

Leicester
City Council

Supplementary Planning Guidance

VEHICLE PARKING STANDARDS

City Wide Guidance

VEHICLE PARKING STANDARDS: City Wide Guidance

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VEHICLE PARKING STANDARDS: City Wide Guidance

1.0 Introduction

The adoption of maximum parking standards is consistent with national, regional and local planning guidance as it is perceived as one of the most important travel demand tools available to local authorities for controlling the use of the car. It is now generally accepted that the availability of car parking has a major influence on the choice of transport. 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 well served by public transport.

The policies contained in the City of Leicester Local Plan (CLLP) take on board these principles and the CLLP sets out maximum standards for car, cycles and powered two wheeler parking. This Supplementary Planning Guidance is intended to support the policies in the CLLP by setting out how the standards for vehicle parking will apply to new development and proposals for redevelopment of existing buildings including change of use.

The City Council is proposing a zonal approach to car parking standards based on the “transport accessibility” of the City. The City is divided into 4 zones, wherein different parking standards and targets for reduction of car parking levels will apply according to the criteria set out in the CLLP policies. This is outlined in greater detail in the following sections, along with the context for this guidance.

2.0 National and Regional Context

Planning Policy Guidance note 13 (PPG13) on ‘Transport’ recommends that maximum parking standards should be set for a broad range of land uses and locations. By restricting and controlling parking provision within new development and in areas accessible by alternative modes of transport, it has the effect of encouraging more sustainable travel behaviour and releasing land for more productive purposes.

One of the foreseeable problems in applying restrictive parking standards is that potential investors may ‘play off’ one local authority against another on the grounds that more car parking could be secured elsewhere. In recognition of this, pioneering work has been undertaken in the East Midlands to ensure that parking standards in new development are consistent in settlements of a similar role, size and function.

This approach was developed following the completion of the East Midlands Joint Car Parking Study (EMJCPs) by the University of Westminster (August 1997). This study was commissioned by the City Councils of Leicester, Derby and Nottingham and the County Councils of Leicestershire, Derbyshire and Nottinghamshire. It sought to examine the supply of and demand for workplace parking provision. Amongst the study’s main findings were:

- many current developments have parking provision significantly below what current standards would permit;
- there is a high incidence of under utilisation of existing car parking provision; and
- parking provision is not a key factor in determining where businesses locate.

All of these findings, particularly as they were common across the whole study area, set the agenda for restraint based parking standards across the East Midlands. The results of the study have been used to establish a methodology and calculate a set of maximum parking standards for employment development which are included in the Regional Spatial Strategy of the East Midlands (RSS8). The methodology used to determine the maximum parking standards included in RSS8 included targets for reducing employees driving to work.

In this context, the maximum parking standards and reduction target applied in this SPG are consistent with national and regional guidance. The SPG sets out maximum parking standards in accordance with the advice in RSS8, PPG13, PPG3 on 'housing' and the Leicestershire, Leicester and Rutland Structure Plan.

3.0 Local Plan Policies

The City Council will consider proposals for parking provision in accordance with the criteria set out in policies AM11 (for non-residential development) and AM12 (for residential development) of the CLLP, as follows:

(N.B. The standards set out in Appendix 1 of the CLLP are included in tables 1-4 and maps 1-3 of this document. The reduction targets are in section 5 of this document).

AM11. PARKING PROVISION WITH NON-RESIDENTIAL DEVELOPMENT

Proposals for parking provision for non-residential development should not exceed the maximum standards specified in Appendix 01.

Reductions below these maximum parking standards will be required by the City Council, in accordance with the reduction targets for non-residential parking provision, after consideration of the following criteria:

- a) access by other means of transport (currently and in the medium to long term);
- b) availability, accessibility and safety of existing or alternative car parking provision;
- c) consequences of under provision in a particular location;
- d) proximity to the Central Commercial Zone;
- e) benefits of imposing traffic restraint;
- f) planning benefits of greater site coverage or provision of soft landscaping;
- g) impact on Conservation Areas;
- h) relationship to other uses nearby;
- i) anticipated levels of car use (including the potential reduction of car usage through Travel Plans); and
- j) pattern of working hours.

Parking provision to accommodate the needs of disabled people (i.e. blue badge holders) will be specified in accordance with need and will not be subject to restraint measures.

Parking provision to accommodate the needs of people with children will also be specified in accordance with need.

If a development is expected to generate a higher level of car usage than can be accommodated by the maximum parking standards, the applicant should submit a travel plan, that incorporates complementary measures designed to reduce the need for parking and encourage users to travel by modes of transport other than the car to access the site. This is examined in greater detail in section 7.0 below.

Parking provision that exceeds the maximum standards specified in the SPG will only be granted in exceptional circumstances, where it is demonstrated through a Transport Assessment and travel plan that a lower level of parking is not achievable through the implementation of measures to minimise the need for parking and car travel, and that a serious road safety or amenity problem would otherwise arise.

AM12. RESIDENTIAL CAR PARKING PROVISION

Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.

Reductions below the maximum standards may be appropriate in the following circumstances:

- a) in the Central Commercial Zone;
- b) in the area immediately adjacent to the Central Commercial Zone, which is accessible by means of transport other than the private car;
- c) in other locations within 250m walking distance of good public transport;
- d) where other design objectives are sought (including the creation of a sense of place);
- e) in locations where there is existing or surplus parking provision; and
- f) in conservation areas where provision cannot be physically accommodated without detriment to the character or appearance of the area.

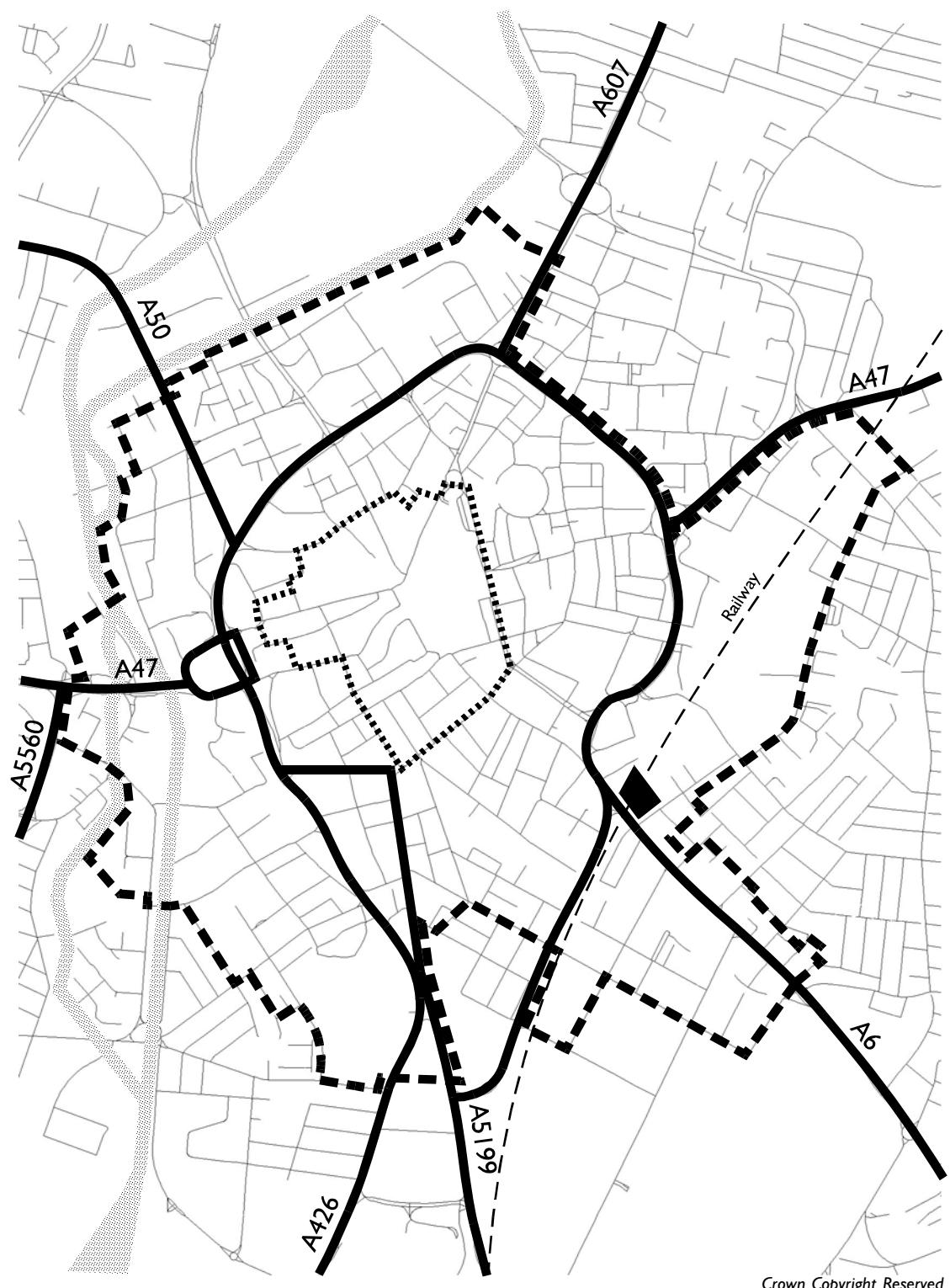
On-street parking may be acceptable providing access, amenity and safety are not compromised.

Where on plot parking is provided it should be provided between dwellings or within the interior of the block or underground where possible.

4.0 Parking Standards Zones

The capacity of the road system and the availability of alternative modes of transport to the private car vary considerably throughout the City so that uniform car parking levels are not appropriate. Therefore a number of parking zones have been derived from the PPS6 sequential test definition of contours within easy walking distance of the City Centre (e.g. Central Commercial Zone) and the initial findings of the joint ACCMAP study, undertaken by the City and County Councils on public transport accessibility in Leicester.

The Central Pedestrian Zone (CPZ) is identified in the City as Zone 1 where highest level of parking restraint is adopted in accordance with the advice outlined in RSS8. It forms the central core of the city centre where pedestrian measures preclude access to vehicles and parking spaces. The boundary to Zone 1 is shown on Map 1.



MAP 1. Parking Standard Zones 1 and 2

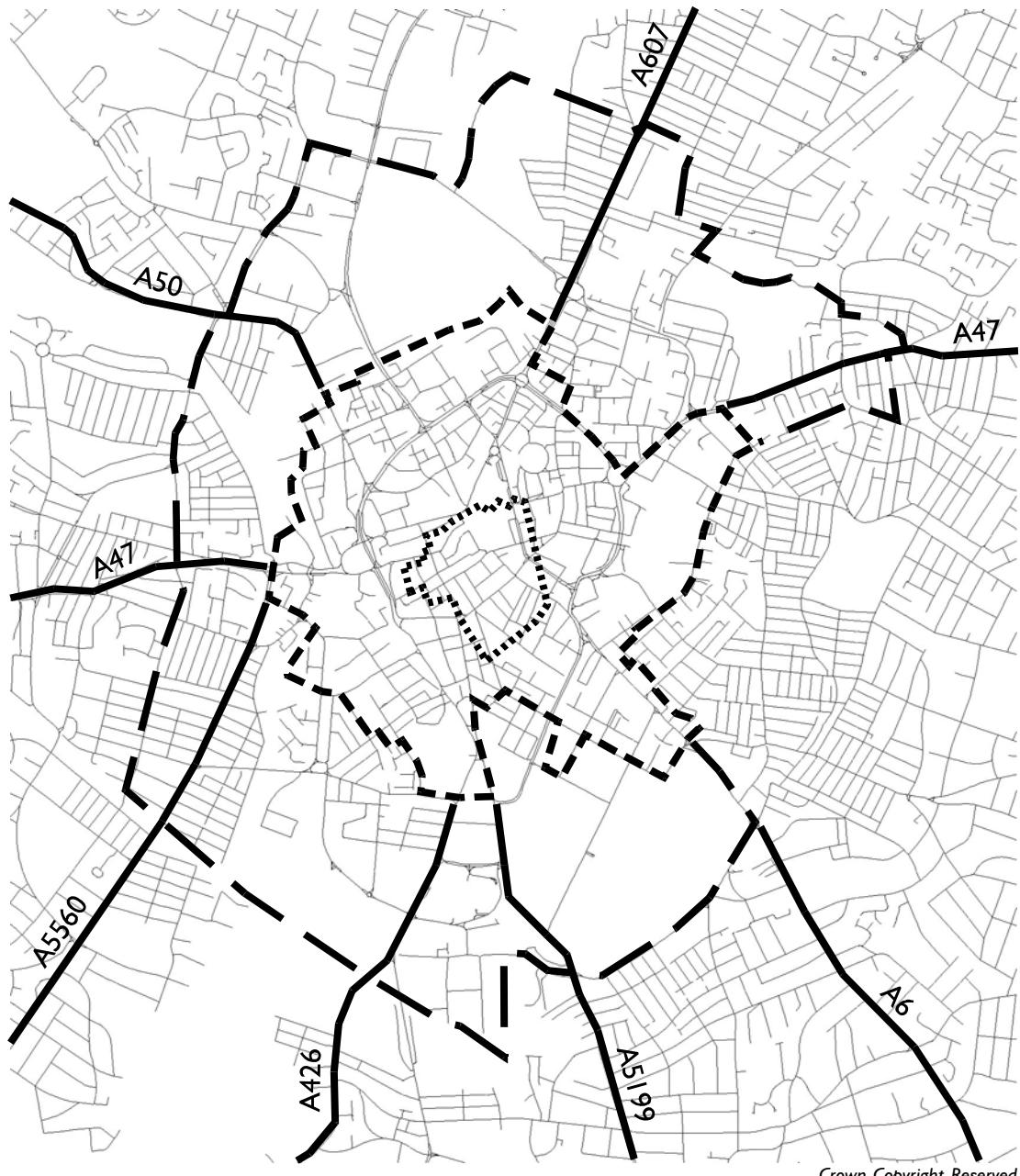


Central Pedestrian Zone (Zone 1)



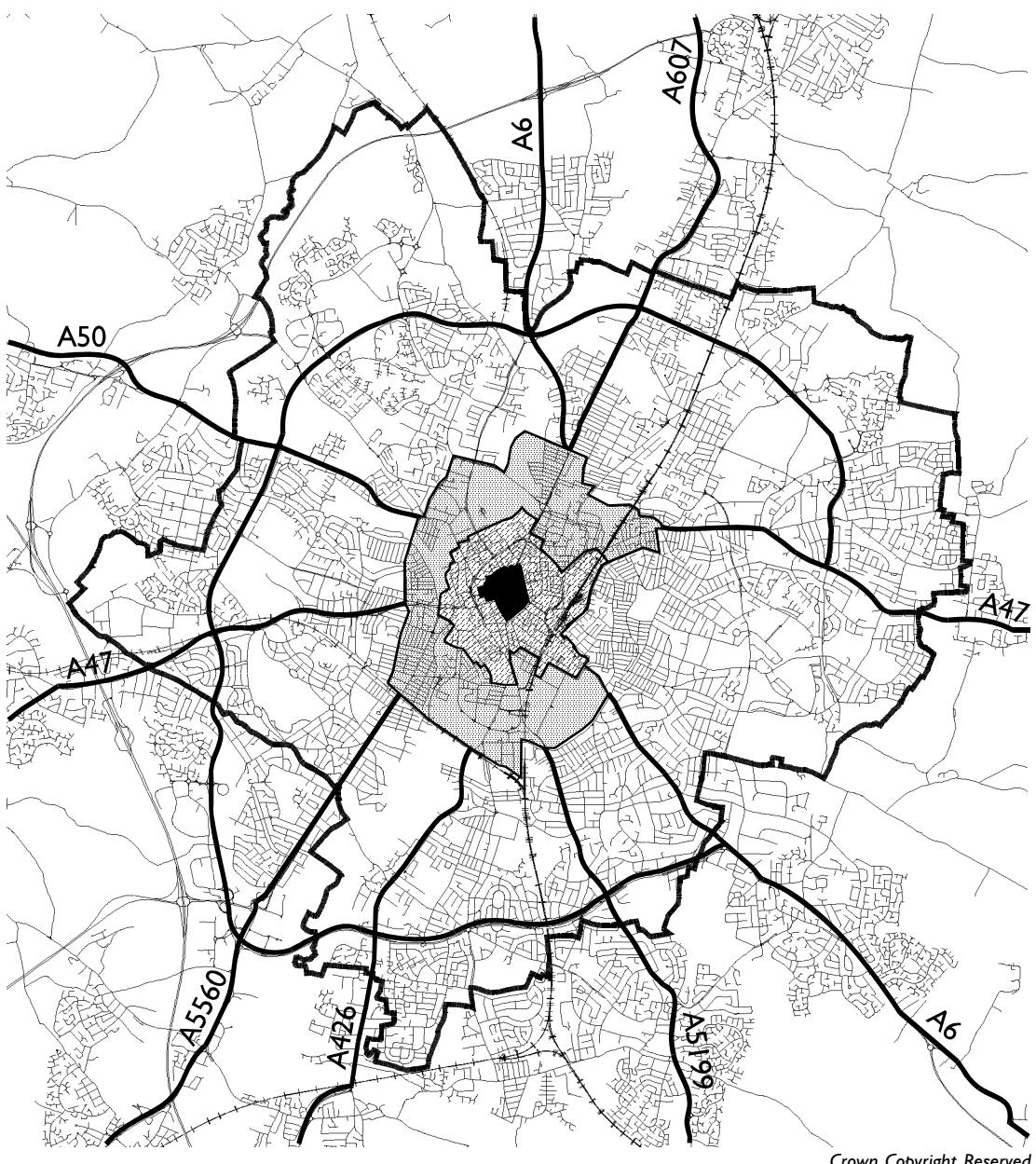
Central Commercial Zone (Zone 2)

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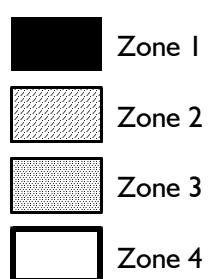


MAP 2. Parking Standard Zones 1, 2 and 3

- Zone 1
- Zone 2
- Zone 3



MAP 3. City-wide Parking Standard Zones



The Central Commercial Zone (CCZ) outlined in the CLLP Proposals Map is identified in the City as Zone 2 where high levels of parking restraint are adopted. Parking standards within Zone 2 will remain more restrictive due to the abundance of alternative means of transport and public car parking provision. The boundary to Zone 2 is shown on Map 1.

In areas outside the CCZ less restrictive parking restraint is adopted. Two zones are identified in this area where different targets for reduction of car parking standards will apply according to the “transport accessibility” of each zone. The boundary to Parking standard zone 3, which is immediately adjacent to the CCZ, is based on the ACCMAP modelling work. The ACCMAP profile boundary has been further refined to remove any anomalies by reviewing the bus service frequency and land uses in the area. The boundary to Zone 3 is shown on Map 1.

Parking Standard Zone 4 contains the remaining parts of the City, where public transport accessibility is lowest. The boundary to Zone 4 are shown on Map 2.

The car parking standards should ideally be based on indices of public transport accessibility to reflect to different levels of accessibility in the outer parts of the City. The joint ACCMAP study should assist in this area, although at present this work is not sufficiently progressed and public transport accessibility needs to be developed in the outer parts of Leicester before further parking restraint can be considered.

5.0 Reduction Targets for Non-residential Parking Provision

Different targets for reducing car parking provision are set out in the following section for the different parking zones. These are based on the finding of the EMJCPS Study which found that 40% of staff in the inner areas of the cities and 68% of staff in the outer areas traveled to work by car. In RSS8, targets for reducing employees driving to work are ‘nil’ for the City Centre, 40% out of the City Centre and 65% for out of the City.

The target of 40% of people driving to work in the outer areas of the city is considered to ambitious as a starting point, given the findings of the EMJCPS study. Whilst, the City Council would wish to achieve these RSS targets in all areas, there is concern that in the shorter term such reductions in the outer areas could encourage developers to locate out of the City in less sustainable locations and jeopardise regeneration initiatives. Therefore a target of 50% will be set in this area, which would decrease the difference in levels of restraint with the ‘out of city’ locations target. However, for the edge of City Centre (Zone 3) where public transport accessibility is higher, a more restrictive target of 30% will be applied.

The targets shown in Table 1 overleaf will be set to reduce car parking associated with all non-residential development (and not just employment use), to encourage people travelling by car to work or shop to go by alternative modes of transport:

To assist developers in calculating the new restraint-based maximum car parking standards in the different zones in the City, examples of how the proposed reduction targets will operate in practice are shown in Appendix 2.

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Table 1.
Reduction Targets for Non-residential Parking Provision.

Parking Standard Zone 1	n/a
Parking Standard Zone 2	0 % (i.e. the target will be nil parking provision)
Parking Standard Zone 3	30 % (i.e. the target will be 30% of the maximum parking standard)
Parking Standard Zone 4	50 % (i.e. the target will be 50% of the maximum parking standard)

The figures in Table 1 represent the reduction targets the City Council will require below the total number of parking spaces based on the maximum parking standards set out in Section 8.0 below. The criteria in Policy AM11 will be used to determine the levels of parking required by a development and how much it will be reduced. The maximum reduction in parking levels will not be applicable in all circumstances. The City Council will consider each planning application submitted on its individual merit, taking account of such factors as its location, the capacity of the road system, the quality of the local environment and the level of public transport accessibility, so that appropriate levels of parking are provided with each development.

Parking provision with development within and on the edge of the CCZ will remain more restrictive due to the abundance of alternative means of transport and public car parking provision. Some flexibility will be applied where it is considered that any proposal would result in road safety, amenity or traffic management problems.

In all circumstances, the level of parking spaces provided will not be expected to fall below the reduction target levels set out in Table 1 above. These targets will be reviewed, as accessibility by alternative modes of transport improves in the outer parts of the City.

6.0 Reduction Targets for Residential Parking Provision

Residential development does not normally generate car borne trips, in the same way as non-residential development. The main aim of parking policies is to reduce car use rather than ownership. Dwellings in themselves are not major trip generators. As parking provision will still be required in proximity to the majority of dwellings and car ownership is predicted to increase, residents will simply park on-street, if insufficient off-street parking is provided within residential areas.

Whilst, complementary integrated land use and transport policies, on-street parking controls, or residents' parking schemes provide potential solutions, they all bring with them issues which require further detailed consideration.

Therefore, no specific reduction targets will be set at present, until further research is carried out. The City Council will consider each planning application submitted on its individual merit, taking account of such factors as the design objectives and the level of public transport accessibility, so that appropriate levels of parking are provided with each development.

The City Council will only require reductions below the maximum parking standards in circumstances where the criteria set out in Policy AM12 apply. It is anticipated that this will mainly apply to residential development in Zones 1, 2 and 3 due to the recognised higher levels accessibility in these areas. No reductions will be applied in Zone 4 to uses within Class C3 Dwellinghouses, unless, for example, it is within a conservation area, where provision of the full standard could not be physically accommodated without detriment to the character or appearance of the area. It is considered any further restraint is likely to be counter-productive as the residential parking standards are already considered sufficiently restrictive at present.

7.0 Complementary Measures and Developer Contributions

The introduction of maximum parking standards will not necessarily reduce car use unless other complementary measures are taken. It is imperative that the complementary measures are utilised to ensure developments are located where alternative forms of transport are available or can be provided. Developments which propose unjustifiable or excessive levels of car parking will not be acceptable.

In assessing this, the City Council will consider the alternatives both in terms of a more suitable location for the proposal and access by more sustainable means of transport. The successful implementation of the maximum parking standards will depend on the City Council's local knowledge and experience of a particular area and the findings of the Transport Assessments (TAs) and travel plans set out in PPG13 and Policy AM09 of the CLLP. These provides a mechanism for ensuring alternative modes of transport are provided in parallel with development and proposals for redevelopment of existing buildings including change of use.

Proposals for large scale or travel intensive development (i.e. those exceeding the development thresholds contained in Appendix 1) must be accompanied by a TA. The criteria set out in Policy AM09 will be used to determine whether a travel plan will be required to identify appropriate measures and contributions, based on the findings of the TA. These measures and contributions maybe required to provide new and improved walking, cycling and public transport services and facilities; on-street parking controls; or residents' parking schemes.

The Central Leicestershire Local Transport Plan (LTP) sets out the transport priorities for improving facilities for alternative modes of transport in the City. These facilities will vary in type, cost and timing. The Travel Plan will be linked, wherever possible, to the LTP priorities.

The effectiveness of implementing maximum parking standards will be greatly reduced if parking not allowed on-site then take places on-street. Not only does this undermine the efforts to reduce car use, but the presence of the parked cars can inhibit the movement of other alternative modes of transport. To be effective, therefore, maximum parking standards have to be combined with the introduction of such measures as on-street parking control. Developer contributions can finance the installation and management of on-street parking controls.

The level of developer contributions sought will be in accordance with the Government guidelines in Circular 05/05 and will be subject to a Planning obligation under Section 106 of the Town and Country Planning Act 1991.

8.0 Vehicle Parking Standards

These maximum parking standards are based on the findings of the EMJCPS Study ,as well as the advice contained in the revisions to PPG13, PPG3 and RSS8. The parking standards contained in national and regional guidance have been integrated into Table 2 below, wherever considered appropriate.

They provide a guide to the standards considered appropriate for new developments as well as proposals for redevelopment of existing buildings including change of use within Leicester. So far as possible these standards relate to the classification of land use specified in the Town and Country Planning Use Classes Order 1987. It is recognised that the information provided is not exhaustive nor is it possible to cover all eventualities. Any proposed land use or built development not specifically mentioned will be considered on a site specific basis on its individual merits.

The standards aim to provide developers with a clear statement of the level of car parking provision which will be acceptable to the City Council with any proposed use and in any specific location within the City.

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Table 2.
Leicester City Maximum Vehicle Parking Standards.

	Within Central Pedestrian Zone (Zone 1)	Within Central Commercial Zone (Zone 2)	Outside Central Commercial Zone (Zones 3 & 4)	
Land Use	Standard	Standard (sqm per space) (gross)	Standard (sqm per space) (gross)	Notes
B1 Offices B1 Non-office/ B2 industry B8 Warehousing	Nil Nil n/a	100 215 n/a	40 70 120	Transport assessments may be appropriate for some developments.
A1 Retail/ A2 Financial and Professional Services/ A3 Restaurant, pubs, takeaways.	Nil	60	Up to: 100sqm: 2 sps 200sqm: 3 sps 300sqm: 4 sps Up to 1000sqm: 1 space per 20 sqm A1 Food retail: Over 1000 sqm: 1 space per 14sqm A1 non-food retail/ A2/A3: Over 1000sqm: 1 space per 20	Transport assessments may be appropriate for some developments. For smaller stores in defined local, district or City Centre locations, no parking will be required on-site, where adequate off-site public parking is already available and no serious road safety or amenity problems would otherwise be created.
C1 Hotels	Nil	1 space per 3 bedrooms	1 space per 1 bedroom	Arrangements can be made with public/private car park operators in CCZ. Coach parking on merit.
C2 Residential institutions and student accommodation	Nil	1 per 12 bedspaces	1 spaces per 4 bedspaces	
C3 dwellings	Nil	1 space per dwelling	1 bedroom: 1 space 2 bedrooms: 2 spaces 3 bedrooms+: 2 spaces	In the CCZ and adjoining areas (Zones 2 & 3), reduced levels of on-site parking will be permitted with factory conversions or for other change of uses, in line with the criteria in Policy AM12.
D1 Non-Residential institutions/ D2 Leisure uses	Nil	70	1 space per 22 sqm (excludes cinemas, conference facilities, stadia, higher and further education)	For cinemas, conference facilities, stadia, higher and further education uses outside the CCZ, see maximum parking standards applied in PPG13 (Annex D) for further guidance. Transport assessments may be appropriate for some developments.

In all cases, the developers will be expected to demonstrate adequate arrangements for vehicle parking, including loading and servicing are provided with any proposals to ensure that it would not result in road safety, amenity or traffic management problems.

Proper account will need to be given, in particular, to the servicing requirements for non-residential development in relation to on-site loading, unloading, manoeuvring and waiting space to accommodate the largest vehicles most likely to serve the development, such that all vehicles can enter and leave the site in a forward gear.

9.0 Parking for Disabled People

The *minimum* parking standards set out in Table 3 below, will be applied in developments to cater for the needs of disabled people. Parking for disabled people should be additional to the maximum vehicle parking standards set out in Table 2 above. The degree of restraint on standard parking places will be taken into account when calculating to what extent the provision of spaces for disabled people should exceed the minimum standard. Such parking provision must be made within 50m of the destination so that a round trip of no more than 100 metres has to be made. In parking standard zones 1 and 2, where little or no general parking will be required, the needs of disabled people (including designated spaces) will need to be considered separately.

Parking spaces should be clearly marked with the British Standard 'Disabled' symbol in accordance with BS 3262 Part 1, located as close as possible to the main accessible entrance to the building and have a level or ramped access from the space to the entrance. Wherever possible this should be undercover.

Table 3.
Standards for Parking Provision for Disabled People.

Employment generating developments not normally visited by the public and hotels/guest houses open to residents only:	
Up to 25 parking spaces	1 wider reserved space
Up to 50 parking spaces	2 wider reserved spaces
Up to 75 parking spaces	3 wider reserved spaces
Up to 100 parking spaces	4 wider reserved spaces.
Thereafter	1 per 100 or part thereof
Shops and buildings to which the public have access, and public car parks:	
Up to 25 parking spaces	1 wider reserved space
Up to 50 parking spaces	3 wider reserved spaces
Thereafter	3 per 100 or part thereof
Residential - General Purpose Housing:	
1 space for every dwelling built to mobility standards	

Further advice on the siting and detailed design requirements on parking for disabled people are set out in the City Council's booklet 'Paving the Way' 1994.

10.0 Parking for People with Children

In shops and buildings to which the public have access and public car parks (where more than 100 spaces are being provided overall) spaces should be reserved where appropriate for people needing to transfer children to and from the car.

Further advice on the siting and detailed design requirements on parking for people with children are set out in the City Council's booklet 'Paving the Way' 1994.

11.0 Design of Car Parking Provision

Parking Provision (public and private) must be appropriately landscaped, surfaced and secure for both vehicles and individuals. Car parking provision associated with any development will be judged against the criteria in Policies AM15 (Design of car parking provision) and PS10 (Residential Amenity) of the CLLP to ensure that highway safety and amenity issues do not arise. Access and circulation arrangements must accommodate the needs of pedestrians as well as vehicles.

The recommended size of parking spaces are:-

Private cars: 5.0m x 2.4m, but smaller parking bays may be acceptable in private parking areas around residential and commercial development.

Commercial vehicles: Varying between 9m and 19m x 3.1m depending upon the type of vehicle most likely to serve the development.

Parking for Disabled People: Parking spaces should be 3.6 m wide or have a transfer area 1.2 m to one side of a standard space. 3.2m wide spaces maybe acceptable where space is limited. Alternatively, two standard 2.4m wide spaces with a shared space of 1.2 m between maybe considered.

Parking for people with children: Parking spaces for people needing to transfer children to and from the car should be provided at a minimum width of 3.2m. These should be marked with a suitable symbol.

12.0 Cycle Parking Standards

Secure, well lit and undercover cycle parking facilities should be incorporated in any developments that have the potential to attract cyclist. The *minimum* standards set out in Table 4, will be required for development proposals, in addition to the vehicle parking standards. In cases, where no off-street vehicle parking can be provided with a development, the City Council will require a significant increase in the number of cycle parking spaces to be provided by the developer, above the minimum standards specified below.

Parking stands for cyclists should not be more than 30 metres from a building entrance and ideally should be sign posted and have lighting. The siting of stands should not obstruct a main entrance to buildings where they can cause a hazard to blind and partially sighted people. Long term cycle parking for employees should be located within buildings, in cycle sheds or in an undercover location such as a basement car park, subject to surveillance by staff.

The most satisfactory type of cycle stand is the universal "Sheffield" design which can accommodate two bicycles on either side with a distance separation between stands of 1.0 metres.

More specific advice on the siting and design of cycling facilities can be obtained from the Central Leicestershire Walking and Cycling Strategy (2000).

Table 4.
Leicester City Cycle Parking Standards.

Land Use	Standard (sqm per space) (Gross floorspace)	Notes
B1 Offices B1 Non -office/B2 industry/B8 Warehousing	400 500	Cycling facilities needed to accommodate a minimum of 12% of all journeys to work.
A1 Retail/A2 Financial Services/ A3 Restaurant, pubs, takeaways	1 space per 400sqm for staff plus 1 space per 1000sqm for customers	Minimum standards based on modal split targets in travel plans, where required.
Student accommodation	1 space per 2 bedspaces plus 1 per 20 bedspaces for visitors	
C3 Residential (high density development e.g. flats)	1 space per 2 bedspaces plus 1 per 20 bedspaces for visitors	
D1 Education	1 space per 5 students (year 7 and above) plus 1 space per 10 staff*	Cycling facilities needed to accommodate a minimum of 15% of all journeys.*
D2 Leisure	1 space per 10 staff plus 1 space per 20 visitors	Minimum standards based on modal split targets in travel plans, where required.
All other uses	To be determined on their individual merits	Based on modal split targets in travel plans, where required.

* A Travel Plan should promote safe cycle routes and cycle storage facilities for new or expanded educational facilities.

13.0 Powered Two Wheeler (PTW) Parking

Transport assessments and travel plans should indicate the expected level of demand for PTW parking. As a minimum developers will be required to provide for safe, well lit and secure (including ground anchors) parking equal to 5% of the number of parking spaces provided. If possible these facilities should be under cover.

14.0 Monitoring and Review

It is intended that the SPG will be reviewed on regular basis. Monitoring of planning applications through the Development Control Process will be used, so that the standards and reduction targets can be subject to review and revisions over time as alternative modes of transport become available and further restraint can be considered for specific land uses and in particular areas of the City. The joint ACCMAP study should assist in the development of car parking standards, based on indices of public transport accessibility, to reflect different levels of accessibility in the City. Further research and consideration will also be required to establish whether reduction targets can be set for residential development.

15.0 Useful Contacts

Development Control: Pre-application enquiries and planning applications
Tel: 0116 2527249

Development Plans: Local Plan policy and other planning policy guidance enquiries
Tel: 0116 2527228

Highway & traffic: Traffic management and road safety issues
Tel: 0116 2526553

Cycling: Cycle parking facilities
Tel: 0116 2526524

16.0 References

1. City of Leicester Local Plan (2006), Leicester City Council.
2. PPG13 'Transport' (2001), DETR.
3. The East Midlands Joint Car Parking Study (1997), University of Westminster.
4. Regional Spatial Strategy of the East Midlands (RSS8) (2005), GOEM.
5. ACCMAP Study (2000), Leicestershire County Council and Leicester City Council.
6. Central Leicestershire Local Transport Plan (2006), Leicestershire County Council, and Leicester City Council.
7. Paving the Way (1994) (Second Edition), Leicester City Council.

Appendix 1. Thresholds - Transport Assessments and Travel Plans

Use	Thresholds
Residential	100 dwellings
Food Retail	1,000m ² gross floorspace
Non-food Retail	1,000m ² gross floorspace
Cinemas and Conference Facilities	1,000m ² gross floorspace
D2 Including Leisure	1,000m ² gross floorspace
B1 including offices	2,500m ² gross floorspace
B2 Industry	5,000m ² gross floorspace
B8 Warehousing	10,000m ² gross floorspace
Higher & Further Education	2,500m ² gross floorspace
Stadia	1,500 seats
Other Travel Intensive Developments	100 trips in/out combined in the peak hour or more than 100 on-site parking places

These thresholds are similar to those recommended in the Institution of Highways and Transportation (IHT) Guidelines for Traffic Impact Assessment (TIA's). The list of developments covered by Annex D of PPG13 does not cover all types of development and therefore for other travel intensive types of development the IHT guidelines requesting TA's where there are 100 trips in/out combined in the peak hour or more than 100 on-site parking places have been included for those types of development not specifically included in PPG13. The above thresholds will also apply to the redevelopment of sites as well as new development.

The thresholds also apply to where travel plans should be submitted alongside applications for major development proposals in accordance with Policy AM09. The need for vehicle, cycle and PTW parking should be assessed as part of all travel plans for new or expanded schools.

Appendix 2. Method for Calculating Maximum Parking Standards Using Reduction Targets for Non-Residential Development

Example 1:

Proposed B1(a) office development of 1000 sqm (gross floorspace) outside the CCZ (Parking Zone 3)

- (i) The maximum parking standard for the B1(a) use is 1 space per 40 sqm (See Table 2)

$$\text{i.e. } \frac{1000}{40} = 25 \text{ spaces}$$

- (ii) The Reduction target in Parking Zone 3 is 30% of the full maximum parking standard.

$$\text{i.e. } \frac{30}{100} \times 25 = 7.5 \text{ spaces}$$

- (iii) The number of parking spaces required for the proposed B1(a) use should fall between 8 and 25 spaces, following consideration of the criteria set out in Policy AM11.

Example 2:

Proposed A1 retail development of 1000 sqm (gross floorspace) in an outer city location (Parking Zone 4)

- (i) The maximum parking standard for the proposed A1 use is 1 space per 20 sqm (See Table 2)

$$\text{i.e. } \frac{1000}{20} = 50 \text{ spaces}$$

- (ii) The Reduction target in Parking Zone 4 is 50% of the full maximum parking standard.

$$\text{i.e. } \frac{50}{100} \times 50 = 25 \text{ spaces}$$

- (iii) The number of parking spaces required for the proposed A1 use should fall between 25 and 50 spaces, following consideration of the criteria set out in Policy AM11.

Notes

1. The criteria in Policy AM11 of the CLLP will be used to determine the levels of parking required by a development and how much it will be reduced by, in accordance with the reduction targets set out in Table 1 of the SPG.
2. The ‘maximum’ reduction in parking spaces, in line with the reduction targets, will not be applicable in all circumstances.
3. In all cases, the number of parking spaces provided with a development will not be expected to fall below the reduction targets set out in Table 1.