

Appendix 5 – Parking Standards

- 1.1. Parking standards ensure good design and effective use of land in developments. It is also ensured through parking standards that the parking demand for a development is provided, in turn minimising the use of carriageways for parking and to prevent on-street loading/off-loading of service vehicles, which would otherwise potentially cause a highway safety concern.
- 1.2. Any land use or types of development which are not specifically mentioned will be subject to consideration on an individual site-specific basis, as will combinations of types of development which are treated individually in this document.

Residential parking standards

- 1.3. The parking standards are set by the number of rooms in a dwelling. The definition of rooms is taken from the 2001 census definition: *“The count of the number of rooms in a household’s accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example kitchens, living rooms, bedrooms, utility rooms are counted.”* Where a dwelling includes an open plan room with multiple uses, it is the uses within that room that will be used. i.e., kitchen/lounge/diner equates to 3 habitable rooms.
- 1.4. The parking standards provided in Table 1 are to be applied per dwelling and are expressed as minimum standards.

Table 1: Minimum Residential Parking Standards

Dwelling Size	Shared/Communal Parking Spaces	Allocated Parking spaces
2 rooms	1	1
3 rooms	1.5	2
4 rooms	1.5	2
5 rooms	1.5	2
6 rooms	2	2
7 rooms	2	3
8+ rooms	2	3

- 1.5. For Houses of Multiple Occupancy (HMO) 1 car parking space will be required per bedroom.
- 1.6. When determining what counts as a parking space the guidance within Manual for Streets will be taken into account:
 - car ports are unlikely to be used for storage and should therefore count towards parking provision; and
 - whether garages count fully will need to be decided on a scheme-by-scheme basis. This will depend on factors such as:
 - the availability of other spaces, including on-street parking: where this is limited, residents are more likely to park in their garages;
 - the availability of separate cycle parking and general storage capacity as garages are often used for storing bicycles and other household items; and

- the size of the garage – larger garages can be used for both storage and car parking. It is expected that single garages are 6m x 3m internally and double garages 6m x 6m internally.

Non-residential parking standards

- 1.7. Table 2 sets out the minimum parking standards for non-residential uses in Rutland (all areas are gross floor areas unless otherwise stated):

Table 2: Minimum non-residential parking standards

Use	Minimum Parking Standards
B2 – General Industrial	1 staff space per 50m ² 1 visitor space per 400m ² 1 lorry space per 400m ²
B8 - Storage and Distribution	Warehousing 1 staff space per 75m ² 1 visitor space per 400m ² 1 lorry space per 400m ² For smaller units, provision should be made within the site for the possibility of future conversion to offices with their consequently higher parking requirements. If such provision cannot be made, then restrictions on future changes of use will be required
C1 - Hotels	1 space per resident staff 1 space per bedroom 1 space per 40m ² of public area for non-residential staff 1 space per 10m ² of dining area for hotels with restaurants open to the public
C2 - Residential Institutions	1 car space for each resident member of staff 1 space for every 2 non-resident members of staff 1 space per 3 bedrooms
C2A – Secure Residential Institutions	1 car space for each resident member of staff 1 space for every 2 non-resident members of staff 1 space per 3 bedrooms
E – Commercial, Business and Service	Food Retail 1 space per 14m ² 1 goods bay or space per 750 m ² . For stores between 3,000 and 5,000 m ² 1 goods bay or space per 1,000 m ² . For stores in excess of 5,000 m ² Floor area below 1,000 m ² provision shall be made within the site for loading and unloading of service and delivery vehicles. Non-food retail 1 space per 20m ² 1 goods bay or space per 750 m ² . For stores between 3,000 and 5,000 m ² 1 goods bay or space per 1,000 m ² . For stores in excess of 5,000 m ² Floor area below 1,000 m ² provision shall be made within the site for loading and unloading of service and delivery vehicles. Restaurants and Cafes 1 space per 5m ² of public area 1 space per 100m ² for staff Offices 1 space per 15 m ²

	<p>Non-Residential institutions (clinics, health centres, surgeries) 1 car space per full-time member of staff employed 2 car spaces per consulting rooms/surgery Drop off/pick up facilities</p> <p>Nursery (children) 1 car space per full-time member of staff 1 car space per 8 children Drop off/pick up facilities</p>
<p>F1 – Learning and non-residential institutions</p>	<p>Non-residential institutions (schools) 1.5 spaces per 2 staff. (If the figure is not a whole number the number must be rounded up) Where a community wing is to be provided for daytime use, additional parking shall be required to reflect the increased demand for parking on site. These requirements will be determined on a case-by-case basis dependent upon the use and scale of the community wing Drop off/pick up facilities</p> <p>Non-residential institutions (further education) 1.5 spaces per 2 staff. (If the figure is not a whole number the number must be rounded up) One space for every 5 students Drop off/pick up facilities</p> <p>Non-residential institutions (museums, libraries, galleries, exhibition halls) 1 car space per full-time member of staff and 1 space per 30m² Depending on the size, facilities for loading and unloading may be necessary</p> <p>Non-residential institutions (public halls & places of worship) 1 car space per 4 seats or 1 space per 15m² Drop off/pick up facilities</p>
<p>F2 – Local community uses</p>	<p>Sports Grounds and Clubs Parking will be required to cater in full for the expected usage of the facility assuming an occupancy rate of 2 persons per car. Also, in the case of football, cricket, hockey pitches etc. parking and manoeuvring areas will be required for coaches at the rate of one coach per two pitches (maximum provision to be made for two coaches). Thus, the following examples may be used. 1 cricket pitch – 22 players + 2 umpires = 12 car spaces + 1 coach. Drop off/pick up facilities Tennis/squash courts – 2 car spaces per court Rugby club with 3 pitches – 36 players, coaches, referees, substitutes etc. per pitch, therefore 54 car spaces plus two coach spaces. Drop off/pick up facilities 2 soccer pitches – 30 players, coaches, referees, substitutes, etc. per pitch, therefore 30 car spaces plus one coach space. Drop off/pick up facilities</p> <p>Golf Courses Maximum of 100 spaces per 18-hole course. Other sizes of course will be considered on their merits, not pro-rata to the above. Drop off/pick up facilities</p>

Sui Generis	<p>Hot Food Takeaways 1 space per 8m² If fast food outlet situated near the strategic network, provisions should be made for lorry/car and trailer/caravan parking. This should be discussed on a site-by-site basis. Please discuss details with the Highways Authority. Space for loading and unloading may also be required within the site depending on the size and location of the proposal</p> <p>Cinemas and Conference Facilities 1 space per full-time member of staff 1 space per 5 seats Drop off/pick up facilities Loading/Unloading facilities for delivery vehicles</p>
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Exception to minimum parking standards

- 1.8. The location of a development and access to services by walking, cycling or public transport should be considered when devising parking standards. When a development has good access to services and public transport, for example in Oakham and Uppingham town centres, it may be acceptable to provide parking below normal levels of demand. However, evidence will need to be provided within a planning application to demonstrate this.
- 1.9. Where no parking standards are provided for a particular development, we will consider the provision required taking certain factors into account including:
- the control of on-street parking in the area;
 - the development’s exact nature and likely use;
 - its geographical location;
 - the standard of the surrounding road network and the traffic and parking conditions on it; and
 - how accessible the development is using other methods of transport, including public transport, walking or cycling.

Design and layout of car parking spaces

- 1.10. The minimum acceptable dimensions for car parking spaces will be 2.5m by 5.5m. The design of car parking areas should be laid out so that no vehicle has to be reversed for a distance exceeding 25 metres. Lorry parking spaces shall be a minimum of 18 metres by 5 metres.

Disabled parking standards

- 1.11. Adequate provision for parking for disabled people, in terms of numbers and design, should be made in line with Traffic and Advisory Leaflet 5/95, produced by the Department for Transport (see Table 3 and 4).

Table 3: Recommended number of disabled bays in off-street car parks

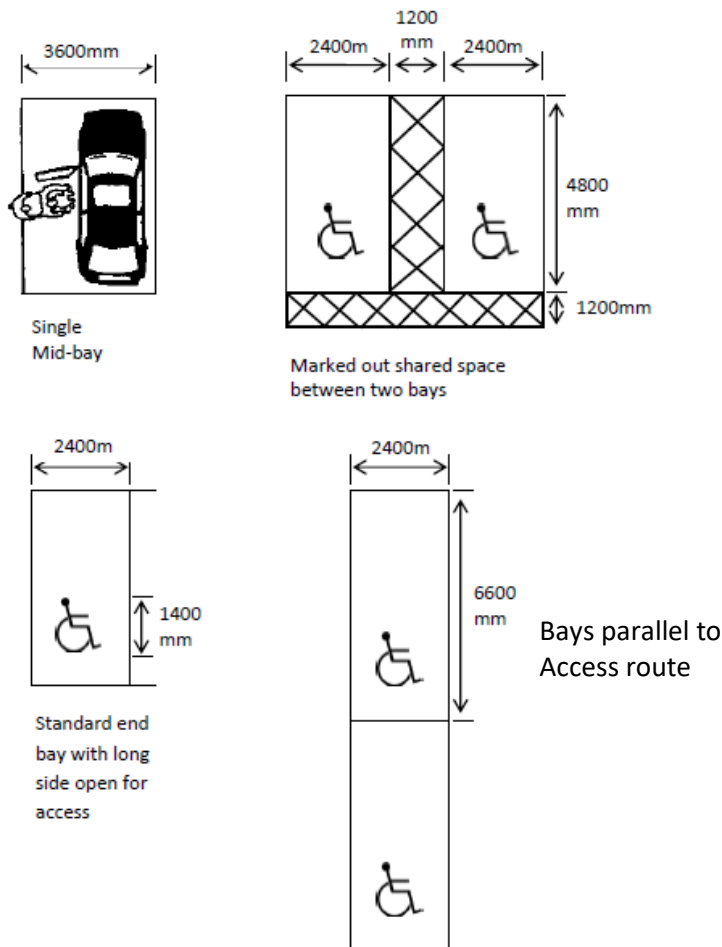
Car Park Used For:	Car Park Size	
	Up to 200 bays	Over 200 bays
Employees and visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity
Shopping, recreation and leisure	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity

Table 4: Recommended maximum walking distance without a rest according to disability (“walking” includes travel by wheelchair).

Disability	Distance (metres)
Visually Impaired	150
Wheelchair Users	150
Ambulatory without walking aid	100
Stick Users	50

1.12. Following these guidelines any disabled parking space should be made within 50 metres of the destination. The dimensions and design of disabled parking spaces should be in alignment with figure 1 below. The dimensions shown in figure 1 are in accordance with Inclusive Mobility and Manual for Streets (Department of Transport, 2005).

Figure 1. Expected dimensions and design of disabled parking.



- 1.13. Where practical development should also make provision for safe and convenient access and external storage of mobility scooters.

Cycle parking standards

- 1.14. The location and design of cycle parking should be in alignment with the guidance outlined in Manual for Streets. Table 5 sets out the minimum cycle parking standards for new development proposals.

Table 5: Cycle Parking Standards set within the Rutland Local Plan

Land Use Class	Standard
B2 – General Industrial	<p>1 space plus 1 space for every 150m² gfa to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space for every 500m² gfa for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p>
B8 - Storage and Distribution	<p>1 space plus 1 space for every 150m² gfa to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space for every 500m² gfa for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p>
C1 - Hotels	<p>1 space plus 1 space per 4 members of staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space for every 500m² gfa for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p>
C2 - Residential Institutions	<p>1 space plus 1 space per 5 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 4 bedrooms for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p>
C2A – Secure Residential Institutions	<p>1 space plus 1 space per 5 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 4 bedrooms for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p>
C3 – Residential (Flats and HMO's)	<p>1 Space per bedroom to be undercover, lit and secure</p>

<p>E – Commercial, Business and Service</p>	<p>Food and Non-Food Retail 1 space plus 1 space per 100m² gfa for staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 400m² gfa for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p> <p>Restaurants and Cafes 1 space plus 1 space per 150m² gfa for staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 400m² gfa for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p> <p>Offices</p> <p>1 space plus 1 space per 100m² gfa for staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 200m² gfa for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p> <p>Non-Residential institutions (clinics, health centres, surgeries) 1 space plus 1 space per 8 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 2 consulting rooms for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p> <p>Nursery (children) 1 space plus 1 space per 8 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 10 child places for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p>
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<p>F1 – Learning and non-residential institutions</p>	<p>Non-residential institutions (schools) 1 space plus 1 space per 8 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 6 students for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location</p> <p>Non-residential institutions (further education)</p> <p>1 space plus 1 space per 8 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 6 students for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location</p> <p>Non-residential institutions (museums, libraries, galleries, exhibition halls) 1 space plus 1 space per 8 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 100m² gfa for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location</p> <p>Non-residential institutions (public halls & places of worship) 1 space plus 1 space per 8 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 100m² gfa for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location</p>
<p>F2 – Local community uses</p>	<p>Sports Grounds and Clubs 1 space plus 1 space per 5 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 20 customers for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location</p> <p>Golf Courses 1 space plus 1 space per 5 staff to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 20 customers for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location</p>

Sui Generis	<p>Hot Food Takeaways 1 space per 2 staff members to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 100m² gfa for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p> <p>Cinemas and Conference Facilities 1 space plus 1 space per 8 staff members to be undercover, lit and secure for staff.</p> <p>1 space plus 1 space per 20 seats for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.</p>
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Powered two-wheeler parking standards

- 1.15. Motorcycles, mopeds and scooters can be collectively described as Powered Two Wheelers (PTW's). The use of PTW's is increasing, in 2003 5% of total motor vehicles were motorcycles, a significant increase on 1993 levels, therefore making it important to provide parking standards for these vehicles in new developments.
- 1.16. Parking spaces for PTW's should be provided in all non-residential developments equal to 5% of the total car parking spaces to provided, with a minimum of 1 PTW space. This should be provided in addition to cycle spaces.
- 1.17. PTW parking spaces should be provided within 50 metres of their destination, where possible, to avoid informal parking which often causes obstruction and hazards to others.
- 1.18. The size and design of PTW parking spaces should be in alignment with the guidance provided in Manual for Streets and DfT Traffic Advisory Leaflet 2/02: Motorcycle Parking (2002).

Electric Vehicle Charging

Commercial development	EV charging requirement	Charging point specification	Power requirement
'A' Uses	Minimum of 1 space up to 25 spaces plus 10% of spaces thereafter to be fitted with a fast charge socket plus a further 10% infrastructure only	7kw Mode 3 with Type 2 Connector plus feeder pillar or equivalent permitting future connection.	230v AC 32 Amp single phase dedicated supply

<p>'B' Uses</p>	<p>Minimum of 1 space up to 10 spaces plus 10% of spaces thereafter to be fitted with a fast charge socket plus a further 10% infrastructure only</p>	<p>7kw Mode 3 with Type 2 Connector plus feeder pillar or equivalent permitting future connection.</p>	<p>230v AC 32 Amp single phase dedicated supply</p>
<p>'D' Uses</p>	<p>Minimum of 1 space up to 25 spaces plus 10% of spaces thereafter to be fitted with a fast charge socket plus a further 10% infrastructure only</p>	<p>7kw Mode 3 with Type 2 Connector plus feeder pillar or equivalent permitting future connection.</p>	<p>230v AC 32 Amp single phase dedicated supply</p>