Policy Title:

LP22 - Parking Requirements, Including Electric Vehicles

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Policies Sites and Places Plan policy PSP16: Parking Standards**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

This policy will ensure that new development includes sufficient, well-designed cycle and car parking spaces and electric vehicle charging points to meet the needs of future residents and businesses and avoid problems with on-street parking in neighbouring areas.

The policy sets out district wide standards for bicycle and car parking spaces and electric vehicle charging infrastructure for residential and non-residential properties. It also enables an appropriate reduction in car parking standards in the most sustainable locations where this is justified by appropriate evidence. These are areas which are demonstrably well connected with ample opportunities for walking, wheeling and cycling access to key services and facilities as well as good public transport provision. This will support the Plan's objectives to encourage low carbon means of transport and optimise the use of land.

This updated policy approach responds to national guidance, the Local Plan's increasing focus on decarbonising travel and reducing reliance on private car journeys, the high levels of car ownership and congestion in SGC with associated air quality issues, improvements to electric vehicle technology making this option more viable and the need to optimise the use of brownfield land. The policy reflects that we are in a period of transition. It will help support the process of moving from established practices to new approaches which will better support our sustainability objectives in the medium and longer term.

Policy wording

1. **Car Parking Provision**

   a) **New development proposal(s) will be acceptable where an appropriate level of car parking is provided. The appropriate level of car parking for three types of development, across different areas of the district, is provided in:**

      Schedule A – Residential

      Schedule B – Non-Residential

      Schedule C – Disabled Persons Parking

   b) **Developments within the sustainable urban and town hubs will be required to undertake an assessment of travel containment and sustainability if a reduced parking provision is sought. The "Parking Assessment Tool" will determine any appropriate reduction in parking provision to that set out in the schedules. The assessment tool should demonstrate the sustainability of the site through proximity and access to key services and facilities; sustainable travel infrastructure; appropriate public transport services which are frequent and provide early morning evening and weekend travel options, ensuring that the primary or sole public transport service featured is not one with temporary funding and/or subject to closure in the next 12 months; the ability to mitigate and control potential on-street parking issues; and that the design facilitates active travel; and**

   c) **Where planning permission is required for a House in Multiple Occupation (HMO), the minimum number of 0.5 car parking spaces per bedroom should be provided, rounded up to the nearest whole number of spaces. This should be provided within the curtilage. Where on-site parking provision is insufficient for the policy requirement, on-street parking can be considered where the submission of appropriate evidence of the availability of on-street parking during term-time, evenings and weekends is demonstrated. Surveys should be carried out in line with the SGC Parking Survey Technical Advice Note and be undertaken no more than 6 months before the submission of a planning application. The survey should reflect existing parking conditions and consider any planning consents in the local area that could have an impact on on-street parking demand. Cycle parking should be provided at a minimum of one secure and covered space per bedroom; and**

   d) **The minimum provision for on-site car parking for people with disabilities in new development (excluding C3 Dwelling Houses) should be appropriately located and represent no less than 6% of the parking provision, or a provision of one bay, whichever is the most. A parking space for people with disabilities is typically a minimum of 3.6 x 6m in size; and**

e) Provision for mobility scooters should be determined on merit. For Nursing and Residential Care Homes, Sheltered Housing, and Extra Care Housing an additional 6% of the parking provision should be provided, or a provision of one bay, whichever is the most. For other types of flatted developments, suitable levels of safe storage and charging facilities for residents' mobility scooters should be provided, to prevent the storage of these in communal corridors or spaces which are not designed or suitable for this purpose; and

f) There should be no increase in on-street parking as a result of the development which would detrimentally affect highway safety; and

g) Areas related to loading, unloading, waiting, drop off and pick up, will be provided as appropriate depending on the proposed site use(s); and

h) Only garages that meet the following minimum internal space standards will count towards the parking standards:

- **Single garage: 6m x 3.2m**
- **Double garage: 6m x 6m**

A minimum of 1.9m height is required for the clear opening of a garage door, with a 2.6m minimum width to allow sufficient movement. Where a garage is provided to the minimum size standards it will be accepted as providing the 'secure undercover [cycle] spaces'. Where garages are provided below the minimum size requirements only 50% of them will count towards the parking standards. Garages will generally not be acceptable as the sole parking space(s) serving a dwelling, unless it can be demonstrated that an enhanced internal space provision has been provided, with safe manoeuvring of vehicles; and

i) Standards for external parking spaces are as follows;

i. Should be a minimum of 2.5m x 4.8m in size for off-road spaces including communal parking areas.

ii. Spaces to the side/between flank walls of dwellings should allow additional space for access to the vehicle, and where part of the layout, a width of 1m for a bicycle or waste bin to be easily pushed past the parked vehicle should be provided.

iii. A minimum of 3m is recommended to accommodate a single space between two dwellings.

iv. The minimum length of a space in front of a garage and for on-curtilage parking is 5.5m.

v. If a driveway is also used as both vehicular and pedestrian access to a dwelling the parking area should have a minimum width of 3.2m.

vi. Tandem parking is limited to two spaces only and each tandem parking space must serve the same property. This approach can only be applied to a maximum of 50% of the houses within a development, with the rest being single-space driveways. Vehicles must not overhang a footway or pavement.

vii. **Where agreed as part of the design, on-street parking spaces which are parallel to the highway verge should be up to 6m in length and may be narrower than 2.5m in width depending on the location.**

viii. **Parking restrictions should be considered for on-street areas which are not designated as parking space.**

ix. **A visitor parking space will be required for 5 dwellings, with an additional 0.2 spaces per dwelling above 5 dwellings, rounded to the nearest whole number.**

2. **Car clubs**

a) **Developments of 500 or more employees/dwellings (combined figure) will be required to set up and operate a car club. It is recommended that a car club is considered at a lower trigger point, especially if the new development adds to dwelling/employee numbers cumulatively to an existing settlement or employment area; and**

b) **At Strategic Urban Extensions (SUEs), parking standards will be appropriately reduced, taking into account local accessibility factors, to enable the efficient use of land and encourage the use of sustainable transport modes. Each strategic development area is required to provide an electric or ultra-low emission car club facility and provide dedicated space for the club with active charging facilities. 1 car club vehicle should be provided for developments of between 500 to 1,000 dwellings/employees (combined figure), with an additional car club vehicle upon reaching 1,000 dwellings/employees. An additional vehicle should be provided every 500 dwellings/employees. The first vehicle must be electric with a charging point, then at least 50% of the car clubs after this must be electric on one site.**

3. **Electric and Ultra Low Vehicle charging provision**

a) **All new buildings, major renovations or change of use to residential or non-residential buildings will require provision of electric vehicle charging facilities in line with Building Regulations Approved Document S: Infrastructure for Charging Electric Vehicles (or any future updates), as well as the submission of a copy of the management strategy for any communal chargers; and**

b) **In all developments where provision is made for taxi stopping, the taxi spaces are required to include active charging facilities; and**

c) **Where on-street parking forms part of the development, the design and layout of the on-street parking must incorporate infrastructure to enable the charging of electric and other Ultra-Low Emission vehicles. 20% of the on-street, visitor parking must also be provided with EV charging points. This on-street charging infrastructure must not obstruct the footway.**

4. **Motorcycle Parking Provision**

   a) **For all developments, except residential developments and those where there is no on-site car parking provision proposed, provision should be made for motorcycles and powered two-wheelers equal to 3% of the number of car parking spaces required; and**

   b) **Provision of suitable covered infrastructure to secure motorcycles to whilst parked is required.**

5. **Cycle Parking Provision**

   a) **New-build development and conversion proposals will be acceptable where an appropriate level of secure and covered cycle parking is provided. The minimum appropriate level of cycle parking for different types of development is provided in Schedule D; and**

   b) **Development proposals will also be required to provide secure, covered and appropriate charging infrastructure for powered e-bikes and e-cargo bikes, at ground level.**

Supporting text

1. **Car parking provision**

The Parking Assessment Tool

1. There are a number of highly sustainable areas within the urban and market town areas where a reduced level of parking for new developments may be appropriate, given their close proximity to shops, public transport routes and other amenities. The Urban and Town Hubs map, outlines where these hubs are located, and their extents.
2. These Urban and Town Hubs are explored in more detail within the Evidence Base Density and Character Study, and a range of densities and criteria are set out within Policy LP1 - Making Effective Use of Land. This new flexible approach is intended to only cover the most sustainable locations, with most of the district retaining the existing parking standards.
3. The neighbourhoods that are within walkable distance of key facilities and services; are adjacent to key public transport hubs including UWE, Cribbs Causeway, Yate shopping centre, or within ideal walking distance of rail stations with good services to key destinations, will be considered for reduced minimum car parking provision as the choice of travel options favours non-car travel. The reduced parking provision itself will help encourage the use of sustainable travel.

4. If a reduced parking level is sought by an applicant, the Parking Assessment Tool (PAT) will need to be used to justify the level of reduction. The criteria which are included in the calculation are designed to assess development sites by weighting site-specific local circumstances, such as the distances to nearby facilities, such as schools, shops, employment, and parks, and the opportunities for walking, cycling and public transport provision.

5. The existing surrounding parking situation is also considered. Parking issues arise where on-street parking demand exceeds the parking supply which can create difficulties for safe travel for pedestrians, cyclists and motorists, including access for waste collection and emergency services. Where this is the case, it is important that the Parking Assessment records these and any other parking issues. This will allow council officers to make an informed and sensible judgement, balancing the aspirations of the policy whilst allowing flexibility to respond to site specific parking issues which may negate the possibility for any reduction in parking standards, particularly where mitigation and control of parking issues is not possible.

6. The Parking Assessment is to be undertaken by the developer/applicant as part of their Transport Assessment/Statement. This assessment will then be checked by council officers as part of the application process. The Parking Assessment Tool will be available to use upon the Submission of the New Local Plan and used to check if a site can benefit from a reduced parking provision, as part of the design process.

Strategic Urban Extensions (SUEs)

7. These urban extensions aim to make effective use of land and will therefore benefit from the application of variable parking levels, to be considered on a case-by-case basis depending on specific local constraints or opportunities. This will also encourage the use of non-car modes of transport. A range of approaches might be suitable, including reductions on the established parking standards, access to regular bus services, the creation of focussed mobility hubs, and the provision of car clubs, alongside requirements for passive and active EV charging.

8. Mobility scooters offer a way for less able-bodied or disabled people more freedom of movement. However, the storage of the scooters can present issues if they cannot be stored close to, or inside the property, in a secure area which doesn't block corridors of hallways. Therefore, flatted developments should provide secure space for mobility scooters, at a level which is appropriate for the size of the block. Charging should be provided for scooters which do not have detachable batteries.

Garage and parking space sizes

9. The design and integration of parking into all forms of development is one of the key challenges during the planning application process. Well-designed and functional parking is essential to the day-to-day success of developments. There are various issues and challenges which this policy takes into account, including the trend of a gradual increase in the overall size of vehicles over time, and the relatively low use of garages for parking vehicles.

10. As such, this policy sets out minimum standards for internal garage sizes and for external parking spaces. There will be circumstances where these minimum sizes may need to be increased, for example where vehicle sizes are found to be wider or longer than an average size, or where the internal dimensions of garages could be widened to create a more usable space which makes using garages more appealing to residents.
11. The choice by residents not to use their garages and park on-street instead can add to on-street parking issues, so where garages are proposed, they are required to be designed to encourage their use for vehicle parking. There are areas where on-street parking can create safety concerns over pedestrian crossing points, obstructed footways and parking on the verge, as well as affecting access for larger vehicles such as waste and recycling vehicles and emergency services.
12. Secure and covered cycle parking is included if a garage is provided, however there are practicalities in the useability of a garage for cycle storage as well as car parking, as whilst the minimum dimensions can allow a pushed cycle to pass a parked car, it requires the car to be parked allowing more room on one side.
13. As set out in the policy wording, in most cases, garage-only parking will not be considered suitable to meet the parking standards. However, there may be circumstances, particularly within higher-density urban developments, where a wider and deeper integrated garage could be considered acceptable. This approach can create a positive feature which can be used for comfortably parking a vehicle as well as some storage for household items. In these circumstances, suitable space must be provided on the external side of the garage door to allow for safe vehicle manoeuvring.

Disabled parking

14. This policy sets out the need for appropriately located and sized parking spaces to meet the needs of people with disabilities. These spaces are significantly wider than standard parking spaces, in order to accommodate access to the sides of vehicles by wheelchairs and to allow for more comfortable movement and circulation.
15. Providing appropriate spaces for mobility scooters will extend the range of properties which are suitable for residents of all ages who use mobility scooters, add to the quality of life of residents and enhance independent living opportunities. Space for internal storage and charging of mobility scooters should be secure and must not be combined with bin stores.
16. During the design process, reference should be made to the Government's guide to mobility, titled, '*Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (Department for Transport, December 2021)',* or future updates.

2. Car clubs

17. Car clubs allow users to access a vehicle without owning one and can offer a flexible, cost-effective alternative to private car ownership or leasing. As car club vehicles are often newer, they tend to have lower emissions than private cars, which helps to reduce carbon emissions and air pollution. Car clubs can have benefits, including; achieving net zero targets, improving air quality, increasing vehicle occupancy rates, reducing parking pressures and congestion, and offering a sustainable transport option that can fill gaps in public transport provision.

18. Car clubs will be required on sites where a combined figure of 500 employees and/or dwellings is reached. However, given the range of benefits which car clubs can offer to residents and businesses, the provision of car clubs will be strongly encouraged for smaller developments, particularly where there are cumulative impacts from a number of new developments, or where there is an existing population which could benefit from this service.

19. The car clubs provided by each of the Strategic Urban Extensions will be one of the essential ways to reduce parking levels, make more effective use of land, and create more sustainable developments. The number of car club vehicles provided is based on the designed capacity of each development area, and experience gained during the roll-out of car clubs within South Gloucestershire at various locations, including Charlton Hayes, Lyde Green, Cheswick Village, and from 2025 at Filton and Staple Hill.

20. The number of car club vehicles required will depend on the numbers of dwellings and employees for each area. The number of residential dwellings will be combined with the number of employees for non-residential uses. A single car club vehicle will be required when the combined number of dwellings and employees reaches 500, with the next vehicle being required at the 1,000 dwellings/employees trigger point. A further vehicle will be required every 1,000 dwellings/employees.

3. Electric and Ultra Low Vehicle charging provision

21. The demand for suitable Electric Vehicle (EV) charging infrastructure is increasing every year as EV ownership increases, and this policy sets out the need to meet the requirements set out in Building Regulations Approved Document S: Infrastructure for Charging Electric Vehicles.

22. EV charging points must also be fully accessible to the full range of potential users, including those with disabilities. The accessibility standard ‘PAS 1899:2022 Electric Vehicles – Accessible charging – Specification' (or future revisions), should be followed. This standard has been produced by the British Standards Institution (BSI), and co-sponsored by the Motability Foundation and the UK Government’s Office for Zero Emissions Vehicles (OZEV).

4. Motorcycle Parking Provision

23. Motorcycle and other powered two wheelers, including mopeds, e-Bikes & e-scooters, can offer an affordable means of movement for trips where public transport is limited, and walking and cycling is unrealistic. They have a role to play not just at the West of England scale but also at the local level, where they can provide a more economical, flexible and space-efficient alternative to private car use

and enable access to opportunities that cannot otherwise be gained. Bicycles, including e-bikes, mopeds and motorcycles can use many of the bus lanes in the district.

24. Providing specific parking provision for two wheelers allows a more efficient use of the parking area as otherwise car parking spaces will be less efficiently used. The segregated areas also allow consideration of sheltered provision.

5. Cycle parking provision

25. Cycle parking must be provided which is as accessible as vehicle parking, to encourage use. Cycle parking provided within rear garden sheds should be considered as the least-accessible solution. If the house type and space allows, frontage parking within purpose-built, secure and covered shelters offers a more easily accessible solution, which can be combined with bin storage. For apartments, any cycle parking solution must be secure, covered, and ideally integrated within the building itself, while also being physically separate from bin stores to enhance security and appropriate access. Remotely located cycle parking will not be accepted.

Schedule A Car Parking Provision Standards – Residential		
Type	**Standard Minimum spaces**	**Urban and town hubs**
1 Bed dwelling	1	Percentage reduction; to be demonstrated by SGC Parking Assessment* calculation with supporting evidence.
2 Bed dwelling	1.5	
3 Bed dwelling	2	
4 Bed dwelling	2	
5+ Bed dwelling	3	
HMO	½ space per bedroom rounded up	
Visitor spaces per dwelling	0.2 per dwelling (rounded to nearest whole number)	

*Any reduction in minimum residential parking standards will require the completion of the SGC Parking Assessment Tool calculation which will form the basis for any discount from the prescribed standard.

Schedule B Car Parking Provision Standards – other land uses		
Land Use	**Standard Guidance**	**Urban and town hubs**
A1 Retail	Below 1000sqm 1 space per 35sqm	Percentage reduction; to be demonstrated by SGC Parking Assessment calculation with supporting evidence.
	Above 1000sqm Food: 1 space per 14sqm; Non-Food 1 space per 20sqm	
A2 Financial and Professional Services	1 space per 35sqm	
A3 Restaurants and Cafes and public houses	1 space per 5sqm dining area or public drinking area	
B1 Office, Light Industrial, R&D, Laboratories	1 space per 35sqm	
B2 General Industry	1 space per 50sqm	
B8 Storage, Distribution & Warehousing	1 space per 200sqm	
C1 Hotels	1 space per bedroom	
Other Land Use Types	Discuss with local authority	

Schedule C Disabled User Parking Provision		
Land Use	**Parking Provision Minimum Standard**	**Notes**
Shopping, leisure, recreation and other uses requiring	In addition to and equal to 5% of the level of parking derived from Schedule B	1) Car parking spaces should be clearly identified for blue badge holders only and should be located

public access and employment		so as to allow easy access to the building they serve 2) A minimum of 1 space should be provided, where calculations produce a figure of less than one whole space. 3) Where development is to take place without on-site parking, the availability of parking for disabled people in public/shared car parking needs to be reassessed and additional provision funded by the development if appropriate. The availability of on-street parking for disabled people may also be taken into consideration.

Schedule D Cycle Parking Provision Standards		
Type of land use	**Per**	**Proposed cycle parking standards. Minimum provision required**
Shops, services less than 3,000m2 gross floor area (GFA) (A1, A2)	100m2 GFA staff	2 visitor spaces 1*
Food retail over 3,000m2 (A1 only)	1,000m2 staff	24 visitor spaces 1*
Non-food retail over 3,000m2 (A1, A2)	1,000m2 Staff	20 visitor spaces 1*

Garden centres, including those attached to other retail premises	Indoors: 1,000m2 Outdoors: 1,000m2 Staff	10 visitor spaces 10 visitor spaces 1*
Motor vehicle services (garage, workshops, car sales, car hire)		To be determined on merit
Restaurants, cafes (A3). Pubs, Drinking Establishments (A4)	dining area 100m2 bar/dance floor 100m2 Staff	5 visitor spaces 8 visitor spaces 1*
Hot food takeaway (A5)	100 m2 Staff	2 visitor spaces 1*
Offices, studios, laboratories (B1)	100m2 Staff	2 visitor spaces 1*
Light industry (B1)	100 m2 Staff	1 visitor space 1*
General industrial (B2)	1,000 m2 Staff	2 visitor spaces 1*
Warehouses, repositories	1,000 m2 Staff	1 visitor space 1*
Hotels, motels, guest houses (C1)	10 bedrooms dining area 100m2 bar/dance floor 100m2 Staff	1 2.5 4 1*
Multiple occupation/bedsits (C4)	Unit / bedroom	1 secure, undercover space

Student accommodation (Sui Generis/C3/C1)	Unit / bedroom	1 secure, undercover space
General Hospital (C2)	in patients: 100 beds day surgery: 100 beds outpatient's suite accident units (10,000 visits per annum) staff	10 10 2 3 1 per 2 employees
Other hospitals and nursing homes (C2)	in patients: 100 beds day surgery: 100 beds outpatient's suite Staff	10 10 2 1*
Dwellings with garage (C3)	1 bed space/bedroom unit 2 or more bedrooms	1 (provided garage design accommodation both car and cycle storage). Otherwise 1 secure, undercover space 2 secure, undercover spaces
Newly built and converted dwellings without garage (C3)	1 bed space/bedroom unit 2 or more bedrooms	1 secure, undercover space 2 secure, undercover spaces
Places of worship (D1)	100 seats	5
Health Centres, doctors surgery, dentist surgery, veterinary surgery (D1)	consulting room staff	1 1*
Day nurseries/playgroups, crèches (D1)	staff	1*

Community centres, family centres/family resource centre (D1)	Visitor staff	To be determined on merit 1*
Primary schools (Non-residential) (D1)	visitor/parents staff students	1 per 100 pupils 1* To be determined on merit
Secondary schools (Non-residential) (D1)	visitor/parents staff students	1 per 200 pupils 1* 1 per 5
Colleges, University (Non-residential) (D1)	Visitor Staff students	1 per 500 students 1 per 2 1 per 2
Churches, exhibition halls (D1), stadia and spectator facilities, cinemas, bingo halls (D2), and theatres (Sui-Generis)	100 fixed seats (open hall) 100m2	5 2.5
Multi-screen cinema (D2)	100 seats staff	6 1*
Sports hall; indoor bowls; health club/gymnasium; Ice rink/swimming pool (D2)	100m2 ; 100m2 rink/pool Staff	2 1*
Bowling centres (D2)	10 lanes staff	8 1*
Tennis courts, squash courts, playing fields (D2)	per court/pitch	2

Golf courses	18 hole 9 hole	To be determined on merit To be determined on merit
Golf driving range (D2)	spaces per 100m2 staff	4 1*
Marinas	10 berths	3
Museums and libraries (D1)	spaces per 100m2 staff	4 1*
Public transport interchanges	Visitor staff	To be determined on merit

Note * secure, undercover space(s) per 8 employees

Additions	
Key evidence	Density and Caracter Study (2022) Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department for Transport, December 2021) PAS 1899: 2022 Electric Vehicles – Accessible charging – Specification
Other relevant policies to cross-reference?	LP1 - Making Effective Use of Land Policy LPS12 - Creating Well-Designed Places Policy