

Car Parking Standards

1. General aim: As a general objective the Council will normally promote the provision of off-street parking **where it is necessary. However, where possible the Council will restrict the amount of parking spaces in locations where there is good access to public transport.** The following notes on the use of the car parking standards should be read in conjunction with the standards themselves. The London Planning Advisory Committee (LPAC) has formulated a parking strategy for London which has the long term aims of restraining the use of cars and promoting better public transport services.
2. **Maximum Standards:** The standards have been changed from minimum to maximum requirements. However, the Council will attempt to be flexible in its requirements, taking account of the type of use **and the location of each proposal.**
3. Scope of the standards: The standards apply to new buildings and to extensions to existing buildings. Where changes of use are involved, the standards will normally apply if the change is to a use with a higher parking standard. In this case, the amount of parking required will be the excess over the requirement for the previous use.
4. Floorspace definition: The reference to floorspace in all cases is to the gross floor area; that is, including the thickness of external walls.
5. Multiple land uses: Where several land uses are included within a scheme, the parking requirement is calculated separately for each use. Ancillary floorspace (e.g. canteen space within a factory) is subject to the standard for the main use.
6. Absence of a standard: The standards set out below do not cover all land uses. Proposals for uses not dealt with below will be assessed in relation to the capacity of the premises (i.e. in terms of the numbers of people using the building), the proportion of visitors likely to arrive by car, the character of the surrounding area, the likely hours of use, the frequency of peak use and the availability of other car parking facilities nearby.
7. Dual use: Developments designed to allow for the multiple use of parking facilities (i.e. the use by different sections of the community at different times) are to be encouraged. Where this can be achieved, the parking requirements will be based on the maximum demand at any one time.
8. Provision for people with disabilities: All developments will need to have due regard to requirements of people with disabilities. Public buildings, including places of learning and buildings in which people are employed, will need to be designed to provide (within the site, close to the main entrance and with an accessible route to it) an accessible space for cars to set down and pick up disabled passengers. In addition, specific parking facilities for disabled people will be required on site as part of the overall parking requirement. Advice on access, including the quantity, design and layout of car parking for disabled people - based on the standards recommended

- by the Institution of Highways and Transportation - is available from the Council's "Access for All" design guidelines.
9. Loading arrangements: For the classes of use where loading, unloading and refuse collection facilities are needed, the provision of separate space for these purposes within the confines of each site will normally be required, in addition to the car parking provision referred to in the following schedule. The requirements for factories and warehouses are specified there.
 10. **Refuse Collection:** Residential developments will need to allow for maximum carrying distance of 25 metres (82ft) for refuse sack collection and a maximum level pushing distance for paladins of 9 metres (30ft). Where these conditions cannot be achieved in relation to a vehicle standing on the public highway, the vehicle will have to enter and turn around within the site in accordance with arrangements which satisfy **the Council**.
 11. Coach traffic and emergency service vehicles: Those uses likely to generate coach traffic (e.g. theatres, public halls, hotels, swimming baths, sports grounds and educational establishments) should be able to draw upon adequate facilities for the satisfactory setting down and picking up of passengers including the manoeuvring of vehicles without the need for reversing. Similarly, those uses which are likely to be visited fairly frequently by emergency services' vehicles (old people's homes etc) should include adequate arrangements for access and manoeuvre.
 12. Car park design: Each application must show how the required number of car parking spaces are to be accommodated. All spaces should be arranged for convenient entry and exit close to and accessible to the development served. Large unbroken expanses of surface parking are unattractive and to overcome this all surface car parks should be designed with safety in mind, preferably overlooked, well-lit, suitably screened and landscaped. A guide to the design of surface car parks is available from the Council.
 13. Parking in front gardens: The provision of car parking in front gardens has often been carried out in an unattractive way with adverse consequences for the local environment. A leaflet is available from the Council giving advice on how to achieve satisfactory solutions. The Council encourages front garden parking where gardens are large enough to allow cars to be parked at right angles to the road, without obstructing the pavements or pedestrian access to the house itself. Wherever possible existing walls, hedges and trees should be retained. "Tandem" parking arrangements will be accepted only where the parking spaces concerned are within the control of one dwelling.
 14. **Planning Obligations: Funding Public & Other Transport:** As a general rule, developer contributions will be sought to secure transport improvements sufficient to overcome any transport impact objections arising from the development. Whilst it is desirable for developments to be located close to the public transport network, it is

recognised that for some areas, particularly certain parts of regeneration areas, developments attracting significant numbers of people could be acceptable provided there are public transport improvements, in order for the overall transport impact to be acceptable. Improvements could take the form of new capital items such as bus, cycle and pedestrian improvements; or revenue costs such as new or enhanced bus services that provide links to a development. However, developer contributions for public transport may not be an adequate substitute for a development that is poorly located as, even after contributions, the site may not be accessible as other sites, such as those in town centres. It needs to be considered therefore, whether the improvements make public transport a genuine alternative to car use such that it will significantly affect the modal split of travel to a development.

15. Consideration will be given to extend this principle to other commercial areas. The Council will be looking to prevent on-street parking congestion in these centres - and to avoid the generation of 'overspill' parking in surrounding residential areas.
16. Details of the amount to be contributed towards the cost of each space are available on request. The amount charged will be determined on a cost of provision basis - made up of the actual value of land in the area together with the costs of surfacing, marking out, etc. These costs will be subject to continuous review.
17. Dwelling conversions and parking demands: The conversion of dwellings

into self-contained flats and bedsitters has been a major contributor to the growing problem in recent years of residents' on-street parking. To meet this problem the Council has reviewed and revised its policy for parking requirements in relation to dwelling conversions. Developers' guides on dwelling conversions are available from the Council.

18. Briefly, the new policy requires the provision of 1 off-street car parking space for each flat created except where
 - i) below applies in which case 1 space can be waived. The resultant required number of spaces may be waived altogether or further reduced only:-
 - i) Where there is insufficient suitable space within the curtilage to provide the off-street parking required; and
 - ii) Where there is sufficient local on-street capacity to accommodate the parking demand created and where it is considered that on-street parking will not lead to congestion.
19. The decision as to whether sufficient suitable space exists on site will be made against the Council's design guidelines for front garden parking. The question of sufficient local on-street parking capacity is based on an assessment of parking demand within a hierarchy of streets defined according to carriageway width and/or traffic flows. It is important, therefore, that prospective developers discuss their proposals with the **Council's Traffic Engineers** prior to making planning applications to establish whether sufficient on-street parking capacity exists to allow for further dwelling conversions. This type of

assessment applies equally to dwelling conversions into non self-contained accommodation.

20. Cycles: Developers should **refer to the Council's new cycle parking standards (see Appendix 2)**. The Council wishes to ensure that those people who want to use their cycles should have adequate, secure parking facilities at their destination. Staff cycle parking places should be off-street, covered, well-lit and secure. Visitors are often better served by providing parking near entrances in prominent, convenient positions - the recommended form of parking being "Sheffield" stands.

- 21. CONTROLLED PARKING ZONES: Controlled Parking Zones (CPZ's) are in operation at Walthamstow Town Centre, Hoe Street, Leytonstone and around Blackhorse Road Station and Walthamstow Stadium. These are to deter commuter parking in the town centre and in residential streets around Blackhorse Road Station and to prevent on-street parking by customers of the Walthamstow Stadium. CPZ's provide on-street parking places for residents and their visitors, local businesses and in the town centre for market traders. Further Controlled Parking Zones are proposed in Leyton and North Chingford shopping centres and around Highams Park and Wood Street stations.**

22. Miscellaneous: Residential staff in residential care premises and non-residential developments will need to have parking provision made for them in

accordance with the appropriate residential standard (except where otherwise stated). The parking spaces related to non-resident staff needs will normally be assessed on the maximum number of non-ancillary staff likely to be present at any one time.

23. All parking requirements which result in part of one space being necessary will be rounded up to the next whole number.

Appendix 1 - Car Parking Standards

Use	Current Standard	Proposed Standard	Comments
<p>RESIDENTIAL</p> <p>One-bedroom houses and flats</p> <p>Two-bedroom houses and flats</p>	<p>One garage or parking space per unit, plus one space for casual parking for each five units, for residents' overflow or visitors (i.e. 1.2 spaces per unit).</p> <p>One garage or parking space per unit, plus one space for casual parking for each two units for residents' overflow or visitors (i.e. 1.5 spaces per unit).</p>	<p>One / Two-bed houses and flats</p> <p>High PTAL Areas 0.75 parking spaces per unit (0.6 spaces per unit within Controlled Parking Zones)</p> <p>Medium PTAL Areas 1.0 parking spaces per unit (0.8 spaces per unit within Controlled Parking Zones)</p> <p>Low PTAL Areas 1.25 parking spaces per unit (1.0 spaces per unit within Controlled Parking Zones)</p> <p>[PTAL = Public Transport Accessibility Level]</p>	<ul style="list-style-type: none"> • Parking will normally be expected to be located within the development scheme boundary, provided either within the curtilage of individual dwelling houses or communally in the case of flats and 1-and probably 2-bedroom houses. • Parking provision needs to be close to and visible from the dwellings it serves. It should be designed to encourage regular use (rather than parking on the roadway or on pavements). • Within Controlled Parking Zones required parking provision will be reduced by 20%. • Subject to prior planning agreement, in certain developments within Controlled Parking Zones - in areas of high public transport accessibility - the Council will not issue parking permits to residents. • Car Free Developments will be permitted (where appropriate) in any of the borough's Controlled Parking Zones. This will in practice, mean no off-street parking spaces required on-site but with a restriction not to allow a CPZ parking permit to any householder (current or future) in this type of development.

Appendix 1 - Car Parking Standards

Use	Current Standard	Proposed Standard	Comments
Three bedroom houses and flats	Three garage or parking spaces for every two units, plus one space for casual parking for every five units (i.e. 1.7 spaces per unit).	Three / Four bed houses and flats High PTAL Areas 1.25 parking spaces per unit (1.0 spaces per unit within Controlled Parking Zones) Medium PTAL Areas 1.5 parking spaces per unit (1.2 spaces per unit within Controlled Parking Zones) Low PTAL Areas 1.75 parking spaces per unit (1.4 spaces per unit within Controlled Parking Zones)	<ul style="list-style-type: none"> • Car Free Developments should provide 1 off-street orange/blue badge space for every ten units. • For wheelchair access housing – 1 space per unit, next to the dwelling. • A Transport Assessment will be required for all developments over 100 units.
Dwellings with four or more bedrooms	At least 1.7 garage or car parking spaces per unit.		
Dwellings converted into self-contained flats and bedsits	Normally 1 space per unit.	Where practicable 1 space per unit	<ul style="list-style-type: none"> • Car Free Developments will also be considered for conversions/changes of use, where there is inadequate parking provision.

Appendix 1 - Car Parking Standards

Use	Current Standard	Proposed Standard	Comments
Dwellings converted into non self-contained flats and bedsits	2 spaces per 3 bedrooms.	1 space per 5 units	A more restrictive standard is proposed - using one comparable to other London UDPs Converted dwellings occupied on a bed and breakfast basis and which are the subject of agreements restricting occupancy to homeless persons are treated as for
Hostels, including bed and breakfast establishments for homeless persons	No standard specified.	The parking requirements of schemes will be assessed on their merits in view of the wide variety of accommodation of this type and the different levels of car ownership involved.	homeless persons' hostels This category is intended to cover living accommodation for specific groups of persons where a significant element of care is usually available.
Retirement dwellings (accommodation for the wholly independent elderly)	1 parking space per 2 units.	No change	The standard applies to dwellings specifically designed and intended for continuous occupation by elderly persons who have recently attained statutory retirement age. The willingness of a developer to accept conditional planning permission and/or enter into a (Section 106) Planning Agreement restricting occupation to elderly persons will not of itself be accepted as sufficient evidence of a commitment to restrict occupation. Where a developer is unable to show conclusively to the Council's satisfaction that a scheme will be restricted to the elderly, the parking standard for general needs housing will be applied.
Warden supervised dwellings	1 space per 4 dwelling units plus 1 space for the warden.	No change	

Appendix 1 - Car Parking Standards

Use	Current Standard	Proposed Standard	Comments
Old peoples' homes and nursing homes	2 spaces per 3 staff and 1 space per 10 beds casual parking.	No change	This standard applies to grouped flats intended for old people and provided with communal facilities and supervised by a warden or wardens. The parking requirement will normally be related to full-time equivalent, non-ancillary staff on duty.
Children's homes	1 space per 3 staff.	No change	The parking requirement will normally be related to full-time equivalent, non-ancillary staff on duty

OFFICES

Business, financial and professional services

Use	Current Standard	Proposed Standard	Comments
For units with a gross floor area up to and including 93 sq.ms. (1000sq.ft.):	1 parking space per 23 sq.ms. (250 sq.ft.) or part thereof.	For units with a gross floor area of 2,500 sq ms and above: 1 space per 30 sq ms	PPG13 – March 2001. The standard relates to Use Classes A2 (Financial & Professional Services) and B1(a) (Business Use as an Office).
For units with a gross floor area over 93 sq.ms (1000 sq.ft.)	4 spaces plus 1.2 parking spaces for every 46sq.ms (500 sq.ft.) or part thereof in excess of 93 sq.ms. (1000 sq.ft.).	For units with a gross floor area below 2,500 sq ms : 1 space per 50 sq ms Transport assessments required for facilities larger than 2,500 sq ms	The standard applies to each unit of a scheme and not to the aggregated floor area.

Appendix 1 - Car Parking Standards

Shopping

Use	Current Standard	Proposed Standard	Comments
Large, non-food retail warehouses and garden centres	1 space per 18 sq.ms. (200 sq.ft.) gross floor area including employees' parking	<p>1 space per 20 sq ms for units of 1,000 sq ms and above - plus 1 truck loading bay per 500 sq ms</p> <p>For units of less than 1000 sq ms - no change - current standard retained 1 space per 18 sq ms</p> <p>Transport assessments required for facilities larger than 1000 sq ms</p>	PPG13 – March 2001.
Superstores and hypermarkets with sales including food	1 space per 14 sq.ms. (150 sq.ft.) gross floor area including employees' parking.	<p>1 space per 14 sq ms for units of 1,000 sq ms and above</p> <p>Transport assessments required for facilities larger than 1000 sq ms</p>	PPG13 – March 2001.
Other shops	1 space per 46 sq.ms. (500 sq.ft.) gross floor area.	<p>Other Shops (of less than 1000 sq ms) :</p> <p>1 space per 50 sq ms</p>	

Appendix 1 - Car Parking Standards

INDUSTRY

Factories, warehouses and other storage premises (including ancillary offices)

Use	Current Standard	Proposed Standard	Comments
	<p>For units with a gross floor area up to and including 836 sq.ms. (9000 sq.ft.) -</p> <p>1 parking space per 55 sq.ms. (600 sq.ft.) or part thereof</p>	<p>Normally :</p> <p>1 space per 300 sq ms</p> <p>In regeneration areas :</p> <p>1 space per 100 sq ms</p> <p>Transport assessments required for B2 facilities larger than 5000 sq ms</p>	<p>Draft RPG9 (1999) sets a range standard of 1 space per 100 - 600 sq ms</p> <p>LBWF propose a compromise standard as a first step</p>
	<p>For units with a gross floor area over 836 sq.ms (9000 sq.ft.) -</p> <p>15 spaces plus 1.2 parking spaces for every 93 sq.ms. (1000 sq.ft.), or part thereof, in excess of 836 sq.ms. (9000 sq.ft.).</p>	<p>Transport assessments required for B8 facilities larger than 10,000 sq ms</p>	<p>The standard relates to Use Class B1(b) - Business Use for Research and Development of products or processes, and B1(c) - Business Use for any Industrial process, as well as to Use Classes B2 and B8 inclusive (General & Special Industry, Storage & Distribution). The car parking standard relating to office use will be applied to those units considered readily capable of use as B1(a) Business Use Offices.</p> <p>The standard, which includes visitors' parking, applies to each unit of a scheme and not to the aggregate floor area.</p> <p>The standard is a maximum and each application will be considered on its merits to determine whether special factors call for a higher provision.</p>

Appendix 1 - Car Parking Standards

HOTELS, PUBLIC HOUSES AND RESTAURANTS

Use	Current Standard	Proposed Standard	Comments
Hotels, motels, boarding and guest houses	1 parking space per guest bedroom plus 1 space for each unit of separate residential accommodation for staff. Additionally, 1 space per 2 non-residential staff and 1 space per 4.6 sq.ms. (50 sq.ft.) gross floor area of any licensed premises or restaurants open to the public.	<p>1 parking space per guest bedroom plus 1 space for each 5 employees plus 1 space per 5 sq ms of conference facilities / licensed premises / restaurants open to the public.</p> <p>Hotels should provide one coach parking space per 50 guest bedrooms.</p> <p>Ancillary restuarants/bars open to non-residents, A3 standards apply</p>	<p>This category is intended to cover accommodation for people seeking somewhere to stay, as opposed to somewhere to live, and where there is no significant element of care provided.</p> <p>Accommodation used residentially will be subject to the general housing standard.</p> <p>The revised standard is intended to reflect similar ones applied by other boroughs.</p>
Public houses, wine bars, restaurants & cafes	1 parking space per 4.6 sq.ms. (50 sq.ft.) gross floor area in front of the bar or used for dining purposes plus 1 space for the licensee. Additionally, 1 space per bedroom in the case of guest accommodation and one space for each separate unit of residential accommodation for staff.	1 space per 10 seats Where there is guest bedroom accommodation the standard for hotels will apply	This standard has been changed to emphasise seating capacity rather than gross floorspace area as the prime determinant of parking demand from these uses.
Hot Food Takeaways	None	Each case will be considered on its merits in relation to location, hours of operation, highway safety and availability of alternative parking, delivery and collection facilities	

OTHER PUBLIC BUILDINGS

Use	Current Standard	Proposed Standard	Comments
Health centres, health clinics, doctors', dentists' and veterinary surgeries	1 space per practitioner plus 1 space per 2 other staff and 2 spaces per consulting room.	3 spaces for the first consulting room; 2 spaces for each additional consulting room	Where it can be established that a large proportion of patients live within walking distance, or adequate public car parking is nearby, the standard may be further relaxed. The revised standard is intended to reflect similar ones applied by other boroughs.
Nursery, primary and secondary schools	2 spaces per 3 staff members, together with adequate on-site provision for visitors' needs.	1 space per 2 staff members.	Parking requirement has been slightly reduced.
Colleges of further education (including 6th form colleges) and youth centres	2 spaces per 3 staff members plus 1 space per 5 students aged 17+.	1 space per 2 staff members – plus 1 space per 15 students with floorspace over 2,500 sq ms. The standard for students relates to the total number of students attending an educational establishment, rather than full-time equivalent figures. Transport assessments required for facilities larger than 2,500 sq ms.	PPG13 March 2001
Cinemas and conference facilities	None	1 space per 5 seats for facilities with floorspace of over 1000 sq ms No parking required for smaller facilities. Transport assessments required for facilities larger than 1000 sq ms.	PPG13 March 2001

Appendix 1 - Car Parking Standards

Use	Current Standard	Proposed Standard	Comments
Other large scale leisure complexes	None	1 space per 22sqms Transport assessments required for facilities larger than 1000 sq ms	PPG13 March 2001
Sports Stadia	None 1 space per 10 worshippers normally present.	For facilities with more than 1500 seats : 1 space per 15 seats (plus ample provision for coach parking, separate from car parking) No parking required for smaller facilities Transport assessments required for facilities larger than 1500 seats	PPG13 March 2001
Places of religious assembly		No change	Where two or more buildings are used for assembly but are not used concurrently, the standard will be applied to the building with the greater capacity. Assessments will continue to be made of individual requirements to determine whether a higher or lower standard should be applied

The standards set out above are the maximum levels of car parking to be provided for a new development, redevelopment or a change of use.

Floor areas referred to throughout this table relate to gross floor area(GFA)

Standard for parking for Disabled People

Employees and visitors to business premises

Up to 200 spaces

Individual spaces for each disabled employee, plus 2 spaces or 5% of total capacity whichever is greater

Over 200 spaces

6 spaces, plus 2% of total capacity

Shopping, recreation and leisure

Up to 200 spaces

3 spaces or 6% of total capacity whichever is greater

Over 200 spaces

4 spaces plus 4% of total capacity

Please Note:

- i) All developments requiring a Transport Assessment will in addition be required to submit details of modelling of the dispersion of pollutants with the planning application;**
- ii). Major developments above the threshold will also be required to submit a Green Transport Plan.**