Parking Standards

Supplementary Planning Document

For adoption
Growth and Infrastructure

Executive Summary

The aim of this SPD is to provide detail on parking requirements for new development proposals with an emphasis on good design and sustainability. It is a comprehensive document to be used by developers and consultants when they are designing new developments. It will be used by officers to assess parking requirements where planning permission is sought for new development.

The parking standards set out in this SPD will support the delivery of development that will be necessary to meet housing needs and other economic, social and environmental priorities in the emerging BCP Local Development Plan. It is expected that flats and other high density and mixed-use development will be delivered in highly sustainable locations that are well-served by public transport, shops and local services. This in turn will enable the implementation of safe and attractive walking and cycling infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. This SPD takes a zonal approach to parking standards reflecting differing accessibility levels in the BCP area as follows:

Zone A – Town Centres

Zone B – District Centres

Zone C – Business Hubs

Zone D – Suburban/Rural locations

It is essential that supplementary planning documents support Local Plans, in terms of their vision, objectives and policies. Work has begun on bringing the three legacy areas up-to-date with a new statutory BCP Local Development Plan. In the interim, this SPD will support the existing adopted local plan policies and the transport strategy for the BCP area as set out in the Bournemouth, Poole and Dorset Transport Plan (2011-2026).

Car parking can occupy a great deal of space and can have a negative impact on the appearance of development and the efficient use of land. Therefore, this parking SPD encourages high quality and well-designed parking provision, appropriate to the type and scale of development within its context and location. However, the availability of car parking can also have an impact on how people travel. Encouraging a modal shift to non-car alternatives, including walking, cycling and taking public transport will help improve air quality, combat climate change, improving health and wellbeing, address inequalities and tackle congestion.

The council recognises that parking restraint and demand management is one side of the modal shift equation and must be accompanied by investment in public transport and active travel to provide people with opportunities to travel sustainably. BCP Council will play a lead role in promoting such schemes and consider favourably planning applications with a sustainable transport focus.

This SPD reflects both national and local priorities to reduce the need to travel by private car by encouraging behaviour change and reflecting the need to find alternative safe, sustainable and cleaner ways to travel.

Contents

Tables

1. Introduction

1.1 Background

1.1.1 The Parking Standards Supplementary Planning Document (SPD) is a material consideration in the determination of planning applications within the BCP Council area. It has a role to support the policies in the Local Development Plan and to help to deliver on corporate priorities including housing and economic growth.

1.1.2 To contribute to creating vibrant and sustainable communities, housing delivery must be directed to the most accessible locations, focused on brownfield sites and maximising opportunities for a range and mix of homes in areas where there will be investment in infrastructure. These locations are the town centres and district/ local centres and along sustainable transport corridors.

1.1.3 Delivering homes in the right places play an important role in protecting the built and natural environment, protecting heathland and greenbelt. New communities will have greater connectivity and accessibility to places of work, shops and services and leisure facilities either by walking, cycling or using public transport.

1.1.4 The Parking Standards SPD will support the actions of BCP Council's Corporate Strategy to tackle its commitment to the declared climate change and ecological emergency by helping to prioritise opportunities to walk, cycle and use public transport. The approach to parking requirements fits with the actions listed under three priority areas:

1. to lead communities towards a cleaner, sustainable future that preserves our outstanding environment for generations to come
2. to support an innovative, successful economy in a great place to live, learn, work and visit.
3. To help people lead active, healthy, independent and fulfilled lives.

1.1.5 The planned housing and economic growth needed is expected to generate an increase in vehicle numbers in the BCP area. If unchecked, it could give rise to increased carbon emissions, and worsen congestion affecting health, safety and create road safety issues. Additionally, the public realm and public amenity are at risk. The council recognise that it is a challenge to ensure parking is attractive, safe and convenient for users. Rigid and overly generous parking requirements historically have not helped to deliver the quantum or quality of development expected by our communities.

1.1.6 It will be a challenge to meet the level of housing need due to physical and environmental constraints of the area. It is important therefore that development makes the best use of the land on brownfield and other allocated development sites. Development should be designed to encourage walking and cycling and public transport use, be pleasant and safe to travel through and be located within easy access to local facilities, shops and services [1].

1.1.7 Accessibility to public transport and local services may reduce the demand for car ownership and increase the use of non-car transport for commuting purposes. Census data demonstrates that car ownership and method of travel to work varies by location, tenure, and number of habitable rooms. For example, in Bournemouth Town Centre, car ownership is at its lowest, with 46.4% of households without a car. This reduces to less than 20% in the suburban areas of BCP [2].

[1] Gear Change: A bold vision for cycling and walking (2020, DfT)

2 2011 Census Car availability by household

1.1.8 Car ownership is likely to continue growing at a slower rate than previously [3]. While the council has no powers for controlling car ownership, it does have a responsibility to manage the increasing numbers of vehicles. Any potential negative impacts require action, to ensure that the highway network functions efficiently for all users [4], regardless of mode of travel.

1.1.9 If policies are not developed to effectively manage the levels of parking associated with new development, this is likely to intensify existing on-street parking pressure. Consequently, there is a higher risk of more frequent incidences of illegal and anti-social parking adversely affecting existing residents. To mitigate the impact of anti-social parking, the council can use appropriate parking restrictions such as Controlled Parking Zones (CPZs) or Resident Permit Schemes (RPS).

1.1.10 High quality design is critical to a successful development, as it offers a first and lasting impression. The design and layout should feel intuitively safe and welcoming. Without this, a development is unlikely to unlock its full potential. The level of provision of parking and its location influences the choices people make when deciding where to live, when travelling, and on the appearance and form of a development. High quality parking and accessible layouts should aim to provide an attractive, comfortable, safe, convenient pattern of movement into, across, and out of parking bays and the site.

1.2 Purpose of the document

1.2.1 The overall aim of this SPD is to set out parking standards in new residential and non-residential development.

1.2.2 This SPD provides clear guidance and certainty to applicants, developers and agents. It is important to provide clarity on the level of car and cycle parking sought by the council, to ensure that a consistent and transparent approach is followed when assessing parking need, design and layout.

1.2.3 Other key aims of this SPD are to:

- balance the needs of different users on transport networks, protect amenity, improve accessibility and highway safety
- encourage the creation of high quality, well-designed places to live, work and visit
- minimise conflict between pedestrians, cyclists and vehicles with safe, convenient and useable parking provision
- encourage more travel on foot, by bicycle, by public transport or using low emission vehicles to reduce CO_2 emissions and benefit air quality
- help support the council's commitment to address the impacts of climate change and contribute to a low carbon future
- support the delivery of increased housing densities in the most sustainable locations.

1.2.4 All car parking figures are presented as optimums whereas cycle figures are considered as minimum levels. This is to encourage smart travel choices and reduce dependency on the private car.

1.2.5 This SPD will replace the following three legacy council Parking SPDs; Bournemouth Borough Council Parking SPD (2014), Borough of Poole Parking and Highway Layout in Development SPD (2011), and the Dorset Residential Car Parking Study (2011). It provides revised parking standards to comply with the National Planning Policy Framework and to promote sustainable transport.

3 National Trip End Model (2017, DfT)

4 The Traffic Management Duty (TMA 2004 Part 2) includes pedestrians within the definition of 'Traffic'.

1.3 Approach and document structure

1.3.1 Parking provision is a key component that decides how people travel and how they choose to live. It influences the use of land, as well as the quality of the built environment.

1.3.2 Our approach states that as BCP Council continues to grow, the ability and desirability to accommodate additional trips by private car is no longer sustainable or feasible. Instead, the focus relies on active transport (eg walking, cycling and the use of public transport). An effective transport system can grant a reasonably sized catchment area access to local facilities. For example, public transport to jobs and services, including recreational opportunities and nature. This will create a virtuous circle for our residents and businesses, as well as helping to cut carbon emissions.

1.3.3 This SPD is in five parts, as follows:

- Parts 1–2 comprise the introduction and national & local policy context
- Part 3 provides general guidance for car and cycle parking design necessary for attractive, safe, convenient, equitable and appropriate parking
- Part 4 sets out the optimum parking standards within each use class
- Part 5 covers additional guidance on a range of complementary matters.

1.4 Document status

1.4.1 This SPD was subject to public consultation in accordance with the Town and Country Planning Regulations (2012).

1.4.2 This SPD has been screened in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004 to determine whether a Strategic Environmental Assessment (SEA) is required. A copy of the screening record is available to view on the council's website.

1.4.3 This SPD has also been subject to an Equalities Impact Screening Assessment which is available to view on the council's website.

2. Policy Context

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) provides the policy context and guidance to promote sustainable development.

2.1.2 In Section 9, the NPPF (2019) outlines guidance for setting local parking standards and what they should take into account, including the accessibility, type and mix of use, availability for public transport, car ownership levels and need to ensure adequate provision of spaces for charging plug-in and other ultra-low emission vehicles (para 105).

2.1.3 It also states that maximum parking standards 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. The NPPF also states that 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 (para 106).

2.2 The Local Development Plan

2.2.1 The overarching policy framework for parking standards are set out in the following Local Plan Policies:

Bournemouth Core Strategy (2012) - Policy CS16.

This states that parking provision in new development shall accord with the council's adopted parking standards.

Christchurch and East Dorset Local Plan Part 1 (2014) – Policy KS12.

This states that adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development. Cycle and vehicle parking for residential development should be of the highest quality design and use land efficiently. Development proposals should make provision for parking in accordance with the Local Transport Plan parking guidance, including provision for parking for people with disabilities.

Poole Local Plan (2018) – Policy PP35.

This states that proposals for new development will be required to maximise the use of sustainable forms of travel, provide safe access to the highway, contribute to the retention of attractive, safe and assessible places including convenient pedestrian and cycling routes and accord with the Parking SPD.

2.2.2 In addition to the local plans there may be relevant policies in neighbourhood plans which must be taken into account when considering applications within the neighbourhood area. Within BCP Council there are three made plans, all of which refer to parking requirements. There are no inconsistencies between the requirements in this parking SPD and the existing policies in the neighbourhood plans. The 'made' neighbourhood plans are set out below:

Boscombe & Pokesdown Neighbourhood Plan (adopted 2019)

- BAP1: which states at (v) the density of residential development which should not exacerbate existing overcrowding and pressure for on-street parking.
- BAP8: Houses in Multiple occupations and bedsits which states car and bicycle parking would be provided at an appropriate

quantity and would be of a high standard so as not to harm visual amenity.

- BAP10 Site Allocations – SA2 Hawkwood Road Car Park – retain site for car parking. SA6 Sovereign Centre and car park – retain within a scheme for mixed town centre use.

Broadstone Neighbourhood Plan (2018)

- BP4: Securing High Quality Design and Sustainability. This sets a design principles and states that amenity space should not include provision for car parking.

Poole Quays Forum Neighbourhood Plan (2017)

- PQF1: Public Realm. (5) This states that car parking and provision for servicing are appropriate to the context and sensitively integrated into the public realm.
- PQF3: High Quality Design (9) states that development proposals must create a multi-functional, lively and well-maintained public realm that sensitively integrates different modes of transport, parking and servicing.
- PQF7: Hamworthy Centre Environmental Improvements (1) states that these should include facilities for cyclists, including cycle path and parking. (4) states that a parking strategy should explore the potential of free short-term parking.
- PQF8: Creating a more vibrant High Street during the day and evening (5) states that a review of town centre car parking arrangements and charging will be supported, to encourage people to use the town centre.

3. Layout and Design Guidance

3.1 Introduction

3.1.1 The way that parking is accommodated and arranged can have a positive or negative effect on road safety, access for emergency services, pedestrians, cyclists, environmental quality, character and appearance of a development.

3.1.2 The materials used to provide parking should enhance the street scene rather than detract from it. Appropriate planting and landscaping can also be incorporated to encourage opportunities for increasing biodiversity and enhance the quality of the built and natural environment.

3.1.3 It is equally important to consider the design of parking and street layouts as well as the number of spaces provided. Poor design can reduce the level of parking available. This SPD sets out the council's preferred approach for applicants to ensure that they achieve the expected design of car and cycle parking. It includes certain minimum criteria that a space must meet to be counted as a parking space.

3.1.4 Where the use class associated with the development will provide elderly person's housing, developers are encouraged to provide wider parking spaces, having regard to the need to provide for those with limited mobility who would not normally be entitled to blue badges.

3.2 Cars

3.2.1 The minimum dimension of a standard car parking space is 2.6m x 4.8m (as shown in Figure 1). Bay width is a key component of its usability and durability as substandard provision in this dimension inhibits opening of car doors and equality of use. A 4.8m bay length allows for a range of everyday vehicles to use a space without the vehicle overhanging the parking bay.

3.2.2 Widths or lengths of spaces will need to increase if next to a wall or a footway. The minimum distance expected between the end of the car (or car door) and a solid object (wall/fence) is 0.5m (as shown in Figure 2).

3.2.3 The long dimension should be extended to 6 m for parallel bays as a minimum (as shown in Figure 3).

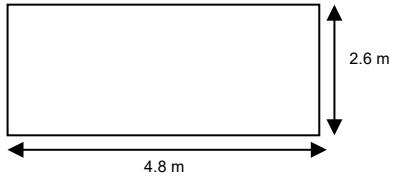


Figure 1 Standard parking space dimension

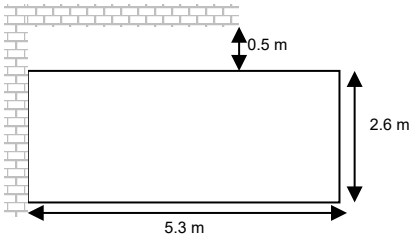


Figure 2 Parking space dimensions next to wall

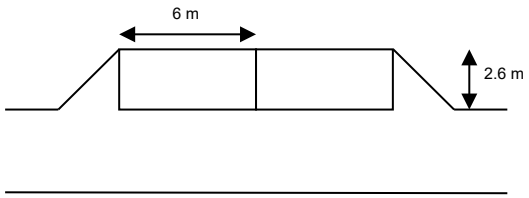


Figure 3 Parallel parking bay dimensions

3.2.4 Parking spaces should not directly abut building lines where windows are provided at ground floor level. If parking is to be provided adjacent to ground floor windows, a landscape buffer should be planted and retained at a low level.

3.2.5 For perpendicular bays, an overspill area of 0.5m is required next to a solid object (as shown in Figure 4) and/or the back of an adjacent footway, to ensure usability of the spaces and to prevent vehicles overhanging the parking bay. The inclusion of a 1m vegetation (or access) buffer strip(s) to separate long rows of spaces is encouraged to reduce the visual impact of large parking areas.

3.2.6 The aisle width between rows of spaces should be at least 6m to enable cars to manoeuvre comfortably and should extend beyond the end spaces to facilitate turning manoeuvres (as shown in Figure 5). Larger aisle widths may be sought for end bay access in large blocks of parking.

3.2.7 For echelon (angled) parking bays, the minimum acceptable length is 4.2m. The width of the bay and the angle of approach vary depending on the design. For a 2.6m wide bay, the aisle widths are typically: 6.0m at 90 degrees, 4.2m at 60 degrees and 3.6m at 45 degrees. These width requirements may be reduced if the parking spaces are widened.

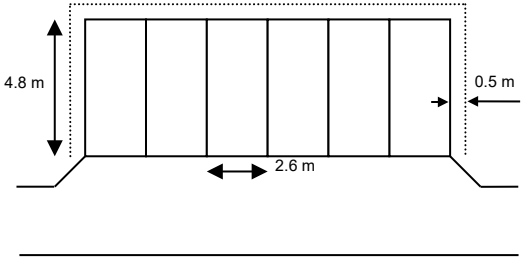


Figure 4 Perpendicular bays dimensions

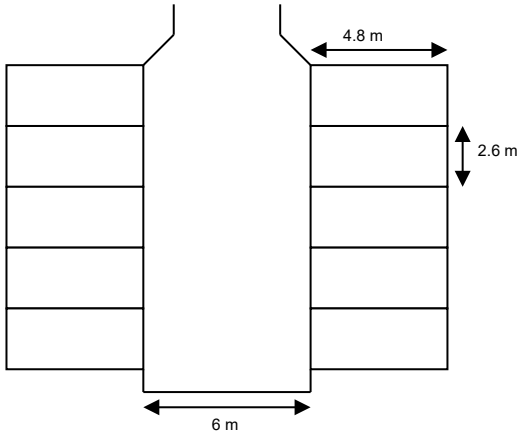


Figure 5 Minimum grouped parking bay dimensions

3.2.8 The council accepts the use of swept-path analysis to assess the effect of oversized spaces on reducing the need for manoeuvring space. Appropriate proprietary software using scaled (using a large car) simulated vehicles at realistic speeds with enough margin for driver error (0.5m from any wall or fence) will be expected for any swept-path analysis.

3.2.9 Echelon bays should be arranged so that drivers are encouraged to reverse into them to avoid poor visibility from adjacent parked vehicles. Different layouts, such as herringbone,

have different overall space requirements, and the detailed layout of car parking will need to be determined on a site-specific basis.

3.2.10 Research has shown that in many developments less than half of all garages are used for car parking, instead being used for storage[5]. In terms of sizes, an internal minimum of 7m x 3.3m is considered appropriate to ensure that a large modern family car (e.g. SUV) will fit comfortably with a minimum circulation space to allow for some general storage which may include cycles (as shown in Figure 6).

3.2.11 This 7m x 3.3m must be a clear, unobstructed space to allow a vehicle to enter and exit safely. Garages must also have entrances wide and high enough to allow for large family cars. The space required to open and close garage doors should also be considered. Driveways in front of garages should be at least 5.3m long, or 6m so as remain clear of a footway, carriageway or shared surface. Garages will only be counted as a parking space where they meet the minimum size requirements (as shown in Figure 6).

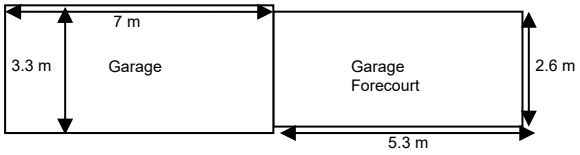


Figure 6 Garage dimensions

3.2.12 Where a garage court area is provided, an aisle width of 7.3m is necessary to sufficiently accommodate turning movements. A garage bay of 7m x 3.3m is also required (as shown in Figure 7).

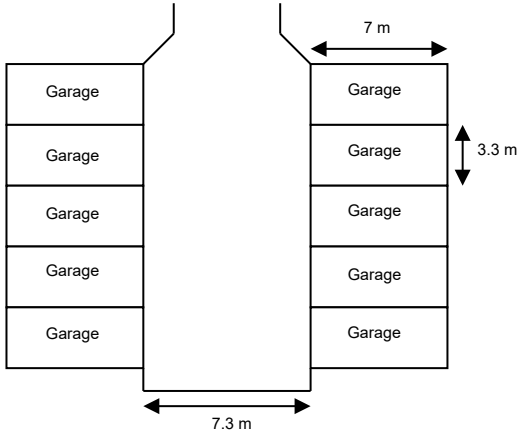


Figure 7 Minimum garage court dimensions

3.2.13 Visitor spaces must be marked with 'VISITOR' where they are located within private car parking areas.

3.2.14 Vehicle access provides a transition from the carriageway across the footway and into private forecourts. When poorly designed, driveway entrances provide difficult walking environments, due to continual changes in cross-falls. This is a particularly challenging issue for disabled or elderly users, and those with small children or mobility aids. The narrower the footway, the greater the impact of gradient changes.

3.2.15 Additionally, the excessive use of extended dropped kerbs across the frontage of developments is problematic. It eliminates the possibility of on-street parking, creates greater potential conflict points between pedestrians and motor vehicles, and is poorly designed. The council's preference is the provision of a single 4.6m width vehicular crossover equivalent to three dropped kerbs and two tapered kerbs, or an entrance kerb system. Wider than 4.6m width vehicle crossovers may be required where simultaneous

5 Manual for Streets (DfT, 2007)

entry exit is required. Pairs of vehicular crossovers near each other are also discouraged.

3.2.16 The use of dropped kerbs lower the level of the footway towards the carriageway. Dropped kerbs are no longer supported on heavily trafficked footways with a footway width in excess of 1.5m. Instead, a short ramp at the front of the footway (kerbside), providing vehicle transition from carriageway to footway, should be implemented (as shown in Figure 8 and Figure 9). The entrance kerb system ensures that the footway is maintained level for the entire length. The transition is provided by using entrance kerbs or a combination of quadrant kerbs and chamfered kerbs.

3.2.17 Through the design of the vehicular access including the materials, priority must be ensured for pedestrians using the footway where vehicles cross. Materials used should match the existing footway. Edging strips or other materials should be avoided in a way that would suggest that vehicles have priority over pedestrians.

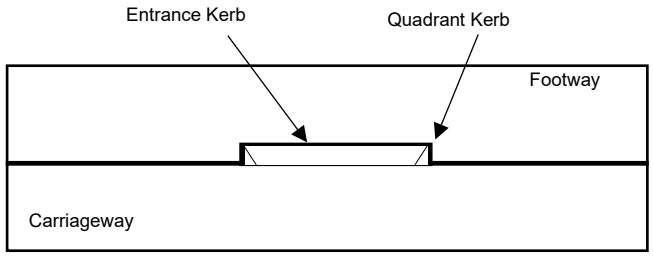


Figure 8 Entrance kerb system

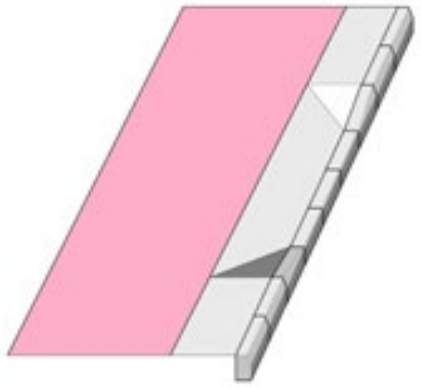


Figure 9[6] Entrance kerb example

3.2.18 All proposed gated accesses should be set back 5m from the highway to help preserve the safety of other road users. This includes proposals for new developments or as part of householder applications on Classified Roads.

3.2.19 Vehicle crossovers must be perpendicular to the footway. This ensures that motor vehicles cannot drive along the footway in order to gain illegal access to a property. Additionally, pedestrian visibility is maximised. Parallel parking adjacent to the highway will not be supported on grounds of safety and illegal and dangerous manoeuvring.

3.2.20 Visibility splay areas should be kept clear of obstructions reaching no more than 0.6m in height, measured from the adjoining highway level. The driver position is typically 2.4m back from the front of a vehicle. Due to this, visibility splays measuring 2m x 2m either side of an access would aid drivers in viewing pedestrians on the footway before exiting the access.

6 ©Mark Philpotts / City Infinity, used with permission.

3.2.21 Where visibility splays are required, consideration should be given to the most effective method of achieving this. It is also necessary to consider their wider visual appearance within the street. Treatments may include hard landscaping, low level landscape planting or railings. Any railings must have adequate gaps to ensure that visibility is available.

3.2.22 On-street parking is an efficient option which can work well in certain situations where there is sufficient space on roads which do not have existing parking pressure[7]. Where new streets are proposed as part of a large development, on street parking can be complemented with tree planting to create an attractive environment. Examples of locations that are not suitable for on-street parking are listed in Appendix C(ii). Where surface parking is provided on plot it should be located to the rear or side of the development. This would minimise the impact cars have on the street scene. Where the only option is to locate parking in front of a building, it should be enclosed by a high-quality front boundary treatment. For example, a low wall or hedge.

3.2.23 Proposals should provide safe access to the highway, taking guidance from the Local Planning Authority on the most suitable access. They must egress typically in forward gear to ensure safety for all road users.

3.2.24 All parking courts should be well landscaped, carefully lit, limited in size and well overlooked for security purposes. Parking directly adjacent to living accommodation is not acceptable. Defensible space should be allowed between parking and circulation spaces, as well as the windows of living accommodation.

3.2.25 In the case of residential and mixed-use development, parking and circulation areas require careful designs. Transport developments should ensure that vehicles can only travel at slow speeds and that pedestrian movements have priority. Creating a high-quality environment can be achieved through the geometry of the space, the use of appropriate materials, native species planting and good quality signage.

3.2.26 Parking in front gardens should maintain a sense of enclosure and harmony with the existing streetscape. This is particularly significant for existing properties where front gardens are converted to hardstanding or parking areas.

Figure 10 Landscaped parking court

7 See Manual for Streets (DfT,2007), Manual for Streets 2 (CIHT, 2010) and Car Parking: What Works Where (English Partnerships, 2006)

3.2.27 Parking in front gardens should be designed with the retention of existing walls, fences, railings or hedging, the minimisation of hard, impermeable surfacing and the provision of sufficiently setback gates and generous planting. Any surface adjacent to the highway needs to be made up of bonded material eg permeable block paving, and not loose material, such as gravel, to avoid loose material spilling onto the highway.

3.2.28 Where development results in existing accesses across the footway no longer being required, the existing dropped kerbs or entrance kerbs shall be reinstated to footway construction. This will be secured on the approved plan, as part of the planning approval.

3.3 Cycles

Access and layout

3.3.1 The council will expect cycle parking and cycle access to be a component of new development. Increased cycle parking encourages healthy lifestyles, reduces pressure for car parking, eliminates unnecessary car journeys, and does not add to carbon emissions or affect air quality.

3.3.2 Cycle access and cycle parking should be considered at the commencement of the design and not as a last-minute addition. Cycle parking forms an integral part of any full or reserve matters planning application [8] and should not be treated as a secondary issue to be resolved by condition. As with car parking a proportion of cycle parking (typically 5%) should be provided for non-standard cycles to accommodate people with mobility impairments.

3.3.3 Cycle parking should be in the most accessible location near the main entrance to any development and not be located in remote or inaccessible areas. Access to cycle parking should be easier than access to car parking with the exception of disabled car parking. Unless the proposed cycle parking is within an underground car park, it should always be located at ground level.

3.3.4 All cycle parking and any associated access routes must be well-illuminated with good natural surveillance to deter theft and engender a feeling of personal security Cycle storage identified in habitable rooms, general storage areas, bin stores, circulation areas, or on balconies will not be considered acceptable. Cycle hire docking stations should not be considered as a substitute for cycle parking facilities.

3.3.5 Where cycle parking is provided to the rear or sides of a building, the access way should be 2m wide, with an absolute minimum 1.5m width accepted for a length of no more than 10m except where there are adjoining buildings or boundary treatments. Cycle Design Vehicle specific swept-path analysis is expected to demonstrate any proposed paths that are accessible. Tight turns and adjacent structures or boundary treatments can inhibit access. With conversation of existing buildings this will be considered on a case by case basis.

3.3.6 All cycle parking must be designed for the exclusive use of cycles and maintained in perpetuity. Whether cycle storage is provided within a standalone store or in an internal area of a building, it should be conveniently located with level access and users should not have to negotiate more than one door with their cycle (with a minimum width of 1.2m).

3.3.7 Dedicated cycle parking is required within all new development. This can be either through internal storage as part of a non-habitable room, or within a garage, or a purpose-built cycle store.

[8] LTN 1/20 Cycle Design Guidance (2020, DfT)

Where rear storage is likely to be required an accessway is expected to be designed in from the beginning. Therefore, eliminating the need for cycles to traverse inside the property from rear to front (and vice versa). The access way should follow the standards outlined above.

3.3.8 Additional facilities for cyclists should also be considered when designing cycle storage locations, such as public bike pumps, repair stations and charge stations for e-bikes or e-cargo bikes. Integrated charging points to stands for integrated batteries or separate locker spaces for removable batteries may be suitable solutions. Any charging facility should have its own dedicated supply.

3.3.9 The use of green 'living' roofs is encouraged on cycle stores as their provision is more than just for aesthetic purposes. They reduce runoff, conserve energy, reduce pollution, sequester carbon and provide habitat for wildlife.

3.3.10 It is very important to recognise that there are various types of cycle (as shown in Figure 11) and many types of people using them. Cycle parking needs to take into account all user needs, so as not to exclude or disadvantage riders of certain types of cycle.

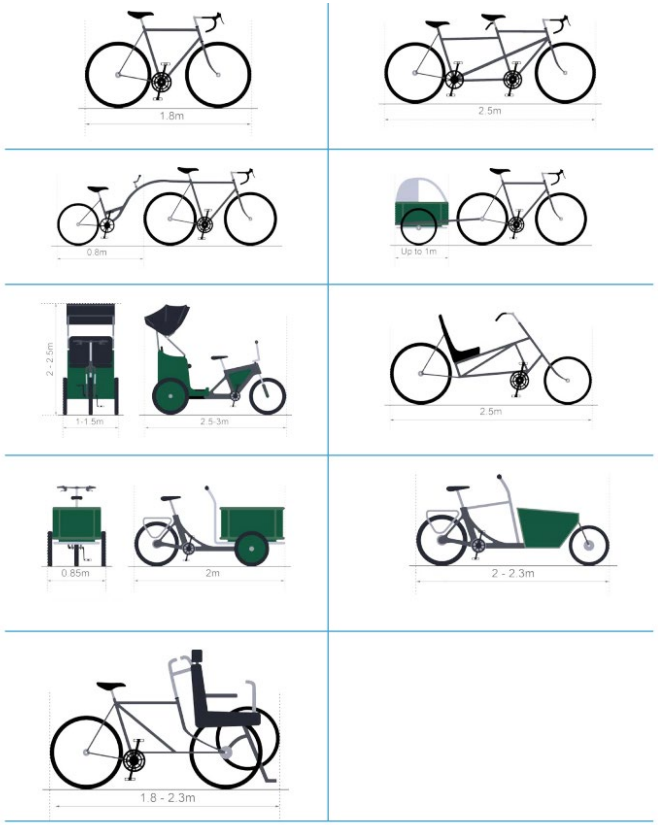


Figure 11[9] Types of cycles

3.3.11 A Cycle Design Vehicle (CDV) of 2.8m in length by 1.2m in width will cover most situations. It must be used when designing facilities for cycles including all forms of cycle parking[10]. Consideration must be given to the required turning circle of the CDV when designing facilities.

3.3.12 Cargo bikes are increasingly popular for business deliveries, utility and leisure purposes. Extra-long Sheffield type stands

[9] CD 195 Designing for cycle traffic (Highways England, 2020) LTN 1/20 Cycle Design Guidance (2020, DfT)

[10] LTN 1/20 Cycle Design Guidance (2020, DfT)

positioned to prevent trailers blocking adjacent footways, should be provided in locations where trailers will be commonplace. For example, in town centres, primary schools, and leisure sites.

3.3.13 Additional measures such as extended dropped kerbs and enlarged turning space are required for cargo bikes, e-bikes, trikes and disability bikes as these cycles are larger, heavier and sometimes difficult to manoeuvre. Where provision is required for three-wheeled cycles, lateral spaces between stands should be increased to at least 2m.

3.3.14 Cargo bikes, trailers, adapted cycles, and tricycles are self-supporting when stationary, yet may require a stand to which they can be padlocked. This is typically an end stand in a group of stands appropriately signed. Ground anchors may be an acceptable alternative for self-supporting cycles.

3.3.15 Where underground cycle parking is proposed, a step-free cyclable access must be provided. Any ramp should have a maximum gradient of 7% (1:14) with rounded transitions at the top and bottom. Ramps of 5% gradient and above should be divided into sections that do not exceed 10m in length, and with intermediate resting places at least 2m long[11]. Cycle storage in underground and multi-storey car parks should be in the most accessible locations, with good natural surveillance and well lit.

3.3.16 In limited circumstance wheeling ramps or channels might be suitable to enable cycles to be rolled up or down a flight of steps that interrupt an access route. Typically, where gradient changes are significant over short distances and where site constraints otherwise limit provision of a cyclable path however alternative provision should be made as wheeling ramps are not inclusive.

3.3.17 When used, wheeling channels should not prevent access to handrails or create trip hazards but must be sufficiently placed to ensure pedals and handlebars do not clash while the bike is being held relatively upright. An offset of 200mm to reduce pedal strike in addition to a 100mm u-shaped channel would be expected to ensure a usable wheel ramp.

Stands

3.3.18 All cycle parking should be in the form of coated or stainless-steel cycle stands. The Sheffield type stands demonstrated in Figure 12 exemplify this standard. An additional crossbar 500mm above the ground must be provided at locations where children are likely to be regular users. For example, at schools, libraries, and parks.

3.3.19 Other forms of stand (e.g. butterfly/wheel bender/bollard/wave) have been associated with well documented and unacceptable problems, such as bikes toppling over, poor security and damage to wheels.

3.3.20 Sheffield type stands should be spaced in accordance with Figure 12 and Figure 13. The minimum footprint of Sheffield type stands should be taken as 2.3m x 1m. Sub-standard spacing significantly reduces capacity and hinders their usage. Sheffield type stands should either be embedded to a depth of at least 250mm in concrete or fitted with tamper proof bolts.

3.3.21 Stands should ideally be installed on level ground. Where stands are positioned on a slight slope, they should be aligned at right angles to the slope to prevent bikes from moving. The minimum spacing between Sheffield type stands must be 1000mm. This is always measured from the centre line of the stand.

[11] Gear Change: A bold vision for cycling and walking (2020, DfT)

3.3.22 Aisle widths must be an absolute minimum of 1.2m and ideally 1.5m when continued around a 90-degree bend. Aisles between rows of Sheffield type stands are important to allow users to access the stands with their bike. Where stands are angled, they must ensure a 1000m minimum spacing in between rows of Sheffield type stands as per Figure 14.

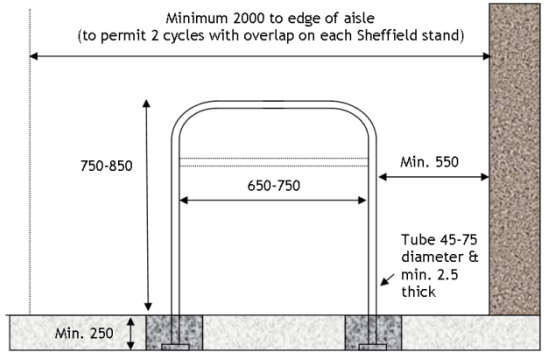


Figure 12 Sheffield type stand dimensions

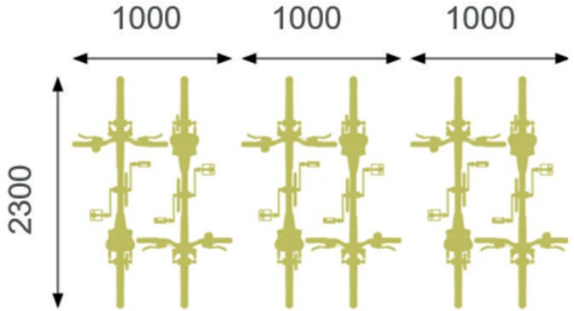


Figure 13 Footprint of parked CDVs

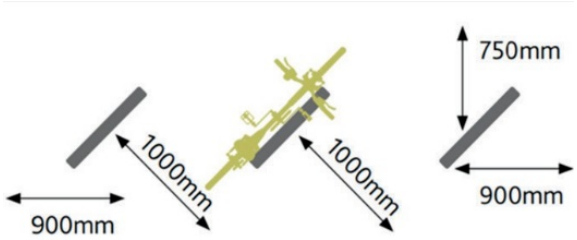


Figure 14 Stands at 45 degree angle to wall

3.3.23 In coastal environments within 400m of the seafront, marine grade stainless steel (SAE 316) is considered a minimum requirement, as marine grade stainless steel has greater resistance to corrosion. Elsewhere, coated steel should be used.

3.3.24 The council considers double deck cycle parking to be less convenient than Sheffield type stands and discriminatory for short people and those with low strength. People with mobility issues are also disadvantaged due to the difficulties involved with lifting at height. Additionally, limited types of cycles can fit within double-deck systems in comparison with the Sheffield type stand.

3.3.25 Nonetheless, in exceptional circumstances, where facilities are expected to be used by young fit adults, a small proportion of high quality, assisted (with gas struts or sprung) double deck systems can be used alongside Sheffield type stands in a limited number of locations, such as railway stations (as shown in Figure 15). Any double deck design must allow a cycle's frame to be locked to the stand.

Figure 15 Double deck stand example

3.3.26 Double deck stands require significantly greater aisle widths and therefore typically provide only 30% more capacity than standard Sheffield Stands [12]. A minimum aisle width of 2.5m beyond the lowered frame is required, increased to a minimum of 3.5m where double-deck stands line both sides of the aisle. The minimum height requirement to clear any cycles on the upper deck is 2.7m with a 500mm spacing between stands.

3.3.27 Double deck parking also requires ongoing maintenance. Evidence of a maintenance regime should be presented as part of an application. Sufficient Sheffield type stands must also be provided nearby to cater for the range of cyclists that are not able to use assisted double deck systems. Approval of such arrangements is subject to agreement from the Local Planning Authority.

[12] LTN 1/20 Cycle Design Guidance (2020, DfT)

3.3.28 Three forms of cycle parking are specified:

- Visitor
- Secure covered non-residential
- Secure covered residential

Visitor

3.3.29 Sheffield type stands in a publicly accessible area for visitor parking. These stands must be in an area with good natural surveillance and in the closest possible proximity to the pedestrian entrance to the building they serve, Figure 16. Where priority stands are provided additional space is required to cater for disability bikes, trikes, and other adapted cycles.

Figure 16 Visitor parking example

Secure covered non-residential

3.3.30 For non-residential developments, Sheffield type stands should be arranged within a robust weatherproof store, with a lockable door. The structure and locking mechanism should be resistant to forced entry. Any electronic lock should not be dependent on a continuous power supply to remain locked. Any store with plastic or steel mesh panels must have steel bars at sufficient intervals to prevent the removal of cycles via a removed panel. Authorised users of the store should be provided with keys or contactless cards to provide access. A suitable maintenance regime is required to ensure its continued effective use.

3.3.31 Sheffield type stands within the cycle stores should be placed in accordance with Figure 19 and Figure 20. Access aisles should have a minimum width of 1.2m between parked bicycles. If double stacked cycle parking is proposed, a minimum aisle width of 2.5m beyond the lowered frame is required, increased to a minimum of 3.5m where double-deck stands line both sides of the aisle. A minimum of 2.7m head height is required to ensure the system is usable. Access doors should have a minimum width of 1.2m. Every cycle space should be accessible and not obstructed by other cycles in the store.

Figure 17 Secured covered non-residential cycle parking example

Secure covered residential

3.3.32 For residential developments, a walk-in store should be constructed with robust building materials (typically masonry) with a lockable door. A suitable maintenance regime is required to ensure its continued effective use. The structure and locking mechanism should be resistant to forced entry. Any electronic lock should not be dependent on a continuous power supply to remain locked. Authorised users of the store should be provided with keys or contactless cards to provide access. Padlocks or double doors are not to be used. If a side hung door cannot be installed, then a sliding door that cannot be lifted off its runners or electrically operated shutters are acceptable in exceptional circumstances.

Figure 18 Residential cycle parking example

3.3.33 Sheffield type stands within the stores should be placed in accordance with Figure 19 and Figure 20. Any access aisle should have a minimum width of 1.2m between parked bicycles. Any access door should have a minimum width of 1.2m. Each cycle space should be accessible and not obstructed by other cycles in the store.

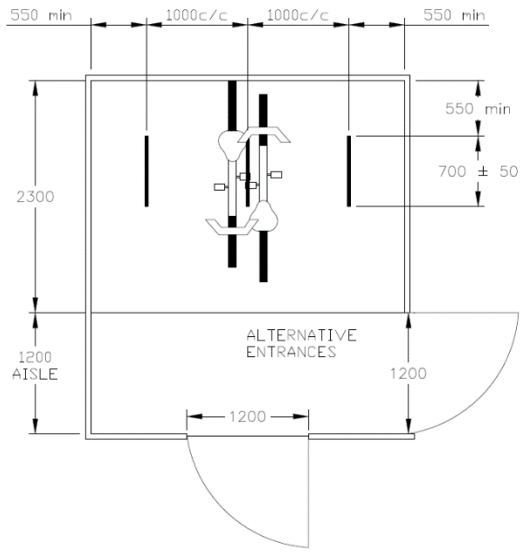


Figure 19 Option A Secure covered (inc. residential)

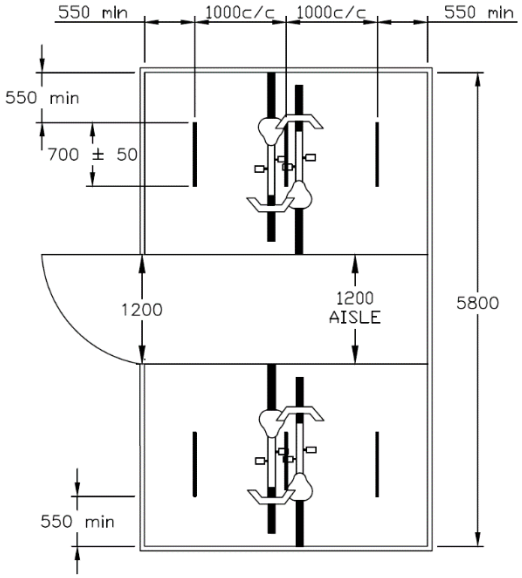


Figure 20 Option B Secure Covered (Inc. Residential)

3.3.34 Dwellinghouses with front garden cycle sheds are an increasingly common sight, particularly in terraced neighbourhoods. The council considers front garden cycle sheds acceptable if they are the minimum size necessary, and exhibit a minimal visual impact on the street. Low, covered, secure, convenient and attractive ‘bike boxes’ are preferable because they can sit unobtrusively behind garden walls and hedges. However, they are unlikely to be acceptable in very small front gardens, in some conservation areas, and where there is an Article 4 direction in place.

3.3.35 Communal residents cycle parking, sometimes known as bikehangars, Figure 21, are only considered an acceptable solution where other methods of cycle provision are not possible. These are typically in existing terraced properties. Such solutions may require a Traffic Regulation Order (TRO) and the use of a legal agreement secured as part of the planning application.

Figure 21[13] Communal residential cycle storage

[13] The Bikerhanger© by Cyclehoop.

3.4 Micro-scooter facilities

3.4.1 Micro-scooters are now a common mode of transport for children and adults using for leisure trips, school or work travel.

3.4.2 In addition to the expected cycle provision, foot propelled scooter facilities should be provided within the curtilage of the school sites at the same ratio. Such facilities should be under cover, in safe well-lit areas, ideally lockable and near all the main entrances.

3.4.3 Scooter parking generally takes one of two basic forms:

1. Lockable racks – The handle is secured by a catch. Racks provided in rows looking like a single Sheffield type stand or held in a 'mushroom'.
2. Ground stands – The stands grip the wheels. Stands or pegs can be a cheaper alternative but are generally a less secure design and may not suit all micro scooter wheel sizes.

3.4.4 Consideration should be given particularly in universities, colleges, and sixth forms to micro scooters and electric micro scooters as these are likely to be used at these sites. Provision should be made for charging facilities within the secure scooter facility. Integrated charging points to stands for integrated batteries or separate locker spaces for removable batteries may be suitable solutions. Any charging facility should have its own dedicated supply.

3.5 Powered two-wheelers (PTW)

3.5.1 Powered two-wheeler or motorcycles and scooters as they are more generally known should have parking that is clearly signed and marked. PTW parking must indicate that it is reserved for PTWs only. PTW parking should have dropped kerb access, and natural surveillance.

3.5.2 Security devices including the use of anchor points should be fitted into the designated parking area to enable the owners to affix their vehicle. In car parks it is important to recognise PTW lack a secure place to hold a parking ticket.

3.5.3 PTW facilities should be illuminated and ideally located away from drain gratings, manhole covers, studs, cats' eyes, cobbles and gravel. PTW parking bays are generally not marked for individual bikes. This allows flexible and efficient use of limited space by bikes of different sizes.

3.5.4 Provision must be made to secure PTWs. There are two basic types of anchor points to which motorcycles can be secured to reduce the risk of theft:

1. Raised – A horizontal bar is provided at a height of approximately 400- 600mm and requires the user to have their own lock. Horizontal bars should be welded or fixed with tamper proof bolts.
2. Ground Level – An anchor point below the surface, with a loop allowing the user's own lock to be passed through. Anchor points require regular maintenance and can be dirty to use.

3.6 Electric Vehicle Charging

3.6.1 In order to future proof development ahead of the expected transition to electric vehicles (EV), the council expects the inclusion of charging points for electric vehicles in all new developments. Conversions and change of use applications will be agreed with the LPA on a case by case basis.

The EV charging requirements have been developed according to the government's Road to Zero strategy and the Transport Decarbonisation Plan, alongside BCP Council's own Carbon Neutrality Strategy. This requires the council and its operations to be carbon neutral by 2030, ahead of the 2050 national target.

3.6.2 Electric Vehicle Charging Infrastructure (EVCI) is a developing technology. The council will expect that connection points are installed in line with emerging technical requirements and open benchmarks. Connections conforming to national and/or industry benchmarks such as BS 61851 and BS 7671 are expected as a default.

3.6.3 The council requires applications for new development to provide EV charge points that comply with Table 1 to future-proof development ahead of the expected transition to electric vehicles. BCP Council will play a role in supporting organisations to access any government/grant funding to fulfil electric vehicle charging provision requirements outlined in the document.

3.6.4 The council recognise user needs and usage circumstances may give rise to differing provision depending on different user needs and/or usage requirements. Where the needs of users differ from the provision set out in Table 1, notwithstanding the council's commitment to a net zero carbon target of 2030, the Local Planning Authority will consider an alternative EVCI requirement, subject to the applicant providing up-to-date and robust evidence to support user, usage and business needs.

Table 1 EV provision

	Percentage of bays with "active [14]" chargepoint provision	Percentage of bays with "passive [15]" chargepoint provision
Residential development less than 10 spaces	20%	80%
Residential development with 10+ spaces	50%	50%
Non-residential development with 10+ spaces	30%	70%
Non-residential development less than 10 spaces	To be agreed with LPA	

3.6.5 The EVCI charge requirements increase in line with the number and intensity of usage as set out in Table 2.

[14] Active provision is defined as an actual socket connected to the electrical supply system that vehicle owners can plug their vehicle into.

[15] Passive provision is defined as the network of cables and power supply necessary so that at a future date a socket can be added easily.

Table 2 Charge point Specification

EV Charging Requirement	Charge Point Specification	Power Requirement
Individual charge socket	7kW Mode 3 with Type 2 Connector	230V AC 32A Single Phase dedicated supply
Communal fast charge socket	Feeder pillar or equivalent permitting future connection	230V AC 32A Single Phase dedicated supply
Intensive communal rapid charge socket	50kW -350kW Mode 4 (DC) Multi-standard charge point	400V AC 100A Triple Phase dedicated supply

3.6.6 A wide variety of options exist to control access to charge points and allocate electricity charges to individual users. Management and maintenance arrangements for charge points should be determined on a site by site basis to meet the needs of the users in question. This should include any leasehold and freehold consents and or responsibilities regarding use, payments, charges or approvals.

3.6.7 Individual charge sockets are considered appropriate for residential overnight charging or where long dwells greater than 6 hours is expected. Communal fast charges are expected where the destination charging reflects shorter dwell times of around 2 hours or where individual charge sockets are not appropriate. Intensive communal rapid chargers are expected in destinations of high demand, or of short dwell times typical of up to 1 hour. Communal facilities must be capable of simultaneous use serving all “active” bays.

3.6.8 The provision of EVCI on-street is permitted in exceptional circumstances where on site constraints eliminate all other methods of on site provision. Details will require agreement with the Local Planning Authority to ensure that such features do not result in highway safety issues or encroach on active travel or public transport infrastructure. Additionally, a traffic regulation order (TRO) will be required for any on-street bays.

3.7 Disabled Parking Requirements

3.7.1 To ensure provision of disabled friendly parking spaces, the council would normally require a level of parking provision for disabled persons.

3.7.2 Parking bays for people with disabilities should be designed to ensure that drivers and passengers, either of whom may have a disability, can enter and exit from the car easily and safely. Parking spaces should be 2.6m in width with a 1.2m wide marked access zone between spaces. A 1.2m wide safety zone for boot access is also required (as shown in Figure 22).

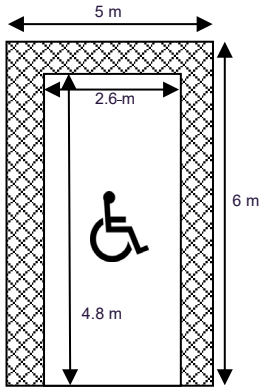


Figure 22 Disabled bay dimensions

3.7.3 Alternatively, two standard 2.6m wide spaces with a shared space of 1.2m between may be considered as per Figure 23. New developments will be encouraged to provide this layout in commercial car parks.

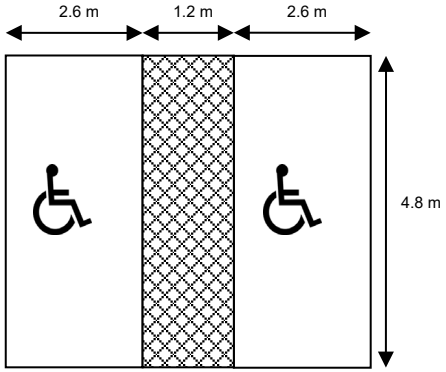


Figure 23 Alternative disabled bay arrangement

3.7.4 Disabled parking spaces should be located close to the main pedestrian entrance to the building it serves, with level pedestrian access across the entire distance. Parking provision for people with disabilities in on-street residential locations may be considered.

3.7.5 The level of provision required for both residential and non-residential (in accordance with best practice guidance) development are outlined in Appendix A.

3.8 Parking for People with Young Children

3.8.1 Parents with young children may have difficulties accessing conventional parking spaces. The provision of dedicated parking should be considered in retail developments.

3.8.2 Such spaces should be marked with a suitable symbol and located close to the building. Parking spaces should be 3.6m wide or have a transfer area 1m to one side of a 2.6m standard space as per Figure 24. Where space is limited, 3.2m wide spaces may be acceptable.

3.8.3 Alternatively, two standard 2.6m wide spaces with a shared space of 1m between may be considered as per Figure 25.

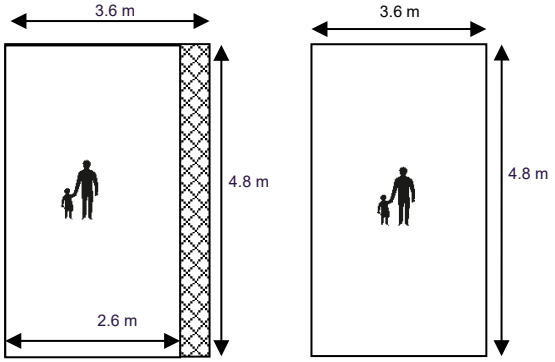


Figure 24 Parent and child bay dimensions

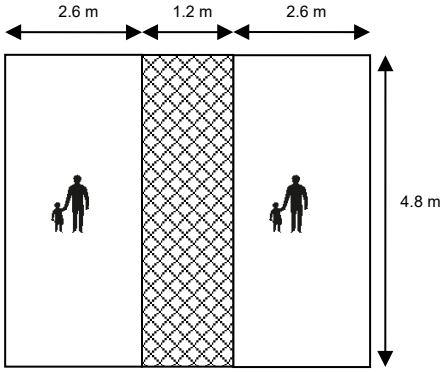


Figure 25 Alternative Parent and child bay dimensions

3.9 Underground and Multi-Storey Parking

3.9.1 Parking solutions that incorporate multi-storey car parks above and/or below ground will be supported in appropriate locations. For example, locations where a high-quality streetscene is retained. Parking solutions should be designed in accordance with the technical guidance offered by the Institute of Structural Engineers "design recommendations for multi-storey and underground car parks" (2011) or any future update.

3.9.2 For situations requiring transition ramps, any transition ramp should be at least 3m in length and its gradient half the gradient of the ramp. These transition gradients should be sited at the top and bottom of the ramp to reduce the risk of vehicle grounding. A separate equality compliant pedestrian access route will be required where ramps exceed 1:12. Adequate headroom should be maintained of no less than 2.3m. Where larger delivery vehicles are expected or double deck cycle parking is to be used this must be increased to 2.7m, or to 5m in the case of refuse vehicles.

3.9.3 The parking bay sizes for any multi-storey or underground car park should meet dimensions set out in this SPD. Where internal columns are required these must be clearly shown due to their impact on parking capacity. Columns should be located at a distance of 0.8m from the front of the space to facilitate access and egress without impacting the ability to open car doors. Additionally, the access road should be level. Where the land's topography deems this not possible, a gradient no greater than 1:20 within the first the 5m from the highway is required.

3.9.4 Basement parking is often preferable to surface parking as it can reduce the visual dominance of vehicles and can free up green space, preserve amenity and enhance biodiversity. However, surface parking can provide attractive accessible parking for visitors, disabled drivers and service vehicles, discouraging drivers of those vehicles from parking in unsafe locations. Therefore, for developments with basement parking, and where on-street parking would cause highway safety and congestion issues, some on-site surface vehicle parking should be provided.

3.9.5 The need to remove large volumes of earth is a major disadvantage and this option is often most logical on sloping sites, where less excavation is needed. The entrances to underground and podium car parks should be located and designed to minimise the impact on the street scene. Flood risk and land stability should also be fully considered. There should be a 0.5m raised safety strip either side of the ramp to protect vehicles and building structures.

3.9.6 Undercroft parking incorporated into the ground floor of a building should be enclosed by a wall and grills, as open undercroft parking can have a poor appearance causing security issues and potential anti-social behaviour. Balconies or roof terraces at first floor level can be used to counter the deadening impact of parking on the building frontage. Decorative railings/ grills and planting at the base of the building can also help to soften the impact. The council should avoid blank or unattractive elevations and the need for mechanical ventilation.

3.9.7 Podium car parking with development above enables parts of the podium roof to be used for green space. For example, communal roof gardens. The podium maximises opportunities for improved outdoor amenity space and planting. Blank elevations adjacent to the public realm should be avoided. This can be achieved through wrapping the podium in active uses or using planted banks. One disadvantage of this approach is that large and complex structures can emerge as a result. This may be difficult to adapt and redevelop incrementally in the future.

Figure 26 Screened underground parking

Figure 27 Decorative grills

3.9.8 Any car parks equipped with entry control (e.g. lifting barriers) should have cycle by-passes or shortened barriers to enable cyclists to enter/exit without dismounting and pushing their cycles. Any vehicle parking located behind a vehicle access barrier such as a gate will be considered as allocated parking as such barriers restrict general visitor parking.

3.9.9 Car stackers and lifts are often suggested as a means of maximising the space available for off-street car parking. The council accepts the principle of stackers and lifts in new developments. However, developers should consider the following points:

- where the stacker is accessed directly from the highway, it must not result in vehicles queuing on the highway
- where a stacker is accessed within an off-street car park, and the spaces are not independently accessible, there must be adequate circulation space to allow vehicles to wait without blocking the free flow of traffic either within the car park or on the highway
- the council may impose a condition relating to the maintenance of the stacker on the grant of any planning permission
- car lifts should only be considered where it's not possible to install ramps to basement car parks
- EV charging facilities are not generally compatible with car lifts or stackers
- parking spaces accessed via a car lift or car stacker will only be considered as allocated parking bays and must be sized in accordance with the dimensions set out in this SPD.

4. Parking Standards

4.1 Zonal Approach

4.1.1 The parking standards are applied on a hierarchical zonal basis within the BCP area, reflecting differing accessibility levels and access to local shops, services and facilities. These are shown in Figure 28.

Zone A — Main centres

4.1.2 Zone A comprises an approximate 400 metre boundary (5-minute walk) around Bournemouth Town Centre, Christchurch Town Centre, Poole Town Centre, and the Boscombe and Westbourne District Centres. The areas in this zone have a high degree of accessibility to public transport, services, shops and other facilities. Car ownership in these locations is far lower than the BCP average.

Zone B — District centres

4.1.3 The District Centres of Ashley Cross, Ashley Road, Boscombe East, Broadstone, Castlepoint, Charminster, Hamworthy, Highcliffe, Hinton Admiral, Kinson, Moordown, Springbourne, Southbourne, Tuckton, Turlin Moor, Winton and Wallisdown have good local services, shops and other facilities or are in close proximity to a mainline rail station. These facilities are generally smaller and have lower accessibility levels than the centres in Zone A.

4.1.4 The provision of bus services is generally lower than in Zone A. Car ownership is higher but remains generally lower than the BCP average. An approximate 400 metres boundary (5-minute walk) has again been applied around these District Centres.

Zone C - Zone C — Business hubs

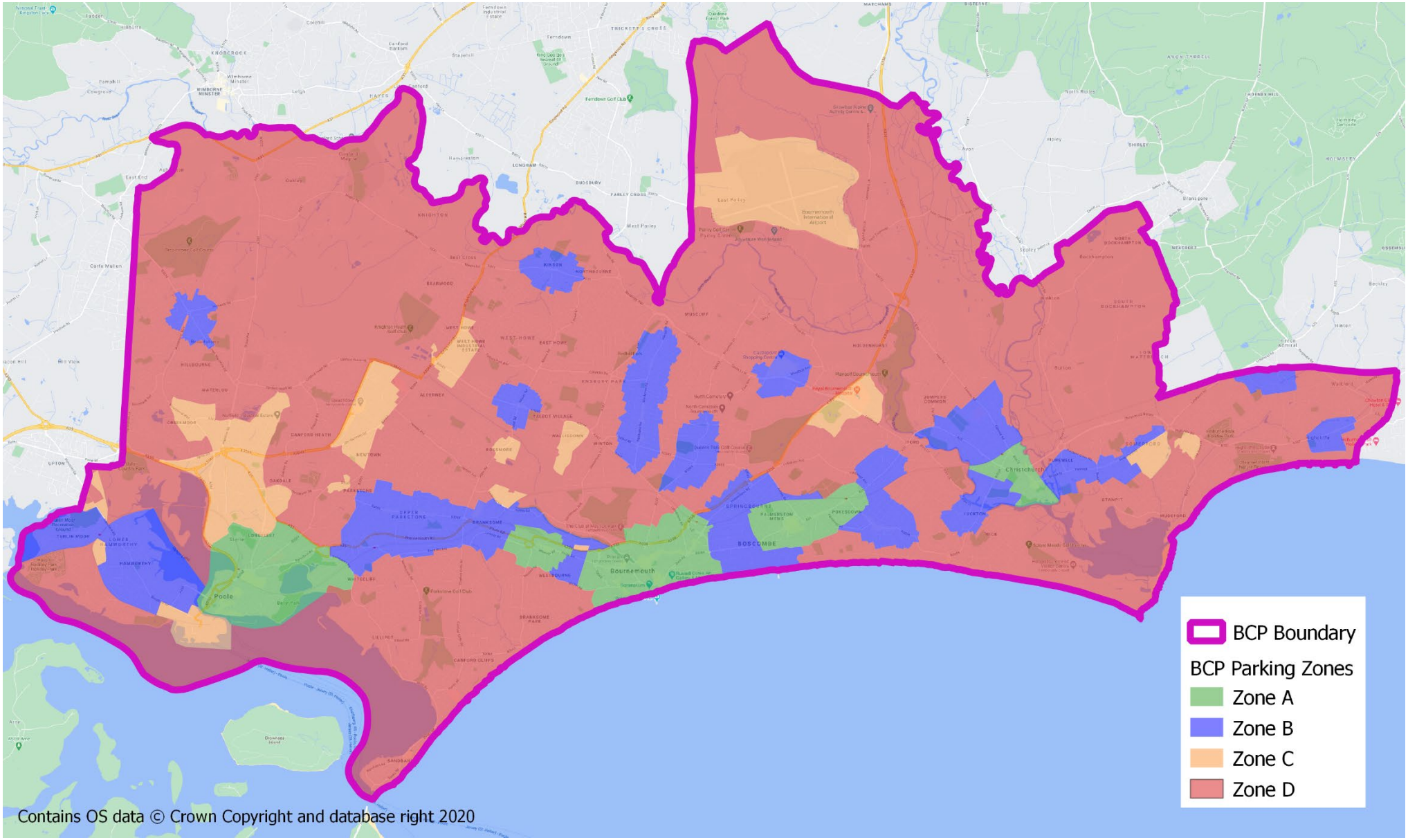
4.1.5 4.1.5 There are several major employment and education centres across the BCP area, and these have been specifically identified as it is important to ensure that these locations do not become car dependant. The council will seek to enhance the attractiveness of public transport and active travel in these locations.

Zone D— Suburban/rural locations

4.1.6 The remainder of the council's administrative area is considered suburban or rural in nature. The lowest level of access to public transport, services and facilities is demonstrated. These less accessible areas are where car ownership is at its highest.

4.1.6 It is recognised that the zonal boundaries may not represent absolute accessibility of each individual location as the nature and location of a development site in the context of a neighbouring location can vary. This may be due to greater public transport accessibility (high frequency bus corridors) or closer proximity to local services and facilities.

Figure 28 BCP Council Parking Zones



www.bcpcouncil.gov.uk/parkingspdzones

4.2 Parking standards

4.2.1 The parking standards in the following tables apply to all categories of development for which planning permission is required (new builds, conversions, change of use) within the BCP Council area. These apply for all appropriate land uses within the Use Classes under the Town & Country Planning (Use Classes) Order 1987 (as amended). For developments not listed, please contact the Local Planning Authority.

4.2.2 In determining the parking standards, the underlying principle was that areas, which already or potentially have a high-level access to facilities or within a sustainable transport corridor would be expected to adopt more rigorous parking standards than less accessible areas. As typically car ownership and usage is lower within these areas.

4.2.3 The figures are presented in spaces per square metre of Gross Floor Area (GFA) of buildings unless otherwise indicated. GFA is defined as the total area of a building, including the areas of any floors/storeys, as measured externally. In calculating the parking standards, due allowance has been made for the parts of buildings that are not available for the predominant use. For example, lift shafts, stair wells, plant rooms, and circulation space.

4.2.4 When calculating parking provision, fractions of spaces (where shown in decimals) should be rounded to the nearest whole number. For cycle parking a minimum of one stand (effectively two spaces) is to be provided. Cycle provision for change of use or conversion of existing buildings will be assessed on its merits, on a case by case basis. In the presence of constrained sites (where on site provision is not feasible), the LPA expects cycle parking to be provided through alternative means, preferably in the form of communal parking schemes (eg bikehangar).

4.2.5 Where a building is in mixed use (eg shops and flats), the appropriate parking provision will be considered for each individual use. In the presence of ancillary uses to the main premises (eg office and store ancillary to a shop), the appropriate parking provision for the whole building/buildings will be that attributable to the main use.

4.2.6 The council's residential car parking requirements for C3 and C4 uses are based on unallocated parking provision. Research has suggested that this results in the most efficient use of spaces[16]. In residential developments where allocated spaces are to be provided as a specific development choice, and where more than 50% of car parking is allocated to individual dwellings, including unallocated parking for flats and houses, a visitor car parking allowance of an additional 1 space per 5 dwellings should be provided. In all other types of developments, visitor parking allowance is included within the figures. Where applicable, a planning condition will be used to ensure residential car parking remains on an unallocated basis in perpetuity.

4.2.7 For most commercial and retail uses in Zone A and Zone B zero car parking will be acceptable as this will encourage commuting workers, shoppers, and visitors to use the good sustainable travel options available in these locations. The public car parks in these locations will be available for those who choose to arrive by car.

[16] Manual for Streets (DfT, 2007)

Parking standards by Use Class

Table 3 B2: General industrial Use for any industrial process (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	1/100 m2	Servicing Management Agreement.	Secure Covered (staff): 0.4/100 m2 Public (visitor/staff overflow): 0.2/100 m2	To be agreed with LPA	1.5% of car spaces
Zone B					
Zone C	1.5/100 m2	HGV: 1/500 m2 minimum of 1 space			
Zone D	1.75/100 m2				

Table 4 B8: Storage and distribution Not open to the public. This class includes open air storage.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	0.5/100 m2	Servicing Management Agreement. HGV: 1/250 m2 minimum of 1 space	Secure Covered (staff): 0.2/100 m2 Public (visitor/staff overflow): 0.1/100 m2	To be agreed with LPA	1.5% of car spaces

Table 5 C1: Hotels and guest houses Hotels, boarding and guest houses - where no significant element of care is provided (excludes hostels).

Figures apply to resident facilities only; non-resident facilities are treated separately.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.5 per bed	Servicing Management Agreement.	Secure Covered (staff): 0.15/bedroom Public (visitor/staff overflow): 0.05/bedroom	0.05/bedroom	1.5% of car spaces
Zone B	0.75 per bed				
Zone C	1 per bed	To be agreed with LPA			
Zone D	1 per bed				

C2: Residential institutions

Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.

Table 6 C2: Hospitals, C2: Schools and colleges and C2A Secure residential institutions

For detention centres, short-term holding centres, secure hospitals, secure local authority accommodation etc. please contact the local planning authority.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	0.25 / full time equivalent (FTE) staff + 0.25/bed + provision for mobility scooters	To include facilities for: loading, drop-off/pick-up, ambulance	Secure covered (staff): 0.25/FTE staff Public (visitor/staff overflow):0.05/bed	Minibus to be agreed with LPA	1.5% of car spaces

Table 7 C2: Nursing and care homes

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	0.2 / full time equivalent (FTE) staff + 0.2/bed + provision for mobility scooters	To include facilities for: loading, drop-off/pick-up, ambulance	Secure covered (staff): 0.4/FTE staff Public (visitor/staff overflow): 0.05/bed	Minibus to be agreed with LPA	1.5% of car spaces

Table 8 C2: Sheltered housing (specialist elderly person's accommodation)

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	0.2 / full time equivalent (FTE) staff + 0.3/bed + provision for mobility scooters	To include facilities for: loading, drop-off/pick-up, ambulance	Secure covered residential (resident/staff): 0.25 / FTE staff Public (visitor) 0.05 / bed	Minibus to be agreed with LPA	1.5% of car spaces

C3: Dwellings in Tables 9 and 10 residential parking requirements are set out by habitable rooms (HR). A habitable room is defined by the census as "the number of rooms in a household's accommodation". The term "does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage".

Table 9 C3: Flats[17]

Number of Habitable Rooms (bedroom equivalent)	Cars: residents and visitors				Loading & Servicing	Cycle Spaces All Zones (Minimum of one stand)	Minibus/Coach	PTW All Zones
	Zone A	Zone B	Zone C	Zone D				
1-2 HR (Studio/1 bed)	0	0	1	1	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LPA	1.5% of car spaces
3 HR (2 bed)	0	0	1	1				
4 HR or more (3 bed+)	0	1	2	2				

Table 10 C3: Houses

Number of Habitable Rooms (bedroom equivalent)	Cars: residents and visitors				Loading & Servicing	Cycle Spaces All Zones (Minimum of one stand)	Minibus/Coach	PTW All Zones
	Zone A	Zone B	Zone C	Zone D				
1-2 HR (1 bed)	0	0	1	1	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LPA	1.5% of car spaces
3 HR (2 bed)	0	1	1	1				
4 HR (3 bed)	0	1	2	2				
5 HR or more (4 bed+)	0	1	2	2				

[17] For developments in Zones A and B with greater than 50 units on site provision of at least 2 car club bays will be expected. For developments of fewer than 50 units an equivalent financial contribution towards an existing car club will be sought.

Table 11 C3: Holiday accommodation (holiday flats, self-catering apartments and serviced apartments)

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	1 per apartment	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LPA	1.5% of car spaces

Table 12 C4: Houses in multiple occupation Use of a dwellinghouse by 3-6 residents as a 'house in multiple occupation' (HMO) NB: Large HMOs (more than 6 people) are unclassified therefore sui generis.

	Cars: residents and visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	1 per HMO	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LPA	1.5% of car spaces

Class E: Commercial, business and services (principally to visiting members of the public)

Shops, financial and professional services, restaurants~~,~~ and cafés, gyms, health centres, crèches, nurseries and indoor sports/recreation facilities.

Table 13 Class E: Clinics, health centres, doctors, dentists, vets

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	1/treatment room	To be agreed with LPA	Public (visitor/staff): 0.25/treatment or consulting room	To be agreed with LPA	1.5% of car spaces
Zone B	2/treatment room				
Zone C	2/treatment room				
Zone D	3/treatment room				

Table 14 Class E: Crèches/day nurseries

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.1 / Full Time Equivalent (FTE) staff	Servicing Management Agreement to include student pick-up/drop-off	Crèches/Day Nurseries: Secure covered: covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff	To be agreed with LPA	1.5% of car spaces
Zone B	0.3 / Full Time Equivalent (FTE) staff				
Zone C	0.4 / Full Time Equivalent (FTE) staff				
Zone D	0.6 / Full Time Equivalent (FTE) staff				

Table 15 Class E: Indoor sports halls

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement.	Secure Covered (staff): 0.2/FTE Public (visitor/staff overflow): 2.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B	0.5/100 m2				1.5% of car spaces
Zone C	2/100 m2	To be agreed with LPA			
Zone D	4/100 m2				

Table 16 Class E: Offices and businesses Including financial services such as banks and building societies, professional services (other than health and medical services) and estate/employment agencies.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement.	Secure Covered (staff): 1/100 m2 Public (visitor/staff overflow): 0.2/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B	1/100 m2				1.5% of car spaces
Zone C	2/100 m2	HGV: 1/500 m2 minimum of 1 space			
Zone D	2.5/100 m2				

Table 17 Class E: Restaurants and cafes For the sale of food and drink, for consumption on the premises.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement.	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	HGV: 1/500 m2 minimum of 1 space			1.5% of car spaces
Zone D	4/100 m2				

Table 18 Class E: Retail Shops, food stores, retail warehouses, hairdressers, travel & ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	HGV: 1/1000 m2 minimum of 1 space			1.5% of car spaces
Zone D	4/100 m2				

Class F.1 Learning and non-residential institutions (buildings regularly in wider public use)

Schools, art galleries, museums, libraries, public halls, places of worship, church halls, law courts. Non-residential education and learning facilities.

Table 19 F.1: Conference centres

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	To be agreed with LPA	Public (visitor/staff): 0.07/persons	To be agreed with LPA	Nil: use public car parking
Zone B	0.1 / seat				1.5% of car spaces
Zone C	0.2 / seat				
Zone D	0.2 /seat				

Table 20 F.1: Higher education (HE) and further education (FE) facilities[18]

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.1 / Full Time Equivalent (FTE) staff	Servicing Management Agreement to include student pick-up/drop-off	FE & HE pupils: Secure covered: 0.3/student. FE & HE staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff	To be agreed with LPA	1.5% of car spaces
Zone B	0.3 / Full Time Equivalent (FTE) staff				
Zone C	0.4 / Full Time Equivalent (FTE) staff				
Zone D	0.6 / Full Time Equivalent (FTE) staff				

Table 21 F.1: Public libraries, churches, art galleries, museums, places of worship, law courts, public exhibition halls

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	1/100 m2	To be agreed with LPA	Public (visitor/staff): 1.2/100m2	To be agreed with LPA	1.5% of car spaces
Zone B	2/100 m2				
Zone C	3/100 m2				
Zone D	4/100 m2				

[18] Micro scooter storage should be considered: 0.05/student.

Table 22 F.1: Schools

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.1 / Full Time Equivalent (FTE) staff	Servicing Management Agreement to include dedicated student pick-up/drop-off and/or servicing bay(s)	Primary pupils [19]: Secure covered: 0.1/student. Primary Staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff. Secondary pupils: Secure covered: 0.25/student. Secondary staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff. Crèches/Day Nurseries: Secure covered: covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff	To be agreed with LPA	1.5% of car spaces
Zone B	0.3 / Full Time Equivalent (FTE) staff				
Zone C	0.4 / Full Time Equivalent (FTE) staff				
Zone D	0.6 / Full Time Equivalent (FTE) staff				

[19] Micro scooter storage is also required for primary schools: 0.1/student.

Class F.2 local community uses (used principally by the local community)

Small local shops and community halls, outdoor leisure/sports, indoor or outdoor swimming pools, or skating rinks.

Table 23 Class F.2: Community halls

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement	Secure Covered (staff): 0.2/FTE Public (visitor/staff overflow): 2.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					1.5% of car spaces
Zone C	3/100 m2	To be agreed with LPA			
Zone D	4/100 m2				

Table 24 Class F.2: Retail Shops up to 280sqm selling essential goods, including food, and at least 1km radius from another similar shop.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	HGV: 1/1000 m2 minimum of 1 space			1.5% of car spaces
Zone D	4/100 m2				

Table 25 Class F2: Stadia

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.01 per spectator	To be agreed with LPA	Public (visitor/staff): 0.07/spectator	1/120 spectators to be agreed with LPA	1.5% of car spaces
Zone B	0.02 per spectator				
Zone C	0.04 per spectator				
Zone D	0.07 per spectator				

Sui Generis

Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include student accommodation, theatres, hostels providing no significant element of care and scrap yards. Petrol filling stations and showrooms selling and/or displaying motor vehicles. Wholesalers, nightclubs, launderettes, taxi businesses, amusement centres , static caravans, and casinos. For such developments not listed, please contact the local planning authority.

Table 26 Sui generis: Drinking establishments Public houses, wine bars or other drinking establishments (but not nightclubs).

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	*Servicing Management Agreement.*	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	HGV: 1/500 m2 minimum of 1 space			1.5% of car spaces
Zone D	4/100 m2				

Table 27 Sui generis Garage showrooms

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.2/100 m2	To be agreed with LPA	0.1/100 m2	To be agreed with LPA	1.5% of car spaces
Zone B	0.25/100 m2				
Zone C	3/100 m2				
Zone D	5/100 m2				

Table 28 Sui generis Garage workshops

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	1/100 m2	To be agreed with LPA	0.1/100 m2	To be agreed with LPA	1.5% of car spaces
Zone B	1.5/100 m2				
Zone C	2/100 m2				
Zone D	2.5/100 m2				

Table 29 Sui generis: Hot food takeaways For the sale of hot food for consumption off the premises.

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	Servicing Management Agreement.	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	3/100 m2	To be agreed with LPA			1.5% of car spaces
Zone D	4/100 m2				

Table 30 Sui generis Large houses in multiple occupation (HMOs) (more than 6 people)

	Cars: Residents & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
All Zones	1 per HMO	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	Minibus to be agreed with LHA	1.5% of car spaces

Table 31 Sui generis Student accommodation

Purpose-built student accommodation is defined as a 'hall of residence' with typically a cluster-flat arrangement, usually a warden facility and other communal facilities, such as shared kitchens and bathrooms [20]

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	To be agreed with LPA, and include operational parking as necessary	Secure Covered Residential: 1 / bed. Public (visitor): 0.1/Unit	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C					
Zone D	1 per unit				1.5% of car spaces

Table 32 Sui generis: Theatres, cinemas, concert halls, bingo halls, and dance halls

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	Nil: use public car park	To be agreed with LPA	Secure Covered (staff): 0.2/FTE Public (visitor/staff overflow): 2.5/100 m2	To be agreed with LPA	Nil: use public car parking
Zone B					
Zone C	0.2 / seat				1.5% of car spaces
Zone D					

[20] In the case of student accommodation, suitable car club provision will be considered an acceptable alternative to on-site car parking provision.

Table 33 Sui generis Wholesalers open to the public

	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
Zone A	0.5/100 m2	To be agreed with LPA	0.1/100 m2	To be agreed with LPA	1.5% of car spaces
Zone B	1/100 m2				
Zone C	1.5/100 m2				
Zone D	2/100 m2				

4.3 Variation from the parking standards

4.3.1 The Local Development Plan provides the policy basis for determining planning applications. The council will expect proposals to incorporate all requirements and measures necessary to mitigate harmful impacts of traffic on the wider transport network.

4.3.2 Parking in new development should aim to meet the requirements set out in the SPD. In circumstances where an applicant can demonstrate that a departure from the standards is appropriate, this should be fully justified.

4.3.3 Increases or reductions in parking provision can be justified as part of the Design and Access Statement, Transport Assessment or other supporting information. Relevant factors may include the nature and location of the development, or where there is greater public transport accessibility or higher active travel usage. They may also include the allocation of parking spaces (or not), visitor parking requirements, the function of the street and existing parking demands. Typical examples may include family accommodation, luxury flats, high frequency bus routes, or other site-specific circumstances.

4.3.4 Other than the typical examples in the previous paragraph we will need robust evidence if there is any departure from the standards set out in this SPD, such as providing a shortfall or overprovision of parking.

4.3.5 The council may also request an assessment on individual sites of local parking and traffic conditions, in order to consider the risks to highway safety as a result of the proposed variation. A parking survey and assessment of the level of 'parking stress' (number of parked vehicles as a percentage of the number of standard available parking spaces) is a preferred method of analysis.

4.3.6 On-street parking stress surveys and assessment will be required at the council's discretion in cases involving variation from the standards in order to assess the potential magnitude the displacement impact (if any) would have on the parking stress on the nearby streets, and consequently how the impact (if any) from the displacement onto the highway will be mitigated. Further guidance is available in the council's Parking Survey and Assessment Note in Appendix C(i).

4.3.7 The Local Planning Authority reserves the right to determine the provision of bus passes in lieu of car parking, in similar terms to the way car clubs are considered in lieu of parking. This will depend on type, size and the scale of development and determined on a case-by-case basis.

5. Other Considerations

5.1 Loading and Servicing

5.1.1 Loading and servicing can impact the efficiency of on-site operations, road safety, congestion levels on surrounding roads and the amenity of the area.

5.1.2 Loading and servicing requirements may be unique to a site. Activities should be arranged to minimise, while aiming to avoid any adverse impacts on the site and surrounding areas. Where on-site loading and servicing provision is required, clear signs must be provided. It is the Local Planning Authority's preference that dedicated servicing bays are provided and dedicated operational servicing/parking requirements are provided in Zones A and B for residential uses, which should cater for the maximum number and size of vehicles likely to serve the development at any one time. These should be fitted with lockable bollards to avoid being utilised as overflow parking area by residents.

5.1.3 Sufficient Operational Parking should be provided on site, especially for residential uses where zero car parking is provided. Operational Parking is defined as the space required for cars and service vehicles necessarily involved in the operation of the business of particular buildings. It comprises space for vehicles servicing the premises; primarily commercial vehicles, and including vehicles delivering or collecting goods, grocery deliveries, furniture removal and maintenance vehicles, as examples. In addition to the space required for loading and unloading, Operational Parking also includes space for picking up and setting down passengers. Appropriate justification is to be provided to demonstrate the level of Operational Parking proposed for development.

5.1.4 Development proposals must make provision for loading and servicing activities as follows:

- Demonstrate that loading and servicing activities for the site can occur without disruption to pedestrians, cyclists and vehicles both on and off the site;
- Where no designated areas/bays are provided on-site for loading and servicing activities, the applicant must demonstrate the procedure of loading and servicing. This can be presented in a delivery servicing plan, or parking management plan.

5.1.5 In considering planning applications, the council will control the hours of delivery and/or define routes for delivery activities. This reinforces the council's aim of minimising intrusion and disturbance and/or limiting the impact of deliveries on the road network. Out of peak hours, deliveries are the default for all loading and servicing arrangements within Zones A and B.

5.1.6 As demand for last-mile deliveries grows the council recognises the need for freight consolidation and consolidation centres. To support this the council encourages the use of newer and quieter delivery vehicles, particularly e-cargo bikes, as well as collaboration between logistic providers.

5.1.7 Further advice on service vehicle provision can be found in the Freight Transport Association's publication "Designing for Deliveries".

5.2 Mobility Scooters

5.2.1 Consideration should be given to safe covered storage and charging points for mobility scooters, electric wheelchairs and similar mobility aids. This is especially important when designing retirement or warden-controlled developments.

5.3 Coaches and Minibus

Developments that are likely to generate coach traffic must provide appropriate off-street parking facilities for the stopping, setting down and picking up of passengers. Appropriate turning facilities should also be provided (avoiding the requirement for coaches to reverse in or out of a site where possible, taking into consideration highway and pedestrian safety).

5.3.1 In cases where designated bus bay pick-up/drop-off is considered acceptable, it should ensure adequate space for entry and exit tapers.

5.4 Car Clubs, car sharing and shared parking

5.4.1 A car club allows members to hire a car on an hourly basis for occasional short-term use. Membership of a car club removes the costs of vehicle purchase, parking permits, vehicle excise duty, MOT, maintenance and insurance.

5.4.2 Nationally, lessons[21] have been learned regarding how to operate successful car clubs. Several key elements are recognised as being crucial to the success of car clubs:

- high density housing
- commercial users
- parking restrictions
- property development
- supportive Local Authority
- designated on-street parking bay(s)

5.4.3 When effectively managed, car clubs have been shown generally to reduce car ownership, and particularly ownership of second cars, helping to reduce traffic and parking pressures. Therefore, the council wishes to promote the use of accredited car clubs. BCP Council has an existing car club network in place, therefore new developments that include a car club would be expected to join the council's preferred supplier. A TRO will be required for any on-street car club bays.

5.4.4 The location of car clubs is crucial to their success. Large commercial users facilitate the use of the car club during the daytime. This occurs when residents are at work, with residents mainly using vehicles at evenings and weekends. This ensures commercial viability of the car club and its long-term sustainability.

Figure 29 Car club bay

[21] Car-Clubs-in-New-Developments (CoMo, 2016)

5.4.5 Car clubs function efficiently by complementing other sustainable travel modes, rather than acting as a standalone solution. Therefore, car clubs will generally be supported for developments within the Main Centres and Local Centres (Zones A and B). In the right location car clubs can be used alongside provision for active travel, support for public transport measures (including annualised bus passes) and to enable lower car ownership and reduce car usage. Further advice on car clubs is available from the CoMo website.

5.4.6 Car sharing can be an effective way of reducing single person car trips. It considers those who do not feel that walking, cycling or public transport is a viable alternative mode to the private car.

5.4.7 Provision of car sharing bays should be based on forecast modal splits associated with the development. This could be based on a variety of assessment methodologies. For example, surveys carried out as part of the travel plan process, the TRICS trip generation and analysis database, employer held data on employee travel behaviour, or journey to work census data.

5.4.8 The provision of car sharing bays should be in a preferential location within the site, usually within proximity to the site entrance. Such bays should be provided from the outset, as travel patterns can struggle with change once they have become established. Car share bays are not counted as additional spaces and should be clearly marked as being for car share use only.

5.4.9 To ensure the success of the car sharing scheme, details must be provided to state how car sharing bays are expected to be managed. For example, organisations may wish to organise a bespoke scheme or buy into an existing car share scheme. The benefits to employers from promoting car sharing can be significant, resulting in less land required for car parking.

5.4.10 Similar to car sharing, shared use of parking areas may result in a reduction of the number of parking spaces, which will be considered on a site by site basis. Conflict should not occur so long as the shared use developments operate at differing times of day or days of the week, unless the development is considered ancillary to other activities. For example, food and drink within a retail area.

5.5 Holiday Accommodation

5.5.1 Holiday accommodation such as holiday flats, self-catering apartments and serviced apartments often experience difficulties with their parking needs.

5.5.2 Conflict is most common when holiday accommodation is proposed alongside residential development. This is due to the irregular occupancy and the lower turnover of parking spaces that holiday accommodation exhibits.

5.5.3 Where residential accommodation and holiday accommodation are proposed as part of the same development (or site), the council expects parking provision for holiday accommodation. Requirements include being on-site, on an allocated basis, grouped together and annotated as specifically for use of the holiday accommodation units only.

5.6 Drainage

5.6.1 Residential car parking can contribute to sustainable water management. Appropriate design ensures that surfaces are permeable and help to reduce the overall impact of development on the wider environment, thus enabling it to be available for use at all times. Such sustainable urban drainage systems (SuDS) are expected in accordance with the council's adopted SuDS policy.

5.6.2 Rain gardens and swales are particularly encouraged in parking applications. The motivation is to soften the impact of large areas of blacktop often associated with parking. Similarly, tree planting is expected, and permeable paving may be suitable in some circumstances.

5.6.3 Any proposed SuDS must take into account a range of guidance. For example, Environment Agency guidance, and any published Local Strategic Flood Risk Assessment and provide appropriate arrangements for their future maintenance. Within 400m of cliff tops and steep slopes, there is a presumption against the use of soakaways. As a result, alternative measures will be required.

5.6.4 Where a new vehicular access is proposed, provision should be made in the design of the accessway. This can ensure that no surface water or loose material drains/spills directly from the site onto the highway.

5.7 School streets

5.7.1 School Streets involve temporarily closing one or more roads surrounding a school. The roads can become pedestrian and cyclist only zones at set times in the morning and afternoon during term time (not including bank holidays). During these restricted times, motor vehicles are not permitted to enter the street during the specified times. Valid exemptions will be considered in exceptional circumstances.

5.7.2 Any vehicle already inside the School Street Zone when the restriction begins, will be able to leave without penalty. Emergency services, residents, businesses and blue badge holders are exempt from the restriction.

5.7.3 The council supports the principle of School Streets. The council particularly encourages their usage when developing new school and existing schools. This can significantly increase the pupil numbers who walk and cycle to school.

5.7.4 Engagement and consultation with local stakeholders that could be impacted by proposed school streets closures is required, with additional consultation encouraged ahead of any formal traffic regulation order(s).

5.8 Controlled Parking Zones (CPZs) and Residents Parking Schemes (RPS)

5.8.1 A Controlled Parking Zone (CPZ) is an area where parking regulations have been introduced to deal with various parking problems. Designated parking bays are provided with signs indicating their use. Yellow line restrictions – single and double – apply outside the designated bays. Resident Parking Schemes (RPS) are similar to a CPZ, although only apply to individual streets.

5.8.2 Controlled parking is a useful way of ensuring that the needs of stakeholders are efficiently managed for the benefit of all. Controlled parking reduces traffic and congestion for residents. It can allow the flow of traffic and emergency vehicles through streets with high levels of parking demand. It is also used by businesses to provide efficient deliveries and servicing. Controlled parking also encourages shoppers and visitors to support local businesses.

Figure 30 Parking restriction signage

5.8.3 Where developments are provided with very low or zero parking provision, it may be necessary to ensure that future residents do not have access to resident permits. However, special consideration is available for those in specific criteria such as disabled users. This is secured via a legal agreement as part of the planning application.

5.8.4 The council is considering implementing appropriate parking controls such as CPZs and RPSs to prevent inappropriate parking taking place, particularly at the boundaries between parking zones. For certain developments, existing parking controls could be enlarged, or alternatively new parking controls can be created. This can help to ensure that the development remains car free. These would be secured via a legal agreement as part of the planning process.

5.9 Visibility at accesses

5.9.1 The visibility splays at junctions and site accesses must ensure that there is adequate inter-visibility between vehicles on the major and minor arms. Key factors in determining visibility requirements include traffic speeds, traffic volumes and road configuration on the major road.

5.9.2 For drivers, visibility is required at accesses to allow safe and efficient egress from a junction. This should be based on vehicle speeds on the major road and the relevant stopping sight distances (SSDs) for those vehicles (as shown in Table 34). Research into SSDs for cars derived the appropriate SSDs (in metres) for streets[22].

Main Road Speed (mph)	10	15	20	25	30	37
Stopping sight distance (m) (adjusted for bonnet length)	11	17	25	33	43	59

Table 34 Stopping sight distances

5.9.3 Increased SSD distances to the above may be required in certain circumstances:

- where the major arm approach road has steep gradients affecting vehicle stopping speed.
- where there are significant traffic flows of buses or heavy goods vehicles (5% or more of total flow). These vehicles have different stopping characteristics to cars.

5.9.4 When a vehicle stops at a junction, the driver position is typically 2.4m back from stop line (or highway kerb for site accesses). Therefore, an “X” distance requirement of 2.4m measured into the minor access should be applied when measuring visibility of vehicles on the main road (as shown in Figure 31).

[22] Manual for Streets (DfT, 2007)

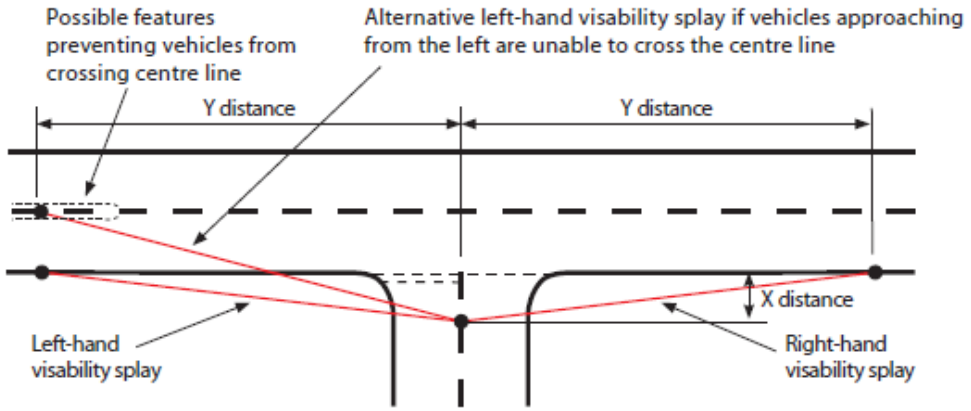


Figure 31 Junction visiblity

5.9.5 If an "X" distance of less than 2.4m is used, the front of some vehicles will have to protrude into the carriageway of the main road. This allows the driver to view traffic on the main road. It is likely to cause increase dangers for vehicles, particularly on busy roads and for motorcycles. Additionally, wide vehicles and cyclists who may travel close to the kerb or where narrow major road lanes exist, forcing vehicles towards the kerb line.

5.9.6 A relaxation of the "X" distance down to 2m may be allowed where the major arm characteristics are slow speed (less than 25mph);

- lightly trafficked (less than 2000 vehicles per day);
- there are no cycle or bus lanes.

5.9.7 Visibility splays should be kept clear of obstruction above 0.6m in height, measured from the adjoining highway level. However, some features, including standalone trees, may be accepted within splay areas provided as they do not create significant blind spots. Caution must be exercised where developments propose visibility distances less than the recognised design guideline "X" and "Y" distances as stated above.

5.9.8 Traffic accident statistics within the BCP area (2014-2018) reveal that 31% of accidents occur at priority junctions (excluding traffic signal and roundabout junctions[23]). Allowing junctions that do not have the appropriate visibility will add to the factors that may increase junction accidents. Therefore, it is expected that new accesses will comply with the above visibility requirements.

5.9.9 The safety and convenient movement of pedestrians should be a priority in new developments. Drivers emerging from accesses must give priority to people on the footway. Pedestrian visibility should be considered at all vehicular crossovers, where vehicles cross the footway to gain access to a property. This is particularly important in areas of high pedestrian movement, or where there is a significant likelihood of children crossing the access. Consequently, pedestrian visibility splays should be provided.

5.10 Street Design

5.10.1 The council expects new street design to align with up to date national best practice guidance to ensure that the street layout creates a well-functioning development and a high-quality place where people will feel safe.[24].

5.10.2 Providing sufficient designated on-street parking spaces in the right locations will assist in reducing the instances where residents feel the need to park on footways or verges. However, inappropriate parking should also be prevented through the design of the street. A range of street elements, such as carriageway

[23] BCP Council Road Safety Statistics, 2020

[24] See Manual for Streets (DfT, 2007), Manual for Streets 2 (CIHT, 2010) and Car Parking: What Works Where (English Partnerships, 2006)

widths, street furniture and planting, (including trees and groundcover planting), can be manipulated to constrain or direct parking.

Figure 32 Street design example: Poole Quarter (2020)

5.10.3 Street layouts and materials used must consider future maintenance liabilities. However, this should not deter innovation in development to achieve the required pedestrian friendly, low speed environments. Carriageway should continue to not dominate, while facilitating the movement of service vehicles.

5.11 Road Adoption

5.11.1 Where roads will serve new developments of five or more, streets will be required to be constructed to an adoptable standard.

5.11.2 Streets that are not constructed to an adoptable standard deny residents the benefit of being served by an adopted street. For example, appropriate drainage, street lighting, surfacing materials, maintenance and service vehicle access. Residents of private streets can require the council to collect their refuse, which proves problematic within poorly designed streets.

5.11.3 Residential streets, whether to be adopted by the Highway Authority or not, should be designed to ensure low vehicle speeds and should place pedestrian movement as highest priority.

Appendix A

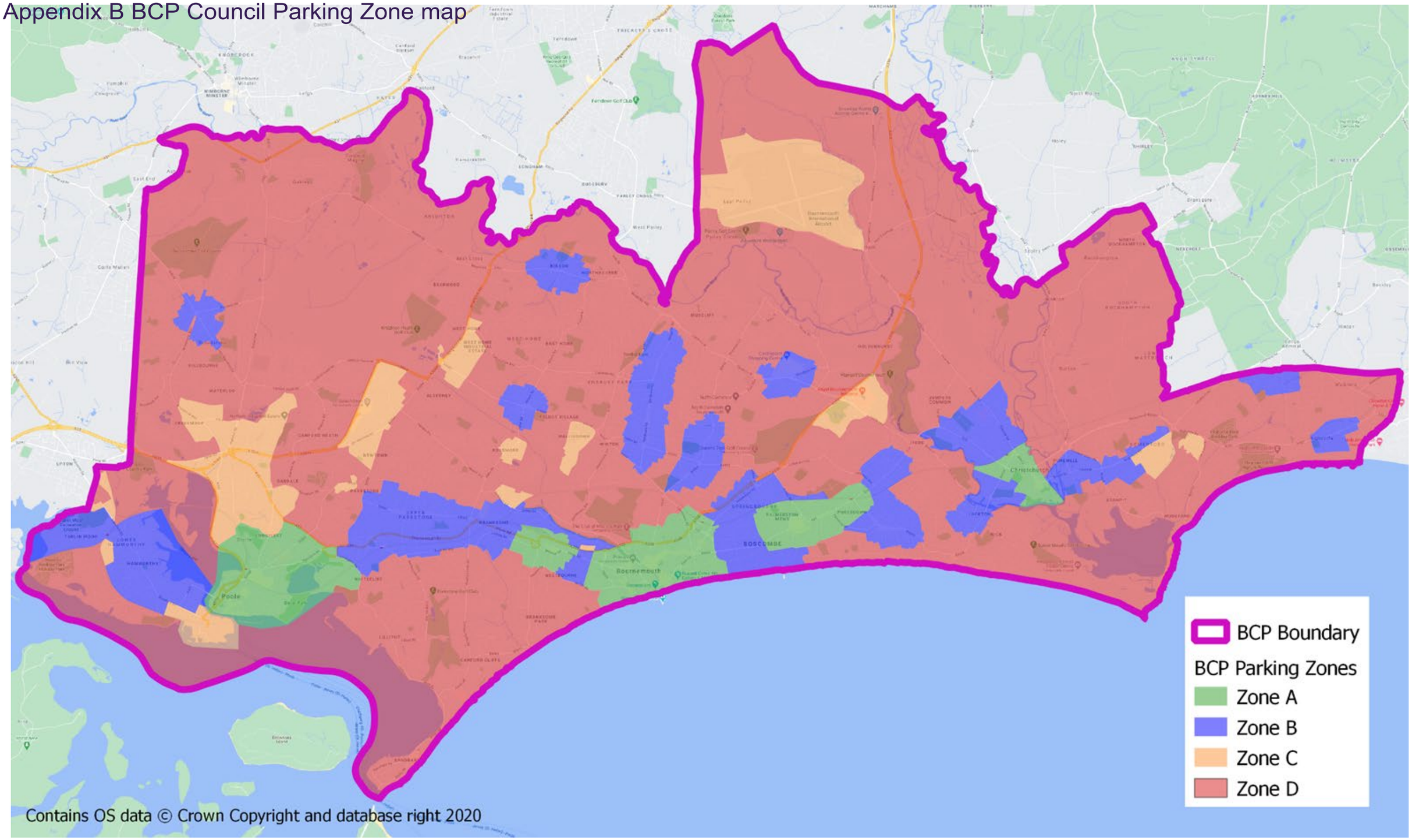
Disabled Parking

Disabled car and adapted cycle parking spaces should be located close to the main pedestrian entrance and clearly signed. Dropped kerbs should be provided to enable access from the bay to and from the footway/ pedestrian access way.

The number of spaces required for disabled users for both residential and non-residential development are presented below. Where the number of vehicle parking bays are less than 10, the LPA will consider the disabled parking provision on a case by case basis, considering the availability of disabled parking in the vicinity.

Use	Car Standard	Adapted Cycle Standard
Employment and business premises, including educational establishments.	Up to 200 bays: Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater. Over 200 bays: 6 bays plus 2% of total capacity.	5% of the total capacity
Shopping, recreation and leisure.	Up to 200 bays: 3 bays or 6% of total capacity whichever is greater. Over 200 bays: 4 bays plus 4% of total capacity.	
Residential Development	5% of spaces (with a minimum of 1 space) should be able to adapt, in order to meet the requirements of a disabled space, should a disabled person require its use in the future.	
Medical, health and care facilities	Up to 200 bays: 3 bays or 6% of total capacity whichever is greater. Over 200 bays: 5 bays plus 5% of total capacity.	
Hotels with specially designed rooms	One space for each specially designed room.	

Appendix B BCP Council Parking Zone map



www.bcpcouncil.gov.uk/parkingspdzones

Appendix C(i) Residential parking assessment guidance

This appendix outlines the requirements and the format for a parking survey and assessment. This applies to new residential development where on-street car parking is predominately uncontrolled. A parking survey and assessment is not considered appropriate in controlled parking areas. For other types of development, the applicant should submit a proposed survey methodology and justification to the council for written approval prior to undertaking the survey. For employment developments, the size of the survey area should correspond to the scale of the development and the likely distance the employees may be prepared to walk between the site and their vehicle.

Background/supporting information

The council is concerned about any potential impact new developments may have with less than optimum parking on site and competition for existing on-street parking. Inconsiderate parking can also lead to harm and adverse impact on highway safety. New developments can cause disputes between neighbours over parking.

Where developers wish to provide a different level of parking on-site than recommended by the SPD, a parking survey and assessment of 'Parking Stress' (parked vehicles as a percentage of the number of standard available parking spaces) will be required at the council's discretion to form part of a design-led approach to parking.

The length of a parking space for this purpose is to be extracted as the standard length of 6m. However, it is acknowledged that vehicles may park at less than 6m intervals, in which case the existing level of parking stress may be found to exceed 100%. Figures of more than 100% are not to be used for proposed development.

Unless a robust justification can be made (eg circumstances or measures which would be in place to permanently limit the need for parking), overall proposed levels of parking stress within 100m of a development with greater than 90% will not normally be acceptable.

Methodology and techniques for parking survey and assessment

Where the applicant proposes to use off-site parking facilities to meet the development demand, a parking survey and assessment shall accompany an application. The LPA will consider this when responding to the application. Given the level of interest in parking by residents, it is also important that the parking survey and assessment is available at the time of consultations on planning applications. Therefore, it should be submitted with applications at the registration stage unless otherwise agreed with the LPA.

It is not acceptable and may be regarded as unreasonable to leave the undertaking of a parking survey and assessment until after submission of an application or to address parking reasons for refusal.

The parking survey and assessment should demonstrate that the impact that any off-site parking has been considered as part of the development design process for proposed developments. It also assists in determining whether the parking provision for the development would be acceptable or whether further mitigation measures are required.

A completed assessment may not necessarily address every concern of the LPA. For example, where there is a likelihood of inconsiderate parking, or where increased interaction would arise between pedestrians and vehicles (eg on a pedestrian demand line or walking route between parking and the development). Additionally, the assessment should cover the condition of highway safety including, where relevant, an analysis of accidents in accordance with current good practice.

This is not an exhaustive description of parking impacts on the public realm or the scope of transport related work which may be necessary for an application.

An on-street parking survey and assessment is a necessary component of transport assessment work, or a supporting statement, for a development which expects to impact on-street parking.

Requirements for parking survey and parking assessment:

1. Description of existing and proposed features that will reduce the need for parking surrounding the development. This includes features that assist accessibility, such as high frequency public transport and proximity of facilities (eg further education) linked to occupants of the development, car ownership of occupants, car sharing schemes, travel plans.

2. Details of any proposed arrangement to provide or share parking in conjunction with any other development or off-street parking facility is required on the red line of the application plan.

3. Identification of any need for the introduction or amendment of a Traffic Regulation Order (TRO). This considers on-street parking, road safety maintenance, or traffic movement. TROs are subject to consultations and are a separate process from planning applications. It is recommended that a TRO (if required) should be requested in parallel with the planning application. A separate fee may be payable and consent to create a TRO cannot guarantee planning consent, and vice versa.

4. Certain locations are susceptible to higher recurring parking demand at times not covered by the survey, for example seasonal demand from tourism or nearby events. This should be considered with the assessment and the applicant should identify/survey the coincidental peak periods, unless subject to prior agreement with the LPA.

5. A plan may appear in the form of a dimensioned sketch, scale plan or aerial photograph subject to copyright. Detailed annotations should indicate private accesses, on-street parking bays, unmarked roadside parking, waiting restrictions less than 24 hours (single yellow lines), and public car parks up to 0-50m and 50-100m distance from the development. The plan should also indicate differently all unsuitable locations for parking within these distances. A list of unsuitable location examples is contained within Appendix C(ii).

6. Where additional on-street parking would reduce the width to less than required for normal two-way traffic, the plan should demonstrate the corresponding hourly traffic flows separated into light and medium/heavy vehicles. If no traffic survey is available, flows can be based on sample observations during the busiest parking period(s). For this purpose, medium/heavy vehicles are defined as vans wider than a car, all lorries and buses. Vehicles, including emergency vehicles, must be able to gain access and be able to pass in opposite directions. This is necessary in accordance with dimensions provided by Manual for Streets (DfT, 2007) or any subsequent replacement guidance.

7. The choice of survey days should take account of location and existing nearby development. For example, in proximity to public amenities or retail areas, parking may be busiest on Saturdays, while Sundays can be busiest in residential areas. In areas used by students, surveys should be carried out in term time. In areas near hotel and guest houses, surveys should ideally take place in high season or be adjusted to account for seasonal variations.

8. Near places of employment and public facilities, parking may be busiest during working hours on weekdays. Near schools, parking may be busiest before the start and end of the school day, although the associated peak period may be of short duration. Surveys should be arranged to capture the maximum number. Maximum demand and competition for spaces by residents and visitors can occur in the overnight period, especially at weekends.

9. The onus is on the applicant to justify the busiest days and time periods for parking. It is recommended that applicants consult with the council in advance of the dates and times of intended surveys and any special considerations, via the formal pre-application consultation process.

10. Surveys and assessments should not be more than 12 months old at the date of application.

11. Where a development is predicted to give rise to demand for on-street parking amounting to 10% or less of the number of standard spaces within 0-50m, it will normally be acceptable to provide single beat surveys at the following times:
    i) The busiest period within the 18-hour day 6am – midnight on a weekday
    ii) The busiest period within the 18-hour day 6am – midnight on a weekend
    iii) The busiest overnight 10pm – 6am period

12. Where the level of on-street parking expected from the development would exceed 10% of the number of standard spaces within 0-50m, three survey beats should be undertaken at hourly intervals in each of the busiest weekday and weekend periods. Additionally, a single beat survey in the busiest overnight period on two consecutive nights. Thus, in these circumstances, there would be 8 survey beats.

13. The council is not liable for loss or injury occurring as a result of parking surveys. Applicants are not agents of the council in undertaking parking surveys on the highway or in car parks. Applicants must seek permission before entering any privately-operated public car park. Applicants and persons engaged by them are responsible for their actions. Only appropriately trained and insured persons should undertake surveys, and in a safe and considerate manner.

14. The preferred way to assess parking conditions is to calculate parking stress by distance band and length of road. A high result can reveal where current or resultant parking is too close, or potentially inconsiderate or obstructive.

15. It is not acceptable to simply count parked vehicles and spaces at un-notified times or without taking account of distance from the development or without assessing the number of spare whole standard parking spaces.

16. The off-site parking demand (the difference between optimum parking demand and on-site provision) must be deducted from the number of spare parking spaces. This is achieved by assigning as much as possible to the 0-50m distance band. The remainder should be assigned to the 50-100m band according to drivers' most likely choices. For this purpose, the number of parking spaces should be taken as the number of whole standard 6m long on-street spaces excluding unsuitable lengths. Off-site parking demand should be included in the same way for every committed or partly occupied development, up to 200m of this development. A partly occupied development is a development that is permitted but not occupied at the time of the survey. Off-site parking should be considered to the extent that it would affect the same parking locations as this development. A partly occupied development is a development that is permitted but not occupied at the time of the survey.

17. No account should be taken of parking spaces greater than 100m walking distance from the development.

18. The required parking survey and assessment table is provided in Appendix C(iii). A form should be accompanied by a plan and other details as stated above. A separate survey and assessment should be completed for each day, period and beat. An analysis and interpretation of the surveys and assessment should be undertaken by the applicant. It must summarise the impact of the effect upon on-street parking and, where necessary, set out any proposed mitigation measures.

19. An example of a parking survey and assessment is described in Appendix C(iv).

Appendix C(ii): Example of unsuitable locations for on-street parking

- Classified Roads where no existing parking provision is available or where it would result in an adverse impact on the movement or safety of pedestrians, cyclists or other traffic
- waiting restrictions at any time (double yellow lines) on any zigzag, keep clear or hatched road markings
- within stopping sight distance on all sides of a school crossing patrol point
- bus stops (for appropriate distances approaching and beyond the boarding point – subject to requirements of the local highway authority and bus operators)
- bus lanes (during hours of operation), cycle lanes and junction approach lanes
- within 15m of any speed cushion road hump where parking would prevent buses or ambulances straddling the hump
- parking bays reserved for permit holders (during hours of operation), disabled, taxis, doctors, etc
- dropped kerbs (for wheelchair/buggy use or vehicular access)
- over-run areas and other areas of carriageway required to enable large vehicles to turn
- entrances to premises where stopping to load/unload or set down/pick up passengers is frequent or necessary
- within 10m of a junction on an unclassified road and/or within 15m of a junction on a classified road
- controlled on-street parking areas
- where parking could impact on the condition of road safety for children, elderly or disabled people or cyclists who are frequent users of the road

Appendix C(iii): Recommended Output for Parking Survey and Assessment

This form should be accompanied by a plan and other details as required in the guidance. A separate survey and assessment should be completed for each day, period and beat. Add additional rows as necessary. Input data boxes are shaded green. Output data boxes are shaded yellow.

Parking Survey and Assessment for proposed development at:	*<insert address of development>*		
Day	Period Surveyed		
BUSIEST WEEKDAY* BUSIEST WEEKEND DAY*	BUSIEST PERIOD BETWEEN 0600 - 0000* *delete as appropriate		OVERNIGHT PERIOD 2200 - 0600* *delete as appropriate
Day/date of survey	Time of survey	Beat 1/2/3* *delete as appropriate	Name of surveyor

See notes on following page	Location (a)	Overall length (b)	Length available for parking (c)	No of parking spaces (d)	Observed No of vehicles parked (e)	No of spare parking spaces (f)	Existing % Parking stress (g)	Parking from this Development (h)	Parking from other Committed Development (i)	New % Parking stress (j)
		Insert survey data below						<insert number>	<insert number >	
0-50m from develop-ment										
TOTAL (within 50m)										
50-100m from develop-ment										
TOTAL (within 100m)										

Notes for Parking Survey and Assessment Form

(a) Street name and from/to address number or car park name. Tabulate each length or time restriction (e.g., single yellow line) separately.
(b) Length of kerb inclusive of unsuitable sections
(c) (b) minus unsuitable lengths
(d) Normally, (c) divided by 6 m per space (nearest whole number below)
(e) Vehicles parked
(f) (d) minus (e) or zero if result is negative
(g) (e) divided by (d) expressed as a percentage
(h) Optimum parking minus on-site parking provision, assigned to locations in order of proximity to the development.
(i) Include on-street parking for all permitted but unoccupied development within 200/400 m, to the extent that it would affect the same locations as this development.
(j) Sum of [(e) + (h) + (i)] divided by (d) expressed as a percentage. Results of over 100% (unless currently existing) for any length of parking within each distance band 90% may not be acceptable, and an overall result of more than 90% for all parking within 100 m of the development will not normally be acceptable.

Appendix C(iv): Example of Parking Survey and Assessment

A residential development is proposed on garden land at 14 Upway Road. The optimum number of unallocated parking spaces is nine, yet only six are proposed on site, leaving three to be found on street.

There is a committed development in Crossway 120m from this development which will give rise to 6 parked cars on the north side of Crossway. There is other public parking over 100m from the site, however this cannot be counted for use by this development.

There are currently waiting restrictions (no waiting at any time) on the junction radii between the two roads. A private access on the north side of Crossway with dropped kerbs over a length of 4 metres also exists. These road lengths are excluded from the availability of current on-street car parking. A sketch plan outlines the available parking within 50m and 100m of the site.

Within 50m of the site, there are suitable lengths for parking of 70m on the east and west sides of Upway Road and 30m on the north side of Crossway. This amounts to a total of 170m which is equivalent to 28 standard spaces in all. As a result, the on-street parking requirement of 3 spaces is equal to or less than 10% of the actual length of road available for parking within 50m. Therefore, single beat surveys are required at the busiest periods in the 18-hour day on a mid-weekday and weekend, plus an overnight survey. (Note 10% of 28 spaces = 3 when rounded up in this case).

The town centre is 300m away, and on Saturdays there is competition for parking by shoppers. The busiest overnight period is considered to be Tuesday night/Wednesday morning.

Accordingly, the surveys were carried out on:

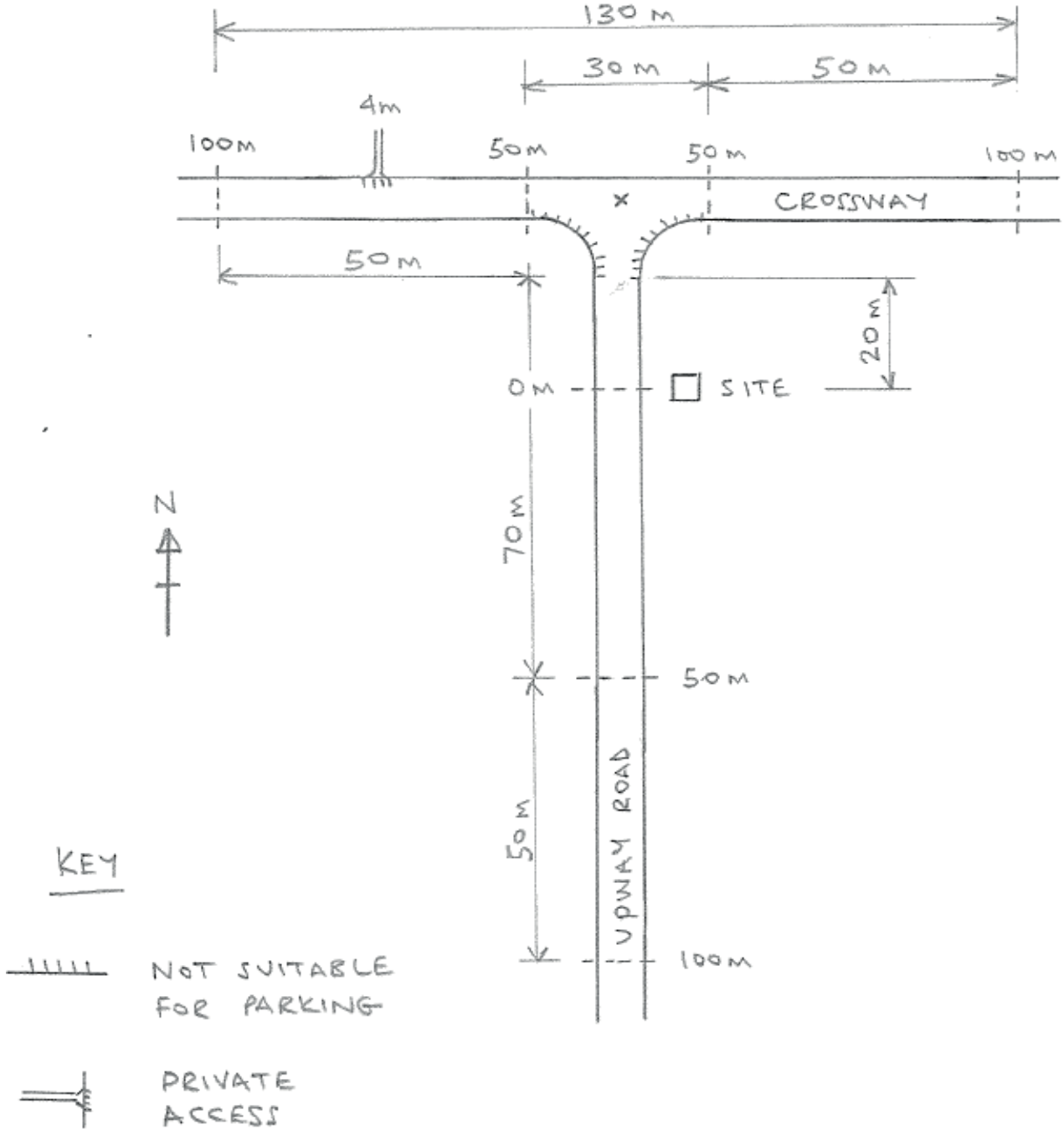
Wednesday	3pm – 4pm
Saturday	midday – 1pm
Wednesday	4am – 5am

As an example, the parking survey and assessment table is shown completed for the overnight survey beat. This example shows one survey beat only. Similar forms would be required for each beat and period.

For the overnight beat survey, the completed parking survey and assessment table indicate that the post development parking stress would be 79% within 50m of the development site and 86% within 100m of the development site. Additionally, there would be a dropped kerb for access to the proposed development. This may need to be taken into account as it would result in the loss of approximately one parking space.

PARKING SURVEY EXAMPLE

SKETCH PLAN



SCALE 1:500

(Example plan reduced to A4 size)

Parking Survey and Assessment for proposed development at:	14 UPWAY ROAD		
Day	Period Surveyed		
BUSIEST WEEKDAY		OVERNIGHT PERIOD 2200 - 0600 *	
Day/date of survey Monday 8 April 2000	Time of survey 4pm	Beat 1	Name of surveyor A N Other

	Location (a)	Overall length (b)	Length available for parking (c)	No of parking spaces (d)	Observed No of vehicles parked (e)	No of spare parking spaces (f)	Existing % Parking stress (g)	Parking from this Development (h)	Parking from other Committed Development (i)	New % Parking stress (j)
		Insert survey data below						3	6	
0-50m from development	Upway Rd E side	70m	70m	12	12	0	100%	0		100%
	Upway Rd W side	70m	70m	12	10	2	83%	1		92%
	Crossway N side	30m	30m	5	0	5	0%	0		0%
TOTAL (within 50m)				29	22	7	76%	1		79%
50-100m from development	Upway Rd E side	50m	50m	8	9	0	112%	0		112%
	Upway Rd W side	50m	50m	8	9	0	112%	0		112%
	Crossway S side E of Upway Rd	50m	50m	8	6	2	75%	0		75%
	Crossway N side	100m	96m	16	7	9	44%	2	6	94%
	Crossway S side W of Upway Rd	50m	50m	8	4	4	50%	0		50%
TOTAL (within 100m)				77	57	20	74%	3	6	86%

Notes for Parking Survey and Assessment Form

(a) Street name and from/to address number or car park name. Tabulate each length or time restriction (e.g., single yellow line) separately.

(b) Length of kerb inclusive of unsuitable sections

(c) (b) minus unsuitable lengths

(d) Normally, (c) divided by 6 m per space (nearest whole number below)

(e) Vehicles parked

(f) (d) minus (e) or zero if result is negative

(g) (e) divided by (d) expressed as a percentage

(h) Optimum parking minus on-site parking provision, assigned to locations in order of proximity to the development.

(i) Include on-street parking for all permitted but unoccupied development within 200/400 m, to the extent that it would affect the same locations as this development.

(j) Sum of [(e) + (h) + (i)] divided by (d) expressed as a percentage. Results of over 100% (unless currently existing) for any length of parking within each distance band 90% may not be acceptable, and an overall result of more than 90% for all parking within 100 m of the development will not normally be acceptable.