



# Supplementary Planning Guidance

No.11 Parking Standards

Adopted by Flintshire  
County Council on 17th  
January 2017



## Purpose

It is Flintshire County Council's intention to prepare and keep up to date a series of Supplementary Planning Guidance (SPG) Notes which will provide detailed guidance on a range of development issues and topics. The purposes of these Notes are:

- To assist the public and their agents in preparing planning proposals and to guide them in discussions with officers prior to the submission of planning applications,
- To guide officers in handling, and officers and councillors in deciding, planning applications, and
- To assist Inspectors in the determination of appeals

The overall aim is to improve the quality of new development and facilitate a consistent and transparent approach to decision making.

## Planning policies: the Flintshire context

### The Development Plan

Under planning legislation, the planning policies for each area should be set out formally in the Development Plan. Flintshire County Council, as the Local Planning Authority (LPA), has a legal duty to prepare and keep up to date a development plan for the County, and the Flintshire Unitary Development Plan was adopted in 2011. The UDP provides broad policies together with allocations of land for all the main uses such as housing, employment and retailing, and will help to shape the future of Flintshire in a physical and environmental sense as well as influencing it in economic and social terms. The Plan therefore seeks:

- To help the Council make rational and consistent decisions on planning applications by providing a policy framework consistent with national policy and
- To guide development to appropriate locations over the period up to 2015.

### The need for Supplementary Planning Guidance

Despite the Plan containing policies with which the Council can make consistent and transparent decisions on development proposals, it cannot in itself give all the detailed advice needed by officers and prospective applicants to guide proposals at the local level, such as house extensions or conversions of agricultural buildings. The Council's intention is to prepare a range of Supplementary Planning Guidance notes (SPG) to support the UDP by providing more detailed guidance on a range of topics and issues to help the interpretation and implementation of the policies and proposals in the UDP. The review of the Local Planning Guidance Notes will be undertaken on a phased basis and details of the available SPG's can be found on the Council's website. Where there is a need to refer to another SPG this will be clearly referenced. These SPG Notes are freely available from Planning Services, Directorate of Environment, County Hall, Mold, Flintshire CH7 6NF (telephone 01352 703228), at the Planning Services reception at County Hall and can be downloaded from the Planning Web pages [www.flintshire.gov.uk/planning](http://www.flintshire.gov.uk/planning)

## The status of Supplementary Planning Guidance

Supplementary planning guidance can be taken into account as a material consideration in the decision making process. The National Assembly will give substantial weight to SPG which derives out of and is consistent with the development plan. In accordance with National Assembly advice the Council's suite of SPG's has been the subject of public consultation and Council resolution. The draft of this SPG was approved for public consultation on 13.06.13 (Council Minute no.6). The SPG was the subject of a public consultation exercise between 18.12.15 and 12.02.16. The 4 comments submitted to the Council have been taken into account and where appropriate amendments have been incorporated into this final draft which was approved by the Council on 07.01.17 (Council Minute no.8) for use as a material consideration in determining planning applications and appeals. A summary of the representations and the Council's response is set out in Appendix 3.

**This document should therefore be afforded considerable weight as a material planning consideration.**

# No.11 Parking Standards

This guidance note explains the approach the Council will take when dealing with proposals which involve the need for new or additional parking provision.

## 1 - Background

1.1 - Recent decades have seen a rapid increase in the use of private motor vehicles. The dominance of the car in recent years presents a major challenge to achieving the objective of sustainable development. Planning therefore seeks to minimise the need to travel, promote more sustainable transport choices and reduce reliance on the private motor vehicle.

1.2 - The availability of parking provision is a key element in managing vehicle use and a major influence on the choice of means of transport. Whilst an adequate supply of off-street parking spaces can reduce pressures for on-street parking, parking provision can also take up large amounts of space in developments. At the same time, it does not encourage the use of more sustainable forms of travel. For these reasons, planning policies need to minimise the level of parking associated with development through the adoption of maximum parking standards to give all concerned good guidance on the permissible levels of parking for a range of residential and non-residential development.

## 2 - Policy

2.1 - National planning policy in the form of the Welsh Government's "Planning Policy Wales" acknowledges that car parking provision is a major influence on the choice of means of transport and the pattern of development. Whilst also making this point Technical Advice Note 18 Transport notes Maximum standards should allow developers the discretion to reduce parking levels. However, a particular concern with reduced on-site parking is the potential for problems associated with 'over-spill' parking. Where on street space is at a premium, local planning authorities could seek contributions from developers towards the implementation of on-street parking controls or refuse permission for developments where despite controlled parking, unacceptable road safety or congestion issues will probably remain.

2.2 - Within Flintshire, local transport policy is contained in the North Wales Regional Transport Plan (2009) now updated by the North Wales Joint Local Transport Plan, which sets out a vision for improving transport together with the policies, strategies and measures intended to achieve it. The Flintshire Unitary Development Plan (UDP) provides the planning input in Policy AC18 Parking Provision and New Development (which is shown in Appendix 1).

## 3 - Guiding principles

3.1 - The Council's parking standards are based on the following principles:

- Ensuring the design of parking areas is central to the design process
- Recognition that the availability of parking influences the choice of means of transport;
- Promoting the use of other forms of travel to access employment and other services and facilities in preference to using the private motor vehicle;
- Ensuring the efficient operation of development;
- Reducing the land take of development;
- Making best use of the existing transport network and of resources for transport; and
- Maintaining a vibrant economy.

3.2 - Although these principles aim to reduce reliance on private vehicles, it is acknowledged that for some parts of Flintshire - particularly the rural areas - the private car will remain the principal form of transport.

## 4 - General considerations

### Design of parking areas

4.1 - In preparing planning applications, a good standard of development must be achieved in the physical layout and detailing of parking areas. Parking can impact on the appearance of development and in some instances streets can appear to be over-dominated by parking. In order to minimize its impact parking should be carefully integrated into development proposals. The Council requires specific attention to be given to the following matters:

- Location – to ensure spaces are located in the most suitable position relative to the access point, the development itself, natural site features and access by modes other than private motor vehicles (walking, cycling and public transport).
- Landscaping and planting – to soften the impact of development, in particular where large areas of hard surfacing are involved. Parking layouts should wherever possible be planned around existing natural features, retaining trees. New planting should be shown to supplement existing trees and shrubs, and suitable hard landscaping should be detailed to suit the site and locality.
- Surfacing – to avoid extensive areas of unbroken tarmac, consideration should be given to alternative surfacing materials which are permeable, appropriate to the location, and through subdividing parking bays, and edging bays with materials complementary to the surfacing.
- Provision for coaches, motor cycles and cycles – to ensure that proper provision is made for the parking of different types of vehicles likely to be attracted to a development. Specialist parking facilities should be integrated into the scheme with regard to the location, landscaping, and surfacing considerations outlined. In particular, adequate provision (in terms of movement, routes and parking) should be made for cycles and buses as part of any major new development, including industrial development and town centre schemes. Further advice is given regarding cycles and motor cycles below. Designers should also consider the provision of space as a dedicated drop-off point for taxis.

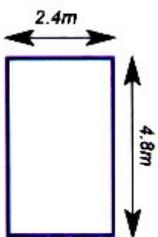
- Disability access – dropped kerbs should be flush with the road surface. Designing out crime – design and layout should be such that crime is made more difficult, for example by obviating dark or concealed corners through which people must pass when walking to and from the car park.

## Size of parking bays

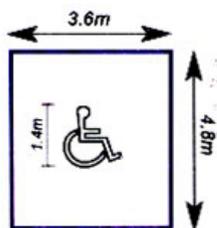
4.2 - Adequate space must be provided to park the necessary number of vehicles associated with a development, allowing users to enter and exit comfortable and safely. The minimum size of a parking bay for cars is 4.8 m x 2.4 m.

4.3 - There are many options for the layout of parking bays, and these should be explored at the design stage. (Some are shown in Figure1). For larger/commercial vehicles the required parking bay sizes are: rigid commercial 11m x 2.5m; articulated commercial 15m x 2.5m; bus and coach 12m x 2.5m. Special considerations apply to parking bays for disabled persons' vehicles, where a width of 3.6m is required.

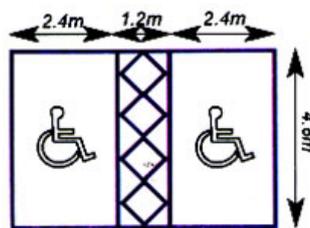
### Minimum size of parking spaces



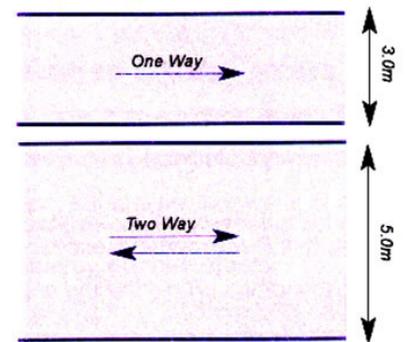
Minimum size



Minimum sizes for use by wheelchair bound person

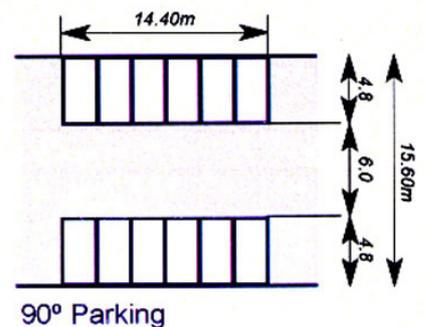
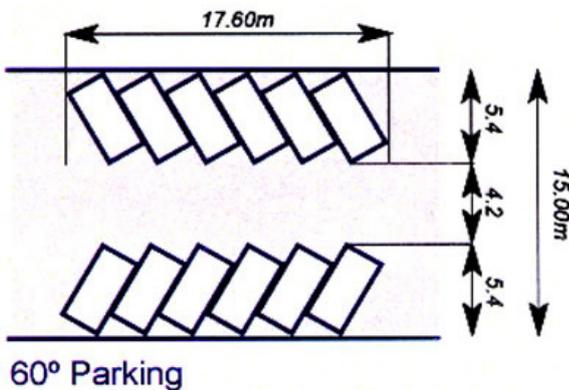
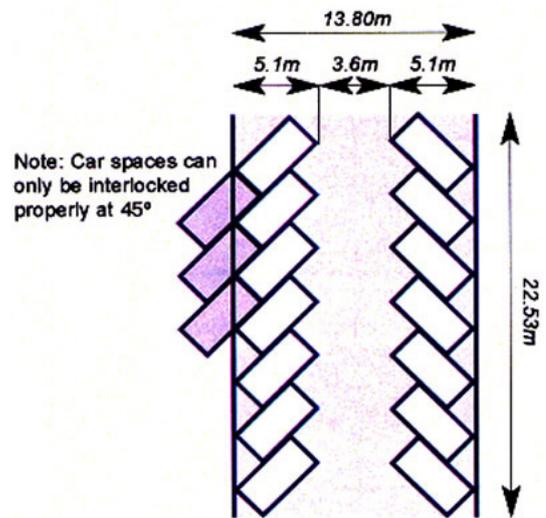
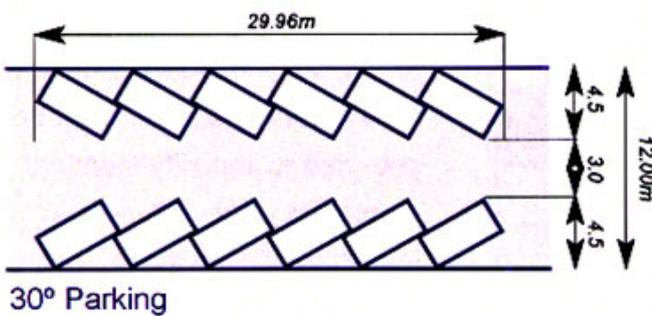
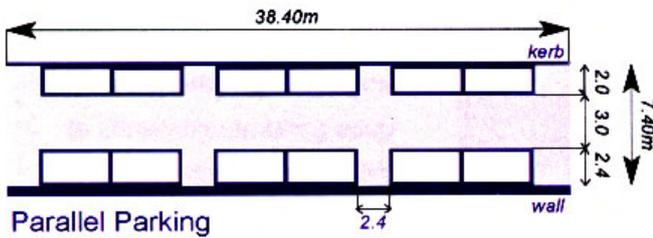


### Circulation aisle width



## Layout

4.4 - Thought should be given to the layout of parking space within developments so the spaces respect the site and are located in suitable positions. Below are some options for arranging 12 spaces. Individual spaces are 4.8m x 2.4m. Angled parking system must be on a one-way circulation system with adequate turning spaces.



## Vehicle turning areas

4.5 - It may be necessary on highway safety grounds to ensure vehicles enter and leave a site in forward gear, and desirable in any event to design so that a vehicle can turn within a site where the space available allows it to do so. Dimensions of turning areas obviously vary according to the size and type of vehicle involved, and advice should be sought from the Planning Services, County Hall, Mold, prior to the preparation of detailed plans where there is any doubt over circulation space requirements.

## 5 - Car Parking Standards

5.1 - The parking standards for new development contained in Table 1 below are related to land uses as contained in the Use Classes Order 1987 (as amended).

**Table 1: Maximum motor vehicle parking standards for new development**

Land Use Type	Standard
<b>A1 Shops</b>	
Food Retail <2,500 m <sup>2</sup> gfa	1 car space per 14m <sup>2</sup> gross floor area
Small Shops <1,000 m <sup>2</sup> gfa	1 car space per 15m <sup>2</sup> gross floor area
Non Food Retail	1 car space per 20m <sup>2</sup> gross floor area
Superstores >2,500 m <sup>2</sup> gfa	1 car space per 20m <sup>2</sup> gross floor area
Garages (including tyre and repair centres) and filling stations	3 sp per service bay+ 2sp for MOT centre+ additional for forecourt shop (see 'small shops')
Garage Showroom	1 sp per 40m <sup>2</sup> sales display area
<b>A2 Financial &amp; Professional Services</b>	
Financial & Professional Services	1 car space per 20m <sup>2</sup> gross floor area
<b>A3 Food &amp; Drink</b>	
Public house, Licensed Club, Restaurant, Café and Hot food takeaway etc.	1 car space per 4m <sup>2</sup> net public floor area
Fast food drive through.	1 car space per 7.5m <sup>2</sup> net gross floor area
<b>B1 Business</b>	
Business including offices	1 car space per 30m <sup>2</sup> gross floor area
<b>B2 General Industry</b>	
General Industry	1 car space per 50m <sup>2</sup> gross floor area
<b>B8 Storage</b>	
Storage & Distribution	1 car space per 100m <sup>2</sup> gross floor area
<b>C1 Hotels</b>	
Hotels	1 car space per bed, including staff beds + 1 car space per 3 non-residential staff + additional for function suites etc. (see A3 uses) and assembly and leisure uses (see D2 uses) if available for public use
<b>C2 Residential Institutions</b>	
Residential Institutions	1 car space per 3 bed spaces + 1 car space per staff
<b>C3 Dwellings</b>	
1 Bedroom house	1.5 car spaces per unit
2 Bedroom house	2 car spaces per unit
3 Bedroom house	2 car spaces per unit

>3 Bedroom house	3 car spaces per unit
Flats	1 car spaces per unit + 1 car space per 2 units for visitors
Elderly person/retirement dwellings or flats	1 car space per unit + 1 car space per 3 units for visitors
<b>Sheltered Housing</b>	
Sheltered Housing	1 car space per 3 units+ ambulance access
<b>D1 Non Residential Institutions</b>	
Medical / Health Services	4 car spaces per consulting room + 1 car space per 2 staff
Education – pre school (including crèche, day nursery or day centre)	1 car space per 25m <sup>2</sup> gross floor area + 1 car space per staff
Education –Primary & Secondary Schools 1	1.5 car spaces per classroom
Sixth Form & Further Education Colleges	1 car space per 4 students
Art Galleries, Museums and Libraries	1 car space per 25m <sup>2</sup> gross floor area
Place of worship	1 car space per 5 seats or 1 car space per 10m <sup>2</sup> public floor area
Assembly hall	1 car space per 4m <sup>2</sup> public floor area
<b>D2 Assembly and Leisure</b>	
Cinema, Dance halls, conference facilities, bingo, Dance halls, participatory and spectator sports etc.	1 car space per 4 seats for auditoria or 1 car space per 15m <sup>2</sup> gross floor area for dance hall or sports centre
1 For Primary Schools provision must also be made within the curtilage of the development for the safe setting down and picking-up of children, preferably by use of circulatory systems.	

5.2 - These standards apply throughout the County with the following exceptions:

- Where the implementation of these standards would cause road safety or congestion problems additional provision will be required.
- There may be occasions where the local circumstances, such as the availability and existing capacity of nearby parking and public transport, and the particular characteristics of the development, do not justify the maximum parking provision indicated above. The authority may give consideration to a reduction in the parking provision. The developer will be required to give a reasoned assessment to justify the parking provision proposed. The assessment will form the basis of the process to determine the required parking provision.
- Within town centres, as defined in the UDP, operational parking (that is for servicing) shall normally be all that is required, having regard to planning policy objectives to maintain viability and vitality of town centres. In some circumstances the particular characteristics of a development may generate the need for parking over and above operational parking, and this will need to be determined with due regard to the scale and nature of the development, its capacity to accommodate the required parking provision and the availability of nearby public car parking. Where the development has insufficient capacity to accommodate the required parking provision the Council will seek the provision of off-site parking, improvement of existing car

parks, or improvements to other forms of transport. This will be sought either through planning obligations or commuted payments. To achieve the transport improvements, developers will be encouraged to implement travel plans, comprising a package of measures to reduce reliance on the car and promote walking, cycling and use of public transport.

- Innovative car free housing schemes will be considered on their merits.
- For uses not mentioned in Appendix 1 the considerations set out in the second and third points above will be used to establish maximum parking provision in the light of the land use in question and its potential to generate traffic.

5.3 - It should be noted that the car parking standards are maximum standards for each land use category. Where the maximum is not provided the developer will be required to show the scale of the journeys to the site and the demand for parking attributable to these journeys. If this exceeds the proposed parking provision, the developer will have to show how the resulting shortfall will be catered for. Possible solutions include the preparation and implementation of a travel plan and/ or the provision of a commuted sum for Council provided services, such as a contribution towards improvements for public car parks (e.g. improved lighting or security), construction of additional car parks or a park and ride service. The commuted sum will be calculated from the cost of land and car park construction. In exceptional circumstances, where it is not possible to meet the Council's parking standards on an application site, development may still be acceptable if the applicant/developer is able to secure alternative arrangements in a suitable location, or through entering into a commuted sum arrangement with the Council.

5.4 - The calculation of parking provision for mixed use developments will vary with the type of uses proposed. In cases where the mixed uses generally operate concurrently, levels applicable to all uses will be aggregated. Where the mixed uses generate demands at different times of the day the provision of space will be based on the development type that is the dominant use of that specific site.

5.5 - In residential areas garages are included within the maximum permitted parking provision. In such cases, garages should be of sufficient size to enable them to be used as a parking space. Driveways should be of sufficient length and width to contain a parked car and enable a wheelchair user to pass. Visitor parking is allowed for in the standards as quoted.

5.6 - In order to meet the needs of physically handicapped people, others with mobility difficulties and those with young children, 10% of all car spaces shall be provided to 'mobility standard' (minimum width 3.6 metres). No less than 60% of these spaces shall be signed as being for the exclusive use of disabled persons.

5.7 - Fractions of a parking space and mobility standard spaces calculated from these figures should be rounded up to the nearest whole number of spaces.

## 6 - Cycle Parking Standards

6.1 - New developments in appropriate locations will be required to make provision for the parking and storage of bicycles. Proposals for employment, shopping, recreation, tourism and community development; housing developments of more than 30 units; and development at main railway and bus stations will be expected to make provision for cycle facilities. A series of minimum standards have been adopted for different types of development, as set out in Table 2.

**Table 2: Minimum cycle parking standards**

Types of Use	Number of Spaces Required
<b>Shops</b>	
Small convenience shops	1 per 100m <sup>2</sup> gross floor area (or part thereof)
Food supermarkets	1 per 150m <sup>2</sup> gross floor area (or part thereof)
Non Food Retail	1 per 200m <sup>2</sup> gross floor area (or part thereof)
Banks, building societies, betting shops and other offices found within shopping areas	1 per 60m <sup>2</sup> gross floor area (or part thereof)
Food and drink outlets	1 per 60m <sup>2</sup> gross floor area (or part thereof)
<b>Industrial Uses</b>	
Administrative offices, research and development uses	1 per 350m <sup>2</sup> gross floor area (or part thereof)
General industrial uses	1 per 500m <sup>2</sup> gross floor area (or part thereof)
Storage and distribution uses	1 per 1000m <sup>2</sup> gross floor area (or part thereof)
<b>Residential Uses</b>	
Hotels and guest houses	1 per 10 guest beds
Residential care homes, nursing homes and hospitals	1 per 10 employees
Residential schools, residential colleges and residential training centres	1 per 10 staff & 1 per 5 students
Dwellings	No prescribed standard. However, secure and convenient communal cycle parking areas may be required in appropriate circumstances (e.g. higher density developments with limited, or no car parking.)
<b>Community Uses</b>	
Primary and secondary schools	4 per classroom
Sixth form and FE Colleges	1 per 35m <sup>2</sup> gross floor area
Medical and health centres	2 per consulting room
<b>Leisure Uses</b>	
Art galleries, museums and libraries	1 per 150m <sup>2</sup> gross floor area

Cinemas, leisure centres, bingo halls, concert halls	1 per 75m <sup>2</sup> gross floor area
<b>Notes to table</b>	
1. Typical Dimensions of Bicycle 1.8m (L) x 0.6m (W)	
2. A minimum of 1 space should be provided in all classes	

## Location and layout

6.2 - All cycle parking areas should be located:

- In a convenient and prominent position which allows for natural surveillance, usually adjacent to the entrance to the building or use which they serve and be lit or positioned close to sources of light;
- So that they can be monitored by closed circuit television or be visible to on-site security staff and be sited; and
- Away from trees, to minimise damage to root structures and to prevent damage to bicycles from sap and bird droppings.

6.3 - Small clusters of cycle parking facilities are preferable to large, central parking compounds. All stands should be located so as not to obstruct or endanger pedestrians, particularly blind or partially sighted pedestrians and wheelchair users. Bollards painted with contrasting stripes may be required to give additional protection in this respect. Cycle parking areas may also need to be surrounded by tactile markings.

6.4 - Cycle parking facilities should not damage the area's townscape or landscape. In conservation areas and close to listed buildings, special attention should be paid to the siting, design and materials used for the parking facility. Measures which detract from the character or setting of a listed building or which damage the character of conservation areas will be resisted.

## Design

6.5 - Sheffield stands (n-shaped steel bars set into the ground) are best suited for short stay parking. These should be:

- 750 mm high, 700 mm long and set at least 250 mm into the ground;
- spaced a minimum of 800 mm apart;
- polyester powder coated, coloured to match existing street furniture or buildings (or else painted in black); and
- protected from the elements by a wall, shelter or canopy.

6.6 - Hitching rings or hoops affixed to walls and buildings, can also be used where space is limited and where Sheffield stands cannot be accommodated. These should be positioned at 1.8m intervals and 750 mm above ground level.

## 7 - Motor Cycle Parking Standards

7.1 - Motor cycle parking standards are in addition to those for pedal cycles and should be provided at sites requiring a maximum parking provision of 25 or more car parking spaces, at the rate of 1 space per 25 car parking spaces.

## 8 - Service Requirements

8.1 - Unless otherwise stated, the requirements set out in this guidance note specifically relate to the provision of parking space for the use of employees, owners, shoppers, visitors and sightseers. Developers will be expected to assess their on-site servicing requirements for vehicles necessarily involved in the development's operational activities and demonstrate the adequacy of their proposals.

# Appendix 1

## Policy AC18 Parking Provision and New Development

All new development, including changes of use, must provide appropriate parking in accordance with Flintshire County Council Parking Standards, which will be applied as a maximum. Reduced requirements may be applied where:

- a. it is located in a town centre;
- b. it lies within 300 metres of existing public car parks which have sufficient spare capacity and are accessible by all users;
- c. on site parking is not required by the development;
- d. the developer has entered into an agreement with the Local Planning Authority to contribute a commuted sum equivalent to the current cost of provision of non-operational parking spaces;  
and
- e. alternative provision is made for the use of public transport, cycling and walking, or other arrangements such as formal car sharing or private bus services;

provided that surrounding residential or other areas would not suffer from an increase in on-street parking.

## Appendix 2

Adjustment Factors - Methodology for determining local adjustment factors to calculate maximum parking provision.

The following methodology has been devised to adjust the permitted amount of parking – the ‘Parking Standard Provision’ (PSP) based upon where the development is located and how accessible it is by various forms of transport. It should be noted that this methodology does not apply to residential development of less than 26 units or non-residential development of less than 1 hectare.

### **The methodology comprises four main stages:**

**Stage 1** - Identify the settlement / vocational classification of the proposed development. For residential development, the classifications are the ‘Settlement Categories’ contained within the Flintshire Unitary Development Plan. For non-residential development the classifications are ‘location zones’ based upon proximity to settlement categories.

**Stage 2** - Obtain an accessibility rating score for the development by various forms of transport, using the Residential Development or Non-Residential Accessibility Appraisal proforma as appropriate, to determine whether accessibility is ‘Good’, ‘Moderate’ or ‘Poor’ .

**Stage 3** - Read-off and/or calculate the adjustment factors using the appropriate tables for residential and non-residential development. The adjustment factors are:

- Location and Accessibility Adjustment Factor (LAAF)
- Affordable Housing Adjustment Factor (AHAF) – note this only applies to residential development
- Development Size Adjustment Factor

**Stage 4** - Calculate the Maximum Parking Provision (MPP)

$$\text{MPP} = \text{PSP} \times \text{LAAF} \times \text{AHAF} \times \text{DSAF}$$

Examples of the application of this methodology for residential and non-residential development are included in this Annex.

<b>Residential Development Accessibility Appraisal</b>									
		Within		Within		Within		More than	
Access to Public Transport									
Walking distance to bus stop(s)		200m	5	400m	4	600m	3	600m	1
Walking distance to railway station		400m	5	800m			4	800m	1
Driving distance from railway station		0-15 mins	5	16-30 mins			3	30 mins	1
Frequency (bus and or train) daytime Mon. - Sat	Urban	15 mins	5	30 mins			3	60 mins	1
	Sub-urban	30 mins	5	60 mins			2	120 mins	1
	Rural	60 mins	5	120 mins			1	120 mins	1
Walking access									
Schools	Primary	300m	5	600m	4	800m	3	800m	1
	Secondary	500m	5	1000m	4	1500m	3	1500m	1
Shops	Convenience Store	300m	5	600m	4	800m	3	800m	1
	Principal Centre	400m	5	700m	4	1000m	3	1000m	1
Cycling access									
Schools	Primary	300m	5	600m	4	800m	3	800m	1
	Secondary	1000m	5	2000m	4	3000m	3	3000m	1
Shops	Convenience Store	300m	5	600m	3	800m	2	800m	1
	Principal Centre	1000m	5	3000m			3	3000m	1
Total travel time by public transport (including walking/waiting time)									
To principal shopping centre		0-25 mins	5	26-45 mins			3	45 mins	1
To schools		0-15 mins	5	16-30 mins			3	30 mins	1
To non-residential facilities (leisure)		0-30 mins	5	31-60 mins			3	60 mins	1
Accessibility rating		GOOD (65-85)		MODERATE (43-64)			POOR (15-42)		

<b>Non-residential Accessibility Appraisal</b>									
		Within		Within		Within		More than	
Access to Public Transport									
Walking distance from bus stop(s)		200m	5	400m	4	600m	3	600m	1
Walking distance to railway station		400m	5	800m			4	800m	1
Driving distance from railway station		0-15 mins	5	16-30 mins			3	30 mins	1
Frequency (bus and/or train) daytime Mon. - Sat	Zone 1	15 mins	5	30 mins			3	60 mins	1
	Zone 2	30 mins	5	60 mins			2	120 mins	1
	Zone 3	60 mins	5	120 mins			1	120 mins	1
Walking access									
Nearest cat. A or B residential area		300m	5	600m	4	800m	3	800m	1
Other residential locations		300m	5	600m	4	800m	3	800m	1
Cycling access									
Nearest cat. A or B residential area		1000m	5	2000m	4	3000m	3	3000m	1
Other residential locations		1000m	5	2000m	4	3000m	3	3000m	1
Total travel time by public transport (including walking/waiting time)									
Nearest cat. A or B residential area		0-25 mins	5	26-45 mins			3	45 mins	1
Other residential locations		0-30 mins	5	31-60 mins			3	60 mins	1
Accessibility rating		GOOD (40-50)		MODERATE (30-39)			POOR (10-29)		

**Parking Standard Adjustment Factors**

**Residential Development (applicable to developments of 26 or more dwellings)**

**Location and Accessibility Adjustment Factor (LAAF)**

		Settlement Category			
		A	B	C	Outside Settlement Boundary
Accessibility level	Good	0.75	0.85	0.90	1.00
	Moderate	0.80	0.90	0.95	1.10
	Poor	0.90	0.95	1.00	1.20

**Affordable Housing Adjustment Factor (AHAF)**

% of "affordable" housing in development	0	10	20	30	40	50	60	70	80	90	100
Adjustment Factor	1.0	0.96	0.92	0.88	0.84	0.80	0.76	0.72	0.68	0.64	0.60

**Development Size Adjustment Factor (DSAF)**

Size of Development (Dwellings) (for staged development the area shall be the sum of all dwellings in the completed development)	26	36	46	56	66	76	86	96	100 or more
Adjustment Factor	1.0	0.99	0.97	0.96	0.95	0.93	0.92	0.91	0.90

Maximum Parking Provision (MPP) = Parking Standard Provision x LAAF x AHAF x DSAF

**Non - Residential Development**

(Applicable to developments of 1.0 hectares or more)

**Location and Accessibility Adjustment Factor (LAAF)**

		Location Zone		
		<b>Zone 1</b> (Within or adjacent to category A or B settlements or within Regional/Sub-regional shopping/commercial centre or Regional employment centre)	<b>Zone 2</b> (Within or adjacent to category C settlement or within district/local shopping/commercial area or Principal employment centre)	<b>Zone 3</b> (Not defined as either Zone 1 or Zone 2)
Accessibility level	Good	0.75	0.90	1.00
	Moderate	0.80	0.95	1.00
	Poor	0.85	1.00	1.00

**Development Size Adjustment Factor (DSAF)**

Size of Development (hectares) (for staged development the area shall be the sum of all stages in the completed development)	3 or less	4	6	8	10	12	14	16	18	120 or more
Adjustment Factor	1.0	0.99	0.96	0.94	0.92	0.89	0.87	0.85	0.82	0.80

Maximum Parking Provision (MPP) = Parking Standard Provision x LAAF x DSAF

**Example of the methodology to determine local adjustment factors to calculate the maximum parking provision.**

Type of Development: Residential in predominantly urban area well served by public transport (buses) and within reasonable distance of local services and facilities. 32 No. 3 bed units with 10% affordable housing. From Table 1 Parking Standard Provision = 64 (at 2 spaces/unit)

Stage 1 – Establish settlement category

= 'A' from inspection of Draft Flintshire Unitary Development Plan

Stage 2 – Accessibility Scoring

Accessibility Appraisal									
		Within		Within		Within		More than	
Access to Public Transport									
Walking distance To bus stop(s)		200m	5	400m	4	600m	3	600m	1
Walking distance to railway station		400m	5	800m			4	800m	1
Driving distance from railway station		0-15 mins	5	16-30 mins			3	30 mins	1
Frequency (bus and or train) daytime Mon. - Sat	Urban	15 mins	5	30 mins			3	60 mins	1
	Sub-urban	30 mins	5	60 mins			2	120 mins	1
	Rural	60 mins	5	120 mins			1	120 mins	1
Walking access									
Schools	Primary	300m	5	600m	4	800m	3	800m	1
	Secondary	500m	5	1000m	4	1500m	3	1500m	1
Shops	Convenience Store	300m	5	600m	4	800m	3	800m	1
	Principal Centre	400m	5	700m	4	1000m	3	1000m	1
Cycling access									
Schools	Primary	300m	5	600m	4	800m	3	800m	1
	Secondary	1000m	5	2000m	4	3000m	3	3000m	1
Shops	Convenience Store	300m	5	600m	3	800m	2	800m	1
	Principal Centre	1000m	5	3000m			3	3000m	1
Total travel time by public transport (including walking/waiting time)									
To principal shopping centre		0-25 mins	5	26-45 mins			3	45 mins	1
To schools		0-15 mins	5	16-30 mins			3	30 mins	1
To non-residential facilities (leisure)		0-30 mins	5	31-60 mins			3	60 mins	1
Accessibility rating		GOOD (65-85)		MODERATE (43-64)		POOR (15-42)			

Score = 66 therefore 'Good'

Stage 3 – Read-off and/or calculate adjustment factors from charts

LAAF = 0.75 For Category 'A' settlement with 'good' accessibility level

AHAF = 0.96

DSAF = 0.99

Stage 4 – Calculate Maximum Parking Provision = PSPxLAAFxAHAFxDSAF

= 64x.75x.96x.99

= 45.6 therefore 46 spaces

### Appendix 3

Supplementary Planning Guidance Note (SPGN) Public Consultation, (Dec 18th 2015 and Feb 12<sup>th</sup> 2016) comments and responses to SPGN No 11 Parking Standards.

Commenting Body / Individual	Comment	Response	Recommendation
<b>No. 11 Parking Standards</b>			
<p>Anwyl Construction Mike Pender.</p>	<p>Table 1 – C3 Dwellings</p> <p>There is no explanation/justification for the proposed Standard of 3 car spaces per unit for houses with greater than 3 bedrooms.</p> <p>This is excessive, does not equate with sustainable development and will unnecessarily increase development costs.</p> <p>Certain 4 bedroom houses provide quite reasonably one garage and 2 car spaces in front. But other 4 bedroom houses for a lower price meeting a different market, provide no garage but instead an 11.0m drive for 2 car spaces.</p> <p>This meets market demand and provides a sustainable inclusive mix of house types</p>	<p>The proposed standard for dwellings of more than 3 bedrooms of 3 car parking spaces is not changed from the previous LPG.</p> <p>Both policy AC18 and the SPG are clearly written in referencing the guidance in PPW which is for maximum parking standards to be applied in accordance with the principles of sustainable development. The specified standards are maximum parking standards and the requirement can be reduced depending on the specifics of each site and development. For instance if a site is in a sustainable location, close to public transport and where cycling and walking to facilities and services is convenient, then it will usually be appropriate for parking standards to be relaxed.</p>	<p>No change</p>
<p>CPRW</p>	<p>Reference should be made in para 2.2 to the North Wales Joint Local Transport Plan regarding information as to a detailed programme from 2015-2020 and a framework for schemes until 2030.</p>	<p>It is considered reasonable to update para 2.2 to reflect the most up to date local / regional transport policy.</p>	<p>Amend the first sentence of para 2.2 by adding after ‘... (2009)’ the words ‘ now updated by the</p>

			North Wales Joint Local Transport Plan'.
CPRW	In para 3.2 an explanation should be given as to why the private car will remain the principal form of transport, especially in rural areas, when national and local policies dictate otherwise with regard to new development.	The SPG centres on the application of Maximum Parking Standards, where parking provision in accessible urban areas, may be reduced given that there are alternatives to the private car i.e. walking, cycling and public transport. This is less the case in rural areas particularly given present budget pressures and the retention of bus services. Given that the purpose of the SP is to provide further guidance on the application of maximum parking standards it is not considered necessary for further justification of a simple statement to be made.	No change
CPRW	In para 4.2 consideration should be given to increasing the minimum width of parking bays from 2.4m to 2.5m due to the increasing popularity of large private cars for which standard bays are too small.	The parking standards in the SPG reflect those in the UDP. It is therefore not possible for the parking standards to be amended as this would, in effect, introduce new 'policy'.	No change