

F Parking Standards and Guidance

F.1 The full Parking Standards Review document together with its evidence base is available to view on the Council's website.

F.2 The revised standards and guidance are summarised below.

Residential Parking

F.3 The principles set out in the Department for Communities and Local Government (DCLG) 'Residential Car Parking Research' document have been used to formulate a parking toolkit which, after entering details of the proposed development and mix, calculates the level of car parking which should be provided in new residential developments. This tool helps to determine an appropriate balance of allocated and unallocated parking.

F.4 Specific guidance is not provided for other residential land use classifications (C1 Hotels, C2 Residential Institutions, C3 Sheltered Accommodation and C4 Houses in Multiple Occupation). For development comprising these land uses, where it is deemed to have a sufficiently significant impact on the network, an evidence base should be supplied to demonstrate the level of parking provided is sufficient. This would include consideration of the following:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels;
- an overall need to reduce the use of high emission vehicles; and

Standards relating to cycle and motorcycle parking together with disabled parking are provided below.

Parking Toolkit

F.5 The DCLG parking toolkit spreadsheet is provided in the Planning Policy "Evidence Base and Monitoring" section of the Council's website. This provides a method of calculating the level of unallocated and visitor parking based on the level of allocated parking. These calculations are based upon 2011 Census data which sets out car ownership levels for all output areas across the Cotswold District. This requires users to input the following:

- The area in which the development is proposed to be located.
- A breakdown of the number units proposed to be provided by the following:
 - Type of property (house/flat); and
 - Number of bedrooms.
- The number of spaces to be allocated to each dwelling.

F.6 Entering these details into the calculation sheet will automatically calculate the level of unallocated demand and the level of visitor parking required.

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F.7 Whilst the information contained in the Parking Standards Review Evidence Base (PSREB) demonstrate differences in car ownership between owner occupied and shared/rented accommodation, the level of parking in the parking toolkit is based upon

Visitor Parking

F.8 If greater than 50% of parking is unallocated to specific dwellings, it is not necessary to allocate specific provision for visitors.

F.9 Should more of the parking be allocated than unallocated then the provision of separate visitor parking at a ratio of one visitor space for every five dwellings would be required to meet demand.

Non-Residential Parking

F.10 It has been demonstrated in the PSREB that the previously adopted standards provide a suitable starting point. These standards are summarised in the following table:

Land Use	Maximum Parking Standards		
	Strategically Significant Land Uses		Other Land Uses
	Cirencester/ Principal Settlements	Elsewhere	
A1 Food Retail	1 space per 18sqm (over 1,000sqm)	1 space per 30sqm (up to 1,000sqm)	1 space per 25sqm (up to 1,000sqm)
A1 Non-food Retail	1 space per 22sqm (over 1,000sqm)		
A3 Food/Drink	1 space per 5sqm (of public area)		
B1 (a) & (b)	1 space per 42sqm (over 1,000sqm)	1 space per 35sqm (over 1,000sqm)	1 space per 25sqm (up to 1,000sqm)
B1 (c) & B2	1 space per 50sqm (over 5,000sqm)		1 space per 50sqm (up to 5,000sqm)

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A1 Non-food Retail	1 space per 22sqm (over 1,000sqm)		
A3 Food/Drink	1 space per 5sqm (of public area)		
B8	1 space per 200sqm (over 10,000sqm)		1 space per 100sqm (up to 10,000sqm)

F.11 These standards provide a suitable starting point in the determination of appropriate parking provision for employment and retail uses. The level of parking should be justified using an evidence base setting out the following:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels;
- An overall need to reduce the use of high emission vehicles; and
- A comparison of the forecast trip generation and resultant accumulation with the proposed parking provision.

F.12 For developments located within the 'Town and Fringe' area, it is important to consider the level of existing spare car parking capacity within the town centre. As such, the demand for car parking should be considered in line with:

- The proximity of the proposed development in relation to on and off street parking areas which have available capacity
- The type of parking this would generate, i.e. commuter parking (staff), short-term parking (visitors/customers) and how the charging tariff may impact the choice of car parking;

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

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- The time periods during which the peak parking accumulation would occur and relate this to the available car parking capacity; and
- The likelihood of linked trips to other existing facilities in Cirencester.

Disabled Parking

F.13 Disabled parking should be provided in line with Inclusive Mobility (DfT, 2005). The minimum level that should be provided is set out in the following table. This level of parking should be provided regardless of the size or likely impact of the development and irrespective of the location.

Type of Car Park	Minimum Disabled Parking Provision
1. Car parks at established employment premises	2% of the total car park capacity or one space (whichever is greater) Plus an additional space for each disabled employee
2. Car parks at new employment premises	5% of the total car park capacity (for both employee and visitor use)
3. Car parks at shopping areas, leisure and recreational facilities and places open to the general public	A minimum of one space for each disabled employee Plus 6% of the total capacity (for visitor use)

F.14 'Inclusive Mobility' also provides guidance on the layout and dimensions of parking for disabled users. The following bay dimensions should be provided, as follows:

F.15 "Off-street parking: bays should be a minimum of **4,800mm** long by **2,400mm** wide with additional space:

1. Where bays are parallel to the access aisle and access is available from the side an extra length of at least **1,800mm**, or,
2. Where bays are perpendicular to the access aisle, an additional width of at least **1,200mm** along each side. Where bays are adjacent the same **1,200mm** space can serve both sides. There should also be a **1,200mm** wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist."

HGV Parking/Serviceing

F.16 Provision for HGV parking will be required for Use Classes B1(c), B2 & B8 developments but the number, geometry and layout of spaces will be a matter for negotiation. Applicants will be required to provide information on the number of HGVs likely to be parked on or visiting the site. It is acknowledged that the servicing requirements vary by operator, however it should be demonstrated that the servicing provision is suitable for a typical operator of the appropriate land use.

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Coach Parking

F.17 Since the nature of each development is different, the level of coach parking to be provided for relevant land uses should be determined on a case by case basis based on the proposed operation. An evidence base should be provided setting out the likely operation of the proposed development and the coach parking provision this corresponds to.

Leisure, Education and Healthcare

F.18 Specific guidance is not provided for Leisure, Education or Healthcare land uses. All sites should be considered on a site-by-site basis using the points set out in the NPPF along with the likely travel patterns of site users.

F.19 Further consideration should be given for those sites which justify the preparation of a Transport Statement/Transport Assessment to ensure that the forecast trip generation and resultant parking accumulation is in line with the proposed parking provision.

Residential/Non-Residential Parking

F.20 This section relates to types of parking that may fall within either residential or non-residential categories.

Cycle/Motorcycle Parking

F.21 The minimum cycle and motorcycle parking standards are set out in the following table:

Land Use Class	Minimum Cycle and Motorcycle Parking Standard
A1 Shops (food retail)	1 space per 60sqm
A1 Shops (non-food retail)	1 space per 120sqm
A2 Financial & professional services	1 space per 166sqm
A3 Food & drink (public house, restaurant)	1 space per 26sqm
B1 Business (a) & (b) (office, research & development)	1 space per 166sqm
B1 Business (c) (light industrial)	1 space per 330sqm
B2 General Industrial	
B8 Storage or Distribution	1 space per 330sqm

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Land Use Class	Minimum Cycle and Motorcycle Parking Standard
C1 Hotels	0.15 spaces per employee
C2 Residential Institutions (hospital, nursing home)	0.15 spaces per employee
C2 Residential Institutions (boarding school)	0.15 spaces per employee + 0.15 spaces per student
C3 Dwellings (flats <u>only</u>)	1 space per dwelling
C3 Dwellings (sheltered housing)	0.15 spaces per employee
D1 Non- residential Institutions (doctor / vet surgery, health centre)	0.15 spaces per employee
D1 Non-residential Institutions (school, crèche, day centre)	0.15 spaces per employee + 0.15 spaces per student
D1 Non-residential Institutions (higher & further education)	0.15 spaces per employee + 0.15 spaces per student
D1 Non-residential Institutions (art gallery, museum, library)	1 space per 300 sq. m. of public area + 0.15 spaces per employee
D1 Non-residential Institutions (public hall, place of worship)	1 space per 20 seats or 1 space per 26sqm
D2 Assembly and Leisure (cinema, concert hall, night club)	1 space per 20 seats or 1 space per 26sqm
D2 Assembly and Leisure (leisure /sports centre, fitness club)	1 space per 66sqm
<i>N.B. The calculated number of spaces should be rounded up to the nearest whole number</i>	

F.22 For houses, cycle parking can be provided within the curtilage of each property and therefore it is not necessary to provide off-plot provision.

Mixed Land Uses

F.23 Where a development is proposed to comprise a mix of land uses, consideration should be given on a site-by-site basis including the following:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;

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- Local car ownership levels; and
- An overall need to reduce the use of high emission vehicles.

F.24 The guidance set out for the individual land uses should be utilised as the starting point. Further consideration should however be given to the likely dual and shared use of car parking.