



## **ADOPTION STATEMENT**

### **PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT**

Notice is hereby given that, in accordance with Regulations 11 and 14 of the Town & Country Planning (Local Development) (England) Regulations 2012, Bournemouth, Christchurch and Poole Council formally adopted The Parking Standards Supplementary Planning Document (SPD) on 5 January 2020 with immediate effect.

This SPD replaces the previous Bournemouth Parking SPD (2014), Dorset County Council Parking Standards Guidance for Christchurch and the Poole Parking and Highway Layout in Development SPD (2011).

The SPD was subject to public consultation between 14 September and 12 October 2020.

Pursuant to that consultation, modifications have been made to the consultation draft SPD. The modifications are explained in the table below.

In accordance with Regulations 14 and 35 of the 2012 Regulations, and the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations), the following documents have been made available:

- (i) The BCP Parking Standards Supplementary Planning Document
- (ii) This Adoption Statement
- (iii) The Consultation Statement
- (iv) SEA Screening Statement

Any person with sufficient interest in the decision to adopt the SPD may apply to the High Court for permission to apply for a judicial review of the decision. Any such application must be made promptly, and in any event not later than 3 months after the date on which the SPD was adopted.

**Mark Axford**

**Planning Policy Manager**

**Bournemouth, Christchurch and Poole Council**


Table 1 sets out the changes to the SPD as a result of feedback from the consultation. These changes were agreed by Cabinet on 16 December 2020 and Full Council on 5 January 2021. Table references relate paragraphs as number in the SPD document as presented to Cabinet and Full Council.

Table 2 sets out minor changes to the SPD following adoption. These changes were signed off by the Portfolio Holder for Regeneration, Economy and Strategic Planning

**TABLE 1 Changes following consultation on the draft SPD**

Section	Changes following consultation on draft SPD	Reason
Executive summary	<del>This SPD takes a zonal approach to parking standards reflecting differing accessibility levels in the BCP area as follows:</del>	Duplicate text
Executive summary	Therefore, this parking SPD encourages high quality and well-designed parking provision, appropriate to the type and scale of development within its context and location. However, the availability of car parking can also have an impact on how people travel <del>and encourage.</del> <u>Encouraging</u> a modal shift to non-car alternatives, including walking, cycling and taking public transport <u>will help improve air quality, combat climate change, improving health and wellbeing, address inequalities and tackle congestion. The council recognises that parking restraint and demand management is one side of the modal shift equation and must be accompanied by investment in public transport and active travel to provide people with opportunities to travel sustainably. BCP Council will play a lead role in promoting such schemes and consider favourably planning applications with a sustainable transport focus.</u>  This SPD reflects both national and local priorities to reduce the need to travel by private car by encouraging behaviour change and reflecting the need to find alternative safe, sustainable and cleaner ways to travel <del>where possible.</del>	Improve clarity and confirmation of BCP role in active transport delivery.
List of contents	Minor alterations and renumbering to table of contents, table of figures and table of tables.	Pagination corrections and document consistency
1.1.1	<u>The</u> Parking Standards Supplementary Planning Document (SPD) is a material consideration in the determination of planning applications within the BCP Council area. It has a role to support the policies in the Local Development Plan and to help to deliver on corporate priorities including housing and economic growth.	Minor grammatical change
1.1.2	To contribute to creating vibrant and sustainable communities, housing delivery must be directed to the most accessible locations, <del>focussed</del> <u>focused</u> on brownfield sites and maximising opportunities for a range and mix of homes in areas where there will be investment in infrastructure. These locations are the town centres and district/ local centres and along sustainable transport corridors.	Minor grammatical and clarity changes

1.1.3	Delivering homes in the right places <del>playsplay</del> an important role in protecting the built and natural environment, protecting heathland and greenbelt. New communities will have greater connectivity and accessibility to places of work, shops and services and leisure facilities either by walking, cycling or using public transport.	Minor grammatical and clarity changes
1.1.4	The Parking Standards SPD will support the actions of BCP Council's Corporate Strategy to tackle <del>its</del> <u>commitment to the declared</u> climate change and ecological emergency by helping to prioritise opportunities to walk, cycle and use public transport. The approach to parking requirements fits with the actions listed under three priority areas: <ol style="list-style-type: none"> <li>1. To lead communities towards a cleaner, sustainable future that preserves our outstanding environment for generations to come</li> <li>2. To support <u>an innovative, successful economy in a dynamic region great place to ensure communities in BCP feel empowered, safe, engagedlive, learn, work and included.visit.</u></li> <li>3. <u>To help people lead active, healthy, independent and fulfilled lives.</u></li> </ol>	Minor grammatical and clarity changes
1.1.5	The planned housing and economic growth needed is expected to generate an increase in vehicle numbers in the BCP area. If unchecked, it could give rise to increased carbon emissions, and worsen congestion affecting health, safety and <del>creatingcreate</del> road safety issues. Additionally, the public realm and public amenity are at risk. The council recognise that it is a challenge to ensure parking is attractive, safe and convenient for users. Rigid and overly generous parking requirements historically have not helped to deliver the quantum or quality of development expected by our communities.	Minor grammatical and clarity changes
1.1.6	It will be a challenge to meet the level of housing need due to physical and environmental constraints of the area. It is important therefore that development makes the best use of the land on brownfield and other allocated development sites. Development should be designed to encourage walking and cycling and public transport use, be pleasant and safe to travel through and be located <del>with</del> <u>within</u> easy access to local facilities, shops and <del>services</del> <u>services</u> <sup>1</sup> .	Minor grammatical and clarity changes
1.1.7	Accessibility to public transport and local services <del>reducesmay reduce</del> the demand for car ownership and <del>increasesincrease</del> the use of non-car transport for commuting purposes. Census data demonstrates that car ownership and method of travel to work varies by location, tenure, and number of habitable rooms. For example, in Bournemouth Town Centre, car ownership is at its lowest, with 46.4% of households without a car. This reduces to less than 20% in the suburban areas of <del>the area</del> <u>BCP</u> .	Minor grammatical and clarity changes
1.1.8	Car ownership is likely to continue growing at a slower rate than previously. While the council has no powers for controlling car ownership, it does have a responsibility to manage the increasing numbers of vehicles. Any potential negative impacts require action, to ensure that the highway network functions efficiently for all <del>users</del> <u>users</u> regardless of mode of travel.	Minor grammatical and clarity changes
1.1.10	High quality design is critical to a successful development, as it offers a first and lasting impression. The design and layout should feel intuitively safe and welcoming. Without this, a development is unlikely to unlock its full potential. The level of provision of parking and its location influences the choices people make when deciding where to live, when travelling, and on the appearance and form of a development.	Minor grammatical and clarity changes

	High quality parking and <del>access</del> accessible layouts should aim to provide an attractive, comfortable, safe, convenient pattern of movement into, across, and out of parking bays and the site.	
1.2.2	This SPD provides clear guidance and certainty to applicants, developers and agents. It is important to <del>set out</del> provide clarity on the level of car and cycle parking sought by the council, to ensure that a consistent and transparent approach is followed when assessing parking need, design and layout.	Minor grammatical and clarity changes
1.2.3	<del>The</del> Other key <del>objectives</del> aims of this SPD are <del>as follows</del> :to-; <ul style="list-style-type: none"> <li>• balance the needs of different users on transport networks, protect amenity, improve accessibility and highway safety</li> <li>• <del>to</del>encourage the creation of high quality, well-designed places to live, work and visit</li> <li>• <del>to</del>minimise conflict between pedestrians, cyclists and vehicles with safe, convenient and useable parking provision</li> <li>• <del>to</del>encourage more travel on foot, by bicycle, by public transport or using low emission vehicles to reduce <del>CO</del>CO<sub>2</sub> emissions and benefit air quality</li> <li>• <del>to</del>help support the council's <del>commitments</del>commitment to address the impacts of climate change and contribute to a low carbon future</li> <li>• <del>to</del>support the delivery of increased housing densities in the most sustainable locations.</li> </ul>	Minor grammatical and clarity changes
1.3.2	Our approach states that as BCP Council continues to grow, the ability and desirability to accommodate additional trips by private car is no longer sustainable or feasible. Instead, the focus relies on active transport (eg walking, cycling and the use of public transport). An effective transport system can grant a reasonably sized catchment area access to local facilities. For example, public transport to jobs and services, including recreational opportunities and nature. This will create a virtuous circle for our residents and businesses, as well as <del>help</del> helping to cut carbon emissions.	Minor grammatical and clarity changes
1.3.3	This SPD is in five parts, as follows: <ul style="list-style-type: none"> <li>• Parts 1–2 <del>are</del>comprise the introduction and <del>national &amp; local</del> policy context</li> <li>• Part 3 provides general guidance for car and cycle parking design necessary for attractive, safe, convenient, equitable and appropriate parking</li> <li>• Part 4 sets out the optimum parking <del>according to</del>standards within each use class</li> </ul> Part 5 covers additional guidance on a range of complementary matters.	Minor grammatical and clarity changes
1.4.1	This <del>is a draft</del> SPD <del>which will be</del> was subject to public consultation in accordance with the Town and Country Planning Regulations (2012).	Update to reflect adoption of SPD
3.1.2	The materials used to provide parking should enhance the street scene rather than detract from it. Appropriate planting and landscaping can also be incorporated to encourage opportunities for <del>increasing</del> biodiversity and enhance the quality of the built and natural environment.	Minor clarity change
Figure 2		Clarity of space requirements adjacent solid objects

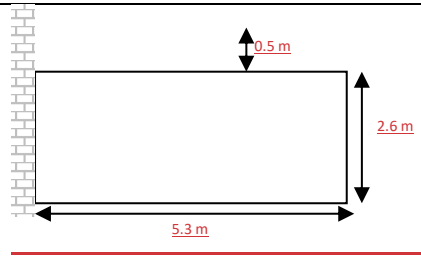
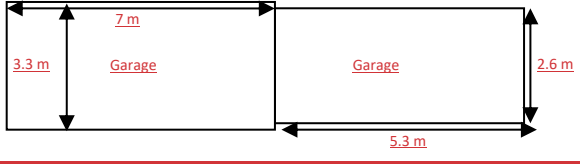
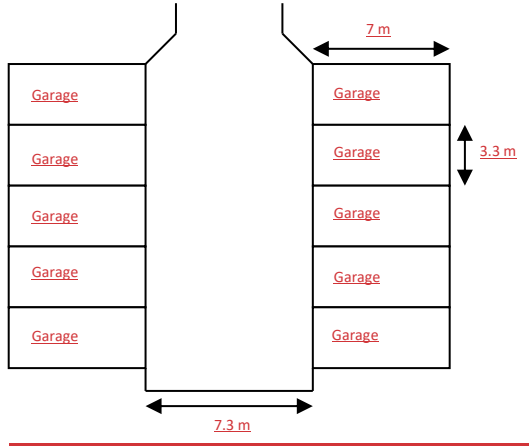


Figure 1 Parking space dimensions next to wall

3.2.6	The aisle width between rows of spaces should be at least 6m to enable cars to manoeuvre comfortably <del>(as shown in Figure 5)</del> and should extend beyond the end spaces to facilitate turning manoeuvres (as shown in Figure 5). <u>Larger aisle widths may be sought for end bay access in large blocks of parking.</u>	<b>Improved clarity</b>
3.2.8	<u>The council accepts the use of swept-path analysis</u> <del>can be used</del> to assess the effect of oversized spaces on reducing the need for manoeuvring space. Appropriate proprietary software using scaled (using a large car) simulated vehicles at realistic speeds with enough margin for driver error (0.5m from any wall or fence) will be expected for any swept-path analysis.	<b>Improved clarity</b>
3.2.9	Echelon bays should be arranged so that drivers are encouraged to reverse into them to avoid poor visibility from adjacent parked vehicles. Different layouts, such as <del>;</del> herringbone, have different overall space requirements, and the detailed layout of car parking will <u>need to be determined on a site-specific basis.</u>	<b>Improved clarity and minor grammatical change</b>
3.2.10	<del>Research</del> Research has shown that in many developments, <del>;</del> less than half of all garages are used for car parking, instead being used for <del>storage</del> <u>storage</u> . In terms of sizes, an internal minimum of 7m x <u>3.3m</u> is considered appropriate to ensure that a large modern family car ( <u>e.g. SUV</u> ) will fit comfortably with <del>room left</del> <u>a minimum circulation space to allow</u> for some general storage <u>which may include cycles</u> (as shown in Figure 6).	<b>Removal of duplicate text, improved clarity with garage size to accommodate cycles and minor grammatical changes.</b>
3.2.11	This 7m x <u>3.3m</u> must be a clear, unobstructed space to allow a vehicle to enter and exit safely. Garages must also have entrances wide and high enough to allow for large family cars. The space required to open and close garage doors should also be considered. Driveways in front of garages should be at least <del>5.5m</del> <u>3m</u> long, or 6m, <u>so as remain</u> clear of a footway, carriageway or shared surface. Garages will only be counted as a parking space where they meet the minimum size requirements (as shown in Figure 6).	<b>Consistency changes with para 3.2.10</b>

Figure 6	 <p style="text-align: center;"><i>Figure 2 Garage dimensions</i></p>	Consistency changes with para 3.2.10
3.2.12	Where a garage court area is provided, an aisle width of 7.3m is necessary to sufficiently accommodate turning movements. A garage bay of 7m x 3.3m is also required (as shown in Figure 7).	Consistency change with para 3.2.10
Figure 7	 <p style="text-align: center;"><i>Figure 3 Minimum garage court dimensions</i></p>	Improved clarity in relation to Figure 5
3.2.13	<del>Turning/Tracking diagrams using appropriate proprietary software may be required. The diagrams should demonstrate whether vehicles can manoeuvre safely into and out of spaces.</del>	Deletion of repeated text and consistency with para 3.2.8
3.2.19	Vehicle crossovers must be perpendicular to the footway. This ensures that motor vehicles cannot drive along the footway in order to gain illegal access to a property. Additionally, pedestrian visibility is maximised. Parallel parking adjacent <u>to</u> the highway will not be supported on grounds of safety and illegal and dangerous manoeuvring.	Minor grammatical change
3.2.20	Visibility splay areas should be kept clear of obstructions reaching <del>above</del> <u>no more than</u> 0.6m in height, measured from the adjoining highway level. The driver position is typically 2.4m back from the front of a vehicle. Due to this, visibility splays measuring 2m x 2m either side of an access would aid drivers in viewing pedestrians on the footway before exiting the access.	Minor clarity change

3.2.22	On-street parking is an efficient option which can work well in certain situations where there is sufficient space, on roads which do not have existing parking <del>pressure</del> <u>pressure</u> . Where new streets are proposed as part of a large development, on street parking can be complemented with tree planting to create an attractive environment. Examples of locations that are not suitable for on-street parking are listed in Appendix C(ii). Where surface parking is provided on plot it should be located to the rear or side of <u>the</u> development. This would minimise the impact cars have on the street scene. Where the only option is to locate parking in front of a building, it should be enclosed by a high-quality front boundary treatment. For example, a low wall or hedge.	<b>Minor clarity changes</b>
3.2.27	Parking in front gardens should be designed with the retention of existing walls, fences, railings or hedging, the <del>minimization</del> <u>minimisation</u> of hard, impermeable surfacing and the provision of sufficiently setback gates and generous planting. Any surface adjacent to the highway needs to be made up of bonded material eg- permeable block paving, and not loose material, such as gravel, to avoid loose material spilling onto the highway.	<b>Spelling correction</b>
3.3.	<u>Access and layout</u>	<b>Improved readability</b>
3.3.1	The council <del>considers</del> <u>will expect</u> cycle parking <u>and cycle access to be a key element</u> <del>component</del> of <u>anew</u> development. Increased cycle parking encourages healthy lifestyles, reduces pressure for <u>car</u> parking, eliminates unnecessary car journeys, and does not add to carbon <del>emission</del> <u>emissions</u> or affect air quality.	<b>Improved clarity</b>
3.3.2	<u>Cycle access and cycle parking should be considered at the commencement of the design and not as a last-minute addition.</u> Cycle parking forms an integral part of any full or reserve matters planning <del>application.</del> <u>application</u> <sup>8</sup> <u>and</u> should not be treated as a secondary issue to be resolved by condition. <del>It is very important to recognise that there are various types of cycle (as shown in Figure 11 and many types</del> <u>As with car parking a proportion</u> of people using them <u>cycle parking (typically 5%) should be provided for non-standard cycles to accommodate people with mobility impairments.</u>	<b>Improved clarity and greater consistency with national policy</b>
3.3.2	<del>A Cycle Design Vehicle (CDV) of 2.3m in length by 1.2m in width will cover most situations. It must be used when designing facilities for cycles including all forms of cycle parking.</del>	<b>Deletion of repeated text</b>
3.3.3	Cycle parking should be in the most accessible location, <del>above ground and</del> near the main entrance to any development. <del>Cycle access is expected to</del> <u>and not be located in remote or inaccessible areas.</u> <u>Access to cycle parking should</u> be easier than <u>access to</u> car parking <del>access, except for</del> <u>with the exception of</u> disabled car parking. <del>Where basement</del> <u>Unless the proposed</u> cycle parking is <del>provided then surface cycle must also</del> <u>within an underground car park, it should always</u> be <del>provided</del> <u>located at ground level.</u>	<b>Improved clarity and greater consistency with national policy</b>
3.3.4	<u>All cycle parking and any associated access routes</u> must be <del>provided in a</del> well-illuminated <del>location to encourage use with good</del> natural surveillance <del>in the area discourages to deter</del> theft. <u>and engender a feeling of personal security</u> Cycle storage identified in habitable rooms, general storage areas, bin	<b>Improved clarity and greater consistency with national policy</b>

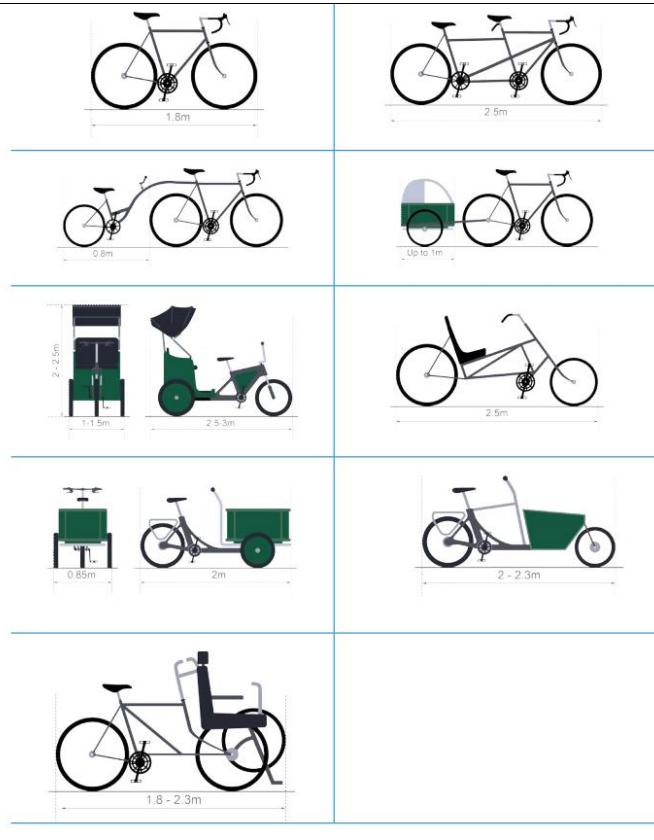


	stores, circulation areas, or on balconies will not be considered acceptable. Cycle hire docking stations should not be considered as a substitute for cycle parking facilities.	
3.3.5	<p><u>Where cycle parking is provided to the rear or sides of a building, the access way should be 2m wide, with an absolute minimum 1.5m width accepted for a length of no more than 10m except where there are adjoining buildings or boundary treatments. Cycle Design Vehicle specific swept-path analysis is expected to demonstrate any proposed paths that are accessible. Tight turns and adjacent structures or boundary treatments can inhibit access. With conversation of existing buildings this will be considered on a case by case basis.</u></p>	<p><b>Improved clarity and greater consistency with national policy</b></p>
3.3.6	<p><del>All cycle parking should be in the form of coated or stainless-steel cycle hoops. The Sheffield type stands demonstrated in Figure 13 exemplify this standard. An additional crossbar 500 mm above the ground must be provided at locations where children are likely to be regular users. For example, at schools, libraries, and parks. potential damage to wheels.</del></p> <p><del>The council considers double deck cycle parking to be less convenient than Sheffield type stands and discriminatory for people with low strength. Those with mobility issues also suffer due to the difficulties involved with lifting at height. Additionally, limited types of cycles can fit within double-deck systems in comparison with the Sheffield type stand. Nonetheless, a small proportion of high quality, hydraulically assisted double deck systems can be used alongside Sheffield type stands in a limited number of locations, such as railway stations. This is subject to agreement from the Local Planning Authority.</del></p> <p><del>These high-quality stands require significantly greater aisle widths (with a minimum of 2.5m beyond the lowered frame). Therefore, double the capacity is not provided. The minimum height requirement to clear any cycles on the upper deck is 2.6m (as shown in Figure 12).</del></p> <div data-bbox="705 938 1467 1212" data-label="Diagram"> </div> <p><del>Figure Double-deck stand dimensions</del></p> <p><del>Cargo bikes are increasingly popular for business deliveries, utility and leisure purposes. Extra-long Sheffield type stands positioned to prevent trailers blocking adjacent footways, should be provided in</del></p>	<p><b>Improved clarity, consistency changes within section 3.3, grammatical changes and greater consistency with national policy</b></p>



	<p><del>locations where trailers will be commonplace. For example, in town centres, primary schools, and leisure sites. Cargo bikes, trailers supporting cycles.</del></p> <p><del>Additional facilities for cyclists should also be considered when designing cycle storage locations such as public bike pumps, repairs stations and charge stations for electric bikes.</del></p> <p><del>Where cycle storage is provided within a standalone store or building, it must be designed for the exclusive use of cycles and maintained in perpetuity. <u>Cycle storage areas</u>Whether cycle storage is provided within a standalone store or in an internal area of a building, it should be conveniently located with level access and users should not have to negotiate more than one door with their cycle (with a minimum width of 1.2m). <del>Cycle Design Vehicle specific swept-path analysis is expected to demonstrate any proposed paths that are accessible for a CDV.</del></del></p>	
3.3.7	<p><del>Where <u>Dedicated</u> cycle parking is provided to the rear or sides of a building, the access way should be a minimum of 1.5m wide and for a length of no more than 10m. For longer distances, a wider path is expected. Increased path widths may be required where paths adjoin buildings or boundary treatments.</del></p> <p><del>Cycle parking for individual dwellings, typically houses, is expected within all new development. This can be either through an internal storage solution as part of an internal non-habitable room, or within a garage, or a purpose-built cycle store. Where rear storage is likely to be required <u>the an</u> accessway is expected to be designed in from the beginning. Therefore, eliminating the need for cycles to traverse inside the property from rear to front (and vice versa). The <del>same</del> access way should follow the standards outlined above.</del></p>	Improved clarity and grammatical changes
3.3.8	<p><del>Additional facilities for cyclists should also be considered when designing cycle storage locations, such as public bike pumps, repair stations and charge stations for e-bikes or e-cargo bikes. <u>Integrated charging points to stands for integrated batteries or separate locker spaces for removable batteries may be suitable solutions. Any charging facility should have its own dedicated supply.</u></del></p>	Improved clarity
3.3.9	<p>The use of green 'living' roofs is encouraged on cycle stores as their provision is more than just for aesthetic purposes. <del>They reduce runoff, conserve energy, reduce pollution, sequester carbon and provide habitat for wildlife.</del></p>	Improved clarity
3.3.10	<p><del>It is very important to recognise that there are various types of cycle (as shown in Figure 11) and many types of people using them. <u>Cycle parking needs to take into account all user needs, so as not to exclude or disadvantage riders of certain types of cycle.</u></del></p>	Improved clarity and consistency with national policy

Figure 11



*Figure 4. Types of cycles<sup>9</sup>*

3.3.11

A Cycle Design Vehicle (CDV) of 2.8m in length by 1.2m in width will cover most situations. It must be used when designing facilities for cycles including all forms of cycle parking<sup>10</sup>. Consideration must be given to the required turning circle of the CDV when designing facilities.

3.3.12


Cargo bikes are increasingly popular for business deliveries, utility and leisure purposes. Extra-long Sheffield type stands positioned to prevent trailers blocking adjacent footways, should be provided in locations where trailers will be commonplace. For example, in town centres, primary schools, and leisure sites.

**Replacement higher quality diagram**

**Improved clarity and consistency with national policy and consistency changes within section 3.3**

**Relocated text to improve readability**

3.3.13	<u>Additional measures such as extended dropped kerbs and enlarged turning space are required for cargo bikes, e-bikes, trikes and disability bikes as these cycles are larger, heavier and sometimes difficult to manoeuvre. Where provision is required for three-wheeled cycles, lateral spaces between stands should be increased to at least 2m.</u>	Improved clarity and consistency with national policy and consistency changes within section 3.3
3.3.14	<u>Cargo bikes, trailers, adapted cycles,</u> and tricycles are self- supporting when stationary, yet may require a stand to which they can be padlocked. This is typically an end stand in a group of stands appropriately signed. Ground anchors may be an acceptable alternative for self- <u>supporting cycles.</u>	Improved clarity and consistency with national policy
3.3.15	<u>Where underground cycle parking is proposed, a step-free cyclable access must be provided. Any ramp should have a maximum gradient of 7% (1:14) with rounded transitions at the top and bottom. Ramps of 5% gradient and above should be divided into sections that do not exceed 10m in length, and with intermediate resting places at least 2m long<sup>11</sup>. Cycle storage in underground and multi-storey car parks should be in the most accessible locations, with good natural surveillance and well lit.</u>	Improved clarity and consistency with national policy
3.3.16	<u>In limited circumstance wheeling ramps or channels might be suitable to enable cycles to be rolled up or down a flight of steps that interrupt an access route. Typically, where gradient changes are significant over short distances and where site constraints otherwise limit provision of a cyclable path however alternative provision should be made as wheeling ramps are not inclusive.</u>	Improved clarity and consistency with national policy
3.3.17	<u>When used, wheeling channels should not prevent access to handrails or create trip hazards but must be sufficiently placed to ensure pedals and handlebars do not clash while the bike is being held relatively upright. An offset of 200mm to reduce pedal strike in addition to a 100mm u-shaped channel would be expected to ensure a usable wheel ramp.</u>	Improved clarity and consistency with national policy
3.3.18	<u>Stands</u>	Improved readability and ease of use
3.3.18	All cycle parking should be in the form of coated or stainless-steel cycle stands. The Sheffield type stands demonstrated in Figure 12 exemplify this standard. An additional crossbar 500mm above the ground must be provided at locations where children are likely to be regular users. <u>For example, at schools, libraries, and parks.</u>	Improved clarity
3.3.19	Other forms of stand (e.g. butterfly/wheel bender/bollard/wave) have been associated with well documented and unacceptable problems, such as <u>bikes toppling over, poor security and damage to wheels.</u>	Improved clarity as to unsuitability
3.3.20	Sheffield type stands should be spaced in accordance with Figure <u>12 and Figure 13</u> <del>and Figure 14</del> . The minimum footprint of Sheffield type stands should be taken as 2.3m x 1m. Sub-standard spacing significantly reduces capacity and hinders their usage. Sheffield type stands <del>require embeddings</del> <u>should</u>	Improved clarity and consistency changes within section 3.3

	<u>either be embedded</u> to a depth of at least 250mm <del>and concreting into place in concrete or fitted with tamper proof bolts.</del>	
3.3.22	<u>Aisle widths must be an absolute minimum of 1.2m and ideally 1.5m when continued around a 90-degree bend.</u> Aisles between rows of Sheffield type stands are important to allow users to access the stands with their bike. Where stands are angled, they must ensure a 1000mm minimum spacing in between rows of Sheffield type stands as per Figure <del>15-14.</del>	Improved clarity in line with national policy and consistency changes within section 3.3
3.3.23	In coastal environments <u>within 400m of the seafront</u> , marine grade stainless steel (SAE 316) is considered a minimum requirement. <del>This is an expected standard for developments with close proximity to the coastline</del> , as marine grade stainless steel has greater resistance to corrosion. Elsewhere, coated steel should be used.	Improved clarity
3.3.24	<del>The use of green roofs is supported on cycle stores as their provision is more than for aesthetic purposes.</del> The council considers double deck cycle parking to be less convenient than Sheffield type stands and discriminatory for short people and those with low strength. People with mobility issues are also disadvantaged due to the difficulties involved with lifting at height. <u>Additionally, limited types of cycles can fit within double-deck systems in comparison with the Sheffield type stand.</u>	Improved clarity and consistency changes within section 3.3
3.3.25	<u>Nonetheless, in exceptional circumstances, where facilities are expected to be used by young fit adults, a small proportion of high quality, assisted (with gas struts or sprung) double deck systems can be used alongside Sheffield type stands in a limited number of locations, such as railway stations (as shown in Figure 15). Any double deck design must allow a cycle's frame to be locked to the stand.</u>	Improved clarity in line with national policy
Figure 15		Replacement figure for consistency changes within section 3.3

	<i>Figure 5 Double deck stand example</i>	
3.3.26	<u>Double deck stands require significantly greater aisle widths and therefore typically provide only 30% more capacity than standard Sheffield Stands. A minimum aisle width of 2.5m beyond the lowered frame is required, increased to a minimum of 3.5m where double-deck stands line both sides of the aisle. The minimum height requirement to clear any cycles on the upper deck is 2.7m with a 500mm spacing between stands.</u>	Improved clarity in line with national policy
3.3.27	Double deck parking also requires ongoing maintenance. Evidence of a maintenance regime should be presented as part of an application. Sufficient Sheffield type stands must also be provided nearby to cater for the range of cyclists that are not able to use assisted double deck systems. <u>Approval of such arrangements is subject to agreement from the Local Planning Authority.</u>	Improved clarity
3.3.29	Sheffield type stands in a publicly accessible area for visitor parking. These stands must be in an area with good natural surveillance and in <u>the closest available possible</u> proximity to the pedestrian entrance to the building they serve, Figure 16. <u>Where priority stands are provided additional space is required to cater for disability bikes, trikes, and other adapted cycles.</u>	Improved clarity in line with national policy
3.3.30	For non-residential developments, Sheffield type stands should be arranged within a robust weatherproof store, with a lockable door. The structure and locking mechanism should be resistant to forced entry. <u>Any electronic lock should not be dependent on a continuous power supply to remain locked.</u> Any store with plastic or steel mesh panels <del>should</del> <u>must</u> have steel bars at sufficient intervals. <del>This can to</del> prevent the removal of cycles via a removed panel. Authorised users of the store should be provided with keys or contactless cards to provide access. <u>A suitable maintenance regime is required to ensure its continued effective use.</u>  <del>The cycle store should be placed in an accessible location near the entrance. Interior and exterior illumination is necessary. Adequate lighting should also be provided along the route to the store.</del>	Improved clarity, grammatical changes in line with consistency changes within section 3.3
3.3.31	<del>Sheffield type stands within the cycle stores should be</del> Sheffield type stands within the cycle stores should be placed in accordance with Figure 19 and Figure 20. Access aisles should have a minimum width of 1.2m between parked bicycles. If double stacked cycle parking is proposed, <del>an increase to at least 2.5m (ideally 3m) depending on</del> <u>an increase to at least 2.5m (ideally 3m) depending on</u> <del>the manufacturer's specification, lowered frame</del> <u>is required, increased to a minimum of 3.5m where double-deck stands line both sides of the aisle.</u> A minimum of <del>2.6m</del> <u>2.7m</u> head height is required to ensure the system is usable. Access doors should have a minimum width of 1.2m. <del>Each</del> <u>Every</u> cycle space should be accessible and not obstructed by other cycles in the store.	Improved clarity, grammatical changes in line with consistency changes within section 3.3
3.3.32	For residential developments, a walk-in store should be constructed with robust building materials <del>and craft</del> (typically masonry) with a lockable door. <u>A suitable maintenance regime is required to ensure its continued effective use.</u> The structure and locking mechanism should be resistant to forced entry. <u>Any electronic lock should not be dependent on a continuous power supply to remain locked.</u> Authorised users of the store should be provided with keys or contactless cards to provide access. Padlocks or	Improved clarity, grammatical changes in line with consistency changes within section 3.3

double doors are not to be used. If a side hung door cannot be installed, then a sliding door that cannot be lifted off its runners or electrically operated shutters are acceptable in exceptional circumstances.

~~The cycle store needs to be in an accessible location at ground level close to the pedestrian entrance of the building it serves. Interior and exterior illumination is necessary. Adequate lighting should also be provided along the route to the store.~~

Figure 19

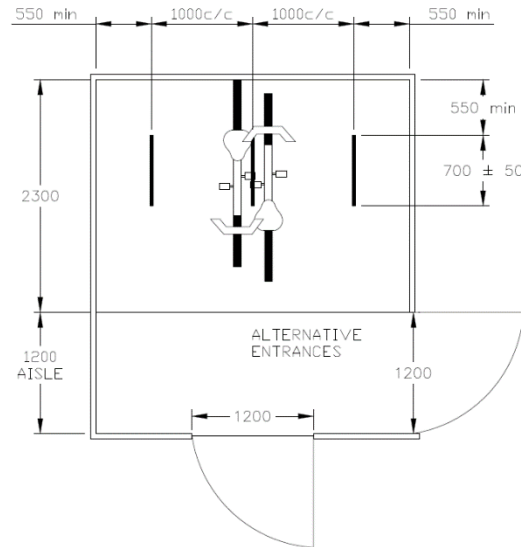
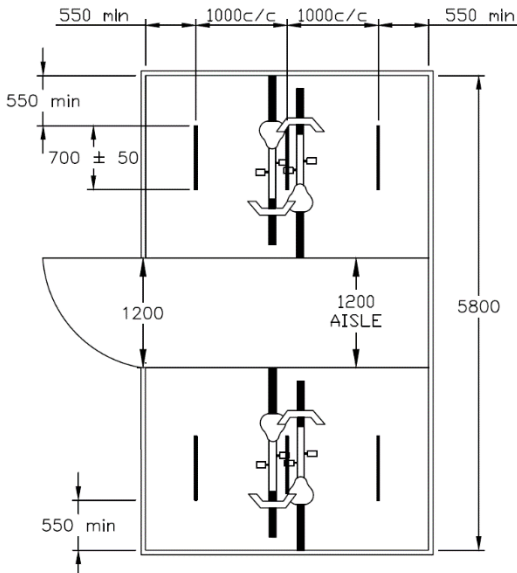


Figure 6 Option A Secure covered (inc. residential)

**Higher quality diagram**

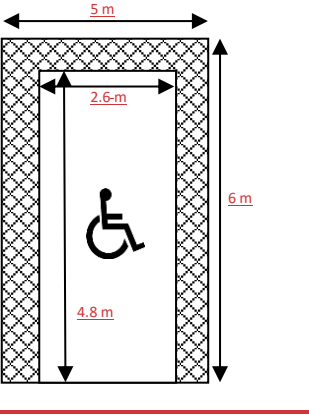


Figure 20	 <p>The diagram illustrates a rectangular layout for a secure covered area. The total width is 5800 units. The layout is divided into three horizontal sections. The top and bottom sections are each 550 units wide. The middle section is 1200 units wide and contains a central aisle labeled '1200 AISLE'. The top and bottom sections each contain a central area with a width of 1000 units, labeled '1000c/c'. The total height of the top and bottom sections is 700 units, with a tolerance of ± 50. The total height of the middle section is 1200 units. The total height of the entire layout is 5800 units.</p>	Higher quality diagram
3.3.34	<p><i>Figure 7 Option B Secure Covered (Inc. Residential)</i></p> <p>Dwellinghouses with front garden cycle sheds are an increasingly common sight, particularly in terraced neighbourhoods. The council considers front garden cycle sheds acceptable if they are the minimum size necessary, and exhibit a minimal visual impact on the street. <u>Low, covered, secure, convenient and attractive 'bike boxes' are preferable because they can sit unobtrusively behind garden walls and hedges.</u> However, they are unlikely to be acceptable in very small front gardens, in some conservation areas, and where there is an Article 4 direction in place.</p>	Improved clarity and grammatical changes
3.4	<u>Micro</u> -scooter facilities	Improved clarity
3.4.1	<u>Micro</u> -scooters are now a common mode of transport for children and adults using for leisure trips, school or work travel.	Improved clarity
3.4.4	<p>Consideration should be given particularly in universities, colleges, and sixth forms. <u>Electric to micro scooters and electric micro scooters as these</u> are likely to be used at these sites. Provision should be made for charging facilities within the secure scooter facility. <u>Integrated charging points to stands for integrated batteries or separate locker spaces for removable batteries may be suitable solutions. Any charging facility should have its own dedicated supply.</u></p>	Improved clarity and consistency with document
3.5.1	<p>Powered two-wheeler <u>or motorcycles and scooters as they are more generally known should have parking should be that is</u> clearly signed and marked, <u>indicating, PTW parking must indicate</u> that it is reserved for <u>powered two wheelers PTWs</u> only. PTW parking should have; dropped kerb access, <u>anchor points,</u> and natural surveillance.</p>	Improved clarity and grammatical changes

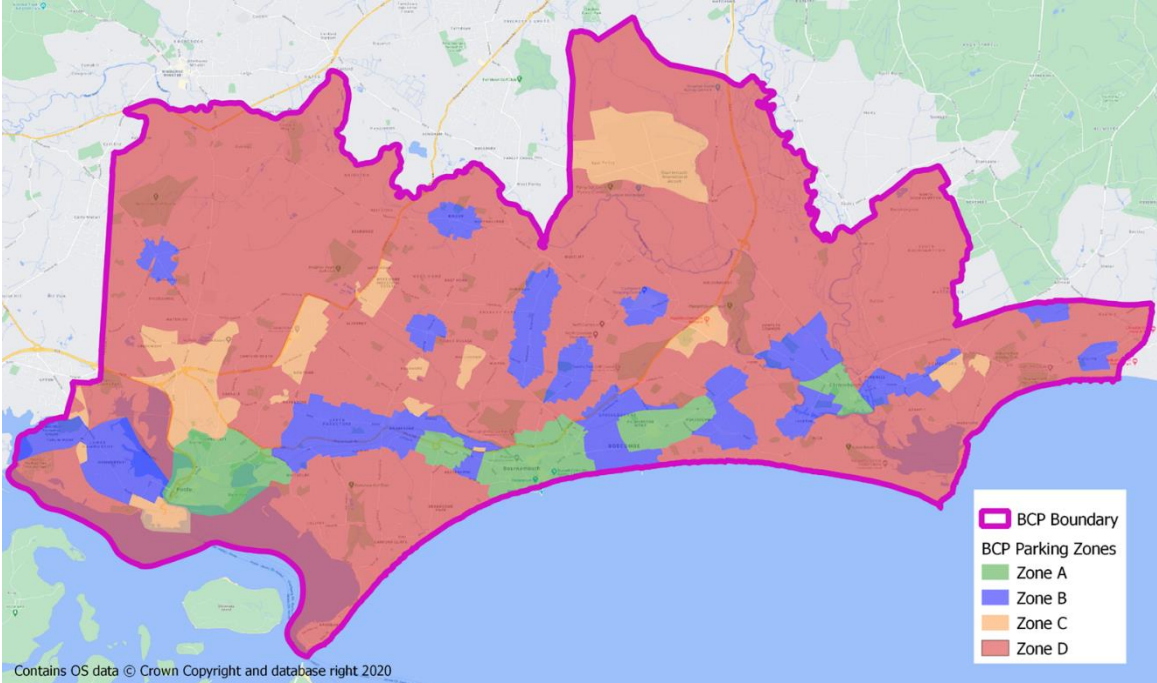


3.5.2	<u>Security devices including the use of anchor points should be fitted into the designated parking area to enable the owners to affix their vehicle. In car parks it is important to recognise PTW lack a secure place to hold a parking ticket.</u>	Improved clarity						
3.5.4	Provision <del>should</del> must be made to secure PTWs. There are two basic types of anchor points to which motorcycles can be secured to reduce the risk of theft:	Improved clarity						
3.6.1	In order to future proof development ahead of the expected transition to electric vehicles (EV), the council expects the inclusion of charging points for electric vehicles in all new developments. <del>Conversions</del> Conversions and change of use applications will be <del>treated</del> <u>agreed with the LPA</u> on a case by case basis.	Improved clarity/typo						
3.6.2	The EV charging requirements have been developed according to the government’s Road to Zero strategy and the Transport Decarbonisation Plan, alongside BCP Council’s own Carbon Neutrality Strategy. This requires the council and its operations to be carbon neutral by 2030. <del>The council must work towards making the Bournemouth, Christchurch and Poole region carbon neutral ahead of 2050, ahead of the 2050 national target.</del>	Improved clarity						
3.6.3	Electric Vehicle Charging Infrastructure (EVCI) is a developing technology. The council <u>will</u> expect that connection points are installed in line with emerging technical requirements and open benchmarks. Connections conforming to national and/or industry benchmarks such as BS 61851 and BS 7671 are expected as a default.	Minor grammatical change						
3.6.4	The council requires applications for new development <del>or material change of use</del> to provide EV charge points that comply with Table 1. <del>to future-proof development ahead of the expected transition to electric vehicles. BCP Council will play a role in supporting organisations to access any government/grant funding to fulfil electric vehicle charging provision requirements outlined in the document.</del>	Improved clarity						
3.6.5	<u>The council recognise user needs and usage circumstances may give rise to differing provision depending on different user needs and/or usage requirements. Where the needs of users differ from the provision set out in Table 1, notwithstanding the council’s commitment to a net zero carbon target of 2030, the Local Planning Authority will consider an alternative EVCI requirement, subject to the applicant providing up-to-date and robust evidence to support user, usage and business needs.</u>	Improved clarity and consistency with national policy						
Table 1	Table 1 EV provision – add <table border="1" data-bbox="383 1129 1742 1382"> <thead> <tr> <th></th> <th>Percentage of bays with “active_” chargepoint provision</th> <th>Percentage of bays with “passive_” chargepoint provision</th> </tr> </thead> <tbody> <tr> <td>Residential development less than 10 spaces</td> <td>20%</td> <td>80%</td> </tr> </tbody> </table>		Percentage of bays with “active_” chargepoint provision	Percentage of bays with “passive_” chargepoint provision	Residential development less than 10 spaces	20%	80%	Improved consistency with other development types listed
	Percentage of bays with “active_” chargepoint provision	Percentage of bays with “passive_” chargepoint provision						
Residential development less than 10 spaces	20%	80%						

	Residential development with 10+ spaces	50%	50%	
	Non-residential development with 10+ spaces	30%	70%	
	<u>Non-residential development less than 10 spaces</u>	<u>To be agreed with LPA</u>		
Table 2	Table 2 Charge point Specification			<b>Improved consistency with industry terminology and minor typographical errors</b>
	<b>EV Charging Requirement</b>	<b>Charge Point Specification</b>	<b>Power Requirement</b>	
	Individual <del>fast</del> charge socket	7kW Mode 3 with Type 2 Connector	230V AC <del>32-Amp</del> <u>32A</u> Single Phase dedicated supply	
	Communal fast charge socket	Feeder pillar or equivalent permitting future connection	230V AC <del>32-Amp</del> <u>32A</u> Single Phase dedicated supply	
	Intensive communal <del>fast</del> <u>rapid</u> charge socket	50kW <del>-350kW</del> Mode 4 (DC) Multi-standard charge point	400V AC <del>400Amp</del> <u>100A</u> Triple Phase dedicated supply	
3.6.7	<del>Where communal facilities are provided, considered management practices are expected to resolve. This should be in advance</del> <u>A wide variety of options exist to control access to charge points and allocate electricity charges to individual users. Management and maintenance arrangements for charge points should be determined on a site by site basis to meet the needs of the users in question. This should include any leasehold and freehold consents and or responsibilities regarding use, payments, charges or approvals. Such communal facilities must be capable of simultaneous use.</u>			<b>Improved clarity</b>
3.6.8	<u>Individual charge sockets are considered appropriate for residential overnight charging or where long dwells greater than 6 hours is expected. Communal fast charges are expected where the destination charging reflects shorter dwell times of around 2 hours or where individual charge sockets are not appropriate. Intensive communal rapid chargers are expected in destinations of high demand, or of short dwell times typical of up to 1 hour. Communal facilities must be capable of simultaneous use serving all “active” bays.</u>			<b>Improved clarity and consistency with national policy</b>

3.6.9	<p>The provision of EVCI on-street is permitted in exceptional circumstances where on site constraints eliminate all other methods of <del>onsite</del> <u>on site</u> provision. Details will require agreement with the Local Planning Authority to ensure that such features do not result in highway safety issues- <u>or encroach on active travel or public transport infrastructure</u>. Additionally, a <u>traffic regulation order (TRO)</u> will be required for any on-street bays.</p>	<p><b>Improved consistency and minor typographical errors</b></p>
Figure 22	 <p style="text-align: center;"><i>Figure 8 Disabled bay dimensions</i></p>	<p><b>Minor typographical error</b></p>
3.9.1	<p>Parking solutions that incorporate multi-storey car parks above and/or below ground will be supported in appropriate locations. For example, locations where a high-quality streetscene is retained. Parking solutions should be <u>designed</u> in accordance with the technical guidance offered by the Institute of Structural Engineers “design recommendations for multi-storey and underground car parks” (2011) or any future update.</p>	<p><b>Minor typographical error</b></p>
3.9.2	<p><u>For situations requiring transition ramps, any transition ramp should be at least 3m in length and its gradient half the gradient of the ramp. These transition gradients should be sited at the top and bottom of the ramp to reduce the risk of vehicle grounding. A separate equality compliant pedestrian access route will be required where ramps exceed 1:12. Adequate headroom should be maintained of no less than 2.3m. Where larger delivery vehicles are expected or double deck cycle parking is to be used this must be increased to 2.7m, or to 5m in the case of refuse vehicles.</u></p>	<p><b>Improved clarity and consistency with national policy and guidance</b></p>
3.9.3	<p>The parking bay sizes for any multi-storey or underground car park should <del>accord with these</del> <u>meet dimensions</u> set out in this SPD. <u>Where internal columns are required these must be clearly shown due to their impact on parking capacity. Columns should be located at a distance of 0.8m from the front of the space to facilitate access and egress without impacting the ability to open car doors.</u> Additionally, the access road should be level. Where the land’s topography deems this not possible, a gradient no greater than 1:20 within the first the 5m from the highway is required.</p>	<p><b>Improved clarity and consistency with national policy and guidance</b></p>

3.9.4	Basement parking is often preferable to surface parking as it can reduce the visual dominance of vehicles and can free up green space. <del>Therefore, enhancing, preserve</del> amenity and <del>/ enhance</del> biodiversity. However, surface parking can provide attractive accessible parking for visitors, disabled drivers and service vehicles, discouraging drivers of those vehicles from parking in unsafe locations. Therefore, for developments with basement parking, and where on-street parking would cause highway safety and congestion issues, some on-site surface vehicle parking should be provided.	<b>Minor typographical error</b>
3.9.6	Undercroft parking <del>is</del> incorporated into the ground floor of a building should be enclosed by a wall and grills, as open <del>undercrofts</del> <u>undercroft parking can</u> have a poor appearance. <del>Consequently, problems with causing</del> security <u>issues</u> and <u>potential</u> anti-social behaviour <del>can emerge</del> . Balconies or roof terraces at first floor level can be used to counter the deadening impact of parking on the building frontage. Decorative railings/ grills and planting at the base of the building can also help to soften the impact. The council should avoid blank or unattractive elevations and the need for mechanical ventilation.	<b>Minor typographical error</b>
3.9.7	Podium car parking with development above enables parts of the podium roof to be used for green space. For example, communal roof gardens. The podium <del>creates</del> <u>maximises</u> opportunities for <u>improved</u> outdoor amenity <u>space</u> and planting, <del>activities that should be maximised</del> . Blank elevations adjacent to the public realm should be avoided. This can be achieved through wrapping the podium in active uses or using planted banks. One disadvantage of this approach is that large and complex structures can emerge as a result. This may be difficult to adapt and redevelop incrementally in the future.	<b>Minor typographical error</b>
3.9.8	<u>Any car parks equipped with entry control (e.g. lifting barriers) should have cycle by-passes or shortened barriers to enable cyclists to enter/exit without dismounting and pushing their cycles.</u> Any vehicle parking located behind a vehicle access barrier such as a gate will be considered as allocated parking as such barriers restrict general visitor parking.	<b>Improved clarity and consistency with national policy</b>
3.9.9	Car stackers and lifts are often suggested as a means of maximising the space available for off-street car parking. The council accepts the principle of stackers and lifts in new developments. However, developers should consider the following points: <ul style="list-style-type: none"> <li>• <del>where</del> where the stacker is accessed directly from the highway, it must not result in vehicles queuing on the highway</li> <li>• where a stacker is accessed within an off-street car park, and the spaces are not independently accessible, there must be adequate circulation space to allow vehicles to wait without blocking the free flow of traffic either within the car park or on the highway</li> <li>• the council may impose a condition relating to the maintenance of the stacker on the grant of any planning permission</li> <li>• car lifts should only be considered where it's not possible to install ramps to basement car parks</li> <li>• EV charging facilities are not generally compatible with car lifts or stackers</li> <li>• parking spaces accessed via a car lift or car stacker will only be considered as allocated</li> </ul>	<b>Minor typographical error and consistency changes</b>

	parking bays <u>and must be sized in accordance with the dimensions set out in this SPD.</u>	
4.1.1	The parking standards are applied on a hierarchical zonal basis within the BCP area, reflecting differing accessibility levels. <u>and access to local shops, services and facilities.</u> These are shown in Figure 28.	Improved clarity
4.1.16	<u>It is recognised that the zonal boundaries may not represent absolute accessibility of each individual location as the nature and location of a development site in the context of a neighbouring location can vary. This may be due to greater public transport accessibility (high frequency bus corridors) or closer proximity to local services and facilities.</u>	Improved clarity
Figure 28	<p><i>Figure 9 BCP Council Parking Zones</i></p> 	Replacement map reflecting changes to zone boundaries in line with consultation responses and cartographical errors
4.2	4.2 Parking standards	Improved readability
4.2.1	<p><u>The parking standards in the following tables apply to all categories of development for which planning permission is required (new builds, conversions, change of use) within the BCP Council area. These apply for all appropriate land uses within the Use Classes under the Town &amp; Country Planning (Use Classes) Order 1987 (as amended). For developments not listed, please contact the Local Planning Authority.</u></p> <p><u>The figures in the following tables reflect a summary of best available evidence regarding the likely parking demand requirement for most use classes for across a range of modes.</u></p>	Improved clarity



4.2.2	In determining the parking standards, the underlying principle was that areas, which already or potentially have a high-level access to facilities <del>and typically lower car ownership, or within a sustainable transport corridor</del> would be expected to adopt more rigorous parking standards <del>than less accessible areas. As typically car ownership and usage is lower within these areas.</del>	Improved clarity														
4.2.3	The figures are presented in spaces per square metre of Gross Floor Area (GFA) of buildings unless otherwise indicated. GFA is defined as the total area of a building, including the areas of any floors/storeys, as measured externally. In calculating <del>the parking provision standards</del> , due allowance has been made for the parts of buildings that are not available for the predominant use. For example, lift shafts, stair wells, plant rooms, <del>and circulation space and more.</del>	Improved clarity and grammatical changes														
4.2.4	When calculating parking provision, fractions of spaces (where shown <del>in decimals</del> ) should be rounded to the nearest whole number. For cycle parking a minimum of one stand (effectively two spaces) is to be provided. Cycle provision for change of use or conversion of existing <del>properties applications buildings</del> will be assessed on its merits, on a case by case basis. In the presence of constrained sites (where on site provision is not feasible), the LPA expects cycle parking to be provided through alternative means, preferably in the form of communal parking schemes (eg bikehangar).	Improved clarity and grammatical changes														
4.2.7	<p><del>The following tables provides the parking standards against which all new development within the BCP Council area will be assessed. The standards apply to all categories of development for which planning permission is required (new developments, conversions, change of use). The tables provide standards for all appropriate land uses within the Use Classes under the Town &amp; Country Planning (Use Classes) Order 1987 (as amended).</del></p> <p>For most commercial and retail uses in Zone A <del>and Zone B</del> zero car parking will be acceptable as this will encourage commuting workers, shoppers, and visitors to use the good sustainable travel options available in these locations. The public car parks in these locations will be available for those who choose to arrive by car.</p>	Improved clarity and consistency changes														
Table 3	<p>Table 3 B2: <i>General industrial Use for any industrial process (excluding incineration purposes, chemical treatment or landfill or hazardous waste).</i></p> <table border="1" data-bbox="387 1082 1749 1441"> <thead> <tr> <th></th> <th style="background-color: #e6b89c;">Cars: Staff &amp; Visitors</th> <th style="background-color: #9cc2e6;">Loading &amp; Servicing</th> <th style="background-color: #f4cccc;">Cycle Spaces (Minimum of one stand)</th> <th style="background-color: #d9ead3;">Minibus/Coach</th> <th style="background-color: #c6e0b4;">PTW</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Zone A</td> <td rowspan="2" style="text-align: center;">1/100 m2</td> <td rowspan="2" style="text-align: center;">Servicing Management Agreement.</td> <td style="text-align: center;">Secure Covered (staff):</td> <td rowspan="2" style="text-align: center;">To be agreed with LPA</td> <td rowspan="2" style="text-align: center;"><del>Nil: use public 1.5% of car parking spaces</del></td> </tr> <tr> <td style="text-align: center;">Zone B</td> <td style="text-align: center;">0.354/100 m2 Public (visitor/staff)</td> </tr> </tbody> </table>		Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW	Zone A	1/100 m2	Servicing Management Agreement.	Secure Covered (staff):	To be agreed with LPA	<del>Nil: use public 1.5% of car parking spaces</del>	Zone B	0.354/100 m2 Public (visitor/staff)	Improved clarity and consistency changes
	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW											
Zone A	1/100 m2	Servicing Management Agreement.	Secure Covered (staff):	To be agreed with LPA	<del>Nil: use public 1.5% of car parking spaces</del>											
Zone B			0.354/100 m2 Public (visitor/staff)													

			HGV: 1/500 m2 minimum of 1 space	overflow): 0.2/100 m2		
Zone C	1.5/100 m2		HGV: 1/500 m2 minimum of 1 space			
Zone D	1.75/100 m2					

Table 5	<p>Table 5 C1: Hotels and guest houses Hotels, boarding and guest houses - where no significant element of care is provided (excludes hostels). <del>Figures apply to resident facilities only; non-resident facilities are treated separately.</del>  <u>Figures apply to resident facilities only; non-resident facilities are treated separately.</u></p>					Improved clarity and consistency changes
		<b>Cars: Staff &amp; Visitors</b>	<b>Loading &amp; Servicing</b>	<b>Cycle Spaces (Minimum of one stand)</b>	<b>Minibus/Coach</b>	<b>PTW</b>
Zone A	0.5 per bed	To be agreed with LPA Servicing Management Agreement.	Secure Covered (staff): 0.15/bedroom Public (visitor/staff overflow): 0.05/bedroom	0.05/bedroom	1.5% of car spaces	
Zone B	0.75 per bed					
Zone C	1 per bed	To be agreed with LPA				
Zone D	1 per bed					

Table 6	<p>Table 6 C2: Hospitals, C2: Schools and colleges and C2A Secure residential institutions For detention centres, short-term holding centres, secure hospitals, secure local authority accommodation etc. please contact the local planning authority.</p>					Improved clarity in response to consultation response and consistency changes
		<b>Cars: Staff &amp; Visitors</b>	<b>Loading &amp; Servicing</b>	<b>Cycle Spaces (Minimum of one stand)</b>	<b>Minibus/Coach</b>	<b>PTW</b>



	All Zones	0.25 / full time equivalent (FTE) staff + 0.25/bed + provision for mobility scooters	<del>To be agreed with LPA</del>  To include facilities for: loading, drop-off/pick-up, ambulance	Secure covered (staff): 0.225/FTE staff Public (visitor/staff overflow):0.05/bed	Minibus to be agreed with LPA	1.5% of car spaces	
Table 7	<i>Table 7 C2: Nursing and care homes</i>						Improved clarity in response to consultation response and consistency changes
		<b>Cars: Staff &amp; Visitors</b>	<b>Loading &amp; Servicing</b>	<b>Cycle Spaces (Minimum of one stand)</b>	<b>Minibus/Coach</b>	<b>PTW</b>	
	All Zones	0.252 / full time equivalent (FTE) staff + 0.252/bed + provision for mobility scooters	To include facilities for: loading, drop-off/pick-up, ambulance	Secure covered (staff): 0.24/FTE staff Public (visitor/staff overflow): 0.05/bed	Minibus to be agreed with LPA	1.5% of car spaces	
Table 8	<i>Table 8 C2: Sheltered housing (specialist elderly person's accommodation)</i>						Improved clarity in response to consultation response and consistency changes
		<b>Cars: Staff &amp; Visitors</b>	<b>Loading &amp; Servicing</b>	<b>Cycle Spaces (Minimum of one stand)</b>	<b>Minibus/Coach</b>	<b>PTW</b>	
	All Zones	0.252 / full time equivalent (FTE) staff + 0.253/bed + provision for mobility scooters	<del>To be agreed with LPA</del>  To include facilities for: loading, drop-off/pick-up, ambulance	Secure covered residential (resident/staff): 0.4525 / FTE staff	Minibus to be agreed with LPA	1.5% of car spaces	

					Public (visitor) 0.05 / bed										
Table 9	Table 9 C3: <del>Flats</del> Flats <sup>17</sup> .								Improved clarity in response to consultation response and consistency changes						
	Number of Habitable Rooms (bedroom equivalent)	Cars: residents and visitors				Loading & Servicing	Cycle Spaces All Zones (Minimum of one stand)	Minibus/Coach		PTW All Zones					
		Zone A	Zone B	Zone C	Zone D										
		1-2 HR (Studio/1 bed)	0	0	1						1	To be agreed with LPA <sub>1</sub> and include operational parking as necessary	Secure Covered Residential: 1/ <del>Unit</del> / bed. Public (visitor): 0.1/Unit <sub>1</sub>	Minibus to be agreed with LPA	<del>add</del> 1.5% of car spaces
		3 HR (2 bed)	0	0	1						1				
	4 HR or more (3 bed+)	0	1	2	2										
Table 10	Table 10 C3: Houses								Improved clarity in response to consultation response and consistency changes						
	Number of Habitable Rooms (bedroom equivalent)	Cars: residents and visitors				Loading & Servicing	Cycle Spaces All Zones (Minimum of one stand)	Minibus/Coach		PTW All Zones					
		Zone A	Zone B	Zone C	Zone D										
		1-2 HR (1 bed)	0	0	1						1	To be agreed with LPA <sub>1</sub> and include operational parking as necessary	Secure Covered Residential: 1/ <del>Unit</del> / bed. Public (visitor): 0.1/Unit <sub>1</sub>	Minibus to be agreed with LPA	<del>add</del> 1.5% of car spaces
		3 HR (2 bed)	0	1	1						1				
	4 HR (3 bed)	0	1	2	2										
	5 HR or more (4 bed+)	0	1	2	2										

Table 11	<i>Table 11 C3: Holiday accommodation (holiday flats, self-catering apartments and serviced apartments)</i>					Improved clarity in response to consultation response and consistency changes
All Zones	Cars: Staff & Visitors 1 per apartment	Loading & Servicing To be agreed with LPA, <u>and include operational parking as necessary</u>	Cycle Spaces (Minimum of one stand) Secure Covered Residential: 1 / <del>unit</del> bed. Public (visitor): 0.1 <del>/</del> Unit	Minibus/Coach Minibus to be agreed with LPA	PTW 1.5% of car spaces	
Table 12	<i>Table 12 C4: Houses in multiple occupation Use of a dwellinghouse by 3-6 residents as a 'house in multiple occupation' (HMO) NB: Large HMOs (more than 6 people) are unclassified therefore sui generis.</i>					Improved clarity in response to consultation response and consistency changes
All Zones	Cars: residents and visitors 1 per HMO	Loading & Servicing To be agreed with LPA, <u>and include operational parking as necessary</u>	Cycle Spaces (Minimum of one stand) Secure Covered Residential: <del>0.5/habitable room.</del> 1 / bed. Public (visitor): <del>0.01/Habitable room.</del> 1/Unit	Minibus/Coach Minibus to be agreed with LPA	PTW 1.5% of car spaces	
Table 13	<i>Table 13 Class E: Clinics, health centres, doctors, dentists, vets</i>					Improved clarity in response to consultation response and consistency changes
	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW	

	Zone A	1/treatment room	To be agreed with LPA	Public (visitor/staff): <del>0.525</del> /treatment or consulting room	To be agreed with LPA	1.5% of car spaces	
	Zone B	2/treatment room					
	Zone C	2/treatment room					
	Zone D	3/treatment room					
Table 15	<i>Table 15 Class E: Indoor sports halls</i>						Improved clarity in response to consultation response and consistency changes
		<b>Cars: Staff &amp; Visitors</b>	<b>Loading &amp; Servicing</b>	<b>Cycle Spaces (Minimum of one stand)</b>	<b>Minibus/Coach</b>	<b>PTW</b>	
	Zone A	<del>Nil: use public car park</del> 2/100 m2	<del>Servicing Management Agreement. To be agreed with LPA</del>	<del>Secure Covered (staff):</del> 0.2/FTE	To be agreed with LPA	Nil: use public car parking	
	Zone B	<del>30.5</del> /100 m2		Public (visitor/staff): <del>0.07</del> /persons-overflow): 2.5/100 m2		1.5% of car spaces	
	Zone C	<del>42</del> /100 m2	To be agreed with LPA				
	Zone D	<del>4.5</del> /100 m2					
Table 16	<i>Table 16 Class E: Offices and businesses Including financial services such as banks and building societies, professional services (other than health and medical services) and estate/employment agencies.</i>						Consistency changes
		<b>Cars: Staff &amp; Visitors</b>	<b>Loading &amp; Servicing</b>	<b>Cycle Spaces (Minimum of one stand)</b>	<b>Minibus/Coach</b>	<b>PTW</b>	

	Zone A	Nil: use public car park	Servicing Management Agreement. <del>minimum of 1 space</del>	Secure Covered (staff): <del>1.0</del> /100 m2 Public (visitor/staff overflow): 0.2/100 m2	To be agreed with LPA	Nil: use public car parking	
	Zone B	1/100 m2				1.5% of car spaces	
	Zone C	2/100 m2	HGV: 1/500 m2 minimum of 1 space				
	Zone D	2.5/100 m2					
Table 17	<b>Table 17 Class E: Restaurants and cafes</b> <i>For the sale of food and drink, for consumption on the premises.</i>						<b>Consistency changes</b>
		<b>Cars: Staff &amp; Visitors</b>	<b>Loading &amp; Servicing</b>	<b>Cycle Spaces (Minimum of one stand)</b>	<b>Minibus/Coach</b>	<b>PTW</b>	
	Zone A	Nil: use public car park	Servicing Management Agreement. <del>HGV: 1/500 m2</del> <del>minimum of 1 space</del>	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking	
	Zone B						
	Zone C	3/100 m2	HGV: 1/500 m2 minimum of 1 space			1.5% of car spaces	
	Zone D	4/100 m2					
Table 18	<b>Table 18 Class E: Retail Shops, food stores, retail warehouses, hairdressers, travel &amp; ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors.</b>						<b>Consistency changes</b>

		Cars: _Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW
	Zone A	Nil: use public car park	Servicing Management Agreement <del>HGV: 1/1000 m2</del> minimum of 1 space	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking
	Zone B					
	Zone C	3/100 m2	HGV: 1/1000 m2 minimum of 1 space			1.5% of car spaces
	Zone D	4/100 m2				

Table 21	<i>Table 21 F.1: Public libraries, churches, art galleries, museums, places of worship, law courts, public exhibition halls</i>						Improved clarity in response to consultation response and consistency changes
		Cars: _Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW	
	Zone A	<del>2</del> 1/100 m2	To be agreed with LPA	Public (visitor/staff): 1.2/100m2	To be agreed with LPA	1.5% of car spaces	
	Zone B	<del>3</del> 2/100 m2					
	Zone C	<del>4</del> 3/100 m2					
	Zone D	<del>5</del> 4/100 m2					

Table 22	<i>Table 22 F.1: Schools</i>						Improved clarity and consistency
		Cars: _Staff & Visitors	Loading & Servicing	Cycle Spaces	Minibus/Coach	PTW	

				(Minimum of one stand)				
Zone A	0.1 / Full Time Equivalent (FTE) staff	Servicing Management Agreement to include <u>dedicated</u> student pick-up/drop-off <u>and/or</u> <u>servicing bay(s)</u>	Primary <del>pupils</del> *: <u>pupils</u> 19 : Secure covered: 0.1/student.	To be agreed with LPA	1.5% of car spaces			
Zone B	0.3 / Full Time Equivalent (FTE) staff							Primary Staff: Secure covered: 0.15/FTE staff.
Zone C	0.4 / Full Time Equivalent (FTE) staff							Public (visitor): 0.05/FTE staff.
Zone D	0.6 / Full Time Equivalent (FTE) staff							Secondary pupils: Secure covered: 0.25/student. Secondary staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff.  Crèches/Day Nurseries: Secure covered: covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff

\* Micro scooter storage is also required for primary schools: 0.1/student.



Table 23	<p><i>Table 23 Class F.2: Community halls</i></p> <table border="1"> <thead> <tr> <th></th> <th data-bbox="638 119 896 271">Cars: Staff &amp; Visitors</th> <th data-bbox="907 119 1120 271">Loading &amp; Servicing</th> <th data-bbox="1131 119 1355 271">Cycle Spaces (Minimum of one stand)</th> <th data-bbox="1366 119 1579 271">Minibus/Coach</th> <th data-bbox="1590 119 1736 271">PTW</th> </tr> </thead> <tbody> <tr> <td data-bbox="398 279 627 391">Zone A</td> <td data-bbox="638 279 896 391" rowspan="2">Nil: use public car park</td> <td data-bbox="907 279 1120 391" rowspan="2">Servicing Management Agreement</td> <td data-bbox="1131 279 1355 391">Secure Covered (staff): 0.2/FTE</td> <td data-bbox="1366 279 1579 391" rowspan="2">To be agreed with LPA</td> <td data-bbox="1590 279 1736 391">Nil: use public car parking</td> </tr> <tr> <td data-bbox="398 399 627 582">Zone B</td> <td data-bbox="1131 399 1355 582">Public (visitor/staff): 0.07/persons-overflow): 2.5/100 m2</td> <td data-bbox="1590 399 1736 582">1.5% of car spaces</td> </tr> <tr> <td data-bbox="398 590 627 670">Zone C</td> <td data-bbox="638 590 896 670">43/100 m2</td> <td data-bbox="907 590 1120 670">To be agreed with LPA</td> <td data-bbox="1131 590 1355 670"></td> <td data-bbox="1366 590 1579 670"></td> <td data-bbox="1590 590 1736 670"></td> </tr> <tr> <td data-bbox="398 678 627 750">Zone D</td> <td data-bbox="638 678 896 750">4.5/100 m2</td> <td data-bbox="907 678 1120 750"></td> <td data-bbox="1131 678 1355 750"></td> <td data-bbox="1366 678 1579 750"></td> <td data-bbox="1590 678 1736 750"></td> </tr> </tbody> </table>							Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW	Zone A	Nil: use public car park	Servicing Management Agreement	Secure Covered (staff): 0.2/FTE	To be agreed with LPA	Nil: use public car parking	Zone B	Public (visitor/staff): 0.07/persons-overflow): 2.5/100 m2	1.5% of car spaces	Zone C	43/100 m2	To be agreed with LPA				Zone D	4.5/100 m2					Improved clarity in response to consultation response and consistency changes
	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW																													
Zone A	Nil: use public car park	Servicing Management Agreement	Secure Covered (staff): 0.2/FTE	To be agreed with LPA	Nil: use public car parking																													
Zone B			Public (visitor/staff): 0.07/persons-overflow): 2.5/100 m2		1.5% of car spaces																													
Zone C	43/100 m2	To be agreed with LPA																																
Zone D	4.5/100 m2																																	
Table 24	<p><i>Table 24 Class F.2: Retail Shops up to 280sqm selling essential goods, including food, and at least 1km radius from another similar shop.</i></p> <table border="1"> <thead> <tr> <th></th> <th data-bbox="638 869 896 1021">Cars: Staff &amp; Visitors</th> <th data-bbox="907 869 1120 1021">Loading &amp; Servicing</th> <th data-bbox="1131 869 1355 1021">Cycle Spaces (Minimum of one stand)</th> <th data-bbox="1366 869 1579 1021">Minibus/Coach</th> <th data-bbox="1590 869 1736 1021">PTW</th> </tr> </thead> <tbody> <tr> <td data-bbox="398 1029 627 1236">Zone A</td> <td data-bbox="638 1029 896 1236" rowspan="2">Nil: use public car park</td> <td data-bbox="907 1029 1120 1236">Servicing Management Agreement</td> <td data-bbox="1131 1029 1355 1236" rowspan="2">Public (visitor/staff): 1.5/100 m2</td> <td data-bbox="1366 1029 1579 1236" rowspan="2">To be agreed with LPA</td> <td data-bbox="1590 1029 1736 1236">Nil: use public car parking</td> </tr> <tr> <td data-bbox="398 1244 627 1396">Zone B</td> <td data-bbox="907 1244 1120 1396">minimum of 1 space</td> <td data-bbox="1590 1244 1736 1396">1.5% of car spaces</td> </tr> <tr> <td data-bbox="398 1404 627 1407">Zone C</td> <td data-bbox="638 1404 896 1407">3/100 m2</td> <td data-bbox="907 1404 1120 1407">HGV: 1/1000 m2 minimum of 1 space</td> <td data-bbox="1131 1404 1355 1407"></td> <td data-bbox="1366 1404 1579 1407"></td> <td data-bbox="1590 1404 1736 1407"></td> </tr> </tbody> </table>							Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW	Zone A	Nil: use public car park	Servicing Management Agreement	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking	Zone B	minimum of 1 space	1.5% of car spaces	Zone C	3/100 m2	HGV: 1/1000 m2 minimum of 1 space				Improved clarity in response to consultation response and consistency changes						
	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW																													
Zone A	Nil: use public car park	Servicing Management Agreement	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking																													
Zone B		minimum of 1 space			1.5% of car spaces																													
Zone C	3/100 m2	HGV: 1/1000 m2 minimum of 1 space																																

	Zone D	4/100 m2																															
Table 25	<p><i>Table 25 Class F2: Stadia</i></p> <table border="1"> <thead> <tr> <th></th> <th>Cars: Staff &amp; Visitors</th> <th>Loading &amp; Servicing</th> <th>Cycle Spaces (Minimum of one stand)</th> <th>Minibus/Coach</th> <th>PTW</th> </tr> </thead> <tbody> <tr> <td>Zone A</td> <td><del>0.02</del><b>0.01</b> per spectator</td> <td rowspan="2">To be agreed with LPA</td> <td rowspan="2">Public (visitor/staff): 0.07/spectator.</td> <td rowspan="2">1/120 spectators to be agreed with LPA</td> <td rowspan="2">Nil: use public <b>1.5% of</b> car parking spaces</td> </tr> <tr> <td>Zone B</td> <td><del>0.03</del><b>0.02</b> per spectator</td> </tr> <tr> <td>Zone C</td> <td><del>0.05</del><b>0.04</b> per spectator</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Zone D</td> <td><b>0.07</b> per spectator</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW	Zone A	<del>0.02</del> <b>0.01</b> per spectator	To be agreed with LPA	Public (visitor/staff): 0.07/spectator.	1/120 spectators to be agreed with LPA	Nil: use public <b>1.5% of</b> car parking spaces	Zone B	<del>0.03</del> <b>0.02</b> per spectator	Zone C	<del>0.05</del> <b>0.04</b> per spectator					Zone D	<b>0.07</b> per spectator					Improved clarity in response to consultation response and consistency changes
	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW																												
Zone A	<del>0.02</del> <b>0.01</b> per spectator	To be agreed with LPA	Public (visitor/staff): 0.07/spectator.	1/120 spectators to be agreed with LPA	Nil: use public <b>1.5% of</b> car parking spaces																												
Zone B	<del>0.03</del> <b>0.02</b> per spectator																																
Zone C	<del>0.05</del> <b>0.04</b> per spectator																																
Zone D	<b>0.07</b> per spectator																																
Sui Generis	<p>Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include student accommodation, theatres, hostels providing no significant element of care and scrap yards. Petrol filling stations and showrooms selling and/or displaying motor vehicles. Wholesalers, nightclubs, launderettes, taxi businesses, amusement centres, <u>static caravans</u>, and casinos. For such developments not listed, please contact the local planning authority.</p>						Improved clarity in response to consultation response																										
Table 26	<p><i>Table 26 Sui generis: Drinking establishments Public houses, wine bars or other drinking establishments (but not nightclubs).</i></p> <table border="1"> <thead> <tr> <th></th> <th>Cars: Staff &amp; Visitors</th> <th>Loading &amp; Servicing</th> <th>Cycle Spaces (Minimum of one stand)</th> <th>Minibus/Coach</th> <th>PTW</th> </tr> </thead> <tbody> <tr> <td>Zone A</td> <td rowspan="2">Nil: use public car park</td> <td rowspan="2">Servicing Management Agreement.  HGV: 1/500 m2</td> <td rowspan="2">Public (visitor/staff): 1.5/100 m2</td> <td rowspan="2">To be agreed with LPA</td> <td rowspan="2">Nil: use public car parking</td> </tr> <tr> <td>Zone B</td> </tr> </tbody> </table>							Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW	Zone A	Nil: use public car park	Servicing Management Agreement.  HGV: 1/500 m2	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking	Zone B	Improved clarity in response to consultation response and consistency changes													
	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW																												
Zone A	Nil: use public car park	Servicing Management Agreement.  HGV: 1/500 m2	Public (visitor/staff): 1.5/100 m2	To be agreed with LPA	Nil: use public car parking																												
Zone B																																	

			<i>minimum of 1 space</i>				
	Zone C	<b>43/100 m2</b>	<b>HGV: 1/500 m2</b> <i>minimum of 1 space</i>				<b>1.5% of car spaces</b>
	Zone D	<b>64/100 m2</b>					

Table 29	Table 29 Sui generis: Hot food takeaways <i>For the sale of hot food for consumption off the premises.</i>						Improved clarity in response to consultation response and consistency changes
		<b>Cars: Staff &amp; Visitors</b>	<b>Loading &amp; Servicing</b>	<b>Cycle Spaces (Minimum of one stand)</b>	<b>Minibus/Coach</b>	<b>PTW</b>	
	Zone A	<i>Nil: use public car park</i>	<del>To be agreed with LPA.</del> <b><u>Servicing Management Agreement.</u></b>	<b>Public (visitor/staff): 1.5/100 m2</b>	<b>To be agreed with LPA</b>	<b>Nil: use public car parking</b>	
	Zone B						
	Zone C	<b>43/100 m2</b>	<b>To be agreed with LPA</b>			<b>1.5% of car spaces</b>	
	Zone D	<b>64/100 m2</b>					

Table 30	Table 30 Sui generis Large houses in multiple occupation (HMOs) (more than 6 people)						Improved clarity in response to consultation response and consistency changes
		<b>Cars: Residents &amp; Visitors</b>	<b>Loading &amp; Servicing</b>	<b>Cycle Spaces (Minimum of one stand)</b>	<b>Minibus/Coach</b>	<b>PTW</b>	
	All Zones	<b>1 per HMO</b>	<b>To be agreed with LHA.</b> <del>LPA.</del> <b><u>and include operational parking as necessary</u></b>	<b>Secure Covered Residential:</b> <del>1/habitable room.</del> <b><u>Minimum 1 space / bed.</u></b>	<b>Minibus to be agreed with LHA</b>	<b>1.5% of car spaces</b>	

				Public (visitor): 0.01/Habitable <del>room</del> -1/Unit																							
Table 31	<p><i>Table 31 Sui generis Student accommodation</i> Purpose-built student accommodation is defined as a 'hall of residence' with typically a cluster-flat arrangement, usually a warden facility and other communal facilities, such as shared kitchens and <del>bathrooms</del><u>bathrooms</u><sup>21</sup></p> <table border="1"> <thead> <tr> <th></th> <th>Cars: Staff &amp; Visitors</th> <th>Loading &amp; Servicing</th> <th>Cycle Spaces (Minimum of one stand)</th> <th>Minibus/Coach</th> <th>PTW</th> </tr> </thead> <tbody> <tr> <td>Zone A</td> <td rowspan="3"><i>Nil: use public car park</i></td> <td rowspan="3"><i>To be agreed with LPA, and include operational parking as necessary</i></td> <td rowspan="3"><i>Secure Covered Residential: 1/Unit / bed.</i></td> <td rowspan="3"><i>To be agreed with LPA</i></td> <td><i>4.5% of Nil: use public car spaces parking</i></td> </tr> <tr> <td>Zone B</td> </tr> <tr> <td>Zone C</td> </tr> <tr> <td>Zone D</td> <td><i>1 per unit</i></td> <td></td> <td>Public (visitor): 0.1/Unit</td> <td></td> <td><i>1.5% of car spaces</i></td> </tr> </tbody> </table>							Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW	Zone A	<i>Nil: use public car park</i>	<i>To be agreed with LPA, and include operational parking as necessary</i>	<i>Secure Covered Residential: 1/Unit / bed.</i>	<i>To be agreed with LPA</i>	<i>4.5% of Nil: use public car spaces parking</i>	Zone B	Zone C	Zone D	<i>1 per unit</i>		Public (visitor): 0.1/Unit		<i>1.5% of car spaces</i>	Improved clarity in response to consultation response and consistency changes
	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW																						
Zone A	<i>Nil: use public car park</i>	<i>To be agreed with LPA, and include operational parking as necessary</i>	<i>Secure Covered Residential: 1/Unit / bed.</i>	<i>To be agreed with LPA</i>	<i>4.5% of Nil: use public car spaces parking</i>																						
Zone B																											
Zone C																											
Zone D	<i>1 per unit</i>		Public (visitor): 0.1/Unit		<i>1.5% of car spaces</i>																						
Table 32	<p><i>Table 32 Sui generis: Theatres, cinemas, concert halls, bingo halls, and dance halls</i></p> <table border="1"> <thead> <tr> <th></th> <th>Cars: Staff &amp; Visitors</th> <th>Loading &amp; Servicing</th> <th>Cycle Spaces (Minimum of one stand)</th> <th>Minibus/Coach</th> <th>PTW</th> </tr> </thead> <tbody> <tr> <td>Zone A</td> <td rowspan="2"><i>Nil: use public car park</i></td> <td rowspan="2"><i>To be agreed with LPA</i></td> <td><i>Secure Covered (staff): 0.2/FTE</i></td> <td rowspan="2"><i>To be agreed with LPA</i></td> <td rowspan="2"><i>Nil: use public car parking</i></td> </tr> <tr> <td>Zone B</td> <td><i>Public (visitor/staff): 0.07/persons</i></td> </tr> </tbody> </table>							Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW	Zone A	<i>Nil: use public car park</i>	<i>To be agreed with LPA</i>	<i>Secure Covered (staff): 0.2/FTE</i>	<i>To be agreed with LPA</i>	<i>Nil: use public car parking</i>	Zone B	<i>Public (visitor/staff): 0.07/persons</i>	Improved clarity in response to consultation response and consistency changes						
	Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces (Minimum of one stand)	Minibus/Coach	PTW																						
Zone A	<i>Nil: use public car park</i>	<i>To be agreed with LPA</i>	<i>Secure Covered (staff): 0.2/FTE</i>	<i>To be agreed with LPA</i>	<i>Nil: use public car parking</i>																						
Zone B			<i>Public (visitor/staff): 0.07/persons</i>																								

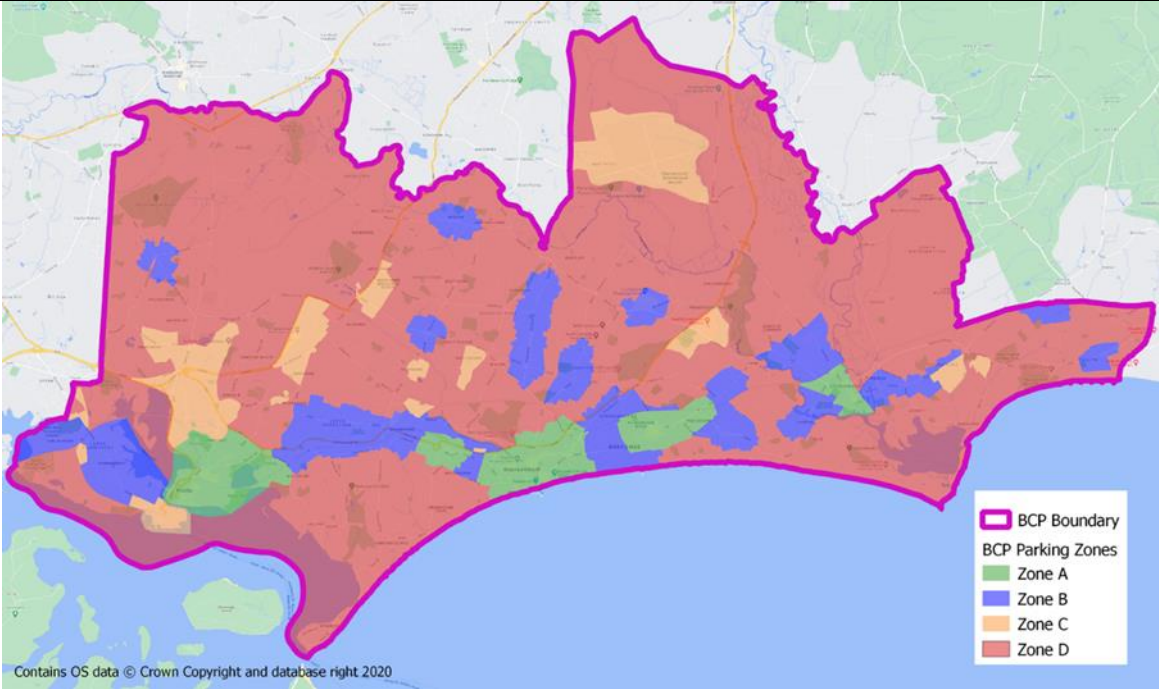
				<u>overflow): 2.5/100 m2</u>			
	Zone C	<b>0.2 / seat</b>				<b>1.5% of car spaces</b>	
	Zone D						
4.3.1	The Local Development Plan provides the policy basis for determining planning applications. The council will expect proposals to incorporate all requirements and measures <u>necessary</u> to mitigate harmful impacts <u>of traffic</u> on the wider transport network.						<b>Minor clarity changes</b>
4.3.2	<u>Parking in new development should aim to meet the requirements set out in the SPD. In circumstances where an applicant can demonstrate that a departure from the standards is appropriate, this should be fully justified.</u>						<b>Improved clarity in response to consultation response</b>
4.3.3	<u>Increases or reductions in parking provision can be justified as part of the Design and Access Statement, Transport Assessment or other supporting information. Relevant factors may include the nature and location of the development, or where there is greater public transport accessibility or higher active travel usage. They may also include the allocation of parking spaces (or not), visitor parking requirements, the function of the street and existing parking demands. Typical examples may include family accommodation, luxury flats, high frequency bus routes, or other site-specific circumstances.</u>						<b>Improved clarity in response to consultation response</b>
4.3.4	<u>Other than the typical examples in the previous paragraph we will need robust evidence</u> if there is any departure from the standards set out in this SPD, such as providing a shortfall or overprovision of parking. <del>The , this will require robust and evidence-based justification to vary the parking requirements. The council can</del> <u>council may</u> also request an assessment on individual sites of local parking and traffic conditions, in order to consider the risks to highway safety as a result of the proposed variation.						<b>Improved clarity in response to consultation response and consistency changes</b>
4.3.6	On-street parking stress surveys and assessment will be required at the council's discretion <u>in cases involving variation from the standards</u> in order to assess the potential magnitude the displacement impact (if any) would have on the parking stress on the nearby streets, and consequently how the impact (if any) from the displacement onto the highway will be mitigated. Further guidance is available in the council's Parking Survey and Assessment Note in Appendix C(i).						<b>Improved clarity in response to consultation response and consistency changes</b>
4.3.7	<u>The Local Planning Authority reserves the right to determine the provision of bus passes in lieu of car parking, in similar terms to the way car clubs are considered in lieu of parking. This will depend on type, size and the scale of development and determined on a case-by-case basis.</u>						<b>Improved clarity in response to consultation response</b>

5.1.2	Loading and servicing requirements may be unique to a site. Activities should be arranged to minimise, while aiming to avoid <del>and any</del> adverse impacts on the site and surrounding areas. Where <u>on-site</u> loading and servicing provision is required, clear signs must be provided. <u>It is the Local Planning Authority's preference that dedicated servicing bays are provided and dedicated operational servicing/parking requirements are provided in Zones A and B for residential uses, which should cater for the maximum number and size of vehicles likely to serve the development at any one time. These should be fitted with lockable bollards to avoid being utilised as an overflow parking area for cars by residents.</u>	<b>Improved clarity and consistency changes</b>
5.1.3	<u>Sufficient Operational Parking should be provided on site, especially for residential uses where zero car parking is provided. Operational Parking is defined as the space required for cars and service vehicles necessarily involved in the operation of the business of particular buildings. It comprises space for vehicles servicing the premises; primarily commercial vehicles, and including vehicles delivering or collecting goods, grocery deliveries, furniture removal and maintenance vehicles, as examples. In addition to the space required for loading and unloading, Operational Parking also includes space for picking up and setting down passengers. Appropriate justification is to be provided to demonstrate the level of Operational Parking proposed for development.</u>	<b>Improved clarity and consistency changes</b>
5.1.4	Development proposals <del>should</del> <u>must</u> make provision for loading and servicing activities as follows: <ul style="list-style-type: none"> <li>• Demonstrate that loading and servicing activities for the site can occur without disruption to pedestrians, cyclists and vehicles both on and off the site;</li> <li>• Where no designated areas/bays are provided on-site for loading and servicing activities, the applicant must demonstrate the procedure of loading and servicing. This can be presented in a delivery servicing plan, or parking management plan.</li> </ul>	<b>Improved clarity and consistency changes</b>
5.1.5	In considering planning applications, the council will control the hours of delivery and/or define routes for delivery activities. This reinforces the council's aim of minimising intrusion and disturbance and/or limiting the impact of deliveries on the road network. Out of peak hours, deliveries are the default for all loading and servicing arrangements within <del>Zone</del> <u>Zones</u> A and <del>Zone</del> B.	<b>Minor grammatical change</b>
5.3	Developments that are likely to generate coach traffic must provide appropriate off-street parking facilities for the stopping, setting down and picking up of passengers. Appropriate turning facilities <u>should also be provided</u> (avoiding the requirement for coaches to reverse in or out of a site where possible, taking into consideration highway and pedestrian safety) <del>should also be provided.</del>	<b>Minor grammatical change</b>
5.4	<u>Car Clubs</u> <del>and,</del> <u>car sharing and shared parking</u>	<b>Consistency changes and improved readability</b>
5.4.3	When effectively managed, car clubs have been shown <u>generally</u> to reduce car ownership, and particularly ownership of second cars. <del>This can help,</del> <u>helping</u> to reduce traffic and parking <del>pressure</del> <u>pressures</u> . Therefore, the council wishes to promote the use of accredited car clubs. BCP Council has an existing car club network in place, therefore new developments that include a car club	<b>Minor grammatical changes</b>

	would be expected to join the council's preferred supplier. A TRO will be required for any on-street car club bays.	
5.4.4	The location of car clubs is crucial to their success. Large commercial users facilitate the use of the car club during the daytime. This occurs when residents are at work, with residents <del>who use them</del> <u>mainly using</u> vehicles <del>mainly in</del> evenings and weekends. This ensures commercial viability of the car club and its long-term sustainability.	Minor grammatical changes
5.4.5	Car clubs function efficiently by complementing other sustainable travel modes, rather than acting as a standalone solution. Therefore, car clubs will generally be supported for developments within the Main Centres and Local Centres (Zones A and B), <del>ensuring that viability can be demonstrated.</del> In the right location car clubs can be used alongside provision for active travel, <u>support for public transport measures (including annualised bus passes)</u> and <del>strong parking restrictions</del> to enable lower car ownership and <del>use. However, car clubs should not be primarily used to overcome a parking shortfall.</del> <u>reduce car usage.</u> Further advice <u>on car clubs</u> is available from the <a href="#">CoMo</a> website.	Improved clarity and consistency changes
5.4.6	Car sharing can be an effective way of reducing single person car trips. It considers those who do not feel that walking, cycling or public transport is a viable alternative mode- <del>to the private car.</del>	Minor grammatical changes
5.4.8	The provision of car sharing bays should be in a preferential location <u>within the site</u> , usually within proximity to the site entrance. Such bays should be provided from the outset, as travel patterns can struggle with change once they have become established. Car share bays are not counted as additional spaces and should be clearly marked as being for car share use only.	Minor grammatical changes
5.4.9	<u>Similar to car sharing, shared use of parking areas may result in a reduction of the number of parking spaces, which will be considered on a site by site basis.</u> Conflict should not occur so long as the shared use developments operate at differing times of day or days of the week, unless the development is considered ancillary to other activities. For example, food and drink within a retail area.	Improved clarity and consistency changes
5.7.4	<u>Engagement and consultation with local stakeholders that could be impacted by proposed school streets closures is required, with additional consultation encouraged ahead of any formal traffic regulation order(s).</u>	Improved clarity and consistency changes
Figure 31	<i>Figure 10 Junction <del>visability</del>visibility</i>	Minor typographical change
5.10.1	<del>As getting the street layout right results in a well-functioning development and a better place to live</del> The council expects new street design to <u>accordalign</u> with <u>up to date</u> national best practice guidance <del>on the subject</del> <u>to ensure that the street layout creates a well-functioning development and a high-quality place where people will feel safe.</u>	Improved clarity and consistency changes
5.10.2	<del>Opportunities for inappropriate parking should be designed out of schemes, as far as possible.</del> Providing sufficient designated on-street parking spaces in the right locations will assist in reducing the instances where residents feel the need to park on footways or verges. However, inappropriate parking should also be prevented through the design of the street. A range of street elements, such as	Minor grammatical changes



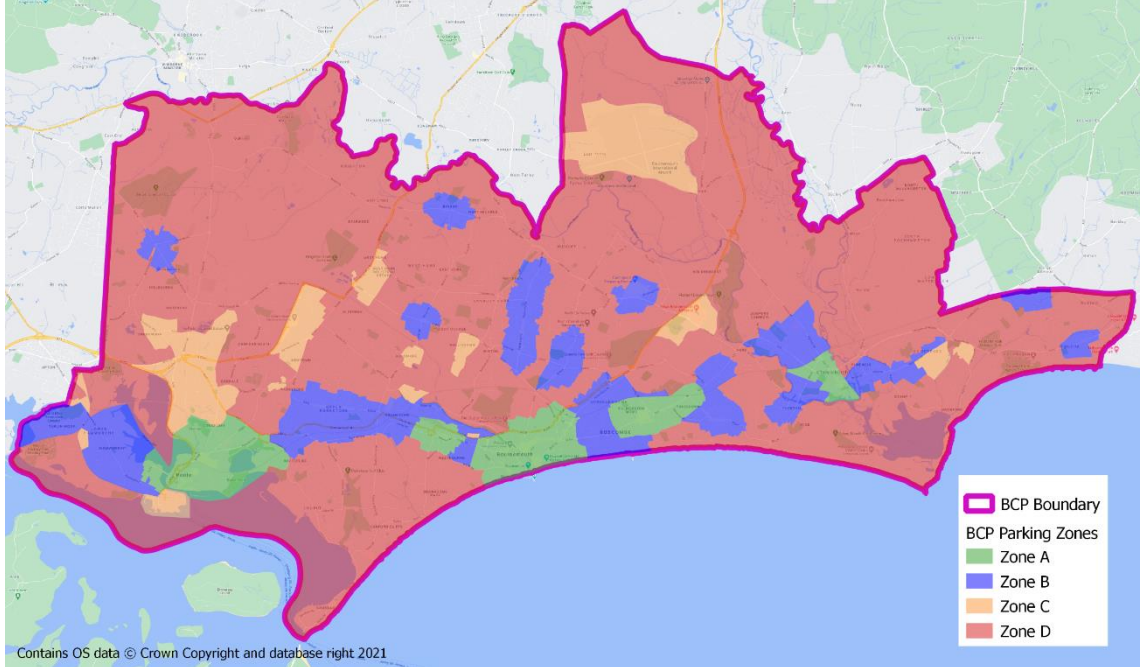
	carriageway widths, street furniture and planting, (including trees and groundcover planting), can be manipulated to constrain or direct parking.													
Appendix A	<p>Disabled car <u>and adapted cycle</u> parking spaces should be located close to the main pedestrian entrance <u>and clearly signed. Dropped kerbs should be provided to enable access from the bay to and from the footway/ pedestrian access way.</u></p> <p>The number of spaces required for disabled <u>motorists/users</u> for both residential and non-residential development are presented below.</p>			<b>Improved clarity and consistency changes</b>										
Appendix A	<table border="1"> <thead> <tr> <th><u>Use</u></th> <th><u>Car Standard</u></th> <th><u>Adapted Cycle Standard</u></th> </tr> </thead> <tbody> <tr> <td><u>Employment and business premises, including educational establishments.</u></td> <td> <p><u>Up to 200 bays:</u></p> <p><u>Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater.</u></p> <p><u>Over 200 bays:</u></p> <p><u>6 bays plus 2% of total capacity.</u></p> </td> <td rowspan="4"><u>5% of the total capacity</u></td> </tr> <tr> <td><u>Shopping, recreation and leisure.</u></td> <td> <p><u>Up to 200 bays:</u></p> <p><u>3 bays or 6% of total capacity whichever is greater.</u></p> <p><u>Over 200 bays:</u></p> <p><u>4 bays plus 4% of total capacity.</u></p> </td> </tr> <tr> <td><u>Residential Development</u></td> <td><u>5% of spaces (with a minimum of 1 space) should be able to adapt, in order to meet the requirements of a disabled space, should a disabled person require its use in the future.</u></td> </tr> <tr> <td><u>Medical, health and care facilities</u></td> <td> <p><u>Up to 200 bays:</u></p> <p><u>3 bays or 6% of total capacity whichever is greater.</u></p> </td> </tr> </tbody> </table>	<u>Use</u>	<u>Car Standard</u>	<u>Adapted Cycle Standard</u>	<u>Employment and business premises, including educational establishments.</u>	<p><u>Up to 200 bays:</u></p> <p><u>Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater.</u></p> <p><u>Over 200 bays:</u></p> <p><u>6 bays plus 2% of total capacity.</u></p>	<u>5% of the total capacity</u>	<u>Shopping, recreation and leisure.</u>	<p><u>Up to 200 bays:</u></p> <p><u>3 bays or 6% of total capacity whichever is greater.</u></p> <p><u>Over 200 bays:</u></p> <p><u>4 bays plus 4% of total capacity.</u></p>	<u>Residential Development</u>	<u>5% of spaces (with a minimum of 1 space) should be able to adapt, in order to meet the requirements of a disabled space, should a disabled person require its use in the future.</u>	<u>Medical, health and care facilities</u>	<p><u>Up to 200 bays:</u></p> <p><u>3 bays or 6% of total capacity whichever is greater.</u></p>	<b>Improved clarity and consistency with national policy and guidance</b>
<u>Use</u>	<u>Car Standard</u>	<u>Adapted Cycle Standard</u>												
<u>Employment and business premises, including educational establishments.</u>	<p><u>Up to 200 bays:</u></p> <p><u>Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater.</u></p> <p><u>Over 200 bays:</u></p> <p><u>6 bays plus 2% of total capacity.</u></p>	<u>5% of the total capacity</u>												
<u>Shopping, recreation and leisure.</u>	<p><u>Up to 200 bays:</u></p> <p><u>3 bays or 6% of total capacity whichever is greater.</u></p> <p><u>Over 200 bays:</u></p> <p><u>4 bays plus 4% of total capacity.</u></p>													
<u>Residential Development</u>	<u>5% of spaces (with a minimum of 1 space) should be able to adapt, in order to meet the requirements of a disabled space, should a disabled person require its use in the future.</u>													
<u>Medical, health and care facilities</u>	<p><u>Up to 200 bays:</u></p> <p><u>3 bays or 6% of total capacity whichever is greater.</u></p>													

	<p><u>Over 200 bays:</u></p> <p><u>5 bays plus 5% of total capacity.</u></p>		
	<p><u>Hotels with specially designed rooms</u></p>	<p><u>One space for each specially designed room.</u></p>	
Appendix A	<p><b>Residential Development*.</b></p> <p>5% of spaces (with a minimum of 1 space) should be able to adapt, in order to meet the requirements of a disabled space, should a disabled person require its use in the future.</p> <p><b>*Notes.</b> A larger proportion of spaces may be required at facilities where a higher proportion of users or visitors with disabilities will be expected. For example, medical, health and care facilities.</p>		<p><b>Consistency changes</b></p>
Appendix B			<p><b>Replacement map reflecting changes to zone boundaries in line with consultation responses and cartographical errors</b></p>
Appendix C(i)	<p>4. Certain locations are susceptible to higher recurring parking demand at times not covered by the survey, for example seasonal demand from tourism or nearby events. This should be considered with the assessment and the applicant should identify/survey the coincidental <del>peal periods</del> <u>peak periods</u>.</p>		<p><b>Minor typographical changes</b></p>

	<u>unless subject to prior agreement with the LPA.</u>	
Footnote 1	<u>Gear Change: A bold vision for cycling and walking (2020, DfT)</u>	<b>Improved clarity and consistency with national policy and guidance</b>
Footnote 8	<u>LTN 1/20 Cycle Design Guidance (2020, DfT)</u>	<b>Improved clarity and consistency with national policy and guidance</b>
Footnote 9	<u>CD 195 Designing for cycle traffic (Highways England, 2020)</u> <u>LTN 1/20 Cycle Design Guidance (2020, DfT)</u>	<b>Replacement source</b>
Footnote 10	<u>LTN 1/20 Cycle Design Guidance (2020, DfT)</u>	<b>Improved clarity and consistency with national policy and guidance</b>
Footnote 11	<u>Gear Change: A bold vision for cycling and walking (2020, DfT)</u>	<b>Improved clarity and consistency with national policy and guidance</b>
Footnote 17	<u>For developments in Zones A and B with greater than 50 units on site provision of at least 2 car club bays will be expected. For developments of fewer than 50 units an equivalent financial contribution towards an existing car club will be sought.</u>	<b>Improved clarity</b>
Footnote 18	<u>Micro scooter storage should be considered: 0.05/student.</u>	<b>Improved clarity</b>
Footnote 19	<u>Micro scooter storage is also required for primary schools: 0.1/student.</u>	<b>Improved clarity</b>
Figures	Renumbering of figures throughout document	<b>Consistency</b>
Footnotes	Renumbering of footnotes throughout document	<b>Consistency</b>

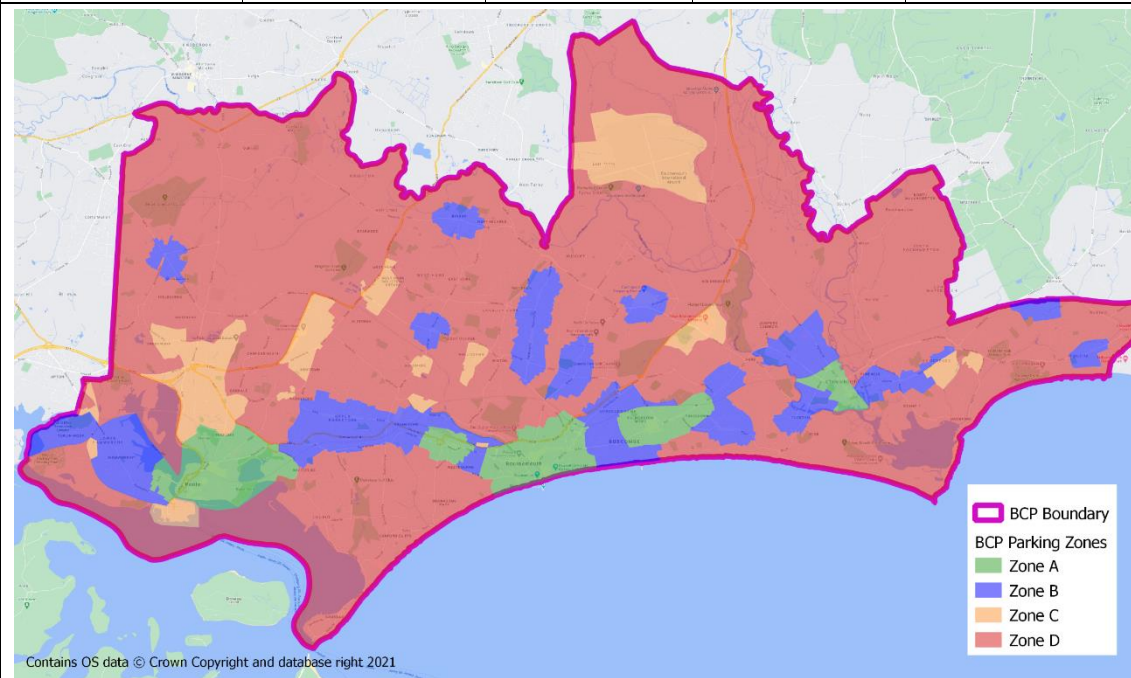
**TABLE 2 Minor changes to the SPD following adoption**

Section	Changes following consultation on draft SPD	Reason															
1.4.4	This SPD was adopted by BCP Council on 5 <sup>th</sup> January 2021.	Update to reflect adoption of SPD															
3.3.26	Double deck stands require significantly greater aisle widths and therefore typically provide only 30% more capacity than standard Sheffield Stands <sup>1</sup> . A minimum aisle width of 2.5m beyond the lowered frame is required, increased to a minimum of 3.5m where double-deck stands line both sides of the aisle. The minimum height requirement to clear any cycles on the upper deck is 2.7m with a 500mm <b>minimum</b> spacing between stands.	Improved clarity															
3.6.1	In order to future proof development ahead of the expected transition to electric vehicles (EV), the council expects the inclusion of charging points for electric vehicles in all new developments. <b>Proposals for houses/bungalows with at least one designated parking space within the curtilage of its own plot must ensure the installation of at least one active EV charging point.</b> Conversions and change of use applications will be agreed with the LPA on a case by case basis.	Improved clarity in respect to EV for individual dwellinghouses															
Table 1	<table border="1"> <thead> <tr> <th data-bbox="416 676 837 874">Table 1 EV provision</th> <th data-bbox="837 676 1258 874">Percentage of bays with “active<sup>14</sup>” chargepoint provision</th> <th data-bbox="1258 676 1697 874">Percentage of bays with “passive<sup>15</sup>” chargepoint provision</th> </tr> </thead> <tbody> <tr> <td data-bbox="416 874 837 1008">All houses/bungalows with 1+ space</td> <td data-bbox="837 874 1258 1008">100%</td> <td data-bbox="1258 874 1697 1008">0%</td> </tr> <tr> <td data-bbox="416 1008 837 1142">All other residential development less than 10 spaces</td> <td data-bbox="837 1008 1258 1142">20%</td> <td data-bbox="1258 1008 1697 1142">80%</td> </tr> <tr> <td data-bbox="416 1142 837 1257">All other residential development with 10+ spaces</td> <td data-bbox="837 1142 1258 1257">50%</td> <td data-bbox="1258 1142 1697 1257">50%</td> </tr> <tr> <td data-bbox="416 1257 837 1366">Non-residential development with 10+ spaces</td> <td data-bbox="837 1257 1258 1366">30%</td> <td data-bbox="1258 1257 1697 1366">70%</td> </tr> </tbody> </table>	Table 1 EV provision	Percentage of bays with “active <sup>14</sup> ” chargepoint provision	Percentage of bays with “passive <sup>15</sup> ” chargepoint provision	All houses/bungalows with 1+ space	100%	0%	All other residential development less than 10 spaces	20%	80%	All other residential development with 10+ spaces	50%	50%	Non-residential development with 10+ spaces	30%	70%	Improved clarity in respect to EV for individual dwellinghouses
Table 1 EV provision	Percentage of bays with “active <sup>14</sup> ” chargepoint provision	Percentage of bays with “passive <sup>15</sup> ” chargepoint provision															
All houses/bungalows with 1+ space	100%	0%															
All other residential development less than 10 spaces	20%	80%															
All other residential development with 10+ spaces	50%	50%															
Non-residential development with 10+ spaces	30%	70%															

	Non-residential development less than 10 spaces	To be agreed with LPA						
<b>3.3.31</b>	Sheffield type stands within the cycle stores should be placed in accordance with Figure 19 and Figure 20. Access aisles should have a minimum width of 1.2m between parked bicycles. If double stacked cycle parking is proposed, a minimum aisle width of 2.5m beyond the lowered frame is required, increased to a minimum of 3.5m where double-deck stands line both sides of the aisle <b>with a 500mm minimum spacing between stands</b> . A minimum of 2.7m head height is required to ensure the system is usable. Access doors should have a minimum width of 1.2m. Every cycle space should be accessible and not obstructed by other cycles in the store.		<b>Consistency</b>					
<b>4.14</b>	Zone C — <b>Zone C</b> - Business hubs		<b>Duplicate text</b>					
<b>Figure 28</b>			<b>Replacement map reflecting changes to zone boundaries</b>					
<b>Table 5</b>	<p>Table 5 C1: Hotels and guest houses Hotels, boarding and guest houses - where no significant element of care is provided (excludes hostels).          Figures apply to resident facilities only; non-resident facilities are treated separately.</p> <table border="1" data-bbox="660 1305 1693 1401"> <tr> <td>Cars: Staff &amp; Visitors</td> <td>Loading &amp; Servicing</td> <td>Cycle Spaces</td> <td>Minibus/Coach</td> <td>PTW</td> </tr> </table>		Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces	Minibus/Coach	PTW	<b>Improved clarity</b>
Cars: Staff & Visitors	Loading & Servicing	Cycle Spaces	Minibus/Coach	PTW				

				(Minimum of one stand)			
Zone A	0.5 per <del>bed</del> bedroom	Servicing Management Agreement.	Secure Covered (staff): 0.15/bedroom	Public (visitor/staff overflow): 0.05/bedroom	0.05/bedroom	1.5% of car spaces	
Zone B	0.75 per <del>bed</del> bedroom						
Zone C	1 per <del>bed</del> bedroom	To be agreed with LPA					
Zone D	1 per <del>bed</del> bedroom						

Appendix B



Replacement map reflecting changes to zone boundaries