

APPENDIX 1

PARKING STANDARDS FOR NEW DEVELOPMENTS

Introduction

The broad objective of the plan's parking policies is that parking provided in conjunction with development should provide parking for visitors, employees and all users of the development in a way that is consistent with ensuring that road safety and amenity are not adversely affected and that is consistent with the aim of promoting sustainable development. The standards set out in this appendix are designed to achieve this objective.

The parking standard to be applied to a development will depend on both the intended land use and the location of the site.

Historically, under provision of parking in the borough has led to conflict in the areas peripheral to the commercial centres between residents' parking and overspill employee and visitor parking needs. However, one effect of the recent shift in emphasis in transport policy to recognising the significant impact of transport on the environment, is that meeting all the demand for parking is often not appropriate. Nevertheless, the Council considers that compliance with the parking standards is normally an essential prerequisite to the granting of planning permission for a new development.

Parking standards refer to the maximum number of spaces to be provided. The Council is concerned that, in isolation, the use of maximum car parking standards could have an adverse effect on the safety and amenity of areas adjoining new development and on the operation of the road network in the vicinity. Parking must work alongside other measures to promote more sustainable travel. To that end, the Council will seek contributions in appropriate cases to its fund for transport improvements and will encourage all organisations to prepare travel plans. The attention of developers is drawn to policy T13 which sets out the Council's requirement that parking provision for people with disabilities is expected to follow the advice in Traffic Advisory Leaflet 5/95. In addition to the standards for motor vehicles, this appendix also includes minimum standards for cycle parking which apply to all parts of the borough. Provision should also be made for parking facilities for motorcycles.

Parking Categories

The parking standards define the overall parking need for a development; however for commercial development it is useful to distinguish between an operational and a non-operational element of the parking requirement.

In this context "operational" is defined as that element of parking provision which is desirable to have located on site for the proper functioning of the development. This might include certain visitor spaces and spaces for certain employees who are required to use their car in the course of their business rather than just for commuting. "Non-operational" is the remainder of the parking provision for the development and which might be located in a separate public car park.

Use Classes Order

The parking standards are related to the type of land use proposed for the development. The Town and Country Planning (Use Classes) Order 1987 categorised developments into Use Classes and these standards have been directly related to these Use Classes.

Within some of the use classes it is possible to identify sub-divisions which have different parking needs from each other. Where an application demonstrably falls into a particular sub-division, then the standard for that sub-division should be applied; however if the application is not sufficiently specific it will be assessed against the most restrictive standard within the relevant use class.

The applicant should not overlook the possibility of future changes in the occupation of a development when seeking to justify a variation in parking provision. In applying the standards, due cognisance will be paid to these possible variations.

Guidance on the Application of Car Parking Standards

The Council has adopted parking standards which are designed to achieve a level of parking consistent with sustainability objectives.

- (i) Standards are quoted for Kingston town centre, the district centre and the remainder of the borough.
- (ii) Standards will normally apply to new buildings and to extensions .
- (iii) Car parking standards for commercial development will be based on the gross floor area using the external measurement of the building and shall include all ancillary space, plant rooms etc.
- (v) Parking standards are designed to meet the average needs of the particular type of development rather than the specific needs of individual occupiers. Where a developer feels that a specific usage of a development will warrant a departure from these standards the Council will consider any proposed variation on its merits. In these

circumstances a planning condition or legal agreement may be sought to limit the site usage.

- (vi) Car parking standards will be maximum standards. Cycle parking standards are minimum.
- (vii) Where two or more land uses apply to the same development site (e.g. business and shop or shop and residential) the parking requirements for each land use will be assessed using the individual standards for each land use. The spaces provided for each land use will need to be separately identified in the application.
- (viii) Where a development is sub-divided into individual units the parking requirement will be assessed for each individual unit according to its use. The total requirement should be provided and should be allocated to each unit in accordance with the standards. In these cases appropriate planning conditions may be imposed or legal agreements may be required.
- (ix) Parking standards need to be applied with some sensitivity, taking account of individual site characteristics and reflecting the relative importance of parking standards in relation to other policies of the plan. In certain circumstances a variation to the standards may be appropriate. For applications relating solely to change of use, or extensions to single family dwelling houses, the parking demand will initially be assessed in accordance with the relevant standard. Any existing parking provision will be considered against this standard.
- (x) Whilst parking spaces must be functionally effective it must be remembered that surface parking areas should be designed as an integral element of the external space around buildings. They therefore affect the setting of the building for which they are provided and in many cases form part of the street scene. The use of varied and suitable paving materials can assist in a better design and appearance. Where large parking areas are provided, including communal parking areas with residential development, the parking area should be relieved by suitable landscaping and an interesting floorscape created by the incorporation of varied materials and the avoidance of large expanses of black tarmac.

The standards itemised in this document cover a general range of land uses but they cannot be exhaustive. Where there is no defined standard for a particular land use the required parking provision will need to be discussed with the local planning authority prior to the submission of a planning application. In these circumstances a planning application will need to be accompanied by a supporting statement to justify the proposed parking provision.

CAR PARKING STANDARDS

Use Class	Kingston Town Centre	District Centres of Surbiton, New Malden and Tolworth	Remainder of the Borough
A1 – SHOPS			
General Retail up to 1000 m ²	1 space per 35 m ² NOTE: Relaxation may be considered for customer parking to shops offering a local service where the on-street parking is assessed as being inadequate		
General Retail exceeding 1000 m ²	1 space per 35 m ² NOTE: Relaxation may be considered for customer parking to shops offering a local service where the on-street parking is assessed as being inadequate		
Food Superstore Sales area exceeding 2500 m ²	1 space per 20 m ²	1 space per 20 m ² (Not normally permitted)	
Non-Food Superstore Sales area exceeding 2500 m ² with use restricted to non-food retailing	1 space per 25 m ²	1 space per 25 m ² (Not normally permitted)	
A2 – FINANCIAL AND PROFESSIONAL SERVICES	1 space per 34.5 m ²	1 space per 30 m ²	
A3 – FOOD AND DRINK			
(In view of the variety of types of usage in this class each application will be considered on its merits, subject to the maximum standard in relation to location, hours of operation and availability of alternative parking facilities)	1 space per 19 m ²		1 space per 10 m ²

Use Class	Kingston Town Centre	District Centres of Surbiton, New Malden and Tolworth	Remainder of the Borough	
B1 BUSINESS	1 space per 300 m ²	1 space per 100 m ²	Industrial, Warehouse, Business Areas Provision of maximum standard of 1 space per 100 m ²	<i>Other Areas</i> Provision of maximum standard of 1 space per 100 m ²
B2 GENERAL INDUSTRY	1 space per 100 m ² A lorry parking space may be provided as part of the parking requirement			
B8 STORAGE AND DISTRIBUTION	1 space per 100 m ² PLUS a minimum of 1 lorry space per unit			
C1 HOTELS AND HOSTELS	1 space per 2 bedrooms PLUS provision of 1 coach parking space per 100 bedrooms. However, the range of types of hostel and the variety of facilities which may be offered by hotels are such that alternative provision could be justified. For example, a higher provision could be required to accommodate conference facilities and public rooms, and a lower provision could be required for special needs hostels. Each case will therefore be assessed individually.			
C2 RESIDENTIAL INSTITUTIONS				
Residential care (registered with the Local Authority)	Up to maximum provision of 1 space per 8 occupants, subject to minimum of 2 spaces, PLUS 1 space per unit of staff accommodation	Provision of maximum standard: 1 space per 8 occupants PLUS 1 space per unit of staff accommodation		
Hospital or Nursing Home	Each case will be considered on its merits having regard to the nature of treatments and services being provided			

Use Class	Kingston Town Centre	District Centres of Surbiton, New Malden and Tolworth	Remainder of the Borough
Residential School, College or Training Centre	Up to maximum provision of 1 space per bedroom		Provision of maximum standard: 1 space per bedroom
C3 DWELLING HOUSES			
Residential	Provision up to maximum standard of: Studio/1 bedroom: 1 space unassigned 2 bedrooms: 1 space assigned plus 1 unassigned space per 5 units 3+ bedrooms: 2 spaces at least one of which shall be unassigned Car parking provision in these areas may be reduced, providing there is no adverse risk of on-street parking, for example within a CPZ. Legal agreements can control eligibility for parking permits.		Provision of maximum standard: Studio/1 bedroom: 1 space 2-3 bedrooms: 2 spaces 4+ bedrooms: 3 spaces For dwellings served by communal parking areas the following standards will apply: Studio/1 bedroom: 1 space unassigned 2 bedrooms: 1 space assigned plus 1 unassigned space per 5 units 3+ bedrooms: 2 spaces at least one of which shall be unassigned:
Sub-division of Existing Residential Units	Parking need will be assessed in accordance with the standard residential requirement for each unit arising.		
Retirement Housing Self-contained units with some communal facilities but without a resident warden	Provision up to maximum standard of: 1 space per dwelling (unassigned) subject to a restriction on the age of occupants to state pensionable age		Provision of maximum standard of: 1 space per dwelling (unassigned) subject to a restriction on the age of occupants to state pensionable age

Use Class	Kingston Town Centre	District Centres of Surbiton, New Malden and Tolworth	Remainder of the Borough
Sheltered Housing Self-contained units with some communal facilities under the care of a resident warden	Provision up to maximum standard of: 2 bedroom unit : 0.8 space 1 bedroom unit: 0.33 space PLUS 1 space per resident warden's unit All spaces except the warden's unit shall be unassigned		Provision of maximum standard of: 2 bedroom unit : 0.8 space 1 bedroom unit: 0.5 space PLUS 1 space per resident warden's unit All spaces except the warden's unit shall be unassigned
D1 NON-RESIDENTIAL INSTITUTIONS	The variety of categories of use within this use class and the range of types of development within each category are such that it is difficult to define standards. With the exception of the categories set out below, each application will therefore be judged on its merits.		
Medical Centres and Clinics	Provision up to maximum of 5 spaces per consulting room		Provision of maximum standard of 5 spaces per consulting room
Crèche, Nursery or Day Centre	Provision up to maximum of 1 space per staff member plus adequate space for delivery and collection of children and other users		Provision of maximum standard of 1 space per staff member plus adequate space for delivery and collection of children and other users
Places of Worship	Provision up to maximum of 1 space per 10 worshippers		Provision of maximum standard of 1 space per 10 worshippers
D2 ASSEMBLY AND LEISURE	All applications will be assessed individually having regard to the anticipated traffic generation of the proposed development and its accessibility.		

CYCLE PARKING STANDARDS

Location Category	Use Class	Land Use	Cycle Parking Standard
Place of Work	B1/A2	Business, offices, services	1/125 m ² with minimum of 2 spaces
	B1	Light industrial	1/125m ² with minimum of 2 spaces
	B2-B7	General industrial	1/500m ² with minimum of 2 spaces
	B8	Warehouses	1/500m ² with minimum of 2 spaces
Shopping	A1	Food retail	Out-of-centre – 1/350m ² Town centre/local shopping centre – 1/125m ²
	A1	Non-food retail	Out-of-centre – 1/500m ² with minimum of 4 spaces Town centre/local shopping centre – 1/300m ²
	A1	Garden centre	1/300m ² with minimum of 2 spaces
Education	D1	Primary Schools	1 space per 10 staff
	D1	Secondary schools	1 space per 10 staff/students
	D1	Universities, colleges	1 space per 10 staff/students
Entertainment	A3	Pubs, wine bars	1/100m ² with minimum of 2 spaces
	A3	Fast food , takeaway	1/50 m ² with minimum of 2 spaces
	A3	Restaurants, cafes	1 space per 20 seats with minimum of 2 spaces
	D2	Theatres, cinemas	1 space per 50 seats with minimum of 2 spaces
	D2	Leisure/sports centres, swimming pools	1 space per 10 staff plus 1 space per 20 peak period visitors
Housing	C2	Student accommodation	1 space per 2 students
	C3	Flats/terraced	1 space per unit

Community	D1	Doctor and dentist surgeries, health centres, clinics	1 space per 5 staff plus 1 space per 5 staff for visitors
	D1	Libraries	1 space per 10 staff plus 1 space per 10 staff for visitors
	C2	Hospitals	1 space per 5 staff plus 1 space per 10 staff for visitors
Transport		Rail stations	5 spaces per peak hour train (min 10)
		Bus stations	1 space per 100 peak hour passengers