



Stockton-on-Tees
BOROUGH COUNCIL

**Supplementary Planning Document 3: Parking
Provision for Developments.**

Draft

NOVEMBER 2010

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1. INTRODUCTION

This Supplementary Planning Document (SPD) considers the parking standards associated with developments in Stockton-on-Tees and provides an overview of the policy context in which they are set. It also constitutes a chapter of the Tees Valley Design Guide and Specification for Residential and Industrial Estates Development. The Design Guide and Specification is intended for use by architects, engineers, planners and developers involved in the preparation of schemes for development and was produced for use within the five Local Authorities within the Tees Valley sub-region; Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton-on-Tees Borough Councils. It sets out the basic principles which should be followed in terms of providing safe, convenient and a functionally effective highway network for all users, whilst ensuring that they contribute to placemaking, taking into account local distinctiveness and the overall visual amenity of the built environment.

The content of this SPD is a material consideration in the determination of planning applications received by the Council. The standards set out within the SPD are based upon guidance issued by Central Government, amended where appropriate to take into account the particular needs and requirements of the community living and working within the Borough. It is intended to strengthen the existing policy platform against which planning applications are assessed and determined.

2. POLICY CONSIDERATIONS

National Policies

A number of national policy documents refer to parking standards;

Planning Policy Statement 3: Housing (June 2010) (PPS3) makes reference to the importance of well designed, land efficient parking, stating that '*Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently*'. The levels of residential parking provision set out in this document have been developed in accordance with this approach.

Planning Policy Guidance 13: Transport (April 2001) (PPG13) acts as a guide to both developers and Local Authorities. It is primarily designed to ensure that the wider implications of development on the transport network are considered when making decisions on the allocation of land use. The need to ensure accessibility for all members of society to education, healthcare, employment, retail and leisure facilities is at the heart of the Government's agenda for integrated transport.

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In relation to parking provision for developments, PPG13 recommends that consistent parking levels should be set to encourage the use of more sustainable alternatives to the private car, whilst ensuring that the level of parking provision (which may include on-street provision) is realistic in order to cater for developments needs. PPG13 also states that if significant road safety issues cannot be resolved through the use of on-street parking controls, the level of parking provision should be increased to minimise any adverse road safety impacts.

PPG13 also states that more rigorous parking standards may be adopted where appropriate. Levels of parking on small non-industrial and commercial developments should be set at the discretion of the Local Authority in order to reflect local circumstances.

Both PPS3 and PPG13 make reference to the need to achieve a balance between sustainable development, the promotion of alternative modes of transport to the private car and parking provision levels.

Manual for Streets (MfS) published March 2007 and the companion document MfS2 published in September 2010 by the Department of Transport, compliments PPS3. Together the MfS documents focuses on lightly trafficked residential streets and many of its key principles are applicable to other types of street such as high streets and lightly trafficked lanes in rural areas. It is the responsibility of users of MfS (1&2) to ensure that its application to the design of streets not specifically covered is appropriate. MfS does not apply to the strategic road network. The design requirements for strategic roads are set out in the Design Manual for Roads and Bridges.

Housing Audit: Assessing the Design Quality of New Homes in the North East, North West and Yorkshire and Humber, published by the Commission for Architecture and the Built Environment (CABE) in November 2005, concluded that developments in the north of England generally have poor parking provision. Specifically, consideration should be given to the calculation of the number of cars that new residential properties will actually generate, with provision made on this basis. Careful planning of the need for car parking together with consideration of the rest of the built environment, can significantly improve both the quality of developments and the way that they operate.

Local Policies

Planning Context

The Stockton-on-Tees Local Development Framework (LDF) is a key part of delivering the Borough's Sustainable Community Strategy and sets out the Development Plan for the Borough. It is made up of a number of Local Development Documents, which are used to determine planning applications, unless material considerations dictate otherwise. The Core Strategy, adopted in March 2010, sets out the vision and objectives for an area including broad locations for development. Further Development Plan Documents (DPD's) which

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will allocate specific sites for development and set out policies for protecting and enhancing the Borough's built and natural environment are being produced and will be adopted in coming years. Further information on these documents can be found in the Local Developments Scheme, which sets out the documents contained in the LDF and the timetable for their preparation and adoption. This is a Supplementary Planning Document (SPD). SPDs are used to give further detail on policies laid out in DPD's and provide guidance to developers. They may take the form of design guides, area document briefs, a master plan or issue based documents. The previous version of this SPD related to Policy GP1 of the 1997 Stockton-on-Tees Local Plan, however when the Core Strategy was adopted Policy GP1 of the Local Plan was deleted. This revised and updated version of the SPD provides further detail and guidance in relation to Core Strategy Policy 2: Transport, which states that *'The number of parking spaces in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide. Further guidance will be set out in a new Supplementary Planning Document'*.

The Regeneration DPD, which will allocate specific sites for development will also refer interested parties to this SPD for further guidance on the car parking requirements of developments. Whilst sites will be allocated for particular uses, there will be scope for different configurations and designs. This means that specific car parking requirements cannot be set out in the DPD, however the guidance set out in this SPD will be applicable.

3. PARKING STANDARDS

Over recent years the range and type of residential developments within the Borough has increased and the parking standards have been expanded to reflect these changes.

Different types of non-residential development produce different levels of demand and, indeed, different developments within the same land use category, such as retail, may generate a wide variety of parking requirements.

The lack of adequate car parking provision results in uncontrolled on-street parking, creating specific problems such as:

Highway safety concerns including

- reduced pedestrian/vehicular inter visibility;
- highway obstructions;
- a premature requirement for footway maintenance;
- reduced highway capacity and
- visual intrusion.

These problems can impact adversely on road safety, congestion and the quality of life for local residents.

The levels of provision set out in Tables 3(a) and 3(b) apply to incurtilage parking with a single garage counting as one parking space and a double garage as two

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spaces. A single garage should be a minimum of 6m x 3m as recommended in MfS and a double garage a minimum of 6m x 5.5m. In the case of integral garages a reduced garage size may be accepted if separate cycle storage is provided where a larger garage size would affect the house type. However existing garages are accepted as parking spaces if they meet the minimum size requirement of 5m x 2.4m in order to provide vehicle parking.

The location of parking provided for any development should be convenient to that development as well as both practical and accessible to encourage its use.

Criteria designed to ensure that adequate provision is made for people with disabilities is also included and consideration should be given to the provision of parking or storage areas for mobility scooters where appropriate. Requirements for the provision of secure cycle parking facilities are indicated and consideration should be given to the provision of parking for powered two wheelers.

Should advice on the standards to be used be required prospective developers are advised to consult with the Highway Authority.

4. CONVERSIONS AND EXTENSIONS

Conversion of Garages

The conversion of a garage to a habitable room is not normally supported as this reduces the curtilage parking provision, which will have to be replaced within the curtilage of the property. Any loss of amenity space or adverse impact on the street scene will be assessed on an individual basis.

Permitted Development

Any increase in bedrooms or floorspace carried out under permitted development right will be included should any further development take place requiring a planning application and the appropriate car parking standard will be applied.

Extensions

Parking provision for extensions to existing buildings should be provided in accordance with the standards regarding number of bedrooms, floorspace or staff numbers. This parking will have to be provided within the curtilage of the property. Any loss of amenity space or adverse impact on the street scene will be assessed on an individual basis.

5. CYCLE PARKING

The promotion of more sustainable alternatives to the private car is a consistent theme within both local and national transport policy. For this reason, secure and conveniently located cycle parking facilities should be provided for all developments in accordance with the standards.

In order to achieve an attractive and practical facility that will encourage users, cycle parking should be an integral part of any development from the outset.

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Developers should consider providing facilities such as cycle lockers, showers and changing areas. Prospective developers are advised to consult with the Highway Authority with regard to the specific requirements in each case which will likely form part of the Travel Plan for the development.

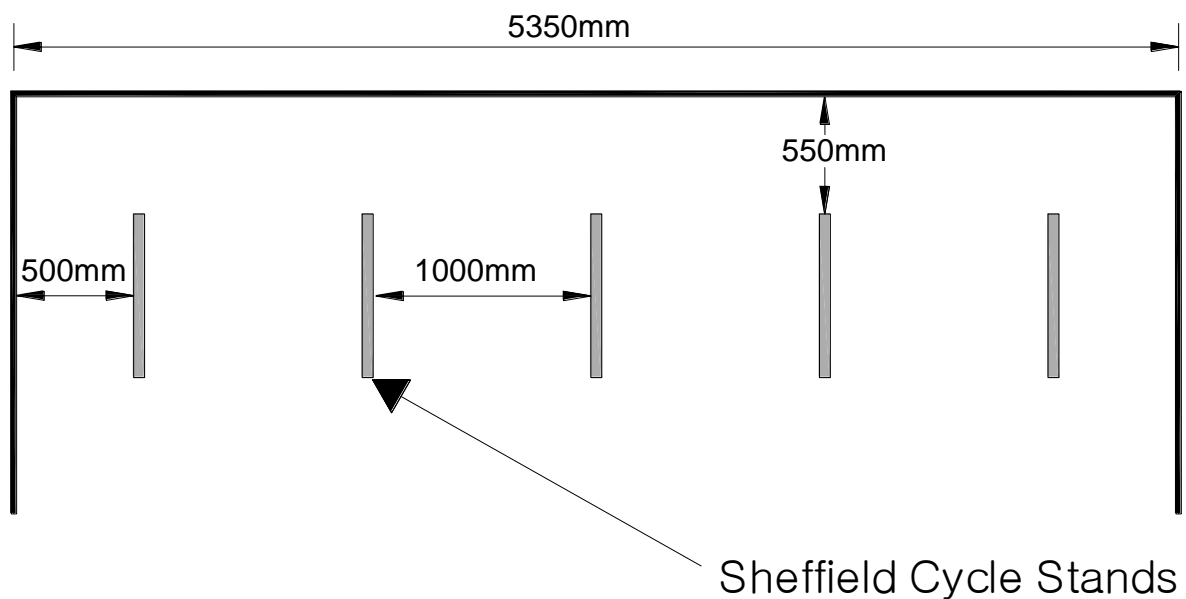
The provision of such facilities will be mandatory for all office and retail developments with a gross floor area of more than 200m².

Cycle parking facilities should:

- be conveniently sited and located adjacent to busy pedestrian routes;
- benefit from good natural surveillance such as overlooking by adjacent properties;
- not cause a trip hazard or obstruction for disabled or visually impaired people; and
- be conveniently located close to building entrances.

Cycle lockers or similar secure facilities should be provided for long stay or commuter use whilst covered. Sheffield stands or similar will be acceptable for short term use. Stands that grip only the front wheel will not be acceptable due to the damage that can result from their use. Parallel stands should be a minimum of 1m apart and no closer than 0.55m to a parallel wall. It will also be necessary to consider the needs of visually impaired people by incorporating tapping rails and reflective bands on the uprights.

Figure 1: Example of layout for 10 cycle parking spaces



6. TRAVEL PLANNING

In accordance with current guidance on Transport Assessments applications for any significant developments will, irrespective of the level of parking provision, need to be supported by a Travel Plan unless otherwise directed by the Highway Authority.

The Travel Plan should include:

- targets associated with the proportion of journeys made to and from the development site by more sustainable alternatives to the private car;
- measures designed to encourage an increased use of such modes such as allocating priority car parking spaces for car sharing, secure cycle storage, changing facilities and financial incentives/discounts for cycles or bus passes and
- a robust monitoring regime designed to measure performance against the targets set out in the Travel Plan that may require financial contributions from the developer.

Travel Plans should seek to provide a range of measures and incentives to facilitate the use of alternative modes of transport. These measures should be based on a thorough understanding of the actual or projected travel movements of the site occupiers.

Prospective developers are advised to consult the Highway Authority prior to and during the preparation of Travel Plans to ensure that they are fit for purpose.

For further information on Travel Plans please refer to the good practice guidance published by the Department for Transport available from <http://www.dft.gov.uk> .

7. ELECTRIC VEHICLE CHARGING POINTS

Consideration should be given to the installation of electric vehicle charging points for all developments which will be beneficial to the end users and advice should be sought from the Highway Authority regarding the number and location of charging points at an early stage of development.

8. COMMUTED LUMP SUMS

Section 106 of the Town and Country Planning Act 1990 allows the Council to secure funds (known as commuted lump sums) through the planning process to provide measures that assist with parking, road safety and congestion management.

The Highway Authority will consider if such funding could be used to introduce initiatives designed to encourage the use of other more sustainable forms of transport. Such initiatives could typically take the form of new bus services or infrastructure, new cycle facilities or measures to enhance pedestrian safety that make the development acceptable in highway terms.

The appropriateness and relevance of commuted lump sum payments will be considered in the context of the circumstances specific to each development.

9. PEOPLE WITH DISABILITIES

In accordance with national guidance, consideration should always be given to the needs of disabled people. The location of parking provision is particularly important in this context.

Allocated spaces should be:

- located as close as possible to the destination;
- connected to the destination without steps; ramps, lifts or dropped kerbs may be necessary depending on local circumstances and
- sufficiently large to allow unobstructed wheelchair access.

Parking spaces provided for people with disabilities should be a minimum of 4.8m x 2.4m with an additional 1.2m on either side and to the rear; the additional 1.2m can be shared with an adjacent space, see Figure 2. The required number of designated parking spaces is indicated in Tables 3(a) and 3(b).

Developers are advised that in all car parks, the use of spaces designated for people with disabilities should be monitored regularly to confirm that the level of provision is appropriate as too few spaces will cause problems for drivers with disabilities while over provision will encourage abuse by other drivers. The responsibility for monitoring the use of designated parking spaces within a private development will rest with the end users of that development, usually as part of the Travel Plan for the site.

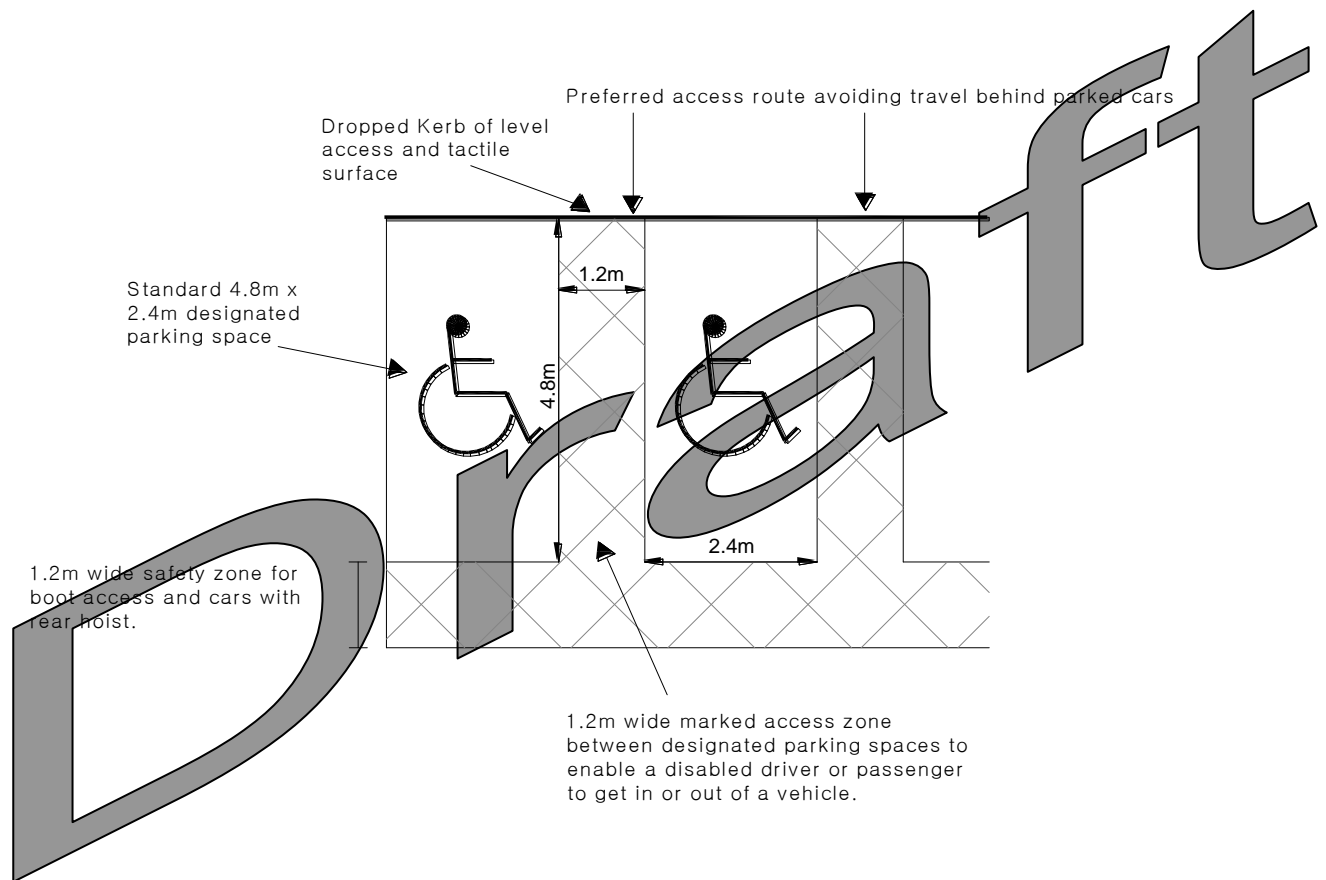
BS 8300:2009 Design of Buildings and their Approaches to Meet the Needs of Disabled People explains how to design the built environment to make it fully accessible and to overcome restrictions that prevent anyone from making full use of the premises and their surroundings. This code of practice which covers a wide range of impairments provides specific guidance with regard to:

- the provision of parking bays designated for people with disabilities;
- ticket dispensing machines;
- vehicular control barriers and

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- multi-storey car parks.

Figure 2: Disabled parking bay layout



10. STOCKTON TOWN CENTRE STANDARDS

There is a clear distinction in the levels of parking provision permitted for Stockton Town Centre (as designated in Alteration No.1 of the adopted Local Plan) and All Other Areas of the Borough. This SPD is designed to achieve a number of objectives; it will minimise the inefficient use of high value land in Stockton Town Centre and will also allow the Council to retain control over the extent and use of off-street parking provision. This is an important part of the Council's overall transport and land use strategy. In addition it will avoid the potential loss of urban form and character in Stockton Town Centre and local neighbourhoods.

The provision of car parking is an important tool in demand management of the need to use private motor vehicles to travel to Stockton Town Centre. Suitable sites for long and short stay parking have been identified by the Council and those sites have been linked effectively to the main distributor routes of Stockton Town Centre. This is essential in allowing the Council to meet its Network Management duty under the Traffic Management Act 2004.

Concentrating the provision made for non-operational parking in town centres in the form of strategically located car parks available for use by the general public and with good access arrangements both encourages the more efficient operation of those centres and facilitates the formulation of and implementation of effective

car parking and traffic management strategies. The control of car parking in Stockton Town Centre also allows the Council, as Highway Authority, to exert more influence over strategic issues such as the modal split between private and public transport. The adoption of an effective parking management strategy is key to ensuring the continued vitality of Stockton Town Centre and only the Council in its capacity as both Highway and Planning Authority can effectively regulate such a strategy.

Some parking provision may be required in conjunction with residential development in Town Centre areas in order to take into account both the need to allow residents to make a choice between public and private transport and the need to maximise personal and vehicle security. The Council will take the availability and proximity of public parking facilities into consideration when determining the provision of visitor parking.

11. FRINGE AREAS

In fringe areas immediately adjoining Stockton Town Centre a development may, where appropriate, use some public parking spaces as part of its parking provision **by agreement** with the Highway Authority.

12. OPERATIONAL AND NON-OPERATIONAL PARKING

Operational Parking

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 delivering or collecting goods. In addition to the space required for loading and unloading operational parking also includes space for picking up and setting down passengers. It does not normally include customer/client parking unless this is necessary as part of the business being carried out, for example vehicle servicing and tyre/exhaust replacement.

Non-operational Parking

Non-operational Parking is defined as the space required for vehicles, mainly private cars, which do not necessarily have to park or wait on the site of particular premises. This definition includes customer and employee privilege parking.

Some developments may create such parking demands that the absence of non-operational parking spaces will result in unacceptable pressure on existing facilities. Such a situation is likely to arise in large scale office/commercial developments and in particular in conjunction with major retail proposals. In such situations the Council will almost certainly require the provision of suitable alternative facilities.

13. ADOPTION OF PARKING AREAS

Developers are advised that the parking requirements set out in this SPD should be met in areas not intended for adoption by the Council as Highway Authority. In general it is expected that all parking will take place in curtilage. The Council may adopt non-allocated parking provided that it is both contiguous with the highway and located close to the dwellings it is intended to serve. The developer is advised to contact the Highway Authority at an early stage to discuss any parking proposals. It should be noted that in accordance with the Traffic Signs Manual 2006 car parking spaces adjacent to the highway should be at 45° to the carriageway.

Not all parking spaces need to be allocated to individual properties; unallocated parking provides a common resource for a neighbourhood or specific development. A combination of allocated and unallocated parking can provide a more efficient and appropriate solution.

14. SUSTAINABLE DRAINAGE SYSTEMS

The use of Sustainable Drainage Systems (SuDS) is seen as a primary objective by the Government and should be applied wherever practical and technically feasible. SuDS can easily be incorporated into the construction of parking areas.

15. SAFER PARKING AWARD (PARK MARK)

It is recommended that developers ensure that their facility meets the requirements of the Park Mark Award. This scheme is an initiative of the Associations of Chief Police Officers aimed at reducing crime and the fear of crime in parking facilities. To assist in this a set of best practice guidelines have been published in the Safer Parking Scheme.

www.britishparking.co.uk

16. SIZE OF CAR PARK SPACES

A car parking space within a car park will normally be a minimum of 4.8m x 2.4m with adequate space provided to allow vehicles to manoeuvre in and out without difficulty.

A residential curtilage space will normally be 6m in length but in constrained circumstances this may be reduced to 5m. Where a drive is less than 5.5m a roller shutter garage door will be required in order that vehicles do not overhang the highway while the garage door is being opened. A garage will only be counted as a parking space if it meets the minimum size of 6m x 3m in order to accommodate a car and provide a storage area. It is acknowledged that many existing garages are smaller than this and will therefore be assessed on an

individual basis. The minimum size requirement for existing garages is 5m x 2.4m.

17. CAR PARK LAYOUTS

Table 1: Minimum Aisle Widths

Angle of Parking (degrees)	Minimum Aisle Width (metres)
45	3.7
60	4.2
90	6

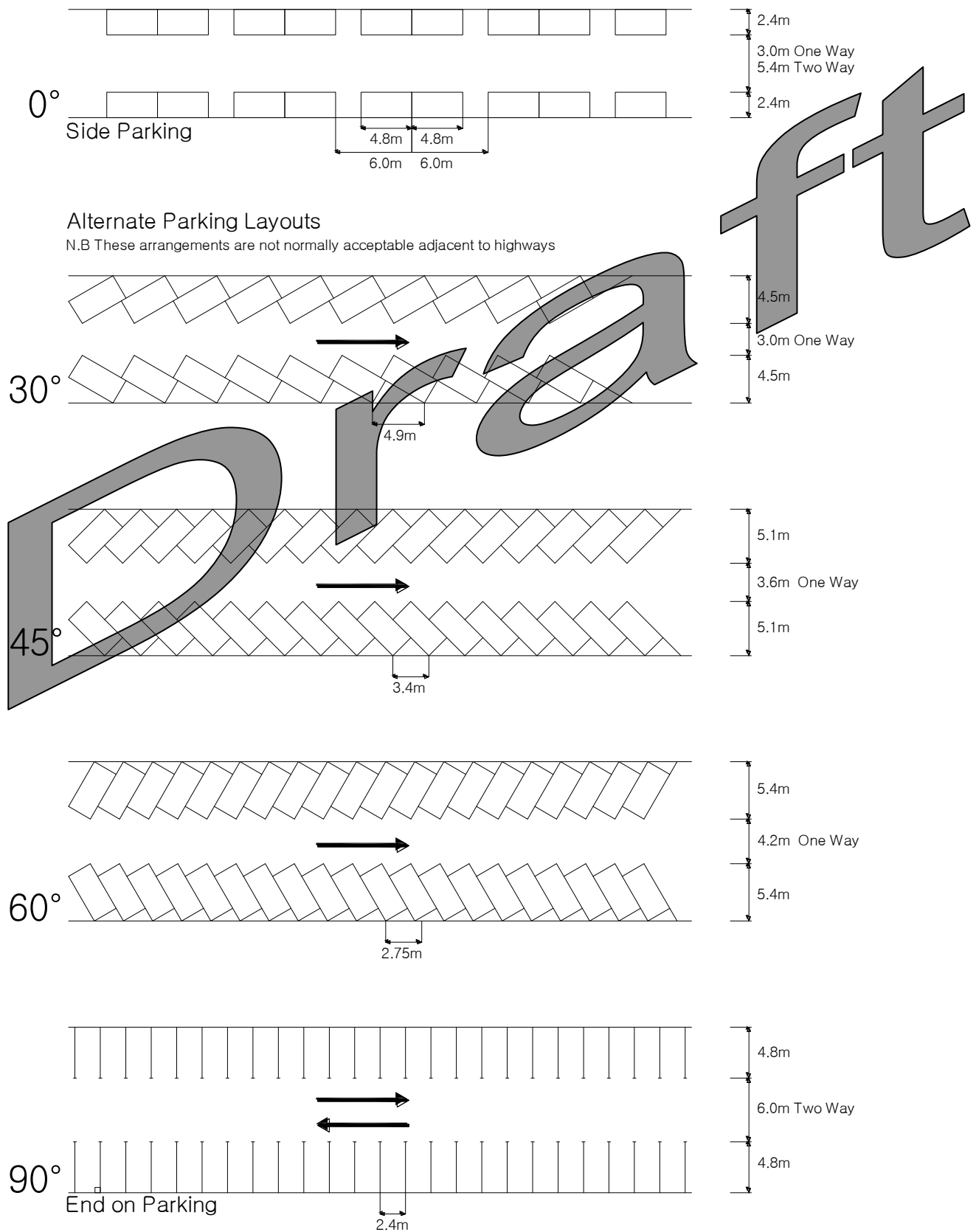
Aisle widths for arrangements based on a 90° angle of parking shall be a minimum of 6m. Where echelon parking at an angle less than 90° is provided, one-way access shall be employed with minimum aisle widths as shown in Table 1 and Figure 3.

Using the car parking standards.

To use Table 3(a) and Table 3(b) found on pages 17 to 34, it is necessary to identify whether the site is within Stockton Town Centre or All Other Areas of the Borough. Depending on the type of development these standards are intended to offer guidance on the appropriate level of parking provision to be made for different types of land use. It should be stressed that for non-residential developments the standards set out the **maximum** level of provision that will normally be permitted.

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Figure 3: Indicative parking arrangements for car parks



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Table 2: Changes Permitted Under the Town & Country Planning (Use Classes) (Amendment) (England) Order 2005.

USE CLASS	USE/DESCRIPTION OF DEVELOPMENT	PERMITTED CHANGE
A1 Shops	<ul style="list-style-type: none"> Retail sale of goods to the public – Shops, Post Offices, Travel Agencies & Ticket Agencies, Hairdressers, Garden Centres, Funeral Director & Undertakers, Domestic Hire Shops, Dry Cleaners, Sandwich Bars (sandwiches or other cold food purchased and consumed off the premises) and Internet Cafes. 	None
A2 Financial and Professional Services	<ul style="list-style-type: none"> Financial Services – Banks, Building Societies and Bureau de Change. Professional Services (other than Health or Medical Services) – Estate Agents and Employment Agencies. Other Services - Betting Shops. Principally where services are provided to visiting members of the public. 	Permitted change to A1 where a ground floor display window exists
A3 Food and Drink	<ul style="list-style-type: none"> Restaurants and Cafes – Use for the sale of food for consumption on the premises. Excludes Internet Cafes (now A1). 	Permitted change to A1 or A2
A4 Drinking Establishments	<ul style="list-style-type: none"> Public House, Wine-Bar or other Drinking Establishment.(not including nightclubs) 	Permitted change to A1, A2 or A3
A5 Hot Food Takeaways	<ul style="list-style-type: none"> The sale of hot food for consumption off the premises. 	Permitted change to A1, A2 or A3
B1 Business	<ul style="list-style-type: none"> Offices other than in a use within Class A2. Research and Development – Studios, Laboratories. Light industry. 	Permitted change to B8 limited to 235m²
B2 General Industrial	<ul style="list-style-type: none"> General Industry (other than Classified as in B1). The former 'Special Industrial' Use Classes, B3-B7, are all now encompassed in the B2 Use Class. 	Permitted change to B1 or B8 limited to 235m²
B8 Storage or Distribution	<ul style="list-style-type: none"> Storage or Distribution Centres – Wholesale Warehouses, Distribution Centres & Repositories. 	Permitted change to B1 limited to 235m²

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<p>C1 Hotels</p>	<ul style="list-style-type: none"> Hotels, Boarding Houses and Guest Houses (Development falls within this class if 'no significant element of care is provided'). 	<p>None</p>
<p>C2 Residential Institutions</p>	<ul style="list-style-type: none"> Hospitals, Nursing Homes, Residential Education & training Centres (use for the provision of residential accommodation and care to people in need of care. 	<p>None</p>
<p>C3 Dwelling Houses</p>	<ul style="list-style-type: none"> Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together as a community. 	<p>None</p>
<p>D1 Non-residential Institutions</p>	<ul style="list-style-type: none"> Medical & Health Services – Clinics & Health Centres, Crèche, Day Nursery, Day Centres & Consulting Rooms (not attached to the Consultants or Doctors house), Museums, Public Libraries, Art Galleries, Exhibition Halls, Non-residential Education and Training Centres, Places of Worship, Religious Instruction & Church Halls. 	<p>None</p>
<p>D2 Assembly and Leisure</p>	<ul style="list-style-type: none"> Cinemas, Dance and Concert Halls, Sports Halls, Swimming Baths, Skating Rinks, Gymnasias, Bingo Halls & Casinos. Other Indoor and Outdoor Sports and Leisure Uses, not involving motorised vehicles or firearms. 	<p>None</p>
<p>Sui Generis</p>	<ul style="list-style-type: none"> For example: retail Warehouse Clubs, Amusement Arcades, Launderettes, Petrol Filling Stations, Taxi Businesses, Car/Vehicle Hire Businesses and the Selling and Displaying of Motor Vehicles, Nightclubs, Theatres, Hostels, Builders Yards. 	<p>None</p>

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Table 3(a): Parking Provision for Developments – Residential

Land Use	Class	Stockton Town Centre	All Other Areas of the Borough	Disabled Parking Provision	Secure Cycle Parking (Minimum)	Notes
House 1 Bed	C3	1.0	2.0	N/A	1	Privately owned dwellings.
House 2 Bed	C3	1.5	2.0	N/A	1	New garages will be considered as a car parking space only if they have minimum internal dimensions of 6m x 3m.
House 3 Bed	C3	1.5	2.0	N/A	2	
House 4 Bed	C3	3.0	3.0	N/A	2	
House 5 bed and over	C3	4.0	4.0	N/A	2	
Flatted Development	C3	1.0	1.5	Adequate space within the site to accommodate parking for people with disabilities.	1 per 2 units for residents and 1 per 6 units for visitors	
Houses in Multiple Occupation	C3/ C4	1.0	1 per 4 residents	N/A	1 per 4 residents	
Local Authority Housing/ Registered Social Landlords	C3	1.0	1.0	N/A	1	
Sheltered Housing Category 1	C3	1 space per warden. 1 space per 10 units	1 space per warden. 1 space per 3 units. 1 space and adequate manoeuvrability for ambulances. 1 visitor space per 6 units.	10% of overall parking provision-	1 per 4 units for residents and 1 per 6 units for visitors	Self contained accommodation with independent living (restricted to elderly 60+) – with warden service.
Sheltered Housing Category 2	C3	0.5	1 space per unit. 1 space and adequate manoeuvrability for ambulances. 1 visitor space per 6 units.	10% of overall parking provision	1 per 4 Units for residents and 1 per 6 Units for Visitors	Active elderly/semi retired accommodation with self-contained independent living with communal facilities.

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Land Use	Class	Stockton Town Centre	All Other Areas of the Borough	Disabled Parking Provision	Secure Cycle Parking (Minimum)	Notes
Extra Care Housing	C3	0.5	1 space per warden. 1 space per 3 units. 1 space and adequate manoeuvrability for ambulances. 1 visitor space per 6 units.	10% of overall parking provision	1 per 6 units for visitors	Independent living for the elderly with communal facilities. 24 hour care available.
Residential Care Homes for the Elderly	C2	1 space per resident staff. 1 space per 5 members of staff on duty at any one time. 1 space per 10 residents (visitor provision). 1 space for professional visitor. 1 Space and adequate manoeuvrability for ambulances	2 spaces per resident staff. 1 space per 3 members of staff on duty at one time. 1 space per 8 residents (visitor provision). 1 space for professional visitor. 1 space and adequate manoeuvrability for ambulances	10% of overall parking provision	1 visitor space for every 10 residents 1 space for every 2 members of staff	Specialist Care and nursing.
Residential Institutions	C2	1 space per full time equivalent member of staff. 1 space per 5 residents/visitors	1 space per full time equivalent member of staff. 1 space per 5 residents/visitors. 1 space and adequate manoeuvrability for ambulances	10% of overall parking provision	1 visitor space for every 10 residents 1 space for every 2 members of staff	Rehabilitation clinics etc
Halls of Residence	C2	Non-operational parking provision: 1 space per 40 resident Sufficient operational parking and area for manoeuvring within the site.	Non-operational parking provision: 1 space per 4 residents. Sufficient operational parking and area for manoeuvring within the site.	10% of overall parking provision	1 space per 5 residents.	

Table 3(b): Parking Provision for Developments – Non Residential

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
BUSINESS USE			
Offices/Financial & Professional	B1/A2	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 350m² gross floor area.</p> <p>Provision for the parking of 1 cycle per 100m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 35m² gross floor area.</p> <p>Provision for the parking of 1 cycle per 100m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
Call Centres and Hi Tech Industrial Units	B1	<p>1 non-operational parking space per 35m² gross floor area.</p> <p>Provision for the parking of 1 cycle per 40m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 30m² gross floor area.</p> <p>Provision for the parking of 1 cycle per 40m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
Hi Tech Industrial Centres includes electrical component manufacturers			
<p>Note: There is a range of parking requirements within the use of class B1. Unless the highest standard (i.e. 1 non-operational parking space per 30m²) is provided, then a conditional approval only may be advised which links development to the lower parking standard.</p>			

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
BUSINESS (Cont'd)			
General Industrial	B2	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 450m² gross floor area or 4 spaces per 100 employees (whichever is the greater).</p> <p>Provision for the parking of 1 cycle per 40m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 45m² gross floor area or 4 spaces per 10 employees (whichever is the greater).</p> <p>Provision for the parking of 1 cycle per 40m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
RETAIL			
Shops	A1	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 300m² gross floor area.</p> <p>Provision for the parking of 1 cycle per 50m² gross floor area or per unit, whichever is the greater.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 30m² gross floor area.</p> <p>Provision for the parking of 1 cycle per 50m² gross floor area or per unit whichever is the greater.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
RETAIL (Cont'd)			
Garden Centres	A1	Same as 'All other Areas of the Borough'	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 30m² gross floor area.</p> <p>Provision for the parking of 1 cycle per 100m² gross display area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
Car Boot Sales	Sui Generis	Same as 'All other Areas of the Borough'	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 space per stall/pitch for sellers.</p> <p>3 spaces per stall/pitch for customers.</p> <p>Provision for the parking of 4 cycles per 500m² gross display area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
RETAIL (Cont'd)			
<p>Supermarkets/Cash & Carry/Bulky Goods Stores</p>	<p>A1</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Developments in Stockton Town Centre will normally require non-operational parking levels of a similar order to those in All Other Areas of the Borough. However, unlike in All Other Areas of the Borough, the availability of existing off-street car parking will be taken into account. The Council may require that such car parking provision is under its control, or that this provision is located away from the site as part of the Stockton Town Centre car parking requirements. This may necessitate the applicant entering into an agreement with the Council to provide a commuted lump sum.</p> <p>Provision for the parking of 1 cycle per 100m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>The range of activities within this category is wide and there are significant differences in the likely parking demand. Potential developers should assume that a range between 2 to 7 non-operational car spaces per 100m² of gross floor area would be required. The decision on the level of provision will be based mainly on the type of retail activity envisaged.</p> <p>For guidance, developers should appreciate that food retailing is likely to justify the higher end of this range, whilst DIY is likely to justify the middle of the range. A Transport Assessment agreed by both the developer and the Council will establish precise parking levels for large developments.</p> <p>Provision for the parking of 1 cycle per 100m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p> <p>The Council may require a condition or a Section 106 Agreement limiting the retail use to suit the available parking.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
WAREHOUSES			
Warehouses and Distribution	B8	Same as 'All other Areas of the Borough'	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 100m² gross floor area or 1 space per 2 employees (whichever is the greater).</p> <p>Provision for the parking of 1 cycle per 200m² gross display area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
MOTOR CAR			
Garages/Tyre and Exhaust Centres/MOT Centres	B2	Same as 'All other Areas of the Borough'	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • Gross floor area < 2,500m² – 3 spaces per service bay plus 1 space per employee. • Gross floor area of 2,500m² and above – 1 space per 30m². <p>Provision for the parking of 1 cycle per 250m² gross floor area, or per unit if gross floor area < 500m².</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
MOTOR CAR (Cont'd)			
<p>Car Showrooms</p>	<p>Sui Generis</p>	<p>Same as 'All other Areas of the Borough'</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>For guidance a main dealership would be expected to provide a minimum of 100 spaces on site for service and sale vehicles.</p> <p>1 space per 100m² internal/external display area for customers.</p> <p>1 space per member of staff.</p> <p>Provision for the parking of 1 cycle per 250m² gross floor area or per outlet, whichever is the greater.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
PLACES OF ASSEMBLY			
<p>Community Centres</p>	<p>D2</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 Non-operational parking space per 100m² gross floor area.</p> <p>Provision for the parking of 1 cycle per 75m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • Gross floor area < 1000m² – 1 space per 10m² (minimum 4 spaces). • Gross floor area of 1000m² and above – 1 space per 22m². <p>Provision for the parking of 1 cycle per 75m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
PLACES OF ASSEMBLY (Cont'd)			
Places of Worship	D1	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Provision for the parking of 1 cycle per 75m² public floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 6 members of the congregation.</p> <p>Provision for the parking of 1 cycle per 75m² public floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
Public floor area excludes toilets and hallways but includes lounges and reception areas and conference facilities.			
Libraries/Art Galleries	D1	Same as 'All Other Areas of the Borough'	<p>Sufficient operational parking and area for manoeuvring within the site</p> <p>Non operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 2 staff. • 1 space per 35m² public floor area for visitors. <p>Provision for the parking of 1 cycle per 2 members of staff.</p>
SPORTS AND LEISURE			
Golf Courses	D2	Same as 'All Other Areas of the Borough'	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non- operational parking space per 22m² gross floor area of clubhouse.</p> <p>Provision for the parking of 2 cycles per 9 holes.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
SPORTS AND LEISURE (Cont'd)			
<p>Indoor/Outdoor Stadia including Football Stadia</p>	<p>D2</p>	<p>Same as 'All Other Areas of the Borough'</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 15 seats.</p> <p>1 coach space per 500 spectators.</p> <p>These requirements may be reduced if supported by an overall strategy designed to promote the use of more sustainable means of travel to the site such as public transport, walking and cycling.</p> <p>Provision for the parking of 1 cycle per 75m².</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
<p>Sport Centres/Family Entertainments Centres</p>	<p>D2</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non-operational parking space per 22m² gross floor area.</p> <p>Provision for the parking of 1 cycle per 100m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>1 non- operational parking space per 22m² gross floor area.</p> <p>1 coach space (minimum) for Sport Centres.</p> <p>Provision for the parking of 1 cycle per 100m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
SPORTS AND LEISURE (Cont'd)			
Bingo Halls	D2	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • Gross floor area < 1000m² – 1 space per 100 seats, plus 1 space per 3 staff. • Gross floor area of 1000m² and above – 1 space per 22m². <p>Provision for the parking of 1 cycle per 75m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • Gross floor area < 1000m² – 1 space per 10 seats, plus 1 space per 3 staff. • Gross floor area of 1000m² and above – 1 space per 22m². <p>Provision for the parking of 1 cycle per 75m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
Swimming Pools	D2	Same as 'All Other Areas of the Borough'	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • Gross floor area < 1000m² – 1 space per 10m² pool area, plus 1 space per 2 members of staff and 1 space per 10 seats in spectator viewing areas. • Gross floor area of 1000m² and above – 1 space per 22m². <p>Provision for the parking of 1 cycle per 10m² pool area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
SPORTS AND LEISURE (Cont'd)			
Cinemas	D2	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> Gross floor area < 1000m² – 3 spaces per 100 seats, plus 1 space per 30 staff. Gross floor area of 1000m² and above – 3 spaces per 100 seats. <p>Provision for the parking of 1 cycle per 75m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> Gross floor area < 1000m² – 3 spaces per 10 seats, plus 1 space per 3 staff. Gross floor area of 1000m² and above – 1 space per 5 seats. <p>Provision for the parking of 1 cycle per 75m² gross floor area.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
HEALTH FACILITIES			
Specialist clinics	D1	<p>Sufficient operational and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> 1 space per practitioner <p>Provision for the parking of 1 cycle per practitioner on duty at any given time and 1 cycle space per 5 other members of staff.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> 1 space per practitioner 2 spaces per practitioner (visitors) 1 space per 2 other staff normally present. <p>Provision for the parking of 1 cycle per practitioner on duty at any given time and 1 cycle space per 5 other members of staff.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
HEALTH FACILITIES (Cont'd)			
<p>Health Centre/Practice (e.g. dentist, doctor)</p>	<p>D1</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Provision for the parking of 1 cycle per practitioner on duty at any given time and 1 cycle space per 5 other members of staff.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient area for manoeuvring within the site</p> <ul style="list-style-type: none"> • 4 spaces per practitioner on duty at any given time. • 1 space per 2 other members of staff normally present. <p>Provision for the parking of 1 cycle per practitioner on duty at any given time and 1 cycle space per 5 other members of staff.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
<p>Hospitals</p>	<p>C2</p>	<p>Consult Highway Authority</p>	<p>Parking provision will be determined in relation to the Transport Assessment and Green Travel Plan. It is therefore essential that early discussions take place with the Highway Authority.</p> <p>Provision for the parking of 1 cycle per 20 bed spaces for visitors and 1 cycle space per 10 staff.</p>
<p>Specialist clinics include - acupuncturists, chiropodist, physiotherapist, vets.</p> <p>The term practitioner refers to anybody that is seen on an appointment basis – e.g. doctors, dentist, consultants, nurses, and physiotherapist.</p> <p>For health centres with a pharmacy, the A1 retail use parking standards will apply.</p>			

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
EDUCATION			
<p>Primary Schools</p>	<p>D1</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 10 full-time members of teaching staff. • 1 space per 3 part-time members of staff on duty at any one time. <p>Provision for picking up and dropping off children must be agreed with the Council. In general, it is expected that approximately 2 spaces per formal entry will be appropriate.</p> <ul style="list-style-type: none"> • A lay-by or circulation route on the school frontage; or • An acceptably wide carriageway on the road fronting the site, which is not a cul-de-sac. <p>1 cycle per 5 students in conjunction with a school travel plan.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 0.8 spaces per full-time member of teaching staff. • 1 space per 3 part-time members of staff on duty at any one time. <p>Provision for picking up and dropping off children must be agreed with the Council. In general, it is expected that approximately 20 spaces per formal entry will be appropriate. This latter requirement must be satisfied either by:</p> <ul style="list-style-type: none"> • A lay-by or circulation route on the school frontage; or • An acceptably wide carriageway on the road fronting the site, which is not a cul-de-sac. <p>1 cycle per 5 students in conjunction with a school travel plan.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
EDUCATION (Cont'd)			
<p>Secondary Schools</p>	<p>D1</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 10 full-time members of teaching staff. • 1 space per 3 part-time members of staff on duty at any one time. • 2 visitor spaces. • 1 space per 100 students over 17. <p>1 cycle per 5 students in conjunction with a school travel plan.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per full-time member of teaching staff. • 1 space per 3 part-time members of staff on duty at any one time. • 4 visitor spaces. • 1 space per 10 students over 17. <p>1 cycle per 5 students in conjunction with a school travel plan.</p>
<p>Day Nursery Crèches</p>	<p>D1</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 30 members of staff • 1 space per 70 children <p>This latter requirement will be higher should staff start/finishing times be fixed.</p> <p>Provision for the parking of 1 cycle for every 2 members of staff. 1 visitor space per 5 children.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 3 members of staff • 1 space per 7 children <p>This latter requirement will be higher should staff start/finishing times be fixed.</p> <p>Provision for the parking of 1 cycle for every 2 members of staff. 1 visitor space per 5 children.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
EDUCATION (Cont'd)			
Colleges of Education	D1	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 10 full-time equivalent members of teaching staff. • 1 space per 20 other members of staff. • 1 space per 60 students. <p>Provision for the parking of 1 cycle per 7 students.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 0.8 space per full-time equivalent members of teaching staff. • 1 space per 2 other members of staff. On duty at any one time. • 1 space per 15 students. <p>Provision for the parking of 1 cycle per 7 students.</p> <p>Disabled parking provision 5 to 10% of total number of spaces.</p>
<p>Note: It is essential that reversing and turning movements at both primary and secondary schools be minimised.</p>			
FOOD AND DRINK			
Hot Food Takeaways	A3	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • Staff - 1 space per 50m² gross floor area. • Customers – 1 space per 25m². <p>1 space for delivery vehicles if applicable.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • Staff - 1 space per 50m² gross floor area. • Customers – 1 space per 25m². <p>1 space for delivery vehicles if applicable.</p>

SPD3: Parking Provision for Developments

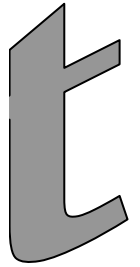
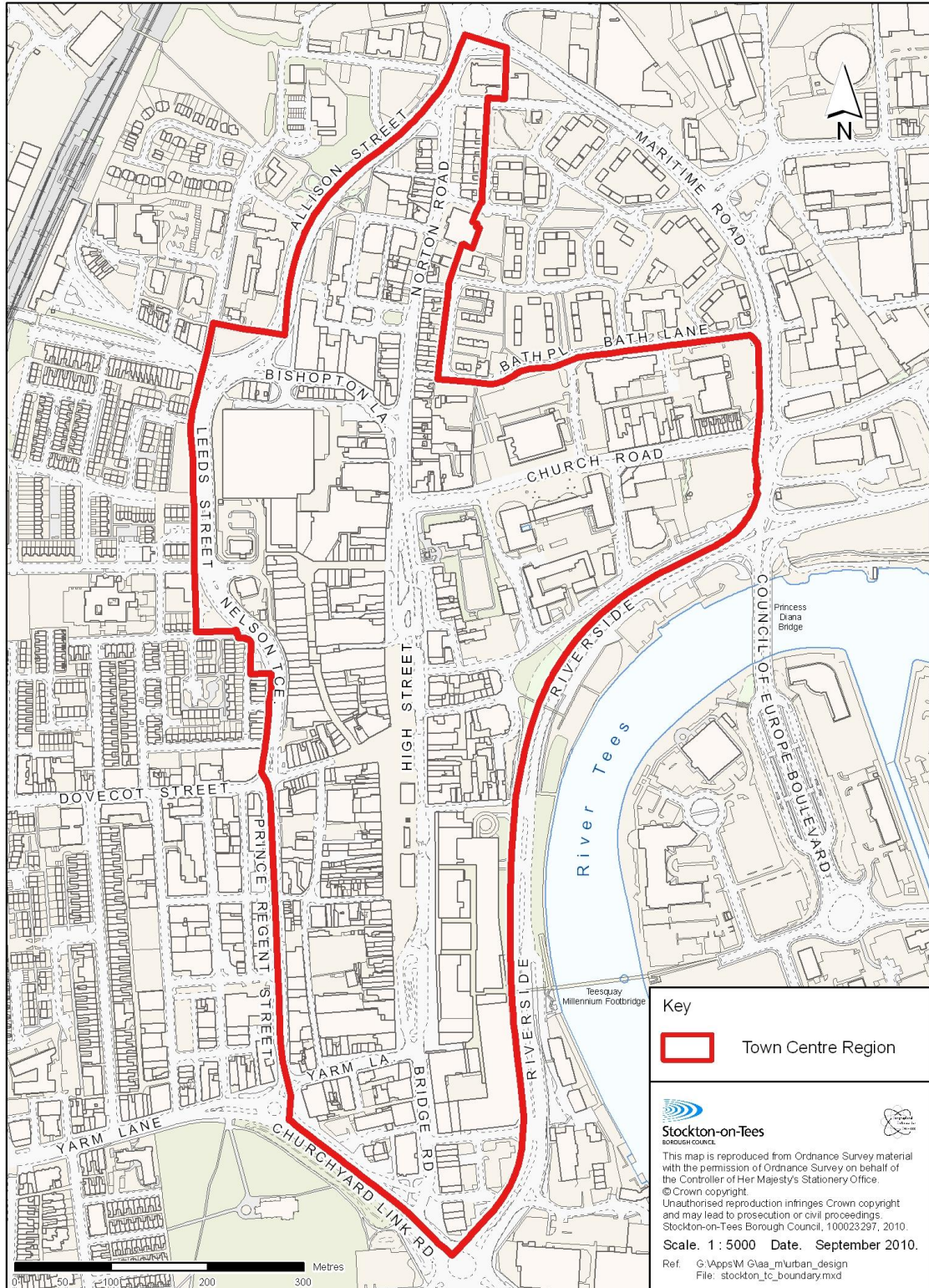
LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
FOOD & DRINK (Cont'd)			
Restaurants	A3	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 20 seats • 1 space per 50m² public floor area for bar use. <p>Provision for the parking of 1 cycle for every 10m².</p> <p>All 'Drive Through' facilities to be carefully examined on environmental and traffic grounds and justified only if environmentally acceptable.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 2 seats. • 1 space per 5m² public floor area for bar use. <p>Provision for the parking of 1 cycle for every 10m².</p> <p>All 'Drive Through' facilities to be carefully examined on environmental and traffic grounds and justified only if environmentally acceptable.</p>
Public Houses/Clubs and Social Clubs	A4	<p>Details of deliveries to be submitted as part of an application.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 5m² public floor area. <p>Shared arrangements with adjacent retail or commercial developments will normally be accepted.</p> <p>Provision for the parking of 1 cycle per 15m² dining area.</p>

SPD3: Parking Provision for Developments

LAND USE	USE CLASS	Stockton Town Centre	All Other Areas of the Borough
FOOD & DRINK (Cont'd)			
Hotels	C1	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 20 bedrooms. • 1 space per 50m² public floor area. <p>Categories in 'Food and Drink' (Use Class A3) as appropriate.</p> <p>Provision for the parking of 1 cycle for every 2 members of staff and 1 cycle per 5 bedrooms.</p>	<p>Sufficient operational parking and area for manoeuvring within the site.</p> <p>Non-operational parking provision:</p> <ul style="list-style-type: none"> • 1 space per 2 bedrooms. • 1 space per 5m² public floor area – such as receptions and lounges <p>Categories in 'Food and Drink' (Use Class A3) as appropriate.</p> <p>Provision for the parking of 1 cycle for every 2 members of staff and 1 cycle per 5 bedrooms.</p>

SPD3: Parking Provision for Developments

Appendix 1. Stockton Town Centre



SPD3: Parking Provision for Developments

Appendix 2. Car Parks within and in the vicinity of Stockton Town Centre.

