

## **APPENDIX 9 - PARKING STANDARDS**

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They include a revised approach to parking provision when compared with the standards in the adopted Wycombe District Local Plan (July 1995).

These new standards are a response to recent Government guidance on transport, car parking and town centres. They are also more in line with the objectives of the Wycombe Transportation Strategy.

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### 1 CONTEXT FOR THE NEW STANDARDS

1.1 Since car parking standards were last reviewed in detail, law and policy affecting parking at all levels has moved on. The following provides a list of the provisions which have effected key changes:

- Road Traffic Act 1991 (local authority enforcement of on-street waiting restrictions, enabling the designation of Special Parking Areas such as enacted in central High Wycombe);
- Revised PPG13: Transport and PPG6: Town Centres and Retail Development, with further revisions expected soon;
- The 'package' approach to local transport funding, i.e. bids to Government to support packages of interdependent urban transport measures;
- RPG9: Regional Planning Guidance for the South East;
- The London and the South East Regional Planning Conference (SERPLAN) recommendations on parking standards;
- Buckinghamshire County Structure Plan and Integrated Transport Strategy;
- Wycombe Transportation Strategy; and
- The Transport White Paper and Local Transport Plans, which further reinforce the integrated nature of transport and planning policy.

1.2 The approach advised by these changes is to move away from unrestrained provision for car travel, and use parking to influence future demand and use of other modes. RPG9, PPG13 and PPG6 recognise the long term impact that new development can have on this:

'Plans should focus development in locations which encourage the use of less polluting forms of travel. Major generators of traffic should not be positioned where the great majority of trips will commonly be made by the private car; but should be encouraged towards locations where they can be effectively serviced by a range of means of transport'

*(RPG9, paragraph 6.7, 1994)*

'Development plans (and development control) should aim to reduce the need to travel, especially by car, by:

- influencing the location of different types of development relative to transport provision (and vice versa); and
- fostering forms of development which encourage walking, cycling and public transport use'

*(PPG13, paragraphs 1.7 & 2.11, 1994)*

'Local planning authorities should adopt planning policies to:

- maintain and improve choice for people to walk, cycle or catch public transport;
- ensure an appropriate supply of attractive, convenient and safe parking for shopping and leisure trips; and
- limit the supply of commuter parking to a level necessary for the functioning of the town centre, to discourage car commuting where alternatives are available'

*(PPG6, paragraph 1.3, 1996)*

1.3 The key role which parking control can play in this is stressed in the RPG and PPGs, in that:

'Restraint in the provision of parking, especially private spaces, should be used to discourage traffic from congested urban areas. Measures of accessibility, and the use of 'maximum parking standards' to limit parking

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at new developments and employment locations, have an essential role to play as part of an overall parking strategy'

*(RPG9, paragraphs 6.21 & 6.22, 1994)*

Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel, even for locations very well serviced by public transport'

*(PPG13, paragraph 4.4, 1994); and*

In town centres, the main need is for parking which services the town centre as a whole, rather than dedicated parking for individual developments'

*(PPG6, paragraph 2.31, 1996)*

- 1.4 The Wycombe Transportation Strategy has been adopted to meet the local objectives for reducing congestion and encouraging non-car modes for travel. By providing for such schemes as pedestrianisation, cycle routes, bus priorities, parking controls and Park and Ride, it provides a framework for development planning and control consistent with RPG9, PPG13 and the PPG6.
- 1.5 Priorities for change promoted in the RPG and PPGs include:
- setting parking standards as the maximum, rather than minimum, acceptable levels of provision;
  - setting on-site standards at lower levels for sites with potential for access via non-car modes, including Park and Ride, with the costs of off-site parking and other transport measures to address the shortfall in on-site provision being met through Section 106 payments, and additional developer contributions designed to encourage the location of development in those areas well served by public transport; and
  - to encourage the provision of car parks which are shared between shoppers and others needing short term parking.
- 1.6 The approach adopted in these new guidelines have been based on a review of comparable standards in the South-East region; an analysis of current public transport accessibility; and the requirement to encourage both sustainable development and the use of non-car transport modes, as established in the Wycombe Transportation Strategy. Policy T2 of this Local Plan refers to the revised parking standards.

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### 2 INTRODUCTION TO THE GUIDELINES

2.1 These new guidelines for parking embody the following changes:

- (i) District-wide, a commitment to apply the standards as the maximum permitted, rather than the previous 'normal' parking requirement; and
- (ii) the introduction of a system of 'accessibility banding' to the District, which classifies the District into five public transport accessibility bands, from the rural areas to High Wycombe Town Centre. Progressively lower maximum levels of parking provision are to be provided, depending on the level of public transport accessibility for different classes of development. A framework within which developer contributions may be secured in appropriate cases has been established. This will provide an incentive for developers to locate in areas of relatively good public transport accessibility. The purpose of the contributions is to enable the District Council, in conjunction with Buckinghamshire County Council, to fund appropriate off-site car parking, including park and ride, and other transport measures, to improve accessibility to the town centre and elsewhere, and to encourage the location of development in a sustainable manner.

2.2 Where a site adjoins a road which is a bus route and which also forms a boundary separating different accessibility zones, the criteria applying to the higher accessibility zone may be considered as applying to a site in the lower accessibility zone provided the site has (or is proposed to have) an access fronting on to the road which forms the boundary, which can be used by pedestrians.

2.3 When planning applications are made, the adequacy of the proposed parking facilities will be assessed against the standards set out in this document. The standards indicate the maximum provision of parking spaces that may be made. Where the District Council only requires operational parking to be accommodated on site, the number of spaces to be provided will be decided on the specific circumstances of the development. In relation to development within Accessibility Zone 1, commuted payments will be sought in relation to any parking which is to be provided off-site by the Local Authority including in the form of Park and Ride spaces. The level of commuted payments will reflect the cost of providing park and ride spaces. Operational parking would not normally involve general staff and visitor parking and would normally be restricted to disable persons parking, and a limited number of short term spaces essential for the function of the business concerned. This is to meet the demands of people with disabilities and delivery/collection space, taking account of opportunities to pool shared-use cars or participate in Green Transport Plans as proposed by the District Council (see Policy T16).

2.4 Notwithstanding the relevant provisions of this Local Plan, where a type of development is proposed which is not specifically included in these standards, the parking requirement will be assessed by taking into account the information submitted with the application, the site and locality characteristics, and experience of similar developments.

2.5 Where a site has more than one existing and/or proposed use (e.g. offices ancillary to industrial use), the requirement for each use will be assessed separately. In cases where there is little likelihood of uses being carried out concurrently, shared use of parking areas will be encouraged.

2.6 In most cases, other than in private residential development, provision for the parking of disabled drivers' cars will be required, as set out in Section 8 of these standards.

2.7 Where the number of parking spaces required is fractional, these should generally be rounded down, except for small scale developments, such as for a single dwelling unit.

2.8 A general condition will usually be attached to planning approvals that will restrict the construction of new mezzanine floors at a later stage, for example, where buildings or parts of buildings have a general floor to ceiling height in excess of 4.5m. In such cases, the floor area will be regarded as comprising a single floor of accommodation for the purposes of calculating floorspace for parking standards.

### 3 DEFINITIONS

3.1 One term relating to floorspace is used in this document:

- gross floor area (gfa): the total floor area of all buildings on the site, measured externally.

3.2 Accessibility is a measure of how easy it is to reach a particular location. This has been defined in terms of the number of people who are theoretically able to reach a particular destination within 35 minutes generalised travel time (i.e. allowing for walking, waiting and interchange time) based on peak period public travel times and frequencies. Allowance has also been made for the effects of proximity to railway stations, bus routes and town centres.

3.3 On this basis, five Accessibility Zones have been identified. The higher the Accessibility ranking (on the basis of Zone 1 being high, and Zone 5 being low), the larger the number of people able to reach that Zone within 35 minutes.

3.4 The 'Accessibility Zones' referred to in these standards are identified as follows:

Zone 1 - Urban area, good public transport accessibility;

Zone 2 - Urban area, moderate public transport accessibility;

Zone 3 - Urban area, poor public transport accessibility;

Zone 4 - Urban area, very poor public transport accessibility or rural area with good public transport accessibility;

Zone 5 – Rural area, poor public transport accessibility.

### 4 RESIDENTIAL PARKING

4.1 Appendix 1 covers detailed parking design for residential layouts. Visitor parking space, where required, should be assigned to each dwelling or dwellings. Where this is not practical or desirable, any communal parking which is provided should be located close to the dwelling or dwellings it serves, and designed to encourage maximum use. Tandem parking will normally only be acceptable within the curtilage of a single dwelling. In the case of houses in multiple occupation, tandem parking may be acceptable where the total number of spaces does not exceed two. Where more than two spaces are required, these should be independently accessed. See also the requirements of Section 8 – 'Parking for People with Disabilities'.

4.2 The standards for residential parking are set out in Table 4.

### 5 NON-RESIDENTIAL PARKING

5.1 Facilities should be provided within the site for appropriate storage, parking, loading, unloading and manoeuvring of goods vehicles. As a guide, large schemes should include space for a 15m articulated vehicle to turn, and all schemes should include service bays to units suitable for long wheel based light vans separate from parking spaces. See also the requirements of Section 8 - 'Parking for People with Disabilities'.

5.2 The standards for non-residential parking are set out in Table 5. These local standards will need to be read in conjunction with whatever approach is confirmed in the revised version of PPG13: Transport, including any national maximum parking standards for larger developments.

**Table 4 Maximum Residential Parking Standards in Public Transport Accessibility Zones 1-5.**

Type of Accommodation	Accessibility Zone 1	Accessibility Zone 2	Accessibility Zone 3	Accessibility Zone 4	Accessibility Zone 5
(i) bedsits / studio flats and 1 bedroom dwellings	0.5 space assigned per dwelling	1 space assigned to each dwelling; plus 2 visitor spaces per 10 dwellings	1 space assigned to each dwelling, plus 3 visitor spaces per 10 dwellings	1 space assigned to each dwelling; plus 4 visitor spaces per 10 dwellings	1 space assigned to each dwelling; plus 5 visitor spaces per 10 dwellings
(ii) 2 or 3 bedroom dwellings	1 space plus 0.5 visitor spaces assigned to each dwelling	1 space plus 0.5 visitor space assigned to each dwelling	1 space plus 1 visitor space	1 space plus 1 visitor space	1 space plus 1 visitor space
(iii) 4 bedroom dwellings	1 space assigned to each dwelling plus 1 visitor space	1 space per dwelling, plus 1 visitor space	2 spaces per dwelling, plus 2 visitor spaces	2 spaces per dwelling, plus 2 visitor spaces	2 spaces per dwelling, plus 2 visitor spaces
(iv) 5 bedroom or more dwellings	As for 4 bedrooms, with variations determined case by case	As for 4 bedrooms, with variations determined case by case	As for 4 bedrooms, with variations determined case by case	As for 4 bedrooms, with variations determined case by case	As for 4 bedrooms, with variations determined case by case
(v) (a) Elderly Persons Accommodation: Where the units are restricted to occupation by persons aged 60 or over, with communal facilities (e.g. common room) and warden accommodation: i) 1 bedroom units ii) 2 bedroom units (b) Elderly Persons Sheltered Accommodation (c) Elderly Persons: Other schemes of specialist provision	0.5 space per dwelling  1 space, plus 0.5 visitor space per dwelling  1 space per 8 residents  Judged on their merits in relation to the above.  Plus provision as in (i) to (iv) above for any self-contained residential accommodation such as for a warden, no additional parking for non-residential staff.	1 space, plus 2 visitor spaces per 10 dwellings  1 space, plus 1 visitor space per dwelling  1 space per 4 residents  Judged on their merits in relation to the above.  Plus provision as in (i) to (iv) above for any self-contained residential accommodation such as for a warden, no additional parking for non-residential staff.	1 space plus 3 visitor spaces per 10 dwellings  1 space, plus 1 visitor space per dwelling  1 space per 4 residents  Judged on their merits in relation to the above.  Plus provision as in (i) to (iv) above for any self-contained residential accommodation such as for a warden, plus 0.5 space per each full time or equivalent member of staff	1 space, plus 4 visitor spaces per 10 dwellings  1 space plus 1 visitor space per dwelling  1 space per 4 residents  Judged on their merits in relation to the above.  Plus provision as in (i) to (iv) above for any self-contained residential accommodation such as for a warden, plus one space per each full time or equivalent member of staff.	1 space plus 5 visitor spaces per 10 dwellings  1 space plus 1 visitor space per dwelling  1 space per 4 residents  Judged on their merits in relation to the above.  Plus provision as in (i) to (iv) above for any self-contained residential accommodation such as for a warden, plus one space for each full time or equivalent member of staff.
(vi) Houses in multiple accommodation (HMO)	0.2 space per bedroom rounded up to the nearest whole number	0.25 space per bedroom rounded up to the nearest whole number	0.3 space per bedroom rounded up to the nearest whole number	0.4 space per bedroom rounded up to the nearest whole number	0.5 space per bedroom rounded up to the nearest whole number

■ See also the requirements of Section 8 – ‘Parking for People with Disabilities’

**Table 5: Maximum Non-Residential Parking Standards in Public Transport Accessibility Zones 1-5.**

Use	Accessibility Zone 1	Accessibility Zone 2	Accessibility Zone 3	Accessibility Zone 4	Accessibility Zone 5
(i) B1 and B2 (Business/General Industry) The Council may accept a reduced parking standard for B1(c) and B2, provided that an appropriate legal agreement is entered into restricting the change of use.	1 space per 50m <sup>2</sup> of gfa	1 space per 40m <sup>2</sup> of gfa	1 space per 35 m <sup>2</sup> of gfa	1 space per 30 m <sup>2</sup> of gfa	1 space per 25 m <sup>2</sup> of gfa
(ii) B8 WAREHOUSING/STORAGE	First 240m <sup>2</sup> gfa: 1 space per 60m <sup>2</sup> of gfa Additional floorspace above 240m <sup>2</sup> gfa: 1 space per 250m <sup>2</sup> gfa of additional space. Separate provision to be made for loading, unloading and manoeuvring of delivery vehicles	First 240m <sup>2</sup> gfa: 1 space per 40 m <sup>2</sup> of gfa Additional floorspace above 240m <sup>2</sup> gfa: 1 space per 225m <sup>2</sup> gfa of additional space 1 lorry space per 500m <sup>2</sup> of gfa including site area given over to storage Separate provision to be made for loading, unloading and manoeuvring of delivery vehicles	First 245m <sup>2</sup> gfa: 1 space per 35 m <sup>2</sup> of gfa Additional floorspace above 245m <sup>2</sup> gfa: 1 space per 200m <sup>2</sup> gfa of additional space. 1 lorry space per 500m <sup>2</sup> of gfa including site area given over to storage. Separate provision to be made for loading, unloading and manoeuvring of delivery vehicles	First 240m <sup>2</sup> gfa: 1 space per 30 m <sup>2</sup> of gfa Additional floorspace above 240m <sup>2</sup> gfa: 1 space per 150m <sup>2</sup> gfa of additional space. 1 lorry space per 500m <sup>2</sup> of gfa including site area given over to storage Separate provision to be made for loading, unloading and manoeuvring of delivery vehicles	First 250m <sup>2</sup> gfa: 1 space per 25 m <sup>2</sup> of gfa Additional floorspace above 250m <sup>2</sup> gfa: 1 space per 100m <sup>2</sup> gfa of additional space 1 lorry space per 500m <sup>2</sup> of gfa including site area given over to storage Separate provision to be made for loading, unloading and manoeuvring of delivery vehicles
(iii) A1 RETAIL (a) Shops with GFA less than 1000m <sup>2</sup> (b) Large stores, the first 1,000m <sup>2</sup> as (a), the next gfa between 1000m <sup>2</sup> and 2500 m <sup>2</sup> (c) 'Superstores', the first 2,500m <sup>2</sup> as (a) and (b), the next gfa over 2500m <sup>2</sup> (d) Retail warehouses (DIY/Home Improvement/ Garden Centres)	1 space per 60m <sup>2*</sup> , plus operational parking to be provided on site. 1 space per 45m <sup>2*</sup> , plus operational parking to be provided on site. 1 space per 30m <sup>2*</sup> , plus operational parking to be provided on site. 1 space per 45m <sup>2*</sup> , plus operational parking to be provided on site. In all the above cases, provision should be made within the site for the loading, unloading and manoeuvring of delivery vehicles, and for the overnight parking of such vehicles where appropriate "Floor area" includes those outdoor display areas used for displaying goods / plants etc. for sale	1 space per 40m <sup>2</sup> of gfa 1 space per 30m <sup>2</sup> gfa 1 space per 20m <sup>2</sup> gfa 1 space per 30m <sup>2</sup> gfa In all the above cases, provision should be made within the site for the loading, unloading and manoeuvring of delivery vehicles, and for the overnight parking of such vehicles where appropriate. "Floor area" includes those outdoor display areas used for displaying goods/plants etc. for sale.	1 space per 35 m <sup>2</sup> of gfa 1 space per 25 m <sup>2</sup> gfa 1 space per 15 m <sup>2</sup> gfa 1 space per 25 m <sup>2</sup> gfa In all the above cases, provision should be made within the site for the loading, unloading and manoeuvring of delivery vehicles, and for the overnight parking of such vehicles where appropriate. "Floor area" includes those outdoor display areas used for displaying goods/plants for sale.	1 space per 30 m <sup>2</sup> of gfa 1 space per 20 m <sup>2</sup> gfa 1 space per 10 m <sup>2</sup> gfa 1 space per 20 m <sup>2</sup> gfa In all the above cases, provision should be made within the site for the loading, unloading and manoeuvring of delivery vehicles, and for the overnight parking of such vehicles where appropriate. "Floor area" includes those outdoor display areas used for displaying goods/plants etc. for sale.	1 space per 25 m <sup>2</sup> of gfa 1 space per 20 m <sup>2</sup> gfa 1 space per 10 m <sup>2</sup> gfa 1 space per 20 m <sup>2</sup> gfa In all the above cases, provision should be made within the site for the loading, unloading and manoeuvring of delivery vehicles, and for the overnight parking of such vehicles where appropriate. "Floor area" includes those outdoor display areas used for displaying goods/plants etc. for sale.
(iv) A2 (Financial and Professional Services)	1 space per 60m <sup>2*</sup> , plus operational parking to be provided on site.	1 space per 40m <sup>2</sup> gfa	1 space per 35 m <sup>2</sup> gfa	1 space per 30 m <sup>2</sup> gfa	1 space per 25 m <sup>2</sup> gfa
(v) A3 (Food and drink)	1 space per 20m <sup>2*</sup> , plus operational parking to be provided on site. Plus facilities within the site for loading, unloading and manoeuvring of goods vehicles	1 space per 15m <sup>2</sup> gfa Plus facilities within the site for loading, unloading and manoeuvring of goods vehicles	1 space per 10m <sup>2</sup> gfa Plus facilities within the site for loading, unloading and manoeuvring of goods vehicles	1 space per 5 m <sup>2</sup> gfa Plus facilities within the site for loading, unloading and manoeuvring of goods vehicles	1 space per 5 m <sup>2</sup> gfa Plus facilities within the site for loading, unloading and manoeuvring of goods vehicles

\* To be provided in the form of publicly available parking, via commuted payments.  
 ■ See also the requirements of Section 8 – 'Parking for People with Disabilities'.

Use	Accessibility Zone 1	Accessibility Zone 2	Accessibility Zone 3	Accessibility Zone 4	Accessibility Zone 5
(vi) HOTELS/ MOTELS/ GUEST HOUSES	1 space per bedroom (including rooms for the use of resident staff).  No additional parking for members of non-resident staff.  For facilities open to non-residents: Appropriate A3 (food and drink) standards.  Plus facilities within the site for the loading, unloading and manoeuvring of delivery vehicles.  Plus provision as in Residential (i) to (iv) for any self contained residential accommodation such as for a manager	1 space per bedroom (including rooms for the use of resident staff).  1 additional space for every 2 non-resident staff.  For facilities open to non-residents: Appropriate A3 (food and drink) standards.  Plus facilities within the site for the loading, unloading and manoeuvring of delivery vehicles  Plus provision as in Residential (i) to (iv) for any self contained residential accommodation such as for a manager	1 space per bedroom (including rooms for the use of resident staff).  Plus: 1 space per 2 equivalent member of non-resident staff.  For facilities open to non-residents: Appropriate A3 (food and drink) standards.  Plus facilities within the site for the loading, unloading and manoeuvring of delivery vehicles.  Plus provision as in Residential (i) to (iv) for any self contained residential accommodation such as for a manager.	1 space per bedroom (including rooms for the use of resident staff)  Plus: 1 space per full-time equivalent member of non-resident staff.  For facilities open to non-residents: Appropriate A3 (food and drink) standards.  Plus facilities within the site for the loading, unloading and manoeuvring of delivery vehicles.  Plus provision as in Residential (i) to (iv) for any self contained residential accommodation such as for a manager.	1 space per bedroom (including rooms for the use of resident staff).  Plus: 1 space per full-time equivalent member of non-resident staff.  For facilities open to non-residents: Appropriate A3 (food and drink) standards.  Plus facilities within the site for the loading, unloading and manoeuvring of delivery vehicles.  Plus provision as in Residential (i) to (iv) for any self contained residential accommodation such as for a manager.
(vii) HOLIDAY DEVELOPMENT  Self-catering accommodation  1-2 bedroom units  3 or more bedrooms	     1 space per unit  2 spaces per unit	     1 space per unit  2 spaces per unit.	     1 space per unit  2 spaces per unit	     1 space per unit.  2 spaces per unit.	     1 space per unit  2 spaces per unit
(viii) REPAIR GARAGES /MOTOR SHOWROOMS	On their merits.	1 outside space per 40m <sup>2</sup> of workshop and maintenance /storage /office/ ancillary areas. 1 outside space per 125m <sup>2</sup> of car display/car storage area. Plus facilities within the site for the parking of breakdown/repair vehicles and for the loading, unloading and manoeuvring of delivery vehicles	1 outside space per 30m <sup>2</sup> of workshop and maintenance /storage /office/ ancillary areas. 1 outside space per 125m <sup>2</sup> of car display/car storage area. Plus facilities within the site for the parking of breakdown/repair vehicles and for the loading, unloading and manoeuvring of delivery vehicles	1 outside space per 20m <sup>2</sup> of workshop and maintenance/ storage/ office/ ancillary areas. 1 outside space per 100m <sup>2</sup> of car display/car storage area. Plus facilities within the site for the parking of breakdown/repair vehicles and for the loading, unloading and manoeuvring of delivery vehicles	1 outside space per 15m <sup>2</sup> of workshop and maintenance/ storage/ office/ ancillary areas. 1 outside space per 100m <sup>2</sup> of car display/car storage area. Plus facilities within the site for the parking of breakdown/repair vehicles and for the loading, unloading and manoeuvring of delivery vehicles.
(ix) PUBLIC ASSEMBLY BUILDINGS	1 space for 10 seats of public accommodation, or 1 space per 25m <sup>2</sup> *, plus operational parking to be provided on site.  Plus facilities for parking and manoeuvring of coaches and delivery vehicles where appropriate	1 space for 8 seats of public accommodation, or 1 space per 20m <sup>2</sup> of public floorspace, whichever is the greater. Restaurant and bar facilities at the appropriate standards. Plus facilities for parking and manoeuvring of coaches and delivery vehicles where appropriate	1 space for 6 seats of public accommodation, or 1 space per 15m <sup>2</sup> of public floorspace, whichever is the greater. Restaurant and bar facilities at the appropriate standards. Plus facilities for parking and manoeuvring of coaches and delivery vehicles where appropriate	1 space for 4 seats of public accommodation, or 1 space per 10m <sup>2</sup> of public floorspace, whichever is the greater. Restaurant and bar facilities at the appropriate standards. Plus facilities for parking and manoeuvring of coaches and delivery vehicles where appropriate	1 space for 4 seats of public accommodation, or 1 space per 10 m <sup>2</sup> of public floorspace. Restaurant and bar facilities at the appropriate standards. Plus facilities for parking and manoeuvring of coaches and delivery vehicles where appropriate
(x) LIBRARIES	1 space per 100m <sup>2</sup> plus 1 space per 2 staff members*, plus operational parking to be provided on site. Provision should be made for parking of mobile library van where appropriate	1 space 80m <sup>2</sup> public floorspace Plus 1 additional parking space for every 2 staff. Plus facilities for parking of mobile library van where appropriate	1 space 60m <sup>2</sup> public floorspace Plus 1 space per 2 full-time equivalent member of staff. Plus facilities for parking of mobile library van where appropriate	1 space 40m <sup>2</sup> public floorspace Plus 1 space per full-time equivalent member of staff. Plus facilities for parking of mobile library van where appropriate.	1 space 40m <sup>2</sup> public floorspace. Plus 1 space per full-time equivalent member of staff. Plus facilities for parking of mobile library van where appropriate.
(xi) SURGERIES (Including veterinary surgeries)	On their merits. Spaces for support staff to be limited to parking for 'operational' purposes.	1 space per full time or equivalent member of operational staff plus 2 spaces per consulting/treatment or similar room.	1 space per full time or equivalent member of operational staff plus 3 spaces per consulting/treatment or similar room.	1 space per full time or equivalent member of all categories of staff plus 3 spaces per consulting/treatment or similar room.	1 space per full time or equivalent member of all categories of staff plus 3 spaces per consulting/treatment or similar room.

\* To be provided in the form of publicly available parking, via commuted payments.

■ See also the requirements of Section 8 – 'Parking for People with Disabilities'.

(xii) SCHOOLS	<p>On their merits. Generally, schools will be encouraged to implement Green Transport Plans – including safer routes to school for pupils. Staff parking should be consistent with parking standards applicable to the location zone.</p> <p>Parking space for deliveries, maintenance and coaches on school outings should be accommodated on-site.</p>	<p>1 space per staff member and 2 visitor spaces for schools with up to 40 staff. Thereafter, 1 visitor space per 20 staff members. Generally, schools will be encouraged to implement Green Transport Plans – including safer routes to school for pupils.</p> <p>Parking space for deliveries, maintenance and coaches on school outings should be accommodated on-site.</p>	<p>1 space per staff member and 2 visitor spaces for schools with up to 20 staff members. Thereafter, 1 visitor space per 10 staff members. Generally, schools will be encouraged to implement Green Transport Plans – including safer routes to school for pupils.</p> <p>Parking space for deliveries, maintenance and coaches on school outings should be accommodated on-site.</p>	<p>1 space per staff member and 2 visitor spaces for schools with up to 20 staff members. Thereafter 1 visitor space per 10 staff members. Generally, schools will be encouraged to implement Green Transport Plans – including safer routes to school for pupils.</p> <p>Parking space for deliveries, maintenance and coaches on school outings should be accommodated on-site.</p>	<p>1 space per staff member and 2 visitor spaces for schools with up to 20 staff members. Thereafter, 1 visitor space per 10 staff members. Generally, schools will be encouraged to implement Green Transport Plans – including safer routes to school for pupils.</p> <p>Parking space for deliveries, maintenance and coaches on school outings should be accommodated on-site.</p>
(xiii) COLLEGES AND OTHER EDUCATIONAL INSTITUTIONS	<p>On their merits. Generally, staff and student parking should be consistent with parking standards applicable to the location zone for comparable land uses.</p> <p>Parking space for deliveries and maintenance should be accommodated on-site.</p>	<p>1 space per staff member. Student parking to be determined on scheme merits but should be consistent with parking standards applicable to the location zone for comparable land uses and take account of Green Transport Plan proposals.</p> <p>Parking space for deliveries and maintenance should be accommodated on-site.</p>	<p>1 space per staff member. Student parking to be determined on scheme merits but should be consistent with parking standards applicable to the location zone for comparable land uses and take account of Green Transport Plan proposals.</p> <p>Parking space for deliveries and maintenance should be accommodated on-site.</p>	<p>1 space per staff member. Student parking to be determined on scheme merits but should be consistent with parking standards applicable to the location zone for comparable land uses and take account of Green Transport Plan proposals.</p> <p>Parking space for deliveries and maintenance should be accommodated on-site.</p>	<p>1 space per staff member. Student parking to be determined on scheme merits but should be consistent with parking standards applicable to the location zone for comparable land uses and take account of Green Transport Plan proposals.</p> <p>Parking space for deliveries and maintenance should be accommodated on-site.</p>

■ See also the requirements of Section 8 – ‘Parking for People with Disabilities’.

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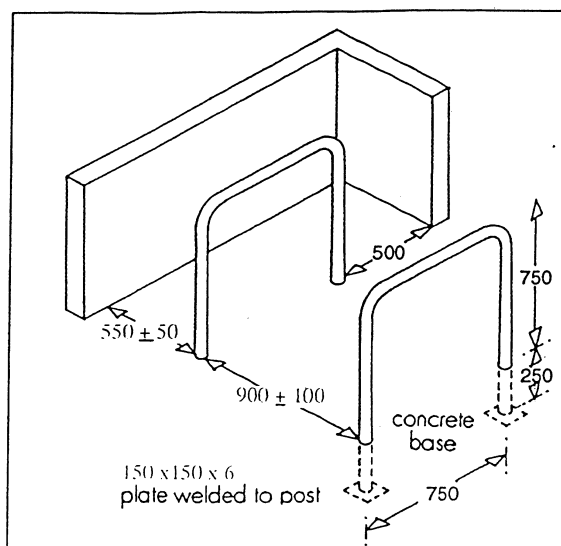
### 6 CYCLE PARKING

#### Residential Development – applies to flats or dwellings without dedicated amenity space

- 6.1 Where on-site garages or other forms of appropriate storage are not provided, residential development should provide a minimum of one cycle space per dwelling for one bedroom dwellings, and two spaces per dwelling of two bedrooms or more.

#### Non -Residential Development

- 6.2 Applications for non-residential development should be accompanied by provision for cycle spaces of minimum standards as set out in Table 6. Additional provision may be required for visitor parking.
- 6.3 Cycle stands should be provided in visible and accessible locations where they will be well used, either inside or outside the development. The Sheffield cycle stand is an acceptable standard to provide, as illustrated below. Such a stand should provide security against theft; be placed in a location that does not endanger pedestrians, especially the blind or partially sighted; be visually acceptable; and support cycles without damaging them.
- 6.4 Provision for cycle parking at schools and colleges should reflect proposals for safer routes to school and Green Transport Plans, as appropriate.
- 6.5 Where cycles would be expected to be parked for over two hours, the cycle parking should be protected from the weather.



(All dimensions in mm)

**Table 6: Principal Cycle Parking Standards for the Five Public Transport Accessibility Zones**

Land Use Category	WDC (Proposed)				
PT Accessibility Zone	Zone 5 (low)	Zone 4	Zone 3	Zone 2	Zone 1 (High) - Town Centre
1 Residential Dwelling without Garage/ Storage Facility					
2 Bedsits/studio/1 bedroom	1 space	1 space	1 space	1 space	1 space
3 2 or more bedrooms	<b>1.5 spaces</b>	<b>1.5 spaces</b>	<b>1.5 spaces</b>	<b>1.5 spaces</b>	2 spaces
4 Elderly persons/community homes	1 space for 5 staff	1 space for 5 staff	1 space for 5 staff	1 space for 5 staff	1 space for 5 staff
5 Houses in multiple occupation (HMO)	0.5 space per bedroom rounded to the nearest whole number	0.5 space per bedroom rounded to the nearest whole number	0.5 space per bedroom rounded to the nearest whole number	0.5 space per bedroom rounded to the nearest whole number	0.5 space per bedroom rounded to the nearest whole number
6 Non-Residential B1 and B2 (Business/ General Industry)	1 space per 250 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq	1 space per 200 sq m
7 B8 Warehousing/Storage	2 spaces minimum, then 1 space per 750 sq m	2 spaces minimum, then 1 space per 500 sq m	2 spaces minimum, then 1 space per 500 sq m	2 spaces minimum, then 1 space per 500 sq m	2 spaces minimum, then 1 space per 500 sq m
8 A1 (Retail)	1 space per 250 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m
9 A2 (Financial and Professional Services)	1 space per 250 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m
10 A3 (Food and Drink)	1 space per 250 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m
11 Hotels	1 space per 10 beds	1 space per 10 beds	1 space per 10 beds	1 space per 10 beds	1 space per 10 beds
12 Repair Garages/Motor Showrooms	1 space per 250 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m
13 Public Assembly Buildings	1 per 100 seats	1 space per 100 seats	1 space per 100 seats	1 space per 100 sets	1 space per 100 seats
14 Libraries	1 space per 250 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m	1 space per 200 sq m
15 Surgeries	1 space per 5 staff	1 space per 5 staff	1 space per 5 staff	1 space per 5 staff	1 space per 5 staff
16 Schools	Generally, 1 space per 5 pupils - but to reflect Green Transport Plans and local safer routes to school policy.	Generally, 1 space per 5 pupils - but to reflect Green Transport Plans and local safer routes to school policy	Generally, 1 space per 5 pupils - but to reflect Green Transport Plans and local safer routes to school policy	Generally, 1 space per 5 pupils - but to reflect Green Transport Plans and local safer routes to school policy	Generally, 1 space per 5 pupils - but to reflect Green Transport Plans and local safer routes to school policy
Colleges	1 per 5 students - but to reflect local Green Transport Plans	1 per 5 students - but to reflect local Green Transport Plans	1 per 5 students - but to reflect local Green Transport Plans	1 per 5 students - but to reflect local Green Transport Plans	1 per 5 students - but to reflect local Green Transport Plans



### 7 SPACE STANDARDS

- 7.1 The following standards are intended as a guide to the layout of car parks, but may be varied at the discretion of the District Council. For example, the distance between rows of cars may be reduced subject to a corresponding increase in the width of individual car space. These standards are illustrated in Diagrams A-E.
- (a) Dimensions of 2.4m (8ft) x 4.8m (16ft) should be provided for normal car parking spaces, with a distance of 6m (20ft) between rows for access where the parking spaces are at right angles to the traffic lane (Diagram A).
  - (b) The distance between rows can be reduced where the parking spaces are angled to the traffic lane. Where the angle between the parking spaces and traffic lane is 45° a distance between rows of 3.5m (11'6") will suffice (Diagram B); and where the angle is 60°; a distance between rows of 5m (16'4") will suffice (Diagram C).
  - (c) A 6m (20ft) traffic lane will normally be required for a single row of parking spaces (Diagram D).
  - (d) In cases where parking spaces are not marked out on the plan or the site, a minimum standard of 24m<sup>2</sup> (258ft<sup>2</sup>) per car space (inclusive of manoeuvring space) will be required.
  - (e) Lorry parking spaces should be 3.0m (10ft) x 15m (49ft). The parking areas should include space for turning and manoeuvring.
  - (f) Where the operation of a business entails the parking of a van, the space required will be assessed with reference to the details of the individual application.
  - (g) Normally, wider car parking spaces should be provided for drivers with disabilities (see Section 8).

# APPENDIX 9 - PARKING STANDARDS

Suggested Layouts of Car Parking Areas (Diagrams A-E)

## Suggested Layouts of Car Parking Areas

Diagram A

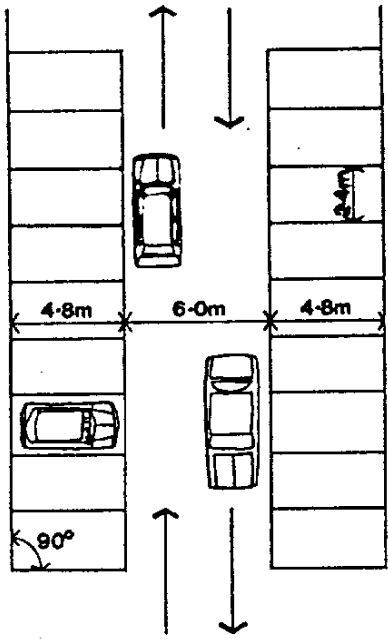


Diagram B

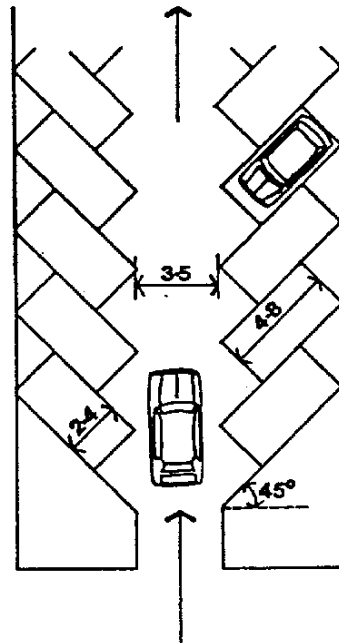


Diagram C

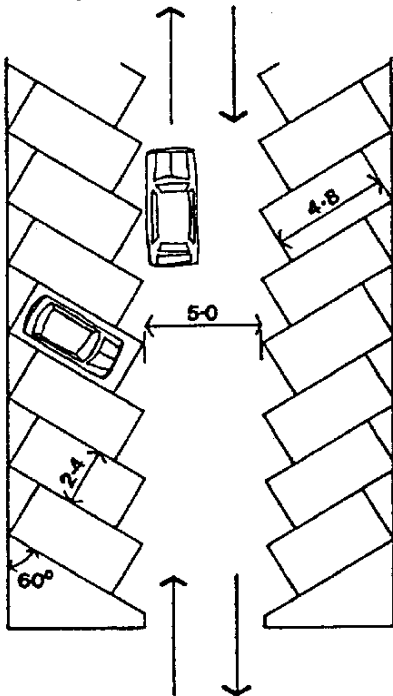
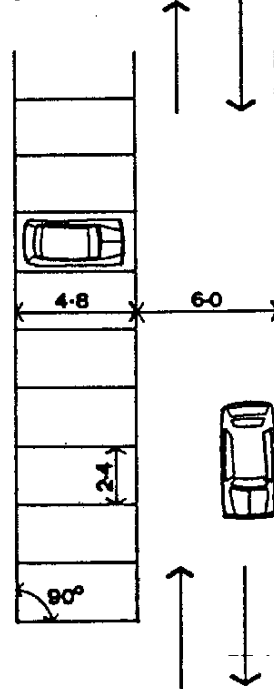
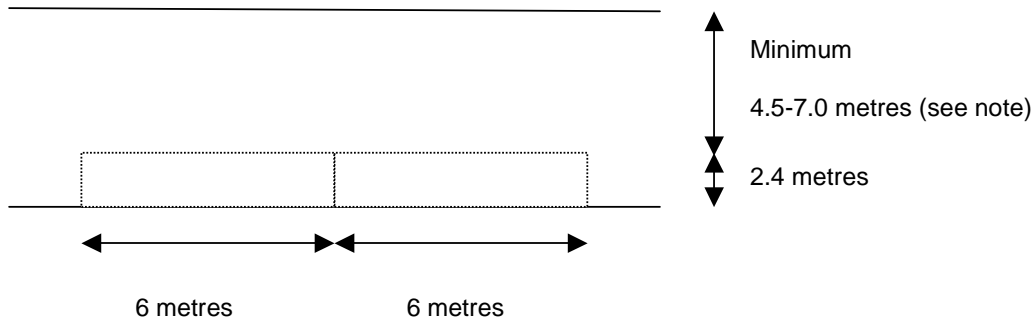


Diagram D



**Diagram E**

**Nose-to-Tail Parking for Private Cars**



Notes:

On distributor roads, with 24-hour flows in excess of 5000 vehicles, the minimum clear running width should be 7 metres. The absolute minimum is 6 metres.

On distributor roads, with 24-hour flows between 2000 and 5000 vehicles, the preferred minimum width is 6 metres. The absolute minimum is 5 metres.

On access roads, with 24-hour flows up to 2000 vehicles, the preferred minimum is 6 metres. The absolute minimum is 4.5 metres.

## APPENDIX 9 - PARKING STANDARDS

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### 8 PARKING FOR PEOPLE WITH DISABILITIES

- 8.1 Compliance with the standards below will be required in respect of buildings to which Part M of the Building Regulations 1991 apply. Additionally, compliance will normally be required in respect of other development to which the Chronically Sick and Disabled Persons Act (1970 and 1976) and Disabled Person Act (1981) apply, as well as in housing developments which include houses built to mobility standards and in housing developments for the elderly or disabled.
- 8.2 Bays for drivers with disabilities should be 3600mm wide, alternatively two standard (2400mm) bays with a marked shared space of 1200mm between them may be acceptable (for details see Diagram F, and 'Access for Disabled People: Design Guidance Notes for Developers' published by the Access Committee for England and available from Wycombe District Council Planning Department). The bays need not be marked exclusively for people with disabilities, except where the total number of spaces (standard and wide) exceeds 10, or there is a requirement under the Disability Discrimination Act. At all times, however, these spaces should be located as close as possible to the main accessible entrance to the building, with level or ramped access from the bay to the entrance. Wherever possible, the bays should be under cover.
- 8.3 The requirement for wider bays for disabled drivers has been related to the number of parking spaces provided, rather than directly to the floorspace of the building. The wider bays are included in the total parking requirements, and are not in addition to it.
- 8.4 Where car parking space numbers are reduced to reflect higher levels of accessibility, the proportion that is given over to disabled parking needs to be increased as generally those with disabilities are more likely to be reliant on the use of the car. Accordingly spaces for people with disabilities should be allocated as follows:

#### **Employment generating development not normally visited by the public, and hotels open to residents only:**

##### **Zone**

- |   |   |
|---|---|
| 1 | one space per 12 parking spaces up to 48 spaces thereafter one per 50 spaces or part thereof    |
| 2 | one space per 15 parking spaces up to 60 spaces, thereafter one per 60 spaces or part thereof   |
| 3 | one space per 18 parking spaces up to 72 spaces, thereafter one per 72 spaces or part thereof   |
| 4 | one space per 21 parking spaces up to 84 spaces, thereafter one per 84 spaces or part thereof   |
| 5 | one space per 25 parking spaces up to 100 spaces, thereafter one per 100 spaces or part thereof |

#### **Shops, buildings to which the public have access, and public car parks:**

##### **Zone**

- |   |   |
|---|---|
| 1 | one space per 10 parking spaces up to 50 spaces thereafter three per 50 spaces or part thereof    |
| 2 | one space per 12 parking spaces up to 60 spaces, thereafter three per 60 spaces or part thereof   |
| 3 | one space per 14 parking spaces up to 70 spaces, thereafter three per 70 spaces or part thereof   |
| 4 | one space per 17 parking spaces up to 85 spaces, thereafter three per 85 spaces or part thereof   |
| 5 | one space per 20 parking spaces up to 100 spaces, thereafter three per 100 spaces or part thereof |

#### **Residential (General Purpose Housing):**

1 wider space for every dwelling built to mobility standards.

#### **Residential (Schemes for the Elderly and Disabled):**

Up to 10 spaces or garages - 3 wider spaces or garages. Thereafter, 1 wider space or garage for every 4 spaces or garages.

**Parking for People with Disabilities**

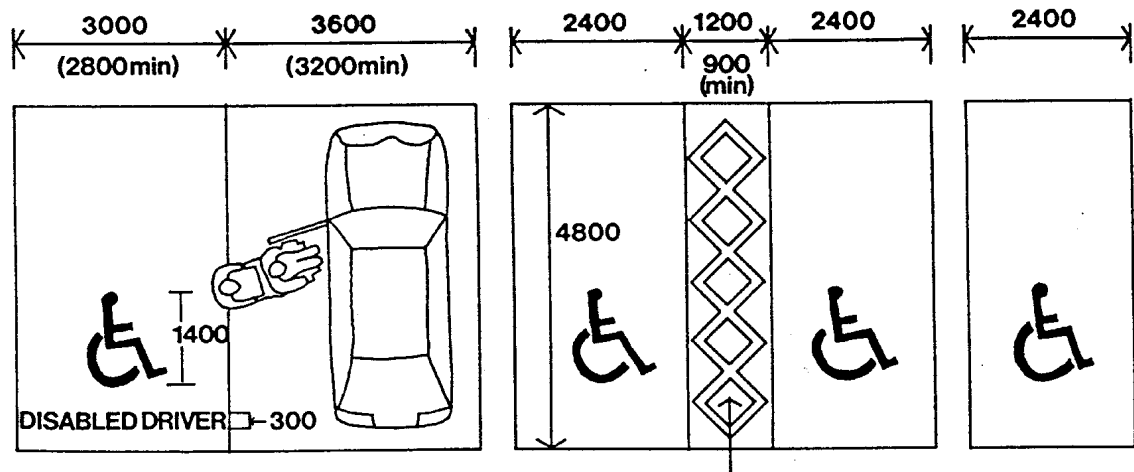
**Car Parking**

- Located as close as possible to accessible entrance;
- Preferably under cover;
- For pedestrianised areas, within 50 metres of destination (uncovered); within 100 metres (covered); and
- On level ground.

**Parking Bays**

- Wide enough for wheelchair transfer to and from the car; and
- Designated for use by disabled people, and clearly signed at the entrance where more than 10 spaces in total are provided.

**Diagram F**



Ambulant disabled user – only where space is limited, full width for wheelchair user preferred particularly in public car parks

Wheelchair user

Marked out shared space between 2 standard bays

Standard end bay with long side open for access