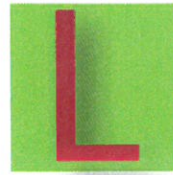


BARNSLEY



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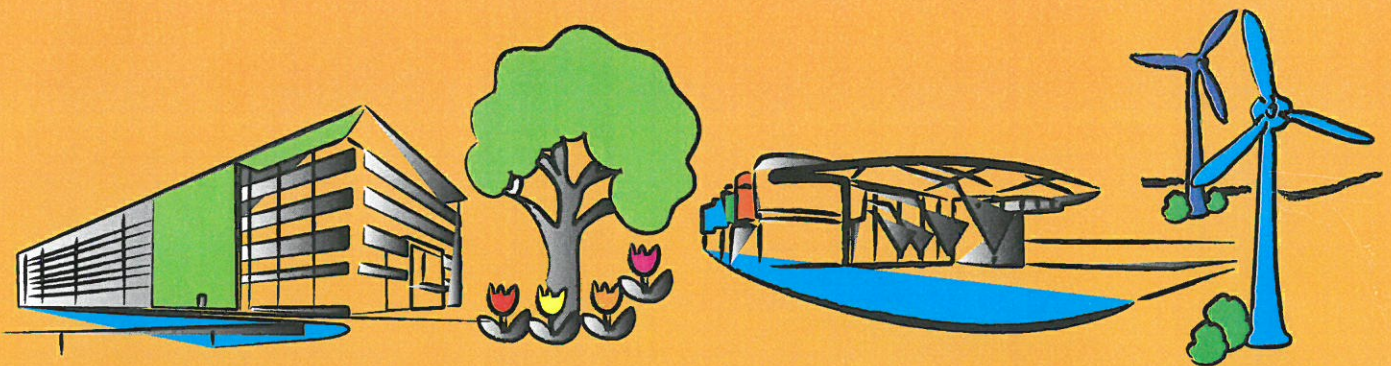


Framework

Supplementary Planning Document

Parking

Adopted March 2012



Remaking
Barnsley



BARNSLEY
Metropolitan Borough Council

Contents

	About this guidance	2
1	Introduction	2
2	Car parking guidelines	3
3	Design of residential car parking and garages	11
4	Size of non residential parking bays	11
5	Cycle parking standards	11
6	Powered two wheel vehicles	14
7	Parking for people with disabilities	14
8	Further information	15

Supplementary Planning Document: Parking

About this guidance

Planning Policy Statement 1 'Delivering Sustainable Communities' (PPS1) indicates that Development Plan Documents form the framework for making decisions on applications for planning permission. Decisions have to be taken in accordance with the development plan unless other material considerations indicate otherwise. Planning Policy Statement 12 'Local Spatial Planning' (PPS12) advises that a planning authority may prepare Supplementary Planning Documents to provide greater detail on the policies in its Development Plan Documents (DPDs) which make up its Local Development Framework (LDF). Supplementary Planning Documents are a 'material' consideration when planning applications are decided.

This Supplementary Planning Document supplements Core Strategy policy CSP 25 New Development and Sustainable Travel.

As required by the Planning and Compulsory Purchase Act 2004 we have prepared a Statement of Community Involvement (SCI) which sets out how we will involve the community in preparing our Local Development Framework and consulting on planning applications. In accordance with the SCI we have involved people who may be interested in this Supplementary Planning Document and asked them for their comments. We have produced a consultation statement which summarises all the comments people made to us and our responses. This is available on request.

1 Introduction

This SPD offers guidance to developers, architects, agents and landowners considering submitting a planning application. It supplements Core Strategy Policy CSP 25 New Development and Sustainable Travel by setting out the parking standards that the Council will apply to all new development. This document does not address the provision of new and existing commercially operated car parks as these are subject to separate considerations.

Core Strategy Policy CSP 25 New Development and Sustainable Travel reads:

New development will be expected to:

- be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists
- provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car-parking spaces set out in a Supplementary Planning Document
- provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007, or any subsequent version
- provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009, or any subsequent version. Travel plans will be secured through a planning obligation or a planning condition

Supplementary Planning Document: Parking

Where levels of accessibility through public transport, cycling, and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy CSP 42.

If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide or contribute towards, off-site parking, or improve or provide other forms of travel.

The adoption of maximum parking guidelines is consistent with national and local planning guidance. Planning Policy Guidance note 13 requires local authorities to set levels of parking for broad classes of development. Standards should be designed to be used as part of a package of measures to promote sustainable transport choices and efficient use of land, enable schemes to fit into central urban sites, promote linked trips and access to development for those without the use of a car and to tackle congestion.

PPS4, policy EC8 states that local authorities through their LDF's should set maximum car parking standards for non-residential development and PPS3, paragraph 51 states 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 Council has also adopted the South Yorkshire Residential Design Guide as a best practice guide which will be used to help appraise the quality of new housing proposals, including parking provision. The guide provides both urban and highway design guidance (including technical standards) for applicants, agents, developers and designers. The guide seeks to promote well designed, sustainable housing development based on the Building for Life criteria referenced in Core Strategy Policy CSP 29 Design.

2 Car parking guidelines

It has been generally accepted that the availability of car parking has a major influence on a person's choice of transport. The restriction and control of parking facilities within all new developments/redevelopment, especially in areas which are readily accessible by other modes of transport, has an effect on the choice of transport promoting more sustainable choices, and also potentially releases land for other uses. Cycle, motor cycle and car parking, including parking for the disabled, must be considered from the outset as part of a comprehensive strategy.

The guidelines set out in this note are based upon the accessibility of the area by other means of transport and guidance in Regional Spatial Strategy for Yorkshire and the Humber (RSS). Developers will be expected to reduce the levels of car parking provided where there are more sustainable transport options.

It should be noted that the standards described apply to all of Barnsley, except Barnsley Town Centre. Whilst we will use them as a basis for considering applications in Barnsley Town Centre, detailed requirements will be the subject of a future parking strategy being developed in line with Core Strategy Policy CSP27. In the meantime advice on parking in Barnsley Town Centre can be sought from Highways Development Control using the contact details below.

Supplementary Planning Document: Parking

Table 1 below sets out parking standards for broad categories of development and includes the threshold to which they will be applied. The thresholds and standards for major development are based on guidance contained in the RSS. Please note that parking provision to cater for the needs of people with disabilities in non residential development is in addition to the standards set out below. Requirements for the provision of parking for disabled people is set out in Section 7.

Table 1 Car Parking Standards

Table 1 Maximum numbers of spaces allowed*			
Use	Barnsley Urban	Borough wide (excluding Barnsley Urban)	Threshold above which standard applies*
A1 Shops			
Food retail	1 space per 14-25 m ²	1 space per 14-20 m ²	1000 m ²
Non-food retail	1 space per 25-60 m ²	1 space per 20-30 m ²	1000 m ²
	1 space per 20 m ²	1 space per 20 m ²	All development below 1000 m ²
A2 Financial and Professional Services			
Offices	1 space per 35-60 m ²	1 space per 35 m ²	2500 m ²

Supplementary Planning Document: Parking

Table 1 Maximum numbers of spaces allowed*			
Use	Barnsley Urban	Borough wide (excluding Barnsley Urban)	Threshold above which standard applies*
Offices	1 space per 30 m ² gross floor area	1 space per 30 m ² gross floor area	All development below 2500m ²
A3 Restaurants and cafes and A4 Drinking Establishments			
Licensed Restaurants/Public Houses	1 space per 4 m ² gross floor area for customers 1 space per residential staff 1 space per 3 non-residential staff on duty at the busiest time. Where there are fixed seating areas for diners 1 space per 3 diners can be considered	1 space per 4 m ² gross floor area for customers 1 space per residential staff 1 space per 3 non-residential staff on duty at the busiest time. Where there are fixed seating areas for diners 1 space per 3 diners can be considered	All development
B1 Business			
Business (including offices)	1 space per 30-60 m ²	1 space per 30 m ²	2500 m ²
Business (including offices)	1 space per 30 m ² gross floor area	1 space per 30 m ² gross floor area	All development below 2500 m ²

Supplementary Planning Document: Parking

Table 1 Maximum numbers of spaces allowed*			
Use	Barnsley Urban	Borough wide (excluding Barnsley Urban)	Threshold above which standard applies*
B2 General Industrial			
General Industry	1 space per 50-75 m ²	1 space per 30-50 m ²	2500 m ²
	1 space per 60 m ²	1 space per 60 m ²	All development between 500 m ² and 2500 m ²
	1 space per 50 m ² up to 500 m ²	1 space per 50 m ² up to 500 m ²	All development less than 500 m ²
B8 Storage or Distribution			
Storage and Distribution	1 space per 3 staff or 1 space per 60 m ² gross floor area up to 300 m ² , then 1 space per 100 m ² up to 1000 m ² and 1 space per 150 m ² thereafter	1 space per 3 staff or 1 space per 60 m ² gross floor area up to 300 m ² , then 1 space per 100 m ² up to 1000m ² and 1 space per 150 m ² thereafter	All development
C2 Residential institutions			
Residential institutions (including hospitals)	1 space per 4-8 staff + 1 space per 4 daily visitors	1 space per 2 staff + 1 space per 3 daily visitors	2500 sq m

Supplementary Planning Document: Parking

Table 1 Maximum numbers of spaces allowed*			
Use	Barnsley Urban	Borough wide (excluding Barnsley Urban)	Threshold above which standard applies*
C3 Dwellinghouses			
Housing and flats	1 space for dwellings with 1 or 2 bedrooms	1 space for dwellings with 1 or 2 bedrooms	All development
	2 spaces for dwellings with 3 or more bedrooms	2 spaces for dwellings with 3 or more bedrooms	
Elderly Housing	1 space per unit Communal parking facilities	1 space per unit Communal parking facilities	All development
C4 Houses in multiple occupation			
Bedsits/Houses in Multiple Occupation	1 space per 2 bedsits 1 space per 3 rooms	1 space per 2 bedsits 1 space per 3 rooms	All development
D1 – Non-residential institutions			
Non-residential institutions	1 space per 2 staff + 1 space per 15 students	1 space per 2 staff + 1 space per 15 students	2500 m ²
Day Nurseries	1 space per full time staff	1 space per full time staff	All development less than 2500 m ²

Supplementary Planning Document: Parking

Table 1 Maximum numbers of spaces allowed*			
Use	Barnsley Urban	Borough wide (excluding Barnsley Urban)	Threshold above which standard applies*
Medical Facilities/ Doctors/ Dentists/ Healthcare/ Clinics	1 space per medical practitioner on duty at the busiest time. This includes nurses, counsellors, chiropodists, etc. 1 space per 2 non-medical staff 3 spaces per consulting room (this includes all rooms occupied by a medical practitioner as defined above)	1 space per medical practitioner on duty at the busiest time. This includes nurses, counsellors, chiropodists, etc. 1 space per 2 non-medical staff 3 spaces per consulting room (this includes all rooms occupied by a medical practitioner as defined above)	All development less than 2500 m ²
Places of Worship	1 space per 10 m² gross floor area or 1 space per 5-10 fixed seats	1 space per 10 m² gross floor area or 1 space per 5-10 fixed seats	All development less than 2500 m ²
Schools	1 space per 3 teaching staff 1 space per 3 non-teaching staff	1 space per 3 teaching staff 1 space per 3 non-teaching staff	All development less than 2500 m ²

Supplementary Planning Document: Parking

Table 1 Maximum numbers of spaces allowed*			
Use	Barnsley Urban	Borough wide (excluding Barnsley Urban)	Threshold above which standard applies*
D2 Assembly and Leisure			
Assembly and leisure (excluding cinemas, conference centres and stadia)	1 space per 22-100 m ²	1 space per 22-25 m ²	2500 m ²
Clubs/ Concert Halls	1 space per 5 seats	1 space per 5 seats	All development less than 2500 m ²
Sports Facilities	1 space per 200 m ² generally Some facilities such as private gyms etc. may be assessed on membership/ number of participants	1 space per 200 m ² generally Some facilities such as private gyms etc. may be assessed on membership/ number of participants	All development less than 2500 m ²
Cinemas and conference centres	1 space per 5-10 seats	1 space per 5 seats	1000 m ²
Stadia	1 space per 15 seats	1 space per 15 seats	1500 seats

Supplementary Planning Document: Parking

Table 1 Maximum numbers of spaces allowed*			
Use	Barnsley Urban	Borough wide (excluding Barnsley Urban)	Threshold above which standard applies*
Sui Generis			
Car Sales	1 space per 50 m ² dependent on location	1 space per 50 m ² dependent on location	All development
Taxi Offices	1 space per member of staff	1 space per member of staff	All development
	1 space per 5 vehicles	1 space per 5 vehicles	
Taxi Offices (Radio Control Base Only)	No provision	No provision	All development

*An application for a use not included in this table or below the stated threshold will be considered on its own merits.

Where non residential development falls within an area defined as a principal shopping/commercial area in the UDP and is within a District Centre as defined by the Core Strategy Policy CSP 31, the amount of parking provision will be reduced by 70%. When applying the reduction figure, where the reduction would result in part of a space this should be rounded up to the next whole figure. The District Centres are Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone and Royston.

Outside the major centres, developers will also be expected to reduce the amount of parking provision where good transport links exist. For example a substantial reduction in parking provision will be expected within the Core Public Transport Network in the borough, as defined by the Sheffield City Region Transport Strategy (LTP3) and in some cases it will be appropriate not to provide parking facilities at all. Further details about the Core Public Transport Network can be obtained from the South Yorkshire Passenger Transport Executive using the contact details below.

The Council will encourage the provision of electric charging infrastructure and will continue to support the emerging Yorkshire and the Humber 'Plugged in Places: The electric vehicle charging infrastructure programme'. In some instances the Council may look to secure charging points within commercial development schemes in line with this approach.

As schemes are implemented to improve the accessibility of areas, the guidance on parking provision will be subject to review, and each submission will be assessed on its own merits and the circumstances at that time. In all cases traffic generated through car parking provision must not have an adverse impact on the highway network.

Supplementary Planning Document: Parking

3 Design of residential car parking and garages

Developments will be expected to meet the standards for parking design set out in the South Yorkshire Residential Design Guide considering cycle, motorcycle and car parking as an integral part of the design of residential development. Particular attention should be given to sections S2.5 On-street parking and B1.6 Off-street parking. Developments will also be expected to meet the technical requirements set out in annex 4B Street and parking geometry. This document is available on the Council's website.

4 Size of non residential parking bays

Generally, parking bays should be 5m long and 2.5m wide, with a 6m aisle width. Each bay must be clearly marked and defined using appropriate permanent marking material.

5 Cycle parking standards

Cycle parking facilities are very important to complement restrictive car parking policies. PPG 13 recognises that cycling has the potential to substitute short car journeys, particularly those under 5km. It is essential that cycle parking facilities are located where they are safe, convenient to use and secure. In some developments it will also be necessary to consider providing good quality changing/ showering facilities and storage lockers for equipment and clothing. Cycle parking facilities should be considered in two categories, short and long stay spaces.

Long stay spaces are for commuting cyclists as well as shoppers, workers, visitors and tourists. It is essential that they are covered, capable of being made secure and subject to regular surveillance by staff or passers by. They should be conveniently located and well lit. Ideally such facilities should be provided inside the building.

Short stay spaces are mainly for visitors to the development. They must be located close to entrances, where they are convenient to use, in a well lit area that is subject to regular surveillance by passers-by and occupants of the building. The stands must give support to both the wheels and the frame and enable all parts of the cycle to be secured. The 'Sheffield Stand' design is preferred.

Developers should also note that if it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide or contribute towards off-site parking or improve or provide other forms of travel.

Supplementary Planning Document: Parking

Table 2 shows the minimum number of cycle parking spaces to be provide in developments across the Borough.

Table 2 Minimum Cycle Parking Standards	
Car Sales	1 long stay space 1 short stay space
Clubs/ Concert Halls/ Dance Halls/ WMC	1 long stay space 1 short stay space 1 long stay space per 4 members of staff 1 short stay space per 40m ² gross floor area
Community Centres	1 long stay space per 4 members of staff 1 short stay space per 40m ² gross floor area for visitors
Day Nurseries	1 long stay space 1 short stay space 1 long stay space per 20 staff on duty at busiest time 1 short stay space per 40 children present at busiest time
General Industry	1 long stay space per 300m ² for staff
Hospitals	1 space per 50 beds for visitors 1 space per 40 non-residential staff
Housing/ Flats/ Bedsits/ Houses in Multiple Occupation	To be assessed individually
Homes for people with disabilities/ elderly/ children	1 long stay space per 3 staff 1 short stay space per 20 residents for visitors

Supplementary Planning Document: Parking

Table 2 Minimum Cycle Parking Standards	
Medical Facilities/ Doctors/ Dentists/ Health Centres/ Clinics	1 short stay per 3 consulting rooms 1 long stay per 40 staff
Offices	1 long stay space per 400m ² gross floor area 1 short stay space per 1000m ² gross floor area
Non-food retail	1 long stay space per 400m ² for staff 1 short stay space per 1000m ² for visitors
Places of Worship	1 short stay space then determined on individual circumstances
Public House/ Licensed Restaurant	1 long stay space per 20 staff 1 short stay space per 40m ² for visitors
Schools	1 long stay space per 10-30 pupils 1 long stay space per 40 staff
Sports Facilities	1 short stay space per 20 participants 1 long stay space per 20 staff
Storage and Distribution	1 short stay space per 1000 m ² gross floor area for visitors 1 long stay space per 40 staff

Supplementary Planning Document: Parking

6 Powered two wheel vehicles

Motorcycles, scooters and mopeds are becoming increasingly popular, and bearing in mind the environmental benefits of such forms of transport, their use should be positively encouraged. It will, therefore be necessary to provide facilities for all developments, with the exception of residential. Such facilities should consist of secure anchor points, be located close to the entrance to be convenient to use, and be in an area which benefits from regular surveillance. Provision will be in addition to the provision set out above, and should be provided on a scale of 1 space per 20 car parking spaces with an absolute minimum provision of 1 space. In some developments it will also be necessary to consider providing good quality storage lockers for equipment and clothing.

7 Parking for people with disabilities

Parking facilities will be required in all new developments to cater for the needs of all disabled people. In residential developments parking provision to cater for the needs of people with disabilities will be expected to meet existing regulations and standards including Building Regulations, Disability Discrimination Act legislation and the South Yorkshire Residential Design Guide.

Disabled parking provision in non residential development should be in addition to the maximum vehicle parking standards set out above, and should be on a scale of 4% of the total number of spaces. Such facilities should be provided as close as possible to entrances in a well lit area and no more than 50m from the desired destination. Parking spaces should be clearly marked with the British standard 'Disabled' symbol in accordance with BS3262 Part 1. Developers must also consider the route from the parking facilities to the main entrance, and provide any necessary ramps etc. to facilitate easy access into the development.

In line with the Department for Transport Guidance 'Parking for Disabled People', the dimensions of off-street parking bays should provide a rectangle at least 4800mm long by 2400mm wide for the vehicle, along with additional space as follows:

(a) where the bays are marked parallel to the access aisle and access is available from the side, an extra length of at least 1800mm, or

(b) where the bays are marked perpendicularly to the access aisle, an additional width of at least 1200mm along each side. Where bays are adjacent, space can be saved by using the 1200mm "side" area to serve the bays on both sides.

Supplementary Planning Document: Parking

8 Further information

For further guidance please contact Development Management on 01226 772593 or 01226 772595 in the first instance.

For further guidance for development in Barnsley Town Centre please contact BMBC Highways Development Control on 01226 772177

For information on the Core Public Transport Network contact The South Yorkshire Passenger Transport Executive at: PO Box 801, Sheffield, S2 5YT or by telephone: 0114 221 1262

Access the South Yorkshire Residential Design Guide on our website at www.barnsley.gov.uk

If you need help understanding this document please contact us on 01226 772606

Nëse j'u nevojitet ndihmë për të kuptuar këtë dokument, j'u lutemi n'a kontaktoni.

若您需要幫助來理解本檔，請與我們聯繫。

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اگر آپ کو اس دستاویز کو سمجھنے کیلئے مدد کی ضرورت ہے تو براہ کرم ہم سے رابطہ کریں

