.
- 1.4 It is important that parking standards allow flexibility to ensure that appropriate levels of parking provision are provided, which may differ between locations and developments. However, the standards set out in this document are responsive to the local situation. Any departure from the standards must be fully justified and not lead to negative impacts on health and safety or unacceptably impact upon amenity.
- 1.5 The parking standards set out in this document apply to all new development, including extensions and conversions.
- 1.6 The objectives of this SPD are, therefore, to:
  - explain the need for parking standards and how this SPD aligns with the national and local policy context;
  - set out the District's parking standards to guide proposed development, including the requirement for provision and design;
- 1.7 In the creation of this SPD, the Council has looked at past and current parking policies and guidelines, examples of best practice and the

approach of neighbouring authorities. It has also liaised with Derbyshire County Council (as the local Highways Authority), to ensure that this SPD dovetails with the joint guidance document they endorse, 'Delivering Streets and Places'. This SPD therefore sets out the provision requirements that should be provided in accordance with the design guidance set out in the Delivering Streets and Places document.

- 1.8 Development Management Officers have also been consulted during the creation of this SPD to establish what issues are currently faced regarding parking provision when determining planning applications. This co-operative approach ensures that the SPD is something that Officers can work with, as together with designers and developers, they will be among the core users of the document, when advising on development proposals and determining planning applications.

## 2. Policy Context

- 2.1 National policy has changed over the years from its approach of limiting parking in attempt to reduce private vehicle usage and encourage the use of more sustainable modes of transport, to now recognising the importance of achieving the right balance locally.
- 2.2 There have been many key parking guidance documents along the way, including:
- DfT Traffic Advisory Leaflet 5/95 (1995);
  - DfT Inclusive Mobility (2005);
  - DCLG Residential Car Parking Research (2007);
  - DCLG & DfT Manual for Streets (2007) and Manual for Streets 2 (2010);
  - DCLG Planning Policy Guidance 13: Transport (updated 2011);

as well as more local documents such as 6C's Design Guide and now 6C's Delivering Streets and Places. All of these documents have been considered in the formulation of these standards.

- 2.3 The current policy context is set out below:

### National Policy

- 2.4 The Local Plan and the relevant Parking Policy were developed, and will be examined against, the 2012 National Planning Policy Framework (NPPF 2012). However, in the interests of the longer term applicability of this document it is important that it takes account of the most up to date national policy.
- 2.5 This is embodied within the latest NPPF, published in July 2018. The NPPF still emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development. It also explains that there are three dimensions to sustainable development; economic, social and environmental. Therefore, to achieve sustainable development, economic, social and environmental objectives should be pursued in mutually supportive ways.
- 2.6 The following paragraphs are relevant to parking provision:

Paragraph 102: *Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: ...*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

Paragraph 105: *If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

Paragraph 104: Planning policies should:

- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)*

Paragraph 106: *Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.*

Paragraph 107: *Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.*

2.7 Paragraph 106 incorporates the ministerial statement from March 2015 which said: “Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.” This statement emphasises that parking matters should be dealt with locally to reflect local circumstances, and moves away from previous maximum parking standards that were abolished in 2011. It is recognised that maximum standards, aimed at reducing private vehicle usage and

encouraging more sustainable modes of transport, have not resulted in the desired outcomes and has led to further parking issues.

- 2.8 Whilst we must seek to tackle climate change, limiting parking spaces has not brought a reduction in car ownership. Under provision has resulted in illegal, dangerous, inconsiderate and anti-social parking, and whilst there are fears that more parking will lead to an inefficient use of space and contribute to unattractive places, integrating parking into a scheme at an early stage can help ensure its design can contribute to attractive developments that work well.
- 2.9 Therefore, in order achieve sustainable development locally, and ensure that sustainable modes of transport are still encouraged alongside providing suitable parking provision, it is important that the Council sets out clear policy defining the amount design of parking provision required, in a way that has the flexibility to respond to specific locational circumstances.

#### Local Policy

- 2.10 Derbyshire County Council in their response to the Consultation Draft Local Plan (CDLP) in December 2016, stated:

*“The CDLP needs to make more reference to parking in addition to indicating that where appropriate developments should make provision for off-street parking, service and emergency access. Parking Standards, for example, need to be identified”.*

- 2.11 The Publication Local Plan responded to this by including policy ITCR11: Parking Provision, which forms the basis for this SPD.
- 2.12 The introduction to the policy highlights the 2015 Ministerial Statement on planning matters which included guidance on the provision of car parking spaces to be read alongside the National Planning Policy Framework. This expects local planning authorities to only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.
- 2.13 The Plan also sets out that without adequate car parking provision for residents, customers and visitors or as a result of poor design, inappropriate and illegal parking will occur on pavements verges and adjoining areas leading to impacts on local highway network and surrounding neighbourhoods.
- 2.14 In addition, due to Bolsover District’s semi-rural character high frequency and extensive public transport services are not currently available meaning the opportunities for people to access reasonable public transport are largely

limited to the District's most sustainable settlements. As a result, the Council considers that it is essential to set out appropriate standards of parking provision for most types of development and undertake to provide a new Supplementary Planning Document on Local Parking Standards.

2.15 The Policy states:

**Policy ITCR11: Parking Provision**

Planning permission will be granted where there is appropriate provision for vehicle and cycle parking as outlined within the Local Parking Standards Supplementary Planning Document.

Parking provision should:

- a) relate well to the proposed development;
- b) be well designed, taking account of the characteristics of the site and the locality and avoiding car dominated street scenes;
- c) provide a safe and secure environment;
- d) minimise conflict with pedestrians and / or cyclists;
- e) make provision for service and emergency access.

### 3. Methodology

- 3.1 Delivering Streets and Places (2017) provides design guidance for parking provision but as the document has been produced by and for numerous Councils', whose areas have individual characteristics and needs, the document does not specify requirements in terms of numbers of spaces. The predecessor to this document, 6C's Design Guide, referred to the methodology set out in the Department for Communities and Local Government's (DCLG) 'Residential Car Parking Research' (2007). This method provides guidance on the requirement for residential parking based the on an assessment of anticipated future levels of car ownership. It also explores the differences in required provision when provision is provided by allocated and unallocated spaces, in recognition that over provision also has negative effects such as wasted and unsightly space, where parking dominates the street scene.
- 3.2 This method assumes that car ownership levels for new housing would be similar to what already exists for existing housing in the area. It also requires up-to-date data on car ownership by tenure and house size. As it is difficult to obtain detailed up-to-date data on this matter, the Council has taken a wide ranging approach formulating its parking standards, where it has considered: the local context and issues, previous requirements and their effectiveness, previous national studies and guidance, and the approach of similar and neighbouring authorities.
- 3.3 DCLG's Residential Car Parking Research (2007) states that, "the number of cars per household in the UK does not appear to be reaching saturation level and that car ownership is: ... likely to continue to grow for the foreseeable future" (page 4).
- 3.4 Table 1 below takes data from the 2001 and 2011 Census' and shows the total number of households in the District and breaks this down into the amount of households where one or more members have access to 1, 2, 3 or 4+ cars / vans. This has been converted into a percentage of the total households to aid analysis.

*Table 1: Car / van availability derived from 2001 and 2011 Census:*

Total number of households	Number of households with no car/van	Number of households with 1 car/van	Number of households with 2 cars/vans	Number of households with 3 cars/vans	Number of households with 4+ cars/vans
<b>2001</b>					
30,248	8,309	13,526	6,870	1,210	333
% of total households	27.5	44.7	22.7	4	1.1
<b>2011</b>					
32,801	7,662	13,986	8,627	1,909	617
% of total households	23.4	42.6	26.3	5.8	1.9

- 3.5 From the table, it is clear to see that between 2001 and 2011, the percentage of households with one or no cars decreased whilst the percentage of households with 2 or more cars increased. Furthermore, in terms of the households that do have access to vehicles, there has been an increase in numbers in every category.
- 3.6 This reinforces the need for **minimum** parking standards at District level. The Chartered Institution of Highways & Transportation (CIHT) and the Institute of Highways Engineers (IHE) joint publication; Guidance Note: Residential Parking, explains that:
- “Minimum levels of parking, in the context of good design and the efficient use of land, involve setting baseline amounts of spaces that are designed to achieve the maximum amount of use.”*
- 3.7 On consideration of the available guidance, the 6C’s, which the District’s local highways authority, Derbyshire County Council, is a member of, produced and approved the publication: Delivering Streets and Places (2017). This provides detailed design guidance for both on and off-street parking and it is considered that this does not need to be replicated. Guidance on parking design is also contained the Successful Places SPD (2013). Accordingly, **the design of parking provision must be in conformity with the guidance set out in the 6C’s Delivering Streets and Places (2017) and Successful Places SPD (2013), or any subsequent replacement documents in the future:**  
<https://www.nottinghaminsight.org.uk/Document-Library/Document-Library/197452>
- 3.8 Parking provision in terms of the number of spaces required is an issue that is locally distinctive and therefore not set out in this in that document. In exploring available information and the considerations listed above, the resulting residential parking standards are set out below:

## 4. The Standards

### Residential Development

- 4.1 Table 2 below shows the **minimum** number of parking spaces required for different sized dwellings:

*Table 2: Residential Car Parking Standards*

Number of bedrooms	Number of spaces
1 bed and aged persons residence	1 space per unit plus 1 space per 2 units for visitors
2/3 bed	2 spaces per unit
4+ bed	3 spaces per unit (with a preference of no more than 2 in-line*)

\*This includes circumstances where a garage meets the minimum internal dimensions to count as a parking space. Having more than 2 vehicles in tandem will only be allowed where not doing so would lead to an unsatisfactory design scheme.

- 4.2 These standards apply to all new residential development, including extensions and changes of use.
- 4.3 Whilst it is acknowledged that there may be a limited number of exceptional circumstances where a departure from the standards may be acceptable, the departure must be fully justified and not lead to negative impacts on health and safety or unacceptably impact upon amenity. Any material considerations that may justify such a departure must be clearly demonstrated by the applicant, including evidence of how the proposal will not detract from the objectives of these standards.

### Residential garages and Cycle parking

- 4.4 The provision of residential garages and cycle parking should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them.

### Non-Residential Development

- 4.5 Table 3 below shows the **minimum** number of parking spaces required for a range of non-residential developments (and residential institutions). Uses not listed in the table will be assessed individually. Where it is anticipated that a development will generate a particularly high number of users, a higher parking provision may be sought. If it is not possible for a development to provide the provision set out in these standards; for example due to its historic setting or it being a change of use of a building

on an existing high street where it is not possible to provide off-street parking provision, the Council will consider whether the surrounding local provision can accommodate the anticipated demand.

*Table 3: Non-Residential (and Residential Institution) Car Parking Standards (measured in gross floor area (GFA) unless otherwise stated)*

Shops	General Shops & Individual Superstores	Less than 1000sqm - 1 space per 25m <sup>2</sup> 1000-3000sqm – 1 space per 14m <sup>2</sup> Above 3000sqm – 1 space per 9m <sup>2</sup>
	Individual non-food retail warehouses (DIY stores, garden centres, etc.)	1 space per 20m <sup>2</sup> (Covered area for garden centres, + 1 space per 50m <sup>2</sup> open display area)
	Retail parks	To be assessed as per specific uses
Financial and Professional Services	Public services offices, banks, estate agents, employment agents, etc.	1 space per 35m <sup>2</sup> (minimum of 2 spaces)
Food & Drink	Restaurants, cafes and hot food takeaways	1 space per 4m <sup>2</sup> dining area or waiting space in takeaway
	Transport Cafes	1 lorry space per 2m <sup>2</sup> (size 15mx3m and can enter and leave site forwards)
	Pubs, clubs & bar areas of restaurants	1 space per 2m <sup>2</sup> drinking area + consider outside area on individual basis (+ residential dwelling standards if accommodation included)
Business (B1)	Administrative offices, high tech industry and science parks	1 space per 25m <sup>2</sup> (minimum of 2 spaces. A reduction amount may be considered on floor spaces over 2500sqm)
General Industry (B2)	Industrial Processes	1 space per 40m <sup>2</sup> (additional consideration if significant amount of associated office space. A reduction amount may be considered on floor spaces over 2500sqm)
	Vehicle service, repair and parts stores	1 space per 15m <sup>2</sup> + tow vehicle space where relevant
Special Industry	Groups A to E	Assessed individually based on activity, periods of production and max. employees per shift

Storage & Distribution (B8)	Warehousing	Below 250sqm – 1 space per 25m <sup>2</sup> Above 250sqm – 7 spaces + 1 space per 100m <sup>2</sup> internal + 200m <sup>2</sup> external storage area
	Wholesale cash & Carry	Below 250sqm – 1 space per 25m <sup>2</sup> Above 250sqm – 2 spaces + 1 space per 30m <sup>2</sup>
Hotels, Hostels and Holiday Residences	Hotels, boarding and guest houses	1 space per bedroom + staff consideration (Individually assess coach provisions. No. of bedrooms include staff bedrooms. If bar and restaurant, parking for these must meet half the appropriate food and drink standards, If conference facilities; 1 space per 3m <sup>2</sup> of rooms)
	Residential hostels and community homes	1 space per 4 bedrooms
	Holiday residences	1 space per 1 & 2 sleeping room units 2 spaces per 3+ sleeping room units
	Caravan	1 space per caravan + restaurant, bar and office facilities to comply with relevant food and drink / business requirements
Residential Institutions	Aged persons care homes	1 space per 3 bedrooms + 1 space for each member of staff (maximum number of staff on site at one time)
	Sheltered accommodation	2 spaces + 1 space per 3 residential units
	Residential schools, colleges, training centres, hall of residences, hospitals and community housing for disabled people	To be assessed individually
Non-Residential Institutions	Medical surgeries / Dentists / vets	2 spaces per consulting room + 1 space for each member of staff (maximum number of staff on site at one time)
	Crèches & day nurseries	1 space + 1 space per 10m <sup>2</sup> (0-3yrs old) 1 space + 1 space per 20m <sup>2</sup> (3+-8yrs old) of accommodation/internal play area + 1 extra if licence for 20+ children (the higher provision to be used where age is not specified. Facilities should be clear of highway, avoiding the need for vehicles to reverse unless location is safe to set down / pick up without affecting free and safe flow of traffic).
	Day centres	1 space per 2 staff + appropriate turning, standing and parking for

		coaches/minibuses. Additional needs to be considered for extra spaces and accessibly spaces depending on users of facility.
	Infant, primary & secondary school	2 spaces per classroom / teaching area + 1 space per 15 sixth form students + sufficient hard-standing to provide for play areas / sports pitches etc. for out-of-hours parking by parents / mature students (facilities enabling pupils to enter / leave parked coaches and cars safely and clear of the highway, without vehicles reversing)
	Colleges of further and higher education	Assessed individually, based on type, number of staff/students (full or part-time) and location
	Art galleries, museums, libraries	To be assessed individually
	Places of worship & religious instruction	1 space per 5 seats or 5m <sup>2</sup> public floor area
Assembly & Leisure	Cinemas	1 space per 3 seats or 3m <sup>2</sup> gross auditorium floor area if seats not fixed
	Concert halls	1 space per 3 seats or 3m <sup>2</sup> gross auditorium floor area, whichever is greater
	Bingo halls	1 space per 3 seats or 3m <sup>2</sup> gross auditorium floor area
	Casinos	1 space per 5m <sup>2</sup> public floor area
	Swimming baths	20 spaces + 1 space per 10m <sup>2</sup> water area
	Skating rinks	Assessed individually
	Sports halls & multi-purpose sports venues	Assessed individually having regard to an aggregate of the different facilities
	Multigyms & sport dance venues	1 space per 5m <sup>2</sup> gross floor area
	Racquet clubs	4 spaces per court
	Outdoor sports grounds	15 spaces per pitch
	Golf clubs	150 spaces per 18 hole course (smaller courses assessed individually and club house facilities assessed on appropriate food and drink standards)
	Driving ranges	2 spaces per bay
	Bowls and bowling	15 spaces per green or 4 spaces per lane
	Snooker halls	2 spaces per table
	Camp sites	1 space per pitch
Water sport venues	Assessed individually with regard to intensity and type of use and private / public access	
Specialist sports facilities (eg. dry-ski slopes)	To be assessed individually (restaurant, bar and office facilities require extra provision in accordance with food and	

		drink, and business standards)
Non-Schedule Uses	Theatres	1 space per 3 seats or 3m <sup>2</sup> gross auditorium if seats not fixed
	Amusement arcades or centres and funfairs	To be assessed individually with regard to opening times and seasonal use
	Coin-operated launderettes and dry cleaners	1 space per 30m <sup>2</sup>
	Retail fuel filling stations	1 space per 30m <sup>2</sup> + extra for car wash and with regard to size of retail provision
	Sale and display of motor vehicles	1 space per 40m <sup>2</sup> gross display area, whether internal or external
	Sale and display of boats and caravans	Assessed individually, with regard to the sale of motor vehicle standards
	Taxi and vehicle hire businesses, including driving schools	1 space per vehicle operated (1 space required if just an office receiving orders with vehicles being kept elsewhere, with additional spaces assessed individually)
	Scrapyards, mineral storage or distribution yards, earth moving plant, depots, motor vehicle breakers and plant hire firms	To be assessed individually with regard to public access
Criteria Not Mentioned Elsewhere	Abattoirs, auction rooms, car valeting, cemeteries, livery stables and riding schools, livestock markets and ambulance, fire and police stations, etc. will be assessed individually with particular regard to periods and frequency of use	To be assessed individually with regard to periods and frequency of use, public access and anticipated need

### Cycle and Motorcycle Parking

4.6 Cycle and motorcycle parking should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them.

### **Accessible (Disabled) Parking Standards**

4.7 Having easy and convenient access to a private vehicle can be very important to some peoples' quality of life. Whether travelling as a driver or

passenger, the ability to easily park close to their home or destination, in a space suitable to enter and exit the vehicle in a safe and comfortable manner, can be a significant factor in whether the journey can be made or not.

- 4.8 Considering the local context, The Office of National Statistics (ONS), using data from the 2011 Census, placed Bolsover District in the top ten local authorities for activity limitation (with 24.7% of the population having activity limitations). This emphasises the need to ensure there is a suitable amount of well-designed spaces to meet the needs of users.
- 4.9 Where residential development is intended for disabled occupiers, off-street and on-street parking spaces should be on a suitably stable ground surface with level or as shallow a gradient as possible, and on a step free route to the dwelling. There should be adequate lighting to enable safe access after dark. Part M4(2) of the Building Regulations provides more information on accessible and adaptable dwellings. Spaces should have the minimum dimensions set out in table 4 and the minimum internal dimensions of garages should be in accordance with the guidance set out in the **Delivering Streets and Places (2017)** document. Consideration also needs to be given to the provision of storage and charging facilities of mobility equipment.
- 4.10 **For non-residential developments, a minimum of 6% of the total number of spaces should be designated for disabled use.** Where there may be a higher anticipated demand, for example at care facilities, an appropriate additional provision will be required. These spaces should be as close as possible to the facilities they serve (preferably within 50m), have adequate signage and lighting, have sufficient space to the sides and rear to safely manoeuvre mobility equipment, have suitable dropped kerbs with tactile paving and a suitable route to the facilities they serve.
- 4.11 Accessible spaces should be larger than standard spaces. For spaces perpendicular to the pavement or access strip, an additional 1.2m behind the space and 1.2m either side (which can be shared between spaces) should be provided as hatched margins. For spaces parallel to the pavement or access strip, the length of the space should be 6.8m and the width should preferably be 3.8m, but a minimum of 2.9m (depending on the suitability of the pavement or access strip for use as access and manoeuvrability space). For further guidance on specific technical requirements, refer to British Standards BS 8300-1:2018, 'Design of an accessible and inclusive built environment. External environment. Code of practice'.

## Parking Space Dimensions

4.12 Table 4 below sets out the minimum parking space dimensions for standard and accessible spaces, for both bay and parallel parking situations:

*Table 4: Parking Space Dimensions*

	Bay space	Parallel space
Standard	5m x 2.6m	6.2m x 2m
Disabled	6.2 x 3.8m	6.8m x 3.8m (2.9m min.)

## Ultra-Low Emission Vehicles

- 5.1 With government announcing an intention to ban the sale of new petrol and diesel cars by 2040 through the Clean Air Strategy 2018 (which aims to reduce air pollution), and pressure to bring this date forward, it is important for preparation to begin.
- 5.2 Whilst it is recognised that Ultra-Low Emission Vehicles (ULEV), such as pure electric, range-extender and plug-in hybrid vehicles are not yet high in numbers, their popularity is expected to continue to increase within the coming years. Therefore, this document does not set a requirement for residential development to provide electric vehicle charging facilities, but it is necessary for all new homes to, as a minimum, have a suitable electricity circuit that allows for the future fitment charging facilities with minimum work and disruption.
- 5.3 As it is impossible to predict future innovations and technology is ever improving, planning applications should demonstrate the ability to retrofit a charging facilities to the exterior wall of a dwelling or safe, suitable and convenient place within its parking area. This may include design features such as landscaped areas adjacent to parking spaces where the necessary cabling can easily be installed and hidden with minimal work and visual impact. Such features may be particularly useful where parking is provided off-street on in communal parking areas. We cannot determine exactly what infrastructure will be needed in the future but it seems prudent to not create unnecessary barriers that may make future adaption more difficult than it needs to be.
- 5.4 For non-residential uses; particularly those generating high volumes of visitors such as supermarkets and other shopping complexes, similar regard should be had to 'future proofing' parking areas by a design that facilitates future adaption to accommodate growing demand. Where it is anticipated that non-residential development would benefit now from the

provision of charging facilities; such as uses attracting large numbers visitors, the provision of charging facilities is encouraged.

## 5. Quick reference

- Residential parking standards are set out in **Table 2**.
- Non-residential (and residential institution) parking standards are set out in **Table 3**.
- Accessible (disabled) parking provision should equate to a **minimum of 6% of the total parking provision** in non-residential development, although certain developments may require more. Where residential development is intended for disabled users, the parking provision should be in accordance with **paragraph 4.9** of this document.
- Minimum parking space dimensions are set out in **table 4**.
- This document sets out the car parking standards in terms of the numbers of spaces required. The design of car parking provision should be in accordance with the guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them.
- Cycle and motorcycle provision (numbers and design) should be provided in accordance with the guidance set out in the **Delivering Streets and Places (2017)** document, or any superseding document that replaces it.
- Consideration of charging facilities and spaces for electric vehicles should be given in accordance with the **Ultra-Low Emission Vehicles** section of this document.
- The requirement for Transport Statements and Travel Plans is set out in policy **ITCR10: Supporting Sustainable Transport Patterns** of the Local Plan.