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Parking Provision Guidelines

For New and Change of Use Developments in North Lincolnshire

Introduction

This Appendix provides general guidance on parking provision for all new development, redevelopment and change of use in North Lincolnshire. It is recommended that these guidelines should be referred to as a starting point only, and should not, therefore, be regarded as definitive. As local factors vary considerably between sites, each application should be considered on its own individual merits taking the following factors into account:

- the type of development, re-development or change of use proposed;
- the availability of land;
- existing public transport provision; and
- transportation policies for the area.

It is recommended, however, that all operational parking be provided within the site curtilage, although this requirement may be relaxed in pedestrian areas.

Policy Context

Planning Policy Guidance Note 13 (PPG13) advocates a reduction in the growth and length of motorised journeys and the move away from reliance on the private car towards more sustainable modes of travel such as walking, cycling and public transport. North Lincolnshire Council fully endorses the principles of PPG13 and has determined the land allocations within the Local Plan in

accordance with it. In addition, to further support the Council's sustainable transport policies, a Road User Hierarchy for the area has been adopted. In all matters, therefore, relating to transport and land use planning, consideration will be given to the needs of the following user groups in order of priority:

Pedestrians (including those with restricted mobility)
 Cyclists
 Public Transport/Taxis
 Motor Cycles
 Commercial/Business Users
 Car & Coach Borne Shoppers & Visitors
 Car Borne Commuters

When drawing up proposals for parking areas, developers will, therefore be expected to demonstrate that the above hierarchy has been adhered to.

In line with PPG13 the Council will:

- adopt reduced requirements for parking for locations which have good access to alternative means of travel to the private car;
- be flexible in the requirements for off-street residential parking space and reduce or waive them where necessary in order to provide quality and affordable high density development in areas of good access to other means of travel;
- ensure parking requirements in general are kept to the operational minimum;
- not require developers to provide more spaces than they themselves wish unless there are significant road safety or traffic management implications;
- ensure that parking provision at peripheral office, retail and similar developments is not set at high levels which would have the effect

of significantly disadvantaging more central areas.

In addition, the Council will also:

- encourage communal parking which is well sited for natural surveillance and provides visual amenity;
- take account of commuter plans with reductions in the amount of car parking space required where appropriate; and
- in the case of residential spaces provided within the dwelling curtilage, ensure that spaces are independently accessible.

In cases of large out of town business parks and retail/leisure developments consideration should also be given to the possibility of including public transport facilities, where possible, within the site curtilage. Again, each case would need to be assessed on its individual merits within the overall transportation policy framework for the area.

Provision for Disabled People

With the introduction of the Disability Discrimination Act 1995 it is now a legal requirement that disabled people have the same right of access to service provision as able bodied people. Care must be taken, therefore, to ensure that all parking facilities provided do not contravene the Act. The Council requires that parking provision for

disabled people be made in accordance with the following:

Cycle Parking

North Lincolnshire Council is currently preparing a Cycling Strategy for the area based on National Cycling Strategy guidelines. In line with this guidance and in order to encourage the use of the cycle as an alternative mode of transport particularly within urban areas, it is essential that adequate, secure parking provision is made at all developments to which the public has access. Consideration should be given, therefore, to providing cycle parking at all new developments in central urban areas at the recommended rate of 1 cycle space per 4 vehicle parking spaces, with a minimum of 4 cycle spaces. This guideline may be relaxed in non central areas. Some provision of secure cycle parking facilities should, however, be sought at all major developments and at educational institutions and public transport interchanges. This is in accordance with the guidance contained within PPG13.

Type of Car Park	Up to 200 bays	Over 200 bays
Employees & visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is the greater	6 bays plus 2% of total capacity

The above guidance is based on the former DOT's Traffic Advisory Leaflet 5/95, 'Parking for Disabled People'. These spaces should be located in the most convenient position near to the entrance of the building/facility. Parking bays for use by disabled people should be 3.6m wide or at least 3m wide where two bays share an unloading area (Design Bulletin 32).

Design Of Car Parks

Due regard should be paid to layout, safety, vehicle/personal security and landscaping when considering layout proposals. Reference should also be made to the following:

- Cycle Friendly Infrastructure, Guidelines for Planning & Design (Institution of Highways & Transportation)
- The National Cycle Network, Guidelines & Practical Details (Sustrans)
- Design Bulletin 32, Second Edition (HMSO)
- Residential Roads Design Guide - Draft (North Lincolnshire Council)
- Industrial Roads Design Guide - Draft (North Lincolnshire Council)
- Designing for Deliveries (Freight Transport Association).

Parking Provision For New Development

Use Class A1, Shops

- a) Town Centre/Neighbourhood Shops
1 space per 30m² gross floor area (GFA) plus 1 service vehicle space per 500m² GFA.
- b) Supermarkets (under 5,000m² GFA)
1 space per 10m² GFA plus 1 service vehicle space per 500m² GFA.
- c) Superstores (5,000 - 10,000m² GFA)
1 space per 10m² GFA plus 1 service vehicle space per 750m² GFA.
- d) Hypermarkets (over 10,000m² GFA)

1 space per 10m² GFA plus 1 service vehicle space per 1,000m² GFA.

- e) DIY Stores
5 spaces per 100m² GFA.
- f) Garden Centres
5 spaces per 100m² retail floor area (RFA).

Consideration should be given to the provision of parking for full time and part time staff at each of the above land uses at the recommended rate of 1 space per 3 employees.

Use Class A2, Financial and Professional Services

Banks, Building Societies, Estates Agents
Each to be assessed on individual merit.

Use Class A3, Food and Drink

- a) Public Houses
1 space per 3 seats or 1 space per 5m² GFA devoted to patrons whichever is the greater plus appropriate provision for any residential and/or separate restaurant facilities.
- b) Licensed Clubs
As per public houses but may be considered on merit according to membership, GFA, special circumstances etc.
- c) Restaurants and Cafés (including fast food style takeaways)
1 space per 3 seats.
- d) Transport Cafés
1 commercial vehicle space of not less than 50m² per each seat of 75% of the total seating capacity plus 1 vehicle space per 2 seats of the remaining 25% of the total seating capacity. Additional provision is also required if there is a petrol filling station.

Consideration should be given to the provision of parking for full time and part time staff at each of the above land uses at the

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recommended rate of 1 space per 3 employees.

Use Class B1, Business

- a) Offices
1 space per 25m² GFA or 1 space per 4 employees whichever is greater.
- b) Business Parks, Offices on Greenfield Sites
1 space per 20m² GFA.

Use Class B2 & B8, General Industry, Storage and Distribution

- a) Industrial Buildings
1 space per 50m² of gross industrial floor area, 25% of such spaces to be 50m² each for commercial vehicles plus appropriate provision for any office accommodation.
- b) Warehouses & Other Wholesale Establishments
2 commercial vehicle spaces of 50m² each per 500m² GFA plus 1 car space per 200m² GFA plus appropriate provision for any office accommodation.

Use Class C1, Hotels and Hostels

- a) Hotels, Motels and Hostels
1 space per bedroom plus spaces for proprietors plus 1 space per 3 employees plus appropriate provision for restaurants and public houses where these facilities are also provided.
- b) Traditional Holiday Accommodation e.g. Boarding Houses, Holiday Flats
1 space per bedroom or holiday flat. In the case of boarding houses additional spaces must be provided for the proprietors plus 1 space per 3 employees.

Use Class C2, Residential Institutions

- a) Hospitals
1 space per 3 beds plus 1 space per doctor/surgeon plus 1 space per 2 other members of staff.
- b) Care Homes
1 space per full time member of staff present at the busiest time plus 1 space per 3 part time members of staff plus 1 space per 4 residents (other than staff) for use by visitors.
- c) Student Accommodation (Halls of Residence)
1 space per 3 students in residence plus 1 space per 10 students for visitors.

Use Class C3, Dwelling Houses

- a) Bedsits and Houses in Multiple Occupancy (HMO) within Scunthorpe, Barton upon Humber and Brigg Urban Areas
Up to 4 households - 1 space to be provided, 5 or 6 households - 2 spaces to be provided, above 6 households - 3 spaces to be provided

Outside of these Urban Areas - 1 space per 2 households to be provided
- b) Flats
1 space per flat within the curtilage of the property
- c) Detached and Semi Detached Dwellings
Requirement - 2 spaces per dwelling within the curtilage of the property.
- d) Terraced Properties and Grouped Dwellings
Requirement - 1 assigned space per dwelling plus 1 unassigned space per 2 dwellings.
- e) Single Bedroomed Retired Persons Dwellings
Requirement - 1 unassigned space per 2 dwellings.

- f) Sheltered Houses - Warden Aided Accommodation
1 space per 2 dwellings for use by residents and visitors plus 1 space per 2 non resident members of staff normally present plus the above relevant provision for warden's dwelling.

Use Class D1, Non-residential Institutions

- a) Places of Worship
1 space per 10 seats.
- b) Colleges of Further Education
1 space per 2 lecturers plus 1 space per 4 other members of staff plus 1 space per 8 students plus appropriate provision for any residential accommodation. Parking and turning facilities for buses to be determined on merit.
- c) Nursery Schools and Playgroups
1 space per 2 members of staff plus 1 space per 3 children for visitors.
- d) Primary and Secondary Schools
1 space per 2 members of staff plus 1 space per 30 pupils for visitors. Special occasion bulk parking provision to be provided within the curtilage. Parking and turning facilities for buses to be determined on merit.
- e) Health Centres/Clinics/Medical, Dental and Veterinary Practices
1 space per medical/dental staff plus 3 spaces per consulting room.
- f) Conference Centres
1 space per 3 members of staff plus 1 space per 3 seats or 1 space per 10m² GFA whichever is the greater plus provision for coaches where appropriate.
- g) Libraries, Museums, Art Galleries
1 space per 2 members of staff plus 1 space per 25m² GFA.

Land Use D2, Assembly and Leisure

- a) Youth Clubs and Similar
1 space per 20m² of gross assembly area but may be considered on merit.

Caravan, Camping Sites
1 space per unit plus casual parking provision of 1 space per 10 units.
- b) Theatres (Urban Locations)
1 space per 3 employees plus 1 space per 10 seats.
- c) Theatres (Other Locations)
1 space per 3 employees plus 1 space per 8 seats for the first 300 plus 1 space per 20 seats thereafter.
- d) Cinemas (including multi screen), Ballrooms, Bingo Halls and Similar Places of Entertainment
1 space per 3 employees plus 1 space per 4 seats.
- e) Bowling Centres
4 spaces per lane plus provision for any bar/food facilities where appropriate.
- f) Playing Fields
To be determined on individual merit depending upon size, location, use etc. Parking for club house (as per licensed club) where appropriate.
- g) Swimming Pools and Skating Rinks
1 space per 3 employees plus 1 space per 10m² pool/rink area plus 1 space per 10 seats plus a minimum of 1 coach space.
- h) Sports Stadia, Indoor Sports Dromes etc.
1 space per 3 employees plus 1 space per 10m² of gross usable floor space plus coach parking space to be determined on merit.

Other Uses

- a) Garages and Petrol Filling Stations
1 space per 25m² of gross building area, 10% of such spaces to be 50m² each for commercial vehicle parking, plus 1 space per 4 employees plus 1 space per 4 vehicles displayed for sale internally/externally.

- b) Taxi businesses
 - i) Within town centres and where the number of taxis to be operated does not exceed 6 - no on-site car parking will be required. Where the number of taxis to be operated exceeds 6 - 1 car space for each taxi in excess of 6.

 - ii) In any other area one car space for each taxi to be operated.