



LOCAL PARKING STANDARDS DRAFT SPD

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EVIDENCE BASE DOCUMENT
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(Regulation 18)

Contents

Introduction	4
Vehicular Parking Standards for Residential Development	4
Vehicular Parking Standards for Non-Residential Development	5
Electric Vehicle Charging Points	8
Vehicular Parking for People with Disabilities.....	9
Cycle Parking.....	9
Garages.....	11
Visitor Parking for Residential Developments.....	11

Introduction

- 1.1. This Supplementary Planning Document (SPD) sets out Mole Valley District Council's (MVDC's) requirements on parking provision for new developments in Mole Valley. This document should be used to determine the level and standard of parking required from developments. The supporting evidence and justification for MVDC setting local parking standards is contained in the Parking Background Paper.

Vehicular Parking Standards for Residential Development

- 1.2. Based on the evidence discussed in the Parking Background Paper, it is considered that minimum off-street vehicular parking standards should be applied to residential developments in most cases. However, an exception should be made for developments within Dorking and Leatherhead town centres. This is because Dorking and Leatherhead town centres are the locations that have the best access to services and facilities in the District and there are practical alternatives for travel other than by private car in these locations. Consequently, not all of the future occupiers of proposed developments in these centres would necessarily need to own a car to provide for their day to day needs.
- 1.3. Having considered the LTP3 Parking Guidance, parking standards set by neighbouring local planning authorities and policies in NDP's, the table below shows the minimum requirement for parking spaces for new residential dwellings across Mole Valley District.

Table 1: Minimum Vehicular Parking Levels for Residential Developments

Dwelling Type	Number of Parking Spaces*
1 bedroom dwellings & 2 bedroom apartments	1 space per dwelling
2 bedroom houses & 3 bedroom dwellings	2 spaces per dwelling
4+ bedroom dwellings	3 spaces per dwelling

*Residential developments located within Dorking and Leatherhead town centres can provide parking below these levels.

- 1.4. For the purposes of applying the exception for Dorking and Leatherhead town centres, these are identified on the existing interactive proposals map available to view on the Council's website. The extents of Dorking town centre is currently identified on the proposals map by the Dorking Town Area Action Plan (DTAAP) Town Centre Boundary, under DTAAP Policy DT2. The extent of Leatherhead town centre is currently identified on the proposals map by the Business Area Boundary, under saved Policy E7 from the Mole Valley Local Plan 2000. These town centre boundaries will be reviewed in the emerging Future Mole Valley Local Plan.
- 1.5. While there is no requirement on residential development proposals located in Dorking and Leatherhead town centres to provide a minimum amount of car parking, proposals are encouraged to consider providing alternatives to the private motorcar, such as car clubs. Parking provision for use by car clubs will be supported where appropriate and on a case-by-case basis.
- 1.6. LTP3 Parking Guidance sets a different parking standard for elderly (sheltered) housing (within the C3 use class) than compared to usual housing and C2 care homes. The maximum parking standard is 1 car space per 1 or 2 bed self-contained unit or 0.5 spaces per communal unit or individual assessment. In some respects this standard is below the parking standard for typical housing. This is because proportionately older people have less need to own and travel by car than the working age population, particularly older people in specialist accommodation as their needs can be catered for as part of the specialist accommodation. Parking associated with

the development of older persons housing (including within C3 use) should be provided in accordance with the levels set out in the LTP3 Parking Guidance.

Vehicular Parking Standards for Non-Residential Development

1.7. On the provision of parking in non-residential developments, the Council will use the same maximum standards set out in the LTP3 Parking Guidance. These standards are replicated in the table below.

Table 2: Maximum Vehicular Parking Levels for Non-Residential Development

Use Class	Use	Maximum per m ² Gross Floor Area (GFA)
A1 Shops	Food or non-food retail e.g. small parades of shops serving the local community (up to 500m ²)*	1 car space per 30m ²
A1 Shops	Food retail (500 m ² to 1000m ²)*	1 space per 25m ²
A1 Shops	Food retail (above 1000m ²)*	1 car space per 14m ²
A1 Shops	Non-food retail (500m ² or more)*	1 space per 25m ²
A1 Shops	*Suggested reductions as stated or greater, to be applied based on location. Note: Retail parking to be provided as shared use where appropriate.	Town Centre 75% Edge of Centre 50% Suburban 25% Suburban/Edge/Village/Rural 0%
A3 Restaurants & Cafes	Restaurants, snack bars and café's. For sale & consumption on the premises (if located beyond Town Centre locations).	1 car space per 6m ² No parking in town centres
A4 Drinking Establishments	Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations).	Individual assessment/justification No parking in town centres
A5 Hot Food Takeaways	For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 car space per 6m ² No parking in town centres
B1 Business	Offices, research & development, light industry appropriate in a residential area – threshold of 2500m ²	A maximum range of 1 car space per 30m ² to 1 car space per 100m ² depending on location.
B2 General Industrial	General industrial use	1 car space per 30m ²
B8 Storage & Distribution	Warehouse – storage	1 car space per 100m ² 1 lorry space per 200m ²
B8 Storage & Distribution	Warehouse – distribution	1 car space per 70m ² 1 lorry space per 200m ²
B8 Storage & Distribution	Cash and carry	1 car space per 70m ² 1 lorry space per 200m ²
C1 Hotels	Hotels, boarding and guest houses where no significant care is provided	1.5 car spaces per bedroom plus 1 coach space per 100 bedrooms OR Individual assessment/justification.
C2 Residential Institutions	Care Home and Nursing Home	1 car space per 2 residents OR Individual assessment/justification

Use Class	Use	Maximum per m² Gross Floor Area (GFA)
C2 Residential Institutions	Hospitals	1 car space per 4 staff plus 1 car space per 3 daily visitors OR Individual assessment/justification
C2 Residential Institutions	Residential colleges	Individual assessment/justification
C2 Residential Institutions	Training centres	1 car space per 2 staff OR Individual assessment/justification
D1 Non-Residential Institutions	Day Nurseries/Crèche	0.75 car spaces per member of staff plus 0.2 spaces per child
D1 Non-Residential Institutions	Doctor's practices	1 car space per consulting room remaining spaces on individual assessment
D1 Non-Residential Institutions	Dentist's practices	1 car space per consulting room remaining spaces on individual assessment
D1 Non-Residential Institutions	Veterinary practices	1 car space per consulting room remaining spaces on individual assessment
D1 Non-Residential Institutions	Libraries, museums and art galleries	1 car space per 30m ² OR Individual assessment/justification
D1 Non-Residential Institutions	Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc	1 car space per 3 persons OR per 3 seats OR per 20 m ² OR Individual assessment/justification
D1 Non-Residential Institutions	Places of worship	1 car space per 10 seats OR Individual assessment/justification
D1 Non-Residential Institutions	Schools/colleges/children's centres	Individual assessment/justification
D2 Assembly & Leisure	Theatres, cinemas, bingo clubs, dance halls and clubs	1 car space per 5 licensed persons OR Individual assessment/justification
D2 Assembly & Leisure	Conference centres	1 car space per 5 seats OR Individual assessment/justification
D2 Assembly & Leisure	Exhibition Halls	1 car space per 6 m ² OR Individual assessment/justification
D2 Assembly & Leisure	Stadia	1 car space per 15 seats OR individual assessment/justification
D2 Assembly & Leisure	Heath clubs / leisure centres	Individual assessment/justification
D2 Assembly & Leisure	Tennis and Badminton Clubs	4 car spaces per court OR Individual assessment/justification
D2 Assembly & Leisure	Squash Clubs	2 car spaces per court OR Individual assessment/justification
D2 Assembly & Leisure	Marinas and water sports	3 car spaces per hectare of water OR Individual assessment/justification

Use Class	Use	Maximum per m ² Gross Floor Area (GFA)
D2 Assembly & Leisure	Field Sports Clubs	1 car space per 2 playing participants OR Individual assessment/justification
D2 Assembly & Leisure	Golf Clubs and driving ranges.	1 car space per 0.3 holes OR per driving bay OR Individual assessment/justification
D2 Assembly & Leisure	Equestrian centres	1 car space per stable OR Individual assessment/justification
Other Uses	Pick-your-own-fruit farms	9 car spaces per hectare of farmland OR Individual assessment/justification
Other Uses	Vehicle repair, garage and spares stores	1 car space per 20m ² OR Individual assessment/justification
Other Uses	Car sales establishments	1 car space per 50m ² car display area OR Individual assessment/justification
Other Uses	Exhaust and tyre centres	1 car space per 0.3-0.5 bays OR Individual assessment/justification
Sui Generis	Sui Generis and all other non-residential uses not mentioned above	Individual assessment/justification

1.8. In relation to school parking, the individual assessment or justification should take into account additional notes set out in the LTP3 Parking Guidance. In particular, the guidance says for the development of new or expansion of existing schools, it is expected that those schools prepare, implement, update and monitor School Travel Plans. The additional notes on school parking for cars and coaches / buses is replicated in the text box below.

Table 3: Additional Notes on School Parking

New Schools, or those where expansion is proposed, are expected to develop, update and monitor School Travel Plans.

Cars

Operational requirements (broadly defined as staff and visitors) should be provided for only, together with overflow parking areas for community uses. Parent parking, pupil parking and drop off/pick up areas should not be provided as this is a disincentive to travelling by sustainable modes. Existing sites may be an exception if further on-street parking reduces highway safety or emergency access.

Measures to discourage parking should be considered first and could include car sharing, staggered school days, parking restrictions, parking permits issued on the basis of need and other measures as appropriate.

A parking management plan should be prepared and submitted as an integral part of any planning application where parking is an acknowledged problem.

Coach / Bus

On all new school sites where it is likely that pupils will travel to and from school in coaches, sufficient space should be reserved to allow coaches to enter the site, drop off and pick up pupils. Where appropriate, bus stops, bays, raised kerbs, seating and shelters shall be provided on the highway by the applicant.

Electric Vehicle Charging Points

- 1.9. SCC's LTP3 Parking Guidance document was updated in January 2018 to take account of the development of electric vehicle plug-in technology, and the standards set out will need to be reviewed in the future to take account for further technological advances.
- 1.10. Charging points can be active or passive. Active spaces are fully wired, connected and ready to use whereas passive charge points requires the necessary underlying infrastructure (capacity in the connection to the local electricity distribution network, cabling to parking spaces, etc.) to enable an active charge point to be fitted in the future. Initial use of new charging points will be limited until the use of electric vehicles becomes more popular, however installing active and passive charging points during development construction is significantly cheaper and less disruptive than retrofitting later. The local electricity supply capacity will need to be capable of accommodating the increases in power used to charge electric vehicles both now for active charging points and in the future for passive charging points.
- 1.11. While the LTP3 Parking Guidance states one active charging point should be provided per house, based on the take-up of electric vehicles, its likely new occupants won't already own or travel using an electric vehicle. As a result, charging points installed solely for use by the occupiers of new homes maybe unutilised for some time. Potentially, installing a passive charging point instead i.e. the underlying infrastructure to enable an active charging point to be fitted in the future, could be more practical as this would allow future occupiers to fit an active charging point when they choose. Developers may want to consider the fitting of an active charging point as an option for new home buyers.
- 1.12. There are three types of charging points: slow / trickle, fast and rapid. The speed that vehicles can charge at is determined by how much electrical power (kW) the charge point delivers. A fast charge point delivers 7-22kW and can provide a full charge to most electric vehicles within 2-5 hours. A rapid charge point delivers 43+kW and can provide approximately an 80% charge in 30 minutes. Slow / trickle charging, which delivers 3kw and can charge most electric vehicles within 8-10 hours, was the minimum requirement in the previous version of the LTP3 Parking Guidance however the development of larger batteries at lower prices has meant the current guidance now requires fast charging points as a minimum instead.
- 1.13. To further encourage the take-up of electric vehicles and ensure the infrastructure is in place to shift to a low-carbon economy, development proposals for new homes should install the underlying electric vehicle charging infrastructure to enable an active fast charging point to be provided for each new home. This is otherwise known as a passive charging point. For flatted schemes and residential institutional uses, underlying infrastructure will be required for 40% of total parking spaces. Where spaces are unallocated, 20% of spaces (i.e. half of charging points installed) should be active.
- 1.14. Proposals for major non-residential development will be required to install the underlying infrastructure to enable fast charging points to be fitted to 20% of parking spaces of which 10% (i.e. half of charging points installed) should be active. Development proposals for new retail, leisure and other uses where vehicles will be parked for a short amount of time, are encouraged to provide active rapid charging points.
- 1.15. It is the responsibility of the developer to consult the electrical distribution network operator to assess the adequacy of the electrical supply capacity and earthing

before installation of charging points and associated infrastructure to ensure the electrical supply is sufficient to meet future demand. Approaches to ensuring the electrical supply for passive charging points will be sufficient involve increasing electrical distribution cable sizes and reserving land for future substations.

- 1.16. As with the LTP3 Parking Guidance, these standards will be reviewed in line with the continual development of electric vehicle technology and policies towards electric vehicles.

Vehicular Parking for People with Disabilities

- 1.17. For the provision of disabled parking spaces, the Council will use the same minimum standards set out in the LTP3 Parking Guidance. These standards require that at least 5% of total parking spaces for non-residential spaces should be provided for people with disabilities (blue badge holders). LTP3 Parking Guidance also says that disabled parking bays should have dimensions of 3.6m by 5m, be located no further than 50m from an accessible entrance (ideally the main entrance), be clearly signed and preferably under cover.

- 1.18. It is stressed proper consideration be given to the quality of the disabled parking bays, especially their location within the car parking area and their distance to an accessible entrance. Issues such as gradient, surface treatment, width of footways and the location of obstacles such as street furniture and planting can all have a bearing on how useable disabled parking bays are in practice. The design, location and layout should give consideration to these factors, so as to promote equality of access to all car park users.

Cycle Parking

- 1.19. The Council will use the same minimum standards on cycle parking provision that the LTP3 Parking Guidance uses. These standards are replicated in the table below.

Table 4: Minimum Cycle Parking Levels

Use Class	Use	Minimum Standard
A1 Shops	Food retail	1 space per 350m ² (out of centre) 1 space per 125m ² (town/local centre)
A1 Shops	Non-food retail	1 space per 1500m ² (out of centre) with minimum 4 spaces 1 space per 300m ² (town/local centre)
A1 Shops	Garden Centre (can also be classed under sui generis)	1 space per 300m ² (min 2 spaces)
A1 Shops	All other retail uses	Individual assessment
A3 Restaurants & Cafes	Restaurants, snack bars and café's. For sale & consumption on the premises (if located beyond Town Centre locations)	1 space per 20 seats (min 2 spaces), town centre parking not necessarily required
A4 Drinking Establishments	Public houses, wine bars or other drinking establishments but not	1 space per 100m ² (min 2 spaces), town centre

Use Class	Use	Minimum Standard
	nightclubs (if located beyond Town Centre locations).	parking not necessarily required
A5 Hot Food Takeaways	For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 space per 50 m ² (min 2 spaces), town centre parking not necessarily required
B1 Business	Offices	1 space per 125m ² (min 2 spaces)
B1 Business	Research & development / light industry	1 space per 250m ² (min 2 spaces)
B2 General Industrial	General Industrial	1 space per 500m ² (min 2 spaces)
B8 Storage & Distribution	Storage or distribution (including open air storage)	1 space per 500m ² (min 2 spaces)
C1 Hotel	Hotel / Guest Houses	Individual assessment
C2 Residential Institutions	Care homes / Nursing homes	Individual assessment
C2 Residential Institutions	Hospitals	Individual assessment
C2 Residential Institutions	Residential colleges	1 space per 2 students and 1 space per 2 staff
C2 Residential Institutions	Training centres	Individual assessment
C3 Dwelling Houses	1 and 2 bedroom flats / houses without garages or gardens	1 space
C3 Dwelling Houses	3 or more bedroom flats / houses without garages or gardens	2 spaces
D1 Non-Residential Institutions	Day Nurseries / Creche	1 space per 5 staff plus minimum 2 spaces
D1 Non-Residential Institutions	Doctor's practices	1 space per 2 consulting rooms. Minimum 2 spaces.
D1 Non-Residential Institutions	Dentist's practices	1 space per 2 consulting rooms. Minimum 2 spaces.
D1 Non-Residential Institutions	Veterinary practices	1 space per 2 consulting rooms. Minimum 2 spaces.
D1 Non-Residential Institutions	Libraries, museums and art galleries	Individual assessment
D1 Non-Residential Institutions	Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc.	Individual assessment
D1 Non-Residential Institutions	Places of worship	Individual assessment
D1 Non-Residential Institutions	Schools / colleges	School Travel Plan required, to incorporate a site specific cycle strategy.

Use Class	Use	Minimum Standard
D2 Assembly and leisure	Assembly and leisure	Individual assessment
Sui Generis	Sui Generis and all other uses not mentioned above.	Individual assessment

- 1.20. In relation to school cycle parking, the LTP3 Parking Guidance says for the development of new or expansion of existing schools, it is expected that those schools prepare, implement, update and monitor School Travel Plans. The LTP3 Parking Guidance goes on to say the provision of cycle parking will be a condition of any new or expanded school and, whenever possible, improvements to cycle routes and other appropriate safety measures should be provided. The provision of non-motorised scooter parking will also be a condition of any new or expanded pre-school and primary school.
- 1.21. Cycle parking should be under cover, lit, secure and in public places should be highly visible, signed and as close to the destination as possible (within 20m). The preferred type of cycle stand is the 'Sheffield' stand. As well as the typical two-wheeled bike, cycle parking should be for other types of bike such as trikes and mobility scooters.
- 1.22. Staff cycle parking should be suitable for long-stay parking in terms of location, security and protection from the elements and poor weather. In places of employment, accessible changing and shower facilities should be provided.
- 1.23. Cycle parking inside flats or communal stair wells will normally be discouraged unless it is clear that they will be safe, secure and not interfere with circulation arrangements or the reasonable enjoyment of residents' living space.

Garages

- 1.24. Garages are often not used for car parking. Research cited in the Manual for Streets (2007) suggests less than half of garages are used for parking cars and that many are used primarily as domestic storage or have been converted into living accommodation. Consequently, off-street parking space is lost and could cause an increase in on-street parking which can have a negative effect on the operation of the local road network.
- 1.25. As such, developments proposing new garages to provide parking space will need to be of sufficient size so there is space for both domestic storage and vehicular parking. In common with other planning and highway authorities, as well as the Manual for Streets, where new garages are proposed within a development they should be at least 6m x 3m internally to be counted as a parking space. Existing garages that fall below the minimum dimensions of 6m x 3m will not be counted as a parking space.
- 1.26. Development proposals that result in the loss of garages will be required to demonstrate that adequate parking space remains on site, or can be re-provided off-street, or that any additional on-street parking would not adversely affect the operation of the road network.

Visitor Parking for Residential Developments

- 1.27. The LTP3 Parking Guidance says visitor parking for residential developments is encouraged where appropriate but recognises is not always necessary. This flexible

approach to visitor parking has resulted in each Surrey borough and district taking different approaches: the residential parking standards used by Waverley includes an allowance for visitor parking; Epsom & Ewell encourages visitor parking but has no standards or levels; and Woking also encourages visitor parking but makes no allowance for them within their minimum residential standards and requires at least 10% of total parking spaces to be for visitors. The other Surrey boroughs and districts do not address visitor parking for residential developments.

- 1.28. For both East and West Sussex County Council's, the amount of visitor parking from a residential development is influenced by the proportion of allocated parking spaces. If more than half of the total spaces are allocated to residents, visitor parking would be required in addition to the total amount at a ratio of one visitor space per five dwellings.
- 1.29. At neighbourhood level, the Ashtead and Westcott NDP's requires major housing development to provide allocated visitor parking that amounts to an additional 20% of the total amount of parking spaces. Capel Parish NDP does not include a policy on visitor parking but says that where parking cannot be provided within the dwelling curtilage, as a principle, on-street visitor parking should be included.
- 1.30. For the same reasoning as implementing minimum vehicular parking standards for residential development, the provision of visitor parking is encouraged where practical. Visitor parking is encouraged on major developments not located within Dorking and Leatherhead town centres at a ratio of one visitor space per five dwellings. The provision of visitor parking is in addition to residents parking i.e. visitor parking does not contribute towards the minimum vehicular parking standard for residential developments set out above.