

traffic management measures (eg resident parking scheme) to prevent illicit parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff.

## Class 9: Houses

House occupied by a single person, or a number living together as a family, or as a household of 5 persons or less. Limited use as a bed and breakfast or guest house.

### Trip Origin

Dwellings are predominantly travel origins as opposed to destinations. Previously parking standards have attempted to reduce car use by restricting parking spaces at origin and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not discourage people from owning a car. Therefore parking standards for origins should be used as a minimum standard. For travel destinations the standard will continue to be a maximum.

### Standard

Flats and Houses are to be treated the same, with parking standards decided by the number of bedrooms the dwelling has.

Type of Development	Appropriate Provision (spaces per 100 m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW Minimum	Disabled Minimum
<b>1 Bedroom</b>	1 space per dwelling	1 secure covered space per dwelling. None if garage or secure area is provided within cartilage of dwelling.	N/A	N/A if parking is in cartilage of dwelling, otherwise as Visitor/Unallocated
<b>2-3 Bedroom</b>	2 spaces per dwelling*			
<b>4 Bedroom</b>	3 spaces per dwelling			
<b>Retirement Developments (eg warden assisted independent living accommodation)</b>	1 space per dwelling	1 space per 8 units (visitors)	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	N/A if parking is in cartilage of dwelling, otherwise as Visitor/Unallocated

# Part 3

## ROADS DEVELOPMENT GUIDE

Type of Development	Appropriate Provision (spaces per 100 m <sup>2</sup> gross floor area, GFA)	Cycle Minimum	PTW Minimum	Disabled Minimum
<b>Private Sheltered Housing and Housing Associations</b>	0.2-0.5 spaces per dwelling + 0.3 spaces visitor parking per dwelling + 1 space per warden			
<b>Amenity Housing</b>	0.5 spaces per dwelling + 0.3 spaces visitor parking per dwelling			
<b>Local Authority Sheltered Housing</b>	0.25 spaces per dwelling + 1 space per warden			
<b>Visitor/Unallocated</b>	0.25 spaces per dwelling (unallocated)	If no garage or secure area is provided within cartilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per 8 dwellings for visitors	1 space +1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% or total capacity, whichever is greater  <b>Over 200 bays</b> = 4 bays plus 4% of total capacity

\* Excluding garage if less than 7 m x 3 m internal dimension

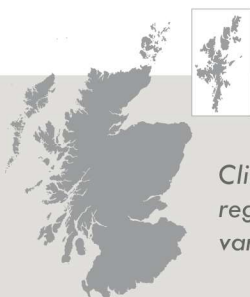
### Informative Notes

Standards excluded garages under 7 m x 3 m (internal dimension) as a parking space but can include undercroft parking and car ports providing they have no other use.

Visitor/unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.

Unallocated cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development.

Reductions of the standard may be considered if there is development within an urban area that has good links to sustainable transport.



Click map to see regional variations

