

Aylesbury Vale District Local Plan  
Supplementary Planning Guidance 1

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Parking Guidelines **1**

*April 2002*

# FOREWORD

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The Council approved this Supplementary Planning Guidance on 10 May 2000.

# PARKING GUIDELINES

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## INTRODUCTION

1. The purpose of this Supplementary Planning Guidance (SPG) is to provide detail on the revised approach, over the whole District, for car parking requirements in the Aylesbury Vale District Local Plan (AVDLP).
2. When originally approved in May 2000, SPG 1 included a section on Developer Contributions. The section on Developer Contributions has now been revised and published separately as SPG 4 (Transport Contributions from Non-MDA Developments at Aylesbury - approved May 2002).

## CAR PARKING GUIDELINES

3. The amount and management of car parking is a key factor that can influence choice of transport mode for making journeys. Free and readily available parking, while currently the expected norm, generates traffic by facilitating use of the private car and therefore contributes to congestion.
4. Standards for car parking provision in Aylesbury Vale were last reviewed in 1989 (with a minor amendment in 1994). The requirements for private non-residential parking (PNR) in new developments are fairly uniform throughout the south east. The requirements were seen as minimum levels of provision, based upon perceived demand levels. They are reproduced in Appendix 6 of the Local Plan and constitute a benchmark against which future provision will be measured.
5. Since the last detailed review, there have been significant changes in policy concerning all aspects of car parking. The most significant changes have been promoted through Planning Policy and Regional Planning Guidance<sup>1</sup>, which are currently being revised. The White Paper on Transport spells out the need for changes to parking regimes. Priorities for change include:

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<sup>1</sup> *PPG 13 Transport (2001)*  
*PPG 6 Town Centres and Retail Development (1996)*  
*RPG 9 Regional Planning Guidance for the South East*

- applying parking standards as maximum, rather than minimum, provision;
- establishing (progressively) lower standards in locations of greater accessibility by non-car modes;
- requiring the cost of off-site parking and complementary transport measures necessary to address the shortfall to be met through payments secured through planning agreements; and
- encouraging parking provision that is suitable for shoppers and other short-term users but discouraging long stay, particularly commuter, parking.

### **AVDLP: General Parking Policies**

6. AVDLP contains parking policies that address the issues highlighted above and represent a fundamental reappraisal of car parking requirements. These policies provide for a more restrictive policy on car parking provision that seeks a gradual reduction in the overall numbers of on-site parking in areas of greatest accessibility over the plan period to 2011. A key aim is to seek a reduction in the amount of PNR available in the future in those areas most accessible or potentially accessible by public transport, cycling and walking, in order to encourage the development and use of those modes, and to discourage non-essential car use.
7. In looking to reduce levels of PNR parking it is proposed to begin the process by promoting, initially, a relatively small change in the amount of provision for such in new development. The Council is mindful that a significant unilateral, reduction in parking requirements could drive away existing and potential investors to the detriment of the District's economy. Nevertheless, any reduction must have a reasonable measurable impact to enable the effects of the policy to be monitored.
8. Paragraph 4.57 and Proposal GP.26 in AVDLP establishes the principles for the new guidelines on car parking which are to be applied throughout the Local Plan area. The Proposal provides for development to provide for the parking of cars and other vehicles in accordance with the Council's currently adopted Parking Guidelines. Those guidelines will be reviewed from time to time but will consistently apply the following principles:
  - The guideline figures will be expressed as a percentage of the benchmark standards set out in Appendix 6 of AVDLP;
  - The guideline figures will initially be set below 100% covering the whole Plan area, the guideline figures will be progressively further reduced;

- The guideline figures will vary according to the existing or planned accessibility of the location by public transport, cycling or walking;
- The guidelines figures will be applied as maxima; and
- In areas of greatest accessibility parking provision will be restricted to operational needs only.

### **1998 Guideline Figure**

9. Initially, a guideline figure of minus 10% will be applied to all forms of development, except residential. This is seen as an appropriate starting point. The gradual reduction will allow complementary transport proposals to be introduced and enable further progressive tightening of parking policy. The guideline figure will be reviewed regularly through the period of the Local Plan. *The revised parking figures are included as Appendix 1 to this Guidance.*
10. These requirements will be applied District wide, except in those parts of Aylesbury referred to below.
11. In addition: -
  - for retail, business, industry and warehouse/storage developments the higher parking requirements for the first 100m<sup>2</sup> (240m<sup>2</sup> for warehousing) under the old standards is removed; and
  - totals for parking requirements are to be rounded down, not up.
  - As an example, a 1000m<sup>2</sup> B1 office development under the old standards would require 35 spaces (5 for first 100m<sup>2</sup> and 30 for the remaining 900m<sup>2</sup>). Under this SPG, applying the new guidelines, the development would require 30 spaces.

### **AVDLP: Aylesbury Parking Policies**

12. Aylesbury refers to the existing contiguous built up area of the town and the proposed MDA expansion sites.
13. A key to the land use/transport strategy for Aylesbury is the creation of new public transport, cycling and pedestrian networks throughout the existing built-up area and the new Major Development Areas on the periphery of Aylesbury. The town centre is relatively well served by public transport. Proposals in the Plan are designed to encourage a greater role for cycling, walking and public transport by facilitating travel to and from the town centre and along the principal public transport corridors and consequently a reduction in the amount of PNR parking in those areas.

14. In addition to the changes promoted by Proposal GP.26, a revised approach to parking provision in and around Aylesbury town centre and other areas currently or to be well served by public transport is embodied in AY.31.
15. Proposal AY.31 applies a parking policy for the town based on the principles outlined in GP.26 and GP.47 (parking spaces to be provided for disabled people). The following principles will be applied:
  - restricting on-site PNR parking (except for housing, food superstores and bulky goods retail warehousing) within the inner relief road to that required for operational needs only;
  - all proposals for development, including residential, which are considered to be well served by public transport (on the basis of the criteria detailed below) will be required to provide less on-site car parking than the requirement as set out in the Parking Guidelines.
16. Operational need is defined in the Local Plan as "...that parking required for cars and other vehicles that are regularly and necessarily involved in the operation of the business or land use. This will include collecting and delivering goods and the setting down of passengers but not the storing or servicing of vehicles except where this is an integral part of the business or use" (AVDLP para 5.99).
17. Outside the town centre area the policy allows for measures of accessibility to public transport to influence the consideration of car parking requirements. If it demonstrated that a site is well related to good public transport, reduced requirements will be appropriate. An example could be development in the MDAs close to the new primary public transport corridors. This will include proposals for new housing development.
18. In determining the accessibility of a site the following factors will be considered: presence and proximity of a bus route or railway stop/station (max 200m distance from either side of carriageway along which buses run along or 200m from rail station/stop); frequency and regularity of public transport service (min 6 buses per hour); and links to pedestrian network. Where these criteria are met in full a further proportional reduction in the parking requirement to, initially, 80% of the benchmark figure will be appropriate.
19. Effectively, these criteria, at least for the beginning of the Plan period, will lead to further reduced car parking at only limited locations. These locations will relate to the main radial routes within the town that also accommodate the main bus routes, and to the central nodes of the Berryfields, Broughton/Stocklake and Weedon Hill MDAs.

## **CYCLE PARKING GUIDELINES**

- 20.** Safe and secure cycle parking is an important component in encouraging the use of bicycles, particularly for shorter urban journeys, including commuting. Proposals for cycle parking and the provision of street furniture are not limited to new development and their parking requirements. The provision of adequate cycle parking is also important both at existing developments where deficiencies are apparent - hospitals, local shopping centres for example - but also in pedestrianised areas.
- 21.** A mix of cycle parking facilities should be designed to cater for varied parking needs. These should include:

  - formal cycle parking facilities, of the Sheffield type stand;
  - in appropriate cases longstay/high security cycle parking facilities such as cycle lockers; and
  - in all cases cycle parking facilities should be clearly visible, well lit and as close as possible to the destination and no more than 25 metres distant.
- 22.** In all cases cycle parking stands should be available to all staff, visitors and where appropriate customers and users of the development/facility.
- 23.** There are no set governmental criteria for assessing the demand for cycle parking facilities. Various authorities have introduced cycle parking standards/requirements of varying detail and complexity. As part of the agreed ALUT Strategy it is proposed to monitor the use of cycles in Aylesbury as facilities and infrastructure are introduced.
- 24.** For these reasons it is proposed to introduce general requirements applicable across the District to residential and other uses which as with car parking requirements will be subject to regular review. Most residential development will have a secure area for cycles in the form of a domestic garage or shed. The residential cycle parking requirement relates to those schemes where such facilities cannot be provided. Sheltered housing schemes as defined in the existing car parking document will be exempted from the requirement, although appropriate visitor facilities should be available.

25. Across Buckinghamshire, the County Council's Integrated Transport Strategy seeks a doubling in the average numbers of people cycling to work to 5% of the total by 2011. This is reflected in the requirement for secure cycle parking facilities for development outside Aylesbury. In recognition of the number of local trips made in Aylesbury and the proposal to develop a comprehensive cycle network it is appropriate to provide for a higher standard of cycle parking in the town than in the rural areas.

### **Cycle Parking Requirements**

26. With reference to the above considerations, the cycle parking requirements for the District are as follows:
- Residential use (across the District, including Aylesbury): - where no garage or other suitable accommodation is provided at least one secure cycle space per residential unit (excluding certain sheltered housing schemes);
  - Retail (A1): - within Aylesbury 3 spaces per 1000m<sup>2</sup>. Outside Aylesbury 1 space per 1000m<sup>2</sup>; and
  - Other uses: - outside Aylesbury a minimum of one secure cycle parking space for every 20 employees/users. At Aylesbury a minimum of one secure cycle space for every 10 employees/users. There will be some uses, particularly education and leisure uses (i.e. Primary and Middle Schools, golf courses) where the amount of cycle parking will need to be decided on merit.

## VEHICLE PARKING REQUIREMENTS

### 1. Introduction

- 1.1 The parking requirements contained in this document relate to uses and circumstances most commonly encountered. When considering planning applications for new development, extensions or changes of use, the Council will normally seek to ensure these requirements are complied with. However, the requirements are not intended as an inflexible statement; the provisions suggested may be modified if it can be unnecessary or be otherwise counter-productive to a proposal; or where special circumstances apply, for example mixed developments which allow dual use of parking areas at different time of the day, or where particular operators with specific parking needs are concerned. Also, although the requirements are intended for use throughout the District, in specific areas they may be formally modified to take into account special circumstances.
- 1.2 Where a type of development is not specifically included, the parking requirement will be assessed by taking into account experience of similar development and the particulars of the proposal in terms of use, site, location and adjoining development.
- 1.3 In all cases where a development includes access for the public, and where a development is specifically intended for the disabled, suitable arrangements should be made for parking disabled drivers cars convenient to the premises and preferably adjacent to an entrance to the building.
- 1.4 Where a development will include two or more uses each use will be assessed separately for its parking requirement. If it can be demonstrated that such uses will not be carried out concurrently, shared use of parking areas may be considered.

### 2. Definitions

Within this document the following definitions are used:-

- (i) Gross floor areas (g.f.a): the total floor area, measured from the external dimensions of all buildings on the site.
- (ii) Public floorspace: the area to which the general public normally has access but excluding toilets and washrooms.

USE		MAXIMUM PARKING REQUIREMENT
3.1	Residential	
i)	Bed-sitting room flatlets (units with combined bedroom and living area up to 30m <sup>2</sup> g.f.a.)	<i>one space per unit</i>
ii)	1 and 2 bedroom dwellings	
a)	Where communal parking is provided close to the dwelling	<i>one space per dwelling within the curtilage where appropriate plus one visitor's space for every two dwellings</i>
b)	Where communal parking is not provided	<i>2 spaces per dwelling</i>
iii)	3 bedrooms dwellings	<i>two spaces per dwelling with at least one space provided within the curtilage of dwelling</i>
iv)	4 or more bedroom dwellings	<i>3 spaces per dwelling provided within the curtilage of the dwelling</i>
v)	Elderly person's homes	<i>1 space per 4 residents</i>
vi)	Sheltered housing schemes* providing 1 or 2 bedroom units	<i>1 space per units** provided for communal use</i>

\* Defined as accommodation:-

- a) with the services of either a resident or non resident warden with a system for calling the warden;
- b) which is accessed (excepting emergency exists) only via internal corridors for calling hallways;
- c) which includes the provision of a Common Room(2) at 1.25 sq.m. per unit with an aggregate minimum of 30 sq.m. per development;
- d) which includes provision of a laundry within each development;
- e) which, if comprising one or more one bedroom units, provides at least one guest bedroom with en-suite shower facilities; and
- f) where at least one of the occupants is aged at least 60 years upon first occupation by that person or persons.

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outside the settlements of Aylesbury, Buckingham, Haddenham, Wendover and Winslow provision shall not be less than 1 space per 2 units but the exact provision shall be considered having regard to the precise nature and location of the scheme in relation to local facilities and public transport.

USE	MAXIMUM PARKING REQUIREMENT
3.2 Detail: <ul style="list-style-type: none"> <li>a) Shops with g.f.a. less than 100m<sup>2</sup></li> <li>b) Stores with g.f.a. between 100m<sup>2</sup> and 2500m<sup>2</sup></li> <li>c) Superstores with g.f.a. over 2500m<sup>2</sup></li> <li>d) Retail warehouses (DIY, Garden Centres, Electrical, Furniture and Carpet Centres)</li> </ul>	<i>1 space per 33m<sup>2</sup> g.f.a.</i>  <i>1 space per 22m<sup>2</sup> g.f.a.</i>  <i>1 space per 17m<sup>2</sup> g.f.a.</i>  <i>1 space per 22m<sup>2</sup></i> : <i>For all retail development separate provision shall be made for loading unloading and manoeuvring of delivery vehicles</i>
3.3 Business (including Financial and Professional Services)	<i>1 space per additional 33m<sup>2</sup> g.f.a.</i> : <i>Where appropriate, separate provision shall be made for loading, unloading and manoeuvring of delivery vehicles</i>
3.4 Industry (Non Class B1)	<i>1 space per 55m<sup>2</sup> g.f.a.</i> : For ancillary business uses the parking standard for Business Uses will apply : Where appropriate, 1 lorry space per 100m <sup>2</sup> g.f.a. including site area used for storage : <i>Separate provision should be made for loading, unloading and manoeuvring of vehicles</i>
3.5 Warehouse/Storage (non-retail)	<i>1 space per additional 110m<sup>2</sup> g.f.a.</i> <i>1 space per 550m<sup>2</sup> g.f.a. including site area used for storage</i> : For ancillary business uses the parking standard for Business Uses will apply : <i>Separate provision should be made for loading, unloading and manoeuvring of delivery vehicles</i>

3.6 Public House and Licensed Bars	<i>1 space per 3m<sup>2</sup> floor space associated with bars</i> : <i>Separate provision should be made for loading, unloading and manoeuvring of delivery vehicles</i>
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<b>USE</b>	<b>MAXIMUM PARKING REQUIREMENT</b>
3.7 Restaurants/Cafes	<p><i>1 space per 6m<sup>2</sup> of public floorspace</i></p> <p><i>: Separate provision should be made for load, unloading and manoeuvring of delivery vehicles</i></p>
3.8 Hotels and Hostels	<p><i>1 space per bedroom (including staff accommodation)</i></p> <p><i>: Where facilities are open to non-residents the appropriate bar/restaurant standards apply. Separate provision should be made for loading, unloading and manoeuvring of delivery vehicles</i></p>
3.9 Assembly and Leisure (including use as a theatre, cinema, concert hall, bingo hall, casino, swimming pool, skating rink, and indoor and outdoor sports and recreation)	<p><i>1 space per 6 seats of public accommodation or 1 space per 11m<sup>2</sup> of public floorspace, whichever is the greater</i></p> <p><i>: For bar/restaurant facilities the appropriate standards will apply</i></p> <p><i>: Separate provision should be made for the parking and manoeuvring of coaches and delivery vehicles where appropriate</i></p>
3.10 Non-residential Institutions (including health facilities, art galleries, libraries, religious buildings)	<p><i>1 space per 11m<sup>2</sup> g.f.a. except:</i></p> <p><i>Libraries: 1 space per 44m<sup>2</sup> of public floorspace</i></p> <p><i>Surgeries: 4 spaces per consulting room</i></p>

USE	MAXIMUM PARKING REQUIREMENT
<p>3.11 Educational Establishments:</p> <p>a) Nursery, First Middle and Upper Schools</p> <p>b) Places for Further Education and those accommodating sixth forms</p>	<p><i>1 space per full-time equivalent member of staff</i></p> <p><i>1 space per full-time equivalent member of staff</i></p> <p><b>PLUS</b></p> <p><i>1 space per 6 full-time equivalent students over the age of 16 (based on the establishment at full capacity)</i></p> <p><b>NOTE</b></p> <p><i>A proportion of parking spaces provided for educational establishments should be allocated for visitors</i></p>
<p>3.12 Repair Garages/Motor Showrooms</p>	<p><i>1 space per 17m<sup>2</sup> of workshop/storage/office/ancillary areas</i></p> <p><i>1 space per 110m<sup>2</sup> of car display area</i></p> <p><i>: Separate provision should be made for parking of breakdown repair vehicles (where appropriate) and for the loading, unloading and manoeuvring of delivery vehicles</i></p>

#### **4. Design of Parking Areas**

**4.1** The following details are provided as a guide to the layout of car parks, and may be varied at the discretion of the local planning authority:

- (i) Generally, dimensions of 2.4m x 4.8m should be provided for normal parking spaces, with a distance of 6m between rows for access where spaces are at right angles to the traffic lane.
- (ii) The distance between rows can be reduced where the spaces are angled to the traffic lane, for example where the angle is 45 degrees a distance of 5m will suffice.
- (iii) A 6m traffic lane will be required for a single row of parking spaces.
- (iv) Where spaces are not marked out, a minimum of 24m<sup>2</sup> per space will be required.
- (v) Lorry parking spaces should be 3m x 15m, with adequate space including for turning and manoeuvring.
- (vi) Normally, wider spaces will be required for disabled drivers.

**4.2** Landscaping is considered an important element in the design of parking areas. Development proposals will be expected to include details of the landscaping treatment to all car parks. Landscaping should be used to break up large areas of hard surface as well as providing screens nearer the edges of car parks.

**4.3** The design of parking areas should taken into account the safety of pedestrians by segregating pedestrian movements where possible, and provision should also be made for cycles and motorcycles at convenient locations.