

Parking Standards Supplementary Planning Document



**PART OF DARTFORD'S
LOCAL DEVELOPMENT FRAMEWORK**

Adopted 26 July 2012

DARTFORD
BOROUGH COUNCIL

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1 INTRODUCTION

Purpose of the Supplementary Planning Document (SPD)

- 1.1 This SPD provides guidance on parking standards in the Borough for all locations and land uses. It includes parking space requirements for cycles, and vehicles, including for people with impaired mobility: parking bay sizes, and sizes of garages, car barns and car ports. Guidance on design and management of parking areas is also included.

Status of the SPD

- 1.2 This SPD is one of the documents in Dartford's Local Development Framework (LDF). The SPD is informed by the Core Strategy¹ which provides the strategy for development in the Borough over the next 15 years and draws on the Parking Standards Background Paper². It should be read in conjunction with the Core Strategy and subsequent LDF documents, including the Development Management Document.

Diagram 1: Relationship with Other Documents



- 1.3 Once adopted, the SPD, although not part of the statutory development plan, will be an important consideration in the Council's determination of planning

¹ Dartford Core Strategy, Dartford Borough Council, Adopted September 2011

² Parking Standards Background Paper, Dartford Borough Council 2011

applications. It will also replace Kent County Council's parking standards³. Developers will be expected to comply with the SPD when drafting masterplans and preparing planning applications.

- 1.4 The Core Strategy was assessed through a Sustainability Appraisal/Strategic Environmental Assessment and a Habitats Regulations Assessment. The Screening Statement on the determination of the need for Strategic Environmental Assessment of this SPD provides a screening report to determine whether the SPD needs to be assessed further and concludes that no further SA/SEA is necessary.

2 CORE STRATEGY CONTEXT

- 2.1 The **Dartford Core Strategy** provides for a significant level of growth over the period to 2026, with up to 17,300 new homes and 26,500 new jobs. This scale of development can only be sustained through an integrated approach to land use and transport planning that is designed to minimise the need to travel and encourage the most sustainable travel choices. The Core Strategy promotes development in areas with good existing public transport, or where new or improved public transport provision can be provided by development. It also promotes a pattern of development where complementary land-uses are closely interrelated, so as to reduce travel.
- 2.2 Policy CS 15: *Managing Transport Demand* sets out elements of the Council's approach to reducing the need to travel and minimising car use. It commits the Council to producing a Car Parking SPD, with standards that take account of availability of alternative means of transport, the particular opportunities within the proposed development to reduce the need for car use and the need to support the requirements of family life through the provision of visitor parking. It also sets out that in advance of a car parking supplementary planning document, the County Council's parking standards will be applied to new development. The policy proposes the implementation of an integrated walking and cycling network joining communities with the facilities they need to access. It also requires major new residential or trip generating development to be supported by a travel plan.
- 2.3 Policy CS17: *Design of Homes* requires that where garages are provided, these should be of a fit for purpose size. The policy also requires that homes are designed with adequate internal storage and recycling storage space. This will help insure that garages are used for their intended purpose, rather than for storage. Secure arrangements for the management and maintenance of communal areas are required. This is applicable to parking areas.

3 BACKGROUND EVIDENCE

- 3.1 The background evidence in the Parking Standards Background Paper shows:

³ Kent Vehicle Parking Standards (Supplementary Planning Guidance SPG4), July 2006; and Kent Design Guide Review: Interim Guidance Note 3 Residential Parking, 26 November 2008

Residential car parking

Census data shows that car ownership varies by location, tenure and number of habitable rooms:

- Geography - with average car/van ownership in the town centre of 1 rising to 1.5 in the rural area;
- Tenure – with average car/van ownership for rented accommodation of 0.6 (flats) and 0.8 (houses) and, in the case of owner-occupied 0.9 (flats) and 1.4 (houses); and
- Number of habitable rooms – with average car/van ownership increasing progressively according to the number of rooms for owner-occupied housing from 1.1 to 2.0 (houses), but less so for rented accommodation.

The Residents' Surveys and post occupation surveys reveal that car ownership in the urban area has risen and that in new developments car ownership is 0.53 vehicles per bedroom, and that under half of garages developments in the urban area are used for parking cars.

Workplace

Census data shows that:

- People travelled to employment areas and retail centres by a range of modes of transport and it is important to provide parking for cars and vans, motorcycles and cycles.
- Where the employment area was well served by public transport and/or well located to residential areas fewer people travelled to work by car. It may therefore be appropriate for developments at such locations to make lower car parking provision.

4 PARKING STANDARDS

General Approach

- 4.1 The Core Strategy (Policy CS 15) promotes an integrated approach to land use and transport planning that is designed to minimise the need to travel and encourage the most sustainable travel choices. The Council's approach is one of encouraging a reduction in travel by car, rather than restricting car ownership. In line with national guidance, this SPD seeks to meet demand for car ownership by providing for parking to meet local demand in residential areas. Car parking will, however, be regulated at trip destinations, where a choice of travel options is available. The Council will work with developers to achieve lower levels of car usage on development sites where there is the potential to do so through a range of initiatives (see para 4.8(ii)).
- 4.2 Car ownership varies from household to household as well as over the lifetime of a household. Parking spaces in residential development are required not just by residents but also by visitors, delivery and servicing vehicles. Providing for the maximum 'just in case' level is not efficient as it requires too much land to be set aside for car parking, resulting in increased house prices and housing design dominated by tarmac. The most efficient use of parking space is achieved through the use of unallocated and shared parking space. However, this needs to be balanced with the desire of residents to have a parking space adjacent to their home and where they can see it.
- 4.3 The evidence set out in the Parking Standards Background Paper and summarised in section 3 above shows that residential parking requirements are influenced by location, tenure and the number of habitable rooms. Three distinct areas in the Borough have been identified, where locational characteristics result in differing residential parking requirements, namely: Dartford town centre, urban, and village/rural locations. These areas are shown on Map 1 and described below. The car parking standards for these locations differentiate between houses and flats and the number of bedrooms provided.
- | | |
|------------------|--|
| 1 Town Centre: | Sites within the Dartford Town Centre boundary, as defined in the Core Strategy. |
| 2 Urban (other): | Locations within the urban area north of A2 that are not within the Green Belt, with the exception of Dartford Marshes, and are not identified as Town Centre. |
| 3 Village/Rural: | The southern part of the Borough that lies within the Green Belt, including villages and settlements that do not lie within the Green Belt. |
- 4.4 This SPD sets out the required level of parking which is considered appropriate, according to the location and type of use. An alternative level of provision may be considered on a site specific basis, where evidence to justify it on the circumstances of the specific case is provided. Where a lower standard of provision is proposed, a Travel Plan and/or Transport Impact Assessment/Transport Statement will need to demonstrate that the proposed provision would meet the demand for parking generated by the development. The Travel Plan, including any management provision, will need to be robust and enforceable. To this end, the Council may require

commuted payments to enable annual monitoring by a third party and to fund a range of contingency measures, should they prove necessary.

Key Issues

- 4.5 Access and parking for cars, cycles, motorcycles, scooters or mopeds and service vehicles should be designed as an integral part of any development, so that it functions well and contributes to the design quality of a place. Research by Kent County Council shows that parking is a major cause of residents' dissatisfaction, and sometimes even serious neighbour dispute in otherwise good developments. Safety concerns are often associated with parking. A design-led approach to the provision of parking can help address these issues. Developments should be designed and managed so as not to result in parking spilling over into adjacent or nearby established residential areas.
- 4.6 This guidance is not prescriptive about the format in which parking should be provided, since the most appropriate way will vary according to site circumstances. There are many ways of successfully arranging car parking: on-street, courtyard, within the house plot, and undercroft or basement parking.
- 4.7 Providing creative, well-designed and accessible solutions to car parking and servicing within a development is important to its success and quality, and has a direct influence on the street and the local environment. This will include providing the right number of spaces in the right places.
- 4.8 The key issues below should be taken into account in preparing development proposals⁴ and will be used in the determination of planning applications:

(i) Allocated/unallocated parking

The allocation of parking to individual residential units increases the amount of parking needed. Non-allocated parking makes use of different levels of ownership, including those households without vehicles and is a more efficient use of land as over provision is not required to meet individual need. Unallocated on-street parking is more flexible than on-plot parking, as it can accommodate visitors, deliveries and residents across the day and night. If designed as part of the scheme, on-street parking can be a good way to cater for visitors and additional vehicles owned by residents where there are no on-street restrictions.

An element of allocated parking is good as it ensures a sense of ownership and security. One allocated space per house will be appropriate in most circumstances, with the remainder provided as unallocated spaces. A lower level of allocated provision is suitable in the case of flats. Allocated parking spaces should either be designed on-plot or be located in secure, restricted access parking areas.

⁴ All the key issues should be considered for residential and mixed-use developments including residential, and key issues (ii) bullets 3 and 4 are also applicable to non-residential developments.

(ii) Innovative car parking/parking management solutions

Large developments and sites that are well served by public transport provide an opportunity for innovative car parking and management measures that could result in a reduced need for parking spaces. The initiatives may include:

- Car clubs in sites where there is potential for sufficient demand for the facility
- Reduced car parking provision combined with a safeguarded area of open space, which could be converted to a parking area should demand necessitate it. This will only be considered where the open space is in excess of Core Strategy requirements. Management and maintenance agreements will be required relating to such land, together with a commuted fund to cover the future laying out of parking spaces, should they be required.
- Provision to reduce communal parking areas and transfer to other uses, as and when there is a reduced need for parking, usually as the result of actions carried out as part of a Travel Plan.
- Optional purchase of a parking space in a communal area, making the opportunity cost of parking provision transparent. This may be particularly suited to flatted developments or for multiple car households. It could also be applied to secure compounds for vans, caravans, campervans, boats, horse boxes and like vehicles and trailers.

(iii) Garages/Car Ports/Car Barns

Evidence shows that garages are not always used for garaging cars, with just under half not being used for such purpose. This can be at least partly helped by ensuring adequate internal storage space in the house. Where garages meet the minimum garage standard up to 50% will count towards the parking requirement. On smaller developments a greater proportion may be considered depending on location, parking and potential for on-street parking.

The loss of garages to another use can result in the need for additional parking that has not been taken into account in the design of the development, and can have a detrimental impact on the residential area. Applications for change of use will need to provide sound evidence that the change will not adversely impact residential amenity or highway safety.

Open car ports and car barns are less likely to be used for non-garage uses. Where they are of good design and meet the minimum standard they will count towards the parking requirement in full. They should be designed to ensure that the uprights do not prevent opening of car doors. If this is the case, a larger space will be required. To ensure that they continue to be used for parking the Council will attach conditions to planning permissions to prevent post-construction retro-fitting of lockable entrance doors.

This SPD sets out minimum garage, car barn and car port size requirements at Section 6 and Design Requirements are set out at paragraph 4.9 (16).

(iv) Visitor Parking

Research by the Council shows that insufficient visitor parking spaces has been provided on some of the newer housing developments. Parking provision for visitors needs to be considered over and above that required for residents.

Unallocated parking shared by the different users is usually the most efficient way of providing this, particularly where the first resident space is allocated on-plot or in a secure residents' only parking area. Where resident parking is provided wholly as allocated space a higher level of visitor parking provision will need to be provided.

In the town centre, visitor parking may be in nearby public car parks or on-street metered or controlled parking. Elsewhere, this could be in the form of unallocated parking spaces set aside either on-street or in communal areas.

(v) Vans, Caravans, Campervans, Boats, Horse Boxes and other like Vehicles and Trailers

Modern working patterns now often necessitate the parking of vans at home and vans are an increasingly common sight in residential areas. There is a need for developments to be designed with them in mind both for residential and commercial developments. Planning applications should set out how the management and enforcement of vans will be addressed. The standards in the SPD allow for a flexible but enforceable approach, according to the needs of the development. See paragraph 4.9 (18).

The ownership of caravans, campervans, boats, horse boxes, and like vehicles and other trailers is becoming increasingly popular. Such vehicles and trailers are generally higher and/or longer than family cars and forecourt parking cannot readily be designed to accommodate them. Due to their size they may block light to properties, obstruct the pavement and can be visually intrusive in the street scene. Unlike vans they tend to be used on an occasional basis. See paragraph 4.9 (19).

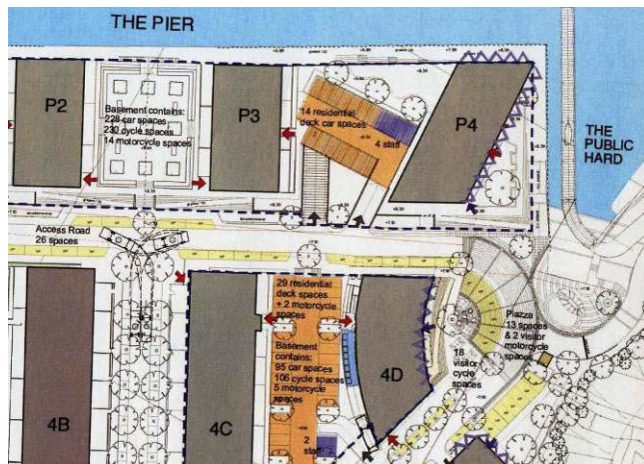
Design Requirements

- 4.9 The key criteria which will be used to assess the design of parking areas in planning applications for both residential and non-residential development, are set out below:

General Principles

Parking Strategy

1. Design parking into a development at an early stage to ensure that it relates well to the development. This will include consideration of location, the availability of public transport and the parking standards set out in this SPD. On larger schemes, developers should set out an overall approach to parking at an early stage rather than piecemeal provision at each phase of development.



The plan is an example of where parking, both allocated and on-street visitor parking have been designed as an integral part of the overall development.

Street Environment

2. Design the street scene with its intended purpose in mind:
 - a) Design out the risk of vehicles parking in areas not intended for parking, including pedestrian footways.
 - b) Areas for car parking designed so as not to encourage use for other purposes, for example skateboarding.
 - c) Design with emergency services in mind. This will also reduce problems associated with deliveries, removals and refuse collection.



Parking for people with impaired mobility and covered cycle parking close to entrance to building, overlooked and benefiting from overhead lighting.



Bollards used to prevent parking on the pavement.

Crime prevention through environmental design

3. Provide parking spaces, and cycle and motorcycle, scooter and moped facilities that are overlooked safe, secure and accessible and in locations where users have a sense of ownership. For cycles, and motorcycle, scooter and mopeds facilities should be under cover.

4. Where undercroft or underground car parks are incorporated into developments, include security measures such as CCTV and provide good lighting to create a safe environment. Secure access for pedestrians and cars minimises misuse and access by people who do not live there. Consider the position of vents, grills and access points to minimise the negative impact on the public realm.

Parking for people with impaired mobility

5. Incorporate parking for people with impaired mobility into the development and ensure it is clearly marked and appropriately positioned. Where the scheme is mixed-use, consider the parking needs of people with impaired mobility in all elements of the scheme. The use of designated spaces should be regularly monitored and reviewed to ensure that the allocation is appropriate and that the system is working well. Where parking is provided for visitors with impaired mobility in residential or mixed-developments the spaces should be retained for such use by visitors. Spaces should not be conveyed to individual owners. This is to ensure that the space(s) remain available for use by visitors with impaired mobility.

Cycle and motorcycle/scooter/moped parking

6. Wherever possible, parking should be incorporated within the curtilage of the building.

Landscaping

7. Protect trees and landscaped areas from vehicles damaging them and over-running, through measures such as buffer zones, knee rails, bollards, high kerbs, wheel stops.

Surface Water Run-off

8. In order to reduce the impact of surface water runoff from residential car parks permeable materials should be used. For larger car parks, such as supermarket car parks, the surfacing should be impermeable with treatment such as interceptor or trapped gully, to reduce the risk of pollution to controlled waters (surface and ground).

Buffer Zones

9. Where vehicle parking is adjacent to a property that it does not serve, a physical buffer should be included as part of the design to prevent damage to that property. This could be through means such as high kerbs, knee rails or landscaped buffer zones. Developments should provide:

- A minimum buffer strip of 1 metre between the door and windows of residential dwellings and a parking space, where it is not in use by residents of that property.
- Where parking spaces are adjacent to fences of rear gardens there should be a minimum of a 0.5 metre landscape buffer between the parking space and the fence.
- A raised/recessed detail at the edge of the parking bay to stop the wheels overhanging the buffer zone.

Residential developments

Useable spaces

10. Design car parking for ease of use, so as not to inadvertently create parking pressure on areas not designed for the purpose.

Minimise impact of parking on the street scene

11. Design car parking so that it is well-integrated with and does not detract from the public realm, particularly in high density developments. Consider the use of levels, planting, street furniture and lighting to integrate parking into the streetscape and

minimise the impact. On-plot parking can be 'hidden' by setting back from the building line or putting the spaces behind gates which ensure there are no gaps in the frontage.

12. Care should be taken to ensure that accesses and egresses to larger car parks do not create dead frontages on residential streets.



This scheme provides for well-integrated on-street parallel parking. However, the design is undermined by the lack of controls to prevent parking on the pavement.



An example of integrated parking with overlooking.

Pedestrian/cycle realm

13. The street scene should be designed to prevent or discourage parking across emergency vehicle accesses, in turning areas or on footways or pedestrian/cycle desire lines. This can be achieved through measures such as planting, simple bollards, high kerbs, or pinch points. Applicants will be required to demonstrate that their scheme will not conflict with pedestrian and cycle routes.



Parking set back to prevent vehicles overhanging the pavement. Soft landscaping has been used to help screen undercroft parking.



A small parking square with square parking that is overlooked and reserved for surrounding properties. Soft landscaping could, however be improved.

On-street parking areas

14 On-street parking should take into account design features such as security and landscaping, and provide adequate bay sizes that are easy to enter and exit as these

will increase the appeal of the parking area. A variety of parking styles may be used including: square parking; angled parking and parallel or 'End to End' parking.

Off-street parking areas

15. Off-street communal parking areas should be located and designed in a way that encourages their use. They should be small in nature, serving no more than 8 dwellings. They should be designed as part of the public realm, overlooked, secure and with a sense of place in order to encourage ownership. They should have direct access to/from surrounding dwellings and have adequate lighting. They should also provide adequate manoeuvring space. Security can be improved where these parking courts are for use by specific residents only and are not accessible to general visitors.

Parking Space in Front of Garages/Car Barns/Car Ports

16. Parking space in front of a garage, car port or car barn should provide only space for the full length of the vehicle, plus an allowance for opening of the garage door. 5.5 metres should normally be provided in front of garages and 5 metres in front of car ports and car barns. Where there is insufficient space to allow for the full length of a vehicle on the forecourt, left-over space should be designed to ensure that it is not used for vehicle parking, with consequent overhanging onto, or blocking of, the public pavement. Where no parking space is provided in front of garages, a space of 0.5metres should be provided to allow for the opening of the garage door.

Apartment parking

17. Parking for apartments should generally be provided as communal unallocated parking. The Council are likely to require that the provision remains unallocated and will seek this through legal agreement.

Vans

18. Consider the parking needs of vans in a way that does not sterilise car parking spaces, that is, use of two car parking spaces by a van. The requirement for security and overlooking of spaces is particularly critical for vans. Preference will be given to some wider width on-street parking. On larger developments where there may be greater demand for vans, secure compounds may be appropriate. Where design allows, consideration will be given to the provision of on-plot garages, car ports or car barns of sufficient dimensions to accommodate a van. Design and management measures to prevent vans overhanging the pavement, when provided on plot, should be incorporated. The minimum standard for van bays is set out in Section 5, page 26 and applies to on-street and communal bays.

Caravans, campervans, boats, horse boxes and like vehicles and trailers

19. Parking and/or garaging within purpose built facilities will be encouraged, with restrictive covenants to forecourt parking applied. On larger developments, developers are encouraged to provide secure compounds to cater for the demand.

Electric car charging

20. Residential dwellings with on-plot parking should provide electrical charging points. Where it is considered unviable to do so, dwellings should be designed to enable the provision of an electrical charging point either as an optional extra or at a later date. Where residential dwellings do not have parking within their curtilage, consideration should be given to providing charging points on-street or within communal parking areas, including designing the development so as to minimise the cost and disturbance of retrofitting charging points at a later date.

Non-residential developments

Servicing

21. Where appropriate, servicing areas should be screened through the use of planting, railings, gates and low-rise walls, so as to minimise the impact of the service yard activity on the public realm.

Deliveries

22. Parking for deliveries should be segregated from visitor parking spaces.

Vehicular access

23. Larger areas of public parking should be designed to allow free flow access into the parking area from the main road and prevent tail back onto the main road.

Pedestrians

24. The needs of pedestrians should be taken into account when designing the layout of car parks. Within the car park, provision should be made to allow pedestrians to walk though it safely and routes should emphasise pedestrian priority. Parking bays should be designed to prevent overhanging of the footpaths. Entrances to car parks should be designed to ensure that pedestrians can cross this vehicular access point safely.

25. Pedestrian access to the development should not generally be across a car parking area. Parking areas should avoid crossing pedestrian desire lines to the building entrance. If this cannot be avoided, a segregated path for pedestrians should be provided.

Schools

26. The design of parking for new schools should take into account the need for suitably located parking for the dropping off and collection of children. There may be an opportunity for shared parking where the school is part of a local centre with shops and community facilities.

Community Halls and Centres

27. Where community halls/centres are designed to serve the local community, there may be opportunities for shared parking where the hall/centre is part of a local centre with shops and other local facilities.

Electrical charging points

28. Non-residential developments should demonstrate that consideration has been given to the provision of electrical charging points, including demand for such facility and impact on development viability. Industrial and warehousing units, retail and leisure developments should be designed to enable the provision of electrical charging points from the outset of the development or for retro-fitting at a later date.



Disabled parking and cycle stands provided close to entrance and well lit. Covered stands would have been more appropriate.



Cycle and motorcycle shelters should provide protection from the elements, both from above and the side.



Pedestrian walkway linking shops with parking. The pedestrian crossing across the access road has been raised to provide an at grade route.

Parking Management

- 4.10 A Parking Management Strategy for the development may be a requirement of a planning permission, depending on the location and nature of the scheme. The Strategy should cover matters such as management of on-street, off-street, private parking and short-stay parking, either by private management or local authority management and enforcement. Traffic Regulation Orders may be required where there are implications for on-street parking on roads to be adopted. The developer will be expected to fund the cost of these by way of a S106 Agreement.
- 4.11 Developments in Dartford town centre, railway stations and other attractions may also generate a need for additional or amended Traffic Regulation Orders. The funding of orders is likely to be sought by way of a S106 agreement attached to the planning permission.

Car and Lorry Parking Standards⁵

The standards below set out the amount of parking normally required, unless evidence justifying an alternative level is provided by the applicant (see para 4.4).

Use Class A1: Shops

	Goods Vehicle	Car Parking
Food Retail up to 1,000 m ² gross	1 space per 500 m ² gross	1 space per 18 m ² gross
Food Retail over 1,000 m ² gross	1 space per 500 m ² gross	1 space per 14 m ² gross
Non Food Retail	1 space per 500 m ² gross	1 space per 25 m ² gross
Retail over 3,000 m ² gross	Level of provision to be in accordance with a site specific transport assessment	
Notes:	<p>1. Car parking provision includes spaces for staff.</p> <p>2. There should be adequate provision for the parking and manoeuvring of vehicles, including service vehicles, in loading areas and off the highway.</p>	

Use Class A2: Financial and Professional Services

	Car Parking
All developments	1 space per 20 m ² gross

Use Class A3: Restaurants and cafes

	Goods Vehicles	Car Parking	
		Employees	Customers
Restaurants & Cafes (see Note 2)	See Note 1.	1 space per 2 staff	1 space per 6 m ² gross
Transport Cafes (see Note 3)	1 lorry space per 5 m ² gross (see Note 1)	1 space per 2 staff	1 space per 15 m ² gross
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2. Includes roadside restaurants.</p> <p>3. Transport Cafes are taken to be premises where large commercial vehicles are accepted.</p>		

⁵ For full description of land use classes see Appendix B.

Use Class A4: Drinking Establishments

	Goods Vehicles	Car Parking	
		Employees	Customers
Public Houses, Licensed Bars & Banqueting Halls (see Note 2)	See Note 1	1 space per 2 staff	1 space per 10 m ² gross
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2. Includes bars open to non-residents in hotels and non-diners in restaurants.</p>		

Use Class A5: Hot Food Takeaways

	Goods Vehicles	Car Parking	
		Employees	Customers
Takeaways (see Note 2)	See Note 1	1 space per 2 staff	1 space per 10 m ² gross
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2. Includes 'drive-in' or 'drive-through' restaurants. Drive-in or drive-through developments must also provide sufficient on-site waiting space for vehicles to stand clear of the public highway.</p>		

Use Class B1: Business

	Goods Vehicles	Car Parking
Offices up to 500 m ² gross	See Note 1	1 space per 20 m ² gross
Offices 500 to 2500 m ² gross	See Note 1	1 space per 25 m ² gross
High Tech/ Research/ Light Industrial	1 space per 200 m ² gross	1 space per 35 m ² gross
Developments over 2,500 m ² gross	Parking provision should be in accordance with a site specific transport assessment	
Note:	1. Adequate provision shall be made for the parking and turning or service vehicles serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.	

Use Class B2: General Industry

	Goods Vehicles	Car Parking
Developments up to 2,500 m ² gross	1 space per 200 m ² gross	1 space per 50 m ² gross
Developments over 2,500 m ² gross	Parking provision should be in accordance with a site specific transport assessment	
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2 Any office component of storage and distribution uses will be assessed against the B1 parking standard</p> <p>3 Industrial premises that demonstrate a high employee density, comparable, for example, with B1 High Tech and Research may be required to provide parking in line with the Use Class B1 requirement.</p> <p>4. Consideration should be given to the requirement for any overnight parking and facilities.</p>	

Use Class B8: Storage and Distribution

	Goods Vehicles	Car Parking
Storage and Distribution	1 space per 300 m ² gross	1 space per 110 m ² gross
Wholesale Trade Distribution	1 space per 300 m ² gross	1 space per 35 m ² gross
Developments over 2,500 m ² gross	Parking provision should be in accordance with a site specific transport assessment	
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2. Any office component of storage and distribution uses will be assessed against the B1 parking standard</p> <p>3. Consideration should be given to the requirement for any overnight parking and facilities.</p>	

Use Class C1: Hotels

	Goods Vehicles & Coach Parking	Car Parking	
		Employees	Guests/visitors
Hotels, Motels, Boarding & Guest Houses	See Notes 1, 2 and 3	1 space per 2 staff	1 space per bedroom
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2. Adequate facilities should be provided for the drop off and pick up, including a short waiting period, for example for taxis.</p> <p>3. For developments exceeding 20 bedrooms, suitable provision should be made for coaches. This should take the form of either:</p> <p style="margin-left: 40px;">a) Facilities to drop-off and pick-up guests which may consist of a lay-by adjacent to the public highway or utilisation of the car parking area, or</p> <p style="margin-left: 40px;">b) Coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.</p> <p>4. Modern hotels often offer a variety of amenities and facilities such as conference facilities, restaurants and gyms. Where such facilities are open to the public, adequate parking should be allocated according to the individual use class and potential for non-resident use.</p>		

Use Class C2: Residential Institutions

	Goods Vehicles	Car Parking	
		Employees	Guests/visitors
Nursing/Residential Care Homes	Minimum of 1 space for an Ambulance (See also Note 1)	1 space per resident staff plus 1 space per 2 other staff	1 space per 6 beds or residents
Hospitals and Hospices	See Notes 1 and 2	1 space per 2 staff	2 spaces per 3 beds
Residential Schools, Colleges or Training Centres	See Note 1 and 3	1 space per resident staff plus 1 space per 2 other staff	1 space per 15 students
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2. Sufficient ambulance bays and/or goods vehicle parking should be provided to meet the operational needs of the development.</p> <p>3. At special schools there is a need to include appropriate additional spaces for delivery vehicles, ambulances, taxis and coaches.</p> <p>4. Parking standards for retirement developments that are warden assisted yet provide independent living will be considered under Class C3.</p>		

Use Class C2A: Secure Residential Institution

Applications for C2A uses will be dealt with on their own merit.

Use Class C3: Dwelling houses (houses, flats and apartments)

Town Centre Location	
On street controls	Yes: controls preventing all (or all long stay) parking
Area to which guidance applies	Dartford Town Centre as shown on Map 1
All size of homes	1 space per home
FORM	Combination of: 1) controlled access to private or communal private areas, and 2) unallocated on-street parking provision where new streets are created
Can garages be counted?	Yes up to 50% of provision will be considered, providing the garage size meets this SPD's minimum dimension guidance. Will generally only be suited to small scale (re)development and infill type schemes.
Can car ports be counted?	Yes. Will generally only be suited to small scale (re)development and infill type schemes.
Visitor parking	Primarily off-plot in short stay car parks, on-street metered/controlled parking.
Provision for vans	1 space per 10 homes or part thereof, in preferably unallocated communal areas.

Urban	
On-street controls	On-street controls and parking management strategy in major developments. Limited elsewhere. Parking management strategy will be subject to a S106 agreement.
Area to which guidance applies	The Borough north of A2, not within the Green Belt and excluding Dartford Town Centre, as shown on Map 1
1 & 2-bedroom flats and houses	1.2 space per home.
FORM	Unallocated parking is preferred for flats. 1 space may be allocated in the case of houses.
3-bedroom homes	1.5 spaces per home.
FORM	Usually, 1 space allocated and 0.5 space unallocated.
4-bedrooms and more houses	2 spaces per home.
FORM	1 or 2 allocated spaces, with the balance unallocated. Side-by-side in locations where this is appropriate to place-making / character sense. Tandem parking may be accepted for homes in single ownership and will count towards the parking requirement.
Can car ports and barns be counted?	Yes. Open car barns will need to be designed carefully to reduce the risk of crime.
Can garages be counted?	Yes up to 50% of provision will be considered, providing the garage size meets this SPD's minimum dimension guidance.
Visitor parking	3 spaces per 10 homes or part thereof in unallocated spaces in communal areas or on-street. This is in addition to residents parking set out above.
Provision for vans	1 space per 10 homes or part thereof, preferably on-street or in secure compounds. This is in addition to parking provision set out above.
Note: Bedrooms will include rooms that are of a size and proportion capable of being used as a bedroom. This definition excludes lounge and dining rooms.	

Village / Rural	
On-street controls	No or very limited on-street controls.
Area to which guidance applies	Green Belt area in south of Borough, including settlements within it, as shown on Map 1
1 & 2-bedroom flat	1.2 space per flat
FORM	Unallocated parking is preferred.
1 & 2-bedroom houses	1.5 spaces per home and 2 if both are allocated
FORM	Usually, at least 1 space allocated and 0.5 spaces unallocated. Tandem parking may be accepted for homes in single ownership and will count towards the parking requirement.
3-bedrooms or more homes	2 spaces per home. (see Note 1)
FORM	Allocated. May be side-by-side in locations where this is appropriate to place-making / character sense. Tandem parking may be accepted for homes in single ownership and will count towards the parking requirement.
Can car ports and barns be counted?	Yes. Open car barns will need to be designed carefully to reduce the risk of crime.
Can garages be counted?	Yes up to 50% of provision will be considered, providing the garage size meets this SPD's minimum dimension guidance.
Visitor parking?	3 space per 10 homes or part thereof in unallocated spaces in communal or on-street. This is in addition to residents parking set out above.
Provision for vans	1 space per 10 homes or part thereof, preferably on-street or in secure compounds. This is in addition to provision set out above.
Note:	1. Where additional levels of allocated parking are proposed per home, acceptability will depend on layout, context, good design and residential amenity.
Note: Bedrooms will include rooms that are of a size and proportion capable of being used as a bedroom. This definition excludes lounge and dining rooms.	

Use Class C4: Houses in Multiple Occupation (HMO)

	Car Parking
Houses in Multiple Occupation	Level of provision to be agreed in discussion with the Council.

Use Class D1: Non-Residential Institutions

	Goods & Service Vehicles	Car Parking	
		Guideline	Employees
Primary & Secondary Schools	See Notes 1, 2, 3 & 6	1 space per 15 pupils	1 space per 2 classes
Further & Higher Education	See Notes 1,2 & 3	1 space per 15 pupils	1 space per 15 students
Libraries/ Art Galleries/ Museums/ Public/Exhibition Hall	See Note 1	1 space per 60 m ² gross	
Places of Worship	See Note 1	1 space per 10 m ² gross	
Medical Centres/ Surgeries (including veterinary surgeries)	See Note 1 & 4	1 space per 2 staff	3 spaces per consulting/ treatment room
Nurseries/ Crèches/ Playschools	See Note 1 & 3	1 space per 2 staff	1 space per 4 children
Day Care Centres	See Note 1 & 5	1 space per 2 staff	1 space per 4 attendees
Notes:	<p>1. There should be adequate provision to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2. Provision should be made to accommodate school/public transport vehicles delivering and picking-up children.</p> <p>3. Appropriate provision should be made for the setting down and picking up of children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway. This will also apply to car parking for parents/carers taking children to and from school.</p> <p>4. Provision should be made to accommodate ambulances where appropriate.</p> <p>5. Provision within the overall allocation for car parking should be made for mini-buses where these are used to transport people to and from day centres.</p> <p>6. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches.</p> <p>7. A lower provision may be appropriate for education establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel.</p>		

Use Class D2: Assembly and Leisure

	Car Parking
Cinemas, Concert Halls, Conference Centres, Bingo Halls	1 space per 5 seats.
Discotheques, Dance Halls, Ballrooms	1 space per 22 m ² gross.
Multi-Activity Sports & Leisure Centres, Swimming Pools, Ice Rinks, Health & Fitness Centres, Gymnasia	1 space per 22 m ² gross plus 1 space per 15 seats where appropriate.
Stadia	1 space per 15 seats (see Note 2)
Bowling Green/ Centres/ Alleys, Snooker Halls, Tennis/ Squash/ Badminton Clubs	2 spaces per lane/ court/table (see Note 3)
Outdoor Sports Facilities, Playing Fields	1 space per 2 participants plus 1 space per 15 spectators.
Golf Courses & Driving Ranges	3 space per hole/bay
Equestrian Centres, Riding Stables	1 space per stable
Historic House & Gardens, Country Parks	1 space per 400 visitors per annum (see Note 4)
Other Uses	1 space per 22 m ² gross
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.</p> <p>2. Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision. Coach parking should be designed and managed so that it will not be used for car parking.</p> <p>3. Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided.</p> <p>4. Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.</p> <p>5. Multifunctional uses must be considered taking account of individual use class and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, taking into account combined visits.</p>

Sui Generis Uses

	Car Parking	
	Employees	Customers/visitors
Car Sales (including auctions) (see Note 6)	1 space per 2 staff.	1 space per 50 m ² gross.
Petrol Filling Stations (see Notes 2 & 5)	1 space per 20 m ² gross.	
Night Clubs/ Casinos	1 space per 22 m ² gross.	
Theatres	1 space per 5 seats.	
Retail Warehouse Clubs (see Note 3)	1 space per 25 m ² gross.	
Amusement Arcades	1 space per 22 m ² gross.	
Residential Hostels	1 space per resident staff plus 1 space per 2 other staff.	1 space per 6 residents.
Vehicle Servicing & Repair	1 space per 2 staff.	4 spaces per service bay.
Taxi & Vehicle Hire, Coach & Bus Depots	1 space per 2 staff.	1 space per registered vehicle.
Open Commercial Use (e.g. Scrap Yards, Recycling Centres) (see Note 4)	1 space per 2 staff.	To be assessed individually.
Law Courts	1 space per 2 staff	6 spaces per courtroom.
Camp Site/Caravan Parks (permanent residence)	1 space per 2 staff	1 space per pitch or caravan
Marinas & Other Boating Facilities Stadia	1 space per 2 moorings or berths.	
Theme Parks, Leisure Parks	1 space per 200 visitors per annum (see Note 7)	
Social Clubs	1 space per 22 m ² gross.	
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.</p> <p>2. Applies to retail areas only and not to filling station forecourts.</p> <p>3. One goods vehicle per 500 m² gross.</p> <p>4. Provision for Goods Vehicle Parking to be agreed with the Council.</p> <p>5. Petrol Filling Stations forecourt layout should include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users.</p> <p>6. Motor Vehicle Showrooms should make provision for car transporters to load/unload off the highway.</p> <p>7. Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.</p>	

Cycle Parking Standards

Use Class	Cycle Parking Standard (see Note 1)	
A1: Shops	1 space per 200 m ² gross (see Note 2).	
A2: Financial and Professional Services	1 space per 200 m ² gross for staff and 1 space per 1,000 m ² gross for visitors.	
A3: Restaurants and Cafes, and Transport cafes A4: Drinking Establishments A5: Hot Food Takeaways	}1 space per 100 m ² gross for staff and 1 space per 100 m ² gross for customers (see Note 3). } } }	
B1: Business; B2: General Industry B8: Storage and Distribution	}1 space per 200 m ² gross for staff and 1 space per }1,000 m ² gross for visitors (see Note 2). }	
C1: Hotels	1 space per 10 beds.	
C2: Hospital & Other residential institutions offering a level of care Residential schools, colleges & training centres	1 space per 10 beds. 1 space per 5 students.	
C2A: Secure Residential Institution	To be considered on own merit.	
C3: Dwelling houses Sheltered accommodation	1 space per 1 and 2 bed homes and 2 per 3+ bed homes; plus 1 space per 8 homes for visitors (see Notes 4 and 6). 1 space per 5 units. Provision will normally be provided within the curtilage or garage which meets the minimum standard (see Section 6).	
C4: Houses in Multiple Occupation (HMO)	At least 1 space per HMO and 1 space per 8 dwellings for visitors, normally provided in curtilage.	
D1: Non-Residential Institutions: Junior Schools Secondary Schools; Further and Higher Education Medical Centres/ Surgeries Other Non-Residential Institutions	2 spaces per classroom 1 space per 7 pupils/students. [Where there is known demand, the minimum provision should be exceeded (up to 1 space per 5 pupils/students)] 1 space per 2 consulting/ treatment rooms 1 space per 50 seats or 100 m ² gross.	
D2: Leisure & Entertainment	1 space per 300 seats	
D2: Sport Facilities & Venues	1 space per 10 participants plus 10%	1 space per 10 staff
Sui Generis Uses	Will be determined on an individual basis.	
Notes:	<p>1. The cycle parking standards are a minimum. A higher provision may be required if the needs of a particular development or location indicate this.</p> <p>2. For Use Class A1 developments over 3,000 m² gross and Use Classes B1, B2 and B8 developments over 2,500 m² gross the level of cycle parking provision to be in accordance with a site specific transport assessment.</p> <p>3. The staff cycle parking standard for Use Classes A3-A5 should be provided within the site curtilage. Customer parking facilities should in the</p>	

	<p>first instance be provided within the site curtilage and where this is not possible, or if more appropriate, it should be provided as part of a communal facility/ies.</p> <p>4. For houses parking provision should be on-plot; and for apartments it should be provided as communal parking in a location(s) that is overlooked, safe, secure and accessible.</p> <p>5. Commercial developments should provide facilities such as lockers, changing and shower facilities for staff.</p> <p>6. Bedrooms will include rooms that are of a size and proportion capable of being used as a bedroom. This definition excludes lounge and dining rooms.</p>
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Motorcycle/Scooter/Moped Parking Standards

Residential (flats and apartments, and houses with no potential for on-plot parking).	1 space + 1 additional space for every 20 car parking spaces provided.
Non Residential Developments	1 space + 1 additional space for every 20 car parking spaces provided.

The motorcycle, scooter and moped parking standards are a minimum and higher provision may be provided if wanted or a need is demonstrated.

Parking provision should be provided as communal parking in a location that is overlooked, safe, secure and accessible.

Commercial developments should provide facilities such as lockers, changing and shower facilities for staff.

Minimum Vehicle Parking Standards for People with Impaired Mobility

For Employees and Visitors to Business Premises (Use Classes A2, B1, B2 & B8)	
Car Parks up to 40 spaces	2 designated mobility impaired spaces, plus 1 space of sufficient size but not specifically designated.
Car Parks with 40 spaces to 200 spaces	4 designated mobility impaired spaces or 5% of the total capacity, whichever is greater.
Car Parks with greater than 200 spaces	6 designated mobility impaired spaces, plus 2% of the total capacity.
For Shopping, Recreation and Leisure (Use Classes A1, A3, A4, A5, C1, D1, D2 & Unclassified)	
Car Parks up to 40 spaces	1 designated mobility impaired space, plus 2 spaces of sufficient size but not specifically designated.
Car Parks with 40 spaces to 200 spaces	3 designated mobility impaired spaces or 6% of the total capacity, whichever is greater.
Car Parks with greater than 200 spaces	4 designated mobility impaired spaces, plus 4% of the total capacity.

5 CAR, VAN AND MOTORCYCLE/SCOOTER/MOPED PARKING BAY SIZES

Minimum Standards

Description	Dimensions (length by width)	Notes
Car Parking Bays located perpendicular to the carriageway		
Where bay is unobstructed on both sides	5.0m by 2.5m	If access to the rear of the vehicle is restricted increase the bay depth by 0.5m.
Where bay is obstructed on one side	5.0m by 2.7m	
Where bay is obstructed on both sides	5.0m by 2.9m	
Parking space for people with impaired mobility	5.5m by 3.6m	If in a communal area or public car park increase the depth by 1.2m to provide safe pedestrian aisle clear of traffic.
Parking space for people with impaired mobility if the space is obstructed on either or both sides	5.5m by 3.8m	
Van Parking Bays		
Where bay is unobstructed on both sides	7.5m by 3.5m	If access to the rear of the vehicle is restricted increase the bay depth by 0.5m.
Where bay is obstructed on one side	7.5m by 3.7m	
Where bay is obstructed on both sides	7.5m by 3.9m	
Car Parking Longitudinal Parking		
Where pedestrian access to the side away from the carriageway is not obstructed	6.0m by 2.5m	
Where pedestrian access to the side away from the carriageway is obstructed	6.0m by 2.7m	
Parking space for people with impaired mobility		Not the preferred approach, although may be provided where subject to individual agreement.
Motorcycle, Scooter or Moped		
	2.5m by 1.5m	

- 5.1 Pedestrian access to properties should not be inhibited or obstructed by on-site parking spaces. New residential developments will be required to provide a 1.2 metre wide footpath in addition to the vehicle parking space or spaces where provided in parallel.

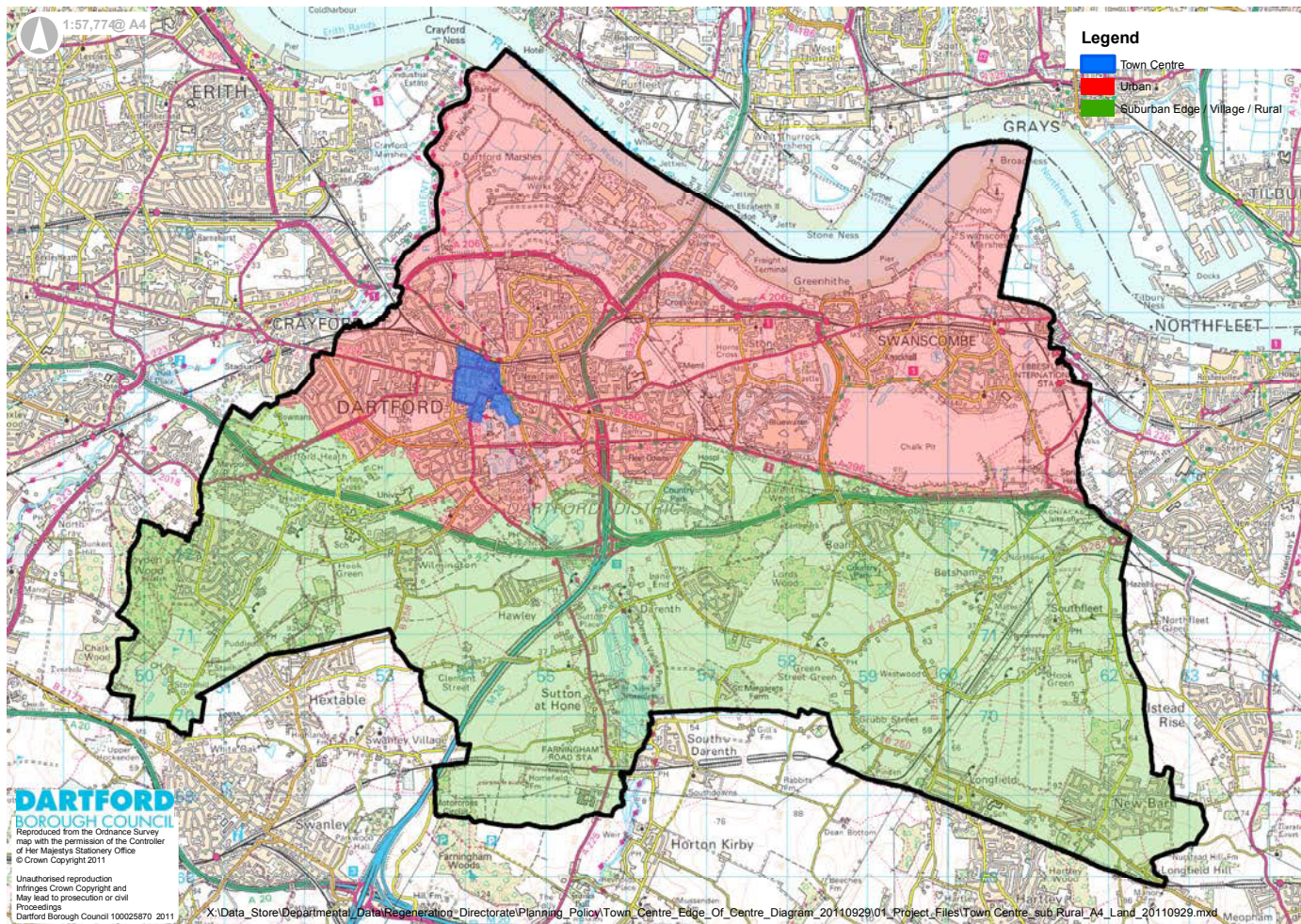
6 GARAGE, CAR BARN AND CAR PORT MINIMUM INTERNAL SIZE REQUIREMENTS

Minimum Standards

Type of provision	Dimensions (length by width)	Notes
Garages		
Single	5.5m by 3.6m, OR 7.0m by 3.0m	
Double	5.5m by 6.0m	Open plan with no dividing walls between parking spaces.
Treble	5.5m by 7.9m	
Car Barn and Car Ports		
Single	5.5m by 2.9m	
Double	5.5m by 5.4m	Open plan with no dividing walls between parking spaces.

Note: See paragraph 4.8 (iii) Garages/Car Ports/Car Barns above.

Appendix A: Boundaries of the Town Centre, Urban (Other) and Village/Rural Areas



Appendix B: Description of Use Classes

Use Class	Description
A1: Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
A2: Financial and Professional Services	Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.
A3: Restaurants and cafes	For the sale of food and drink for consumption on premises – restaurants, snack bars and cafes.
A4: Drinking Establishments	Public houses, wine bars or other drinking establishments (but not nightclubs).
A5: Hot Food Takeaways	For the sale of hot food for consumption off the premises.
B1: Business	Offices (other than those that fall within Use Class A2), research and development of products and processes, light industry appropriate in a residential area.
B2: General Industry	Use for industrial process other than one falling within Use Class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
B8: Storage and Distribution	This Use Class includes open air storage.
C1: Hotels	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
C2: Residential Institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2A: Secure Residential Institution	Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
C3: Dwelling houses	C3(A) covers use by a single person or a family (a couple whether married or not, a person related to them), as well as certain domestic employees. C3(B) up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems. C3(C) covers groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C3 Houses in Multiple Occupation definition. Can take the form of a house, flat, apartment or maisonette. Also referred to as 'home' in this document.
Class C4: Houses in Multiple Occupation	Small shared dwelling houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as kitchen or bathroom.
D1: Non-Residential Institutions	Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. No residential education and training centres.
D2: Assembly and Leisure	Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or areas for indoor or outdoor sports and recreation (except for motor sports, or where firearms are used).
Sui Generis Uses	Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, laundrettes, taxi businesses, amusement centres and casinos.

Appendix C: Examples of Residential Parking Requirements

The following examples are given as a guide only. The parking standards will be applied flexibly, taking into consideration factors including scale and mix of development, and location.

Scenario 1: Town Centre location – a development of 6 one bedroom flats

Vehicle Parking Requirement:

Residential Parking Requirement:

1 bedroom flats: 6 @ 1 space per flat = 6 spaces. To be provided as unallocated parking

Visitor Parking Requirement:

3 spaces per 10 homes or part thereof = 2 spaces

Van Parking Requirement:

1 space per 10 homes or part thereof = 1 space

Total Vehicle Parking Spaces: 9 spaces

Cycle Parking Requirement:

Residents Parking Requirement:

1 bedroom flats: 1 space per flat = 6 spaces

Visitor Parking Requirement:

Visitor spaces: 1 space per 8 flats = 1 space

Total Cycle Spaces: 7 spaces

To be provided as communal parking in a location that is overlooked, safe, secure and accessible.

Motorcycle, Scooter and Moped Parking Requirement:

The number of spaces, including visitor spaces, and location to be agreed through discussion with the Council

Scenario 2: Urban Housing Development – a development of 15 homes of which 10 are 2 bedroom and 5 are 4 bedroom homes.

<p>A: Each home has a garage on-plot that meets the minimum internal size requirement and no other on-plot parking, and a rear garden with side access.</p> <p>Vehicle Parking Requirement: <i>Residential Parking Requirement:</i> 2 bedroom homes: 10 @ 1.2 spaces per home = 12 spaces 4 bedroom homes: 5 @ 2 spaces per home = 10 spaces Total required: = 22 spaces</p> <p><i>Provision:</i> 15 garages @ 50% = 7 spaces Remainder of spaces provided as unallocated spaces = 15 spaces</p> <p><i>Visitor Parking Requirement:</i> 3 spaces per 10 homes or part thereof = 5 spaces</p> <p><i>Van Parking Requirement:</i> 1 space per 10 homes or part thereof = 2 spaces</p> <p>Total Vehicle Parking Spaces: 29 spaces</p> <p>Cycle Parking Requirement: <i>Residents and Visitors Parking Requirement:</i> As the houses have garages and accessible rear gardens no provision is required.</p> <p>Motorcycle, Scooter and Moped Parking Requirement: As the homes have garages and accessible rear gardens no provision is required.</p>	<p>B: The four bedroom homes have garages on-plot that meet the minimum internal size requirement and on-plot parking, and rear gardens with side access; the two bedroom homes have one space on-plot and rear gardens with no side or rear access.</p> <p>Vehicle Parking Requirement: <i>Residential Parking Requirement:</i> 2 bedroom homes: 10 @ 1.2 spaces per home = 12 spaces 4 bedroom homes: 5 @ 2 spaces per home = 10 spaces Total required: = 22 spaces</p> <p><i>Provision:</i> 5 garages @ 50% = 2 spaces 15 spaces provided on-plot = 15 spaces Remainder of spaces provided as unallocated spaces = 5 spaces</p> <p><i>Visitor Parking Requirement:</i> 3 spaces per 10 homes or part thereof. As most parking space is provided on-plot a minimum of 5 spaces is required, with the higher figure to be agreed through negotiation.</p> <p><i>Van Parking Requirement:</i> 1 space per 10 homes or part thereof = 2 spaces</p> <p>Total Vehicle Parking Spaces: a minimum of 29 spaces</p> <p>Cycle Parking Requirement: <i>Parking Requirement:</i> 2 bedroom homes: 1 space per home = 10 spaces 4 bedroom homes: no spaces as they have garages and accessible gardens 1 visitor space per 8 houses = 1 space</p> <p>Total Cycle Spaces: 11 spaces</p> <p>Motorcycle, scooter and moped parking requirement: The number of spaces, including visitor spaces, and location to be agreed through discussion with the Council</p>
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Scenario 3: Urban Housing Development – a development of 12 flats of which 9 are 1 bedroom and 3 are 2 bedroom flats.

Vehicle Parking Requirement:

Residential Parking Requirement:

1 bedroom flat: 9 @ 1.2 spaces = 11 spaces

2 bedroom flat: 3 @ 1.2 spaces = 4 spaces

Total spaces = 15 spaces

Provision:

Provided as unallocated spaces = 15 spaces

Visitor Parking Requirement:

3 spaces per 10 homes or part thereof = 4 spaces

Van Parking Requirement:

1 space per 10 homes or part thereof = 2 spaces

Total Vehicle Parking Spaces: 21 spaces

Cycle Parking Requirement:

Residents Parking Requirement:

1 & 2 bedroom flats: 1 space per flat = 12 spaces

Visitor Parking Requirement:

Visitor spaces: 1 space per 8 flats = 2 spaces

Total Cycle Spaces: 14 spaces

To be provided as communal parking in a location that is overlooked, safe, secure and accessible.

Motorcycle, Scooter and Moped Parking Requirement:

The number of spaces, including visitor spaces, and location to be agreed through discussion with the Council

Scenario 4: Village Infill – a development of 8 homes of which 2 are 2 bedroom, 3 are 3 bedroom and 3 are 4 bedroom homes.

A: The two bedroom homes have a space on-plot and gardens with no side or rear access; the three and four bedroom homes have garages that meet the minimum internal size requirement and one space on-plot parking, and rear gardens with side access.

Vehicle Parking Requirement:

Residential Parking Requirement:

2 bedroom homes: 2 @ 1.5 spaces per home	= 3 spaces
3 bedroom homes: 3 @ 2 spaces per home	= 6 spaces
4 bedroom homes: 3 @ 2 spaces per home	= 6 spaces
Total required:	= 15 spaces

Provision:

6 garages @ 50%	= 3 spaces
On-plot non-garage provision	= 8 spaces
Remainder of spaces provided as unallocated spaces	= 4 spaces

Visitor Parking Requirement:

3 spaces per 10 homes or part thereof. As most parking space is provided on-plot a minimum of 2 spaces, with the higher figure to be agreed through negotiation

Van Parking Requirement:

1 space per 10 homes or part thereof = 1 space

Total Vehicle Parking Spaces: a minimum of 18 spaces

Cycle Parking Requirement:

Parking Requirement:

2 bedroom homes: residential requirement - 1 space per home	= 2 spaces
Visitor requirement – 1 space per 8 homes	= 1 space
3 and 4 bedroom homes: no spaces as they have garages and accessible gardens	

Total Cycle Spaces: 3 spaces

B: The two bedroom homes have a space on-plot and rear gardens with no side or rear access; the three bedroom homes have car barns that meet the minimum internal size requirement and one space on-plot; and the four bedroom homes have garages that meet the minimum internal size requirement and one space on-plot. The three and four bedroom homes have accessible rear gardens.

Vehicle Parking Requirement:

Residential Parking Requirement:

2 bedroom homes: 2 @ 1.5 spaces per home	= 3 spaces
3 bedroom homes: 3 @ 2 spaces per home	= 6 spaces
4 bedroom homes: 3 @ 2 spaces per home	= 6 spaces
Total required:	= 15 spaces

Provision:

3 garages @ 50%	= 1 space
3 car barns	= 3 spaces
On-plot non-garage provision	= 8 spaces
Remainder of spaces provided as unallocated spaces	= 3 spaces

Visitor Parking Requirement:

3 spaces per 10 homes or part thereof. As most parking space is provided on-plot a minimum of 2 spaces, with the higher figure to be agreed through negotiation

Van Parking Requirement:

1 space per 10 homes or part thereof = 1 space

Total Vehicle Parking Spaces: a minimum of 18 spaces

Cycle Parking Requirement

Parking Requirement:

2 bedroom homes: residential requirement - 1 space per home	= 2 spaces
Visitor requirement – 1 space per 8 homes	= 1 space
3 and 4 bedroom homes: no spaces as they have garages and accessible gardens	

Total Cycle Spaces: 3 spaces

Motorcycle, Scooter and Moped Parking Requirement:

The number of spaces, including visitor spaces, and location to be agreed through discussion with the Council.

Motorcycle, Scooter and Moped Parking Requirement:

The number of spaces, including visitor spaces, and location to be agreed through discussion with the Council.