

Supplementary Planning Document

Parking

Adopted November 2019



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1. About this guidance

- 1.1 The National Planning Policy Framework (NPPF) indicates that Local Development 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. NPPF advises that a local planning authority may prepare Supplementary Planning Documents to provide greater detail on the policies in its Local Plan. Supplementary Planning Documents are a 'material' consideration when planning applications are decided.
- 1.2 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 Plan 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 response. This is available on request.

2. Introduction

- 2.1 This SPD offers guidance to developers, architects, agents and landowners considering submitting a planning application. It supplements Local Plan Policy T3 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.

Local Plan policy T3 New Development and Sustainable Travel

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 set out in the relevant Supplementary Planning Document;
- Provide a transport statement or assessment in line with the thresholds and guidance set out in the National Planning Policy Framework including where appropriate having regard for cross boundary local authority liaison; and
- Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate having regard for cross boundary local authority liaison. Travel plans will be secured through a planning obligation or a planning condition.

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 I1.

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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.

- 2.2 The National Planning Policy Framework says “*maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport*”. 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. Whilst the parking standards set out below do not prescribe maximum figures, they give an indicative figure of what will be considered acceptable.
- 2.3 The Council also uses the South Yorkshire Residential Design 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 Local Plan Policy D1 Design. The Supplementary Planning Document Design of Housing Development contains information on the design of residential car parking and garages.

3. Car parking guidelines

- 3.1 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.
- 3.2 The guidelines set out in this note are based upon the accessibility of the area by other means of transport. Developers will be expected to reduce the levels of car parking provided where there are more sustainable transport options.
- 3.3 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 Local Plan Policy BTC11. In the meantime advice on parking in Barnsley Town Centre can be sought from Highways Development Control using the contact details below.
- 3.4 Table 1 below sets out parking standards for broad categories of development and includes the threshold to which they will be applied. 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 10.

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Table 1 Car Parking Standards

Table 1 Numbers of spaces recommended*			
Use	Urban Barnsley	Borough wide (excluding Urban Barnsley)	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
A3 Restaurants and cafes and A4 Drinking Establishments			
Licensed Restaurants/Public Houses	1 space per 4 m ² gross floor area for customers. Where there are fixed seating areas for diners 1 space per 3 diners can be considered. and 1 space per residential staff and 1 space per 3 non-residential staff on duty at the busiest time.	1 space per 4 m ² gross floor area for customers. Where there are fixed seating areas for diners 1 space per 3 diners can be considered. and 1 space per residential staff and 1 space per 3 non-residential staff on duty at the busiest time.	All development

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Table 1 Numbers of spaces recommended*			
Use	Urban Barnsley	Borough wide (excluding Urban Barnsley)	Threshold above which standard applies*
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
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	1 space per 3 staff or 1 space per 60 m ² gross floor area	All development up to 300 m ²
	1 space per 3 staff or 1 space per 60 m ² gross floor area up to 300 m ² and 1 space per 100 m ² gross floor area thereafter	1 space per 3 staff or 1 space per 60 m ² gross floor area up to 300 m ² and 1 space per 100 m ² gross floor area thereafter	All development between 300 m ² and 1000 m ²
	1 space per 3 staff or 1 space per 60 m ² gross floor area up to 300 m ² then 1 space per 100m ²	1 space per 3 staff or 1 space per 60 m ² gross floor area up to 300 m ² then 1 space per 100m ²	All development over 1000 m ²

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Table 1 Numbers of spaces recommended*			
Use	Urban Barnsley	Borough wide (excluding Urban Barnsley)	Threshold above which standard applies*
	gross floor area up to 1000 m ² and 1 space per 150 m ² gross floor area thereafter	gross floor area up to 1000 m ² and 1 space per 150 m ² gross floor area thereafter	
C2 Residential Institutions			
Residential Institutions (including hospitals)	1 space per 4-8 staff and 1 space per 4 daily visitors	1 space per 2 staff and 1 space per 3 daily visitors	2500 m ²
C3 Dwellinghouses			
Housing and Flats	1 space for dwellings with 1 or 2 bedrooms 2 spaces for dwellings with 3 or more bedrooms	1 space for dwellings with 1 or 2 bedrooms 2 spaces for dwellings with 3 or more bedrooms	All development
Elderly Housing	1 space per unit and Communal parking facilities	1 space per unit and Communal parking facilities	All development
For C3 dwellinghouses 1 visitor space per 4 dwellings subject to layout. Flexibility for visitor parking will be considered on a site by site basis			
C4 Houses in Multiple Occupation			
Bedsits	1 space per 2 bedsits	1 space per 2 bedsits	All development
Houses in Multiple Occupation	1 space per 3 rooms	1 space per 3 rooms	All development

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Table 1 Numbers of spaces recommended*			
Use	Urban Barnsley	Borough wide (excluding Urban Barnsley)	Threshold above which standard applies*
D1 – Non-residential Institutions			
Non-residential Institutions	1 space per 2 staff and 1 space per 15 students	1 space per 2 staff and 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
Medical Facilities/Doctors/Dentists/Healthcare/Clinics	1 space per medical practitioner on duty at the busiest time. This includes nurses, counsellors, chiropodists, etc. and 1 space per 2 non-medical staff and 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. and 1 space per 2 non-medical staff and 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 m ² gross floor area or 1 space per 5-10 fixed seats	1 space per 10 m ² 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 and 1 space per 3 non-teaching staff	1 space per 3 teaching staff and 1 space per 3 non-teaching staff	All development less than 2500 m ²

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Table 1 Numbers of spaces recommended*			
Use	Urban Barnsley	Borough wide (excluding Urban Barnsley)	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
Clubs/Concert Halls	1 space per 5 seats	1 space per 5 seats	All development less than 2500 m ²
Sports Facilities	Generally 1 space per 200 m ² Some facilities such as private gyms etc. may be assessed on membership/number of participants	Generally 1 space per 200 m ² 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
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 5 vehicles	1 space per 5 vehicles	All development
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.

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- 3.5 Proposals for non residential development falling within Barnsley Town Centre or a District or Local Centre, as defined in Local Plan policy TC1, will be treated on their own merits. The availability of public parking in the centres will be taken into account. The District Centres are Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone and Royston.
- 3.6 The Council encourages the provision of electric vehicle charging infrastructure. The Council will look to secure charging points within commercial development schemes. From the 15th June 2022 the requirements for provision of electric vehicle charging points falls under 'The Building Regulations 2010 Approved Document S Infrastructure for the charging of electric vehicles.
- 3.7 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.

4. Design of residential car parking and garages

- 4.1 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. The SPD Design of New Housing deals with the design of residential car parking and garages in section 11.

5. Size of non residential parking bays

- 5.1 Generally, parking bays should be 5m long and 2.5m wide, with a 6m aisle width and a 3m reversing area at the end of the aisle. Each bay must be clearly marked and defined using appropriate permanent marking material.

6. Commercial vehicles

- 6.1 Requirements for vehicles delivering to or removing goods from premises may be unique to a particular site. Commercial traffic varies with the type of activity within a given use class. An analysis of requirements in terms of the numbers and types of commercial vehicles visiting their premises is sufficient to meet usual needs, such as for loading, unloading and turning. It would require to be clearly signed and marked to avoid being utilised as an overflow parking area for cars.
- 6.2 Standard dimensions are:

- Van 7.5 x 3.5m
- HGV's: rigid 12 x 3.5m; artic 17x3.5m

7. Coaches

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7.1 The appropriate level of provision for developments with coaches should demonstrate suitable off-street facilities for parking, setting down and boarding of passengers as well as turning.

- Coach Bay: 15 x 5m
- Minibus: 7.5 x 3.5m

8. Cycle parking standards

8.1 Cycle parking facilities are very important to complement car parking policies. NPPF recognises the role of cycling in promoting sustainable travel. 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.

8.2 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.

8.3 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.

8.4 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.

8.5 Table 2 shows the minimum number of cycle parking spaces to be provide in developments across the Borough. Cycle provision for other uses will be expected if achievable and necessary to make the development sustainable. The level of provision will be commensurate with other uses stipulated in this document.

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Table 2 Minimum Cycle Parking Standards	
Car Sales	1 long stay space; and 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; and 1 short stay space per 40m ² gross floor area
Community Centres	1 long stay space per 4 members of staff; and 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; and 1 short stay space per 40 children present at busiest time
General Industry	1 space per 50 beds for visitors; and 1 space per 40 non-residential staff
Bedsits/Flats	1 space per dwelling in garage of suitable size or secure covered area within plot
Houses/Bungalows	1 secure space per dwelling in garage of suitable size or separate secure covered area within plot
Elderly/Sheltered housing	1 space per 8 dwellings
Houses in Multiple Occupation	1 space per bedroom in secured covered communal use area within plot
Homes for people with disabilities/elderly/children	1 long stay space per 3 staff children; and 1 short stay space per 20 residents for visitors
Medical Facilities/Doctors/Dentists/Health Centres/Clinics	1 short stay per 3 consulting rooms; and 1 long stay per 40 staff
Offices	1 long stay space per 400m ² Offices gross floor area; and 1 short stay space per 1000m ² gross floor area

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Non-food retail	1 long stay space per 400m ² for staff; and 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; and 1 short stay space per 40m ² for visitors
Schools	1 long stay space per 10-30 pupils; and 1 long stay space per 40 staff
Sports Facilities	1 short stay space per 20 participants; and 1 long stay space per 20 staff
Storage and Distribution	1 short stay space per 1000 m ² gross floor area for visitors; and 1 long stay space per 40 staff

9. Powered two wheel vehicles

9.1 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.

10. Parking for people with disabilities

10.1 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 current regulations and standards including Building Regulations, Equalities Act, relevant British Standards and the South Yorkshire Residential Design Guide.

10.2 In non residential developments British Standard, BS8300, "Code of Practice for the design of buildings and their approaches to meet the needs of disabled people", recommends that commercial premises with designated off-street parking have one space for every employee who is a disabled motorist, plus 5% of the total actual provision for visitors and customers plus a further 4% should be capable of enlargement or laid out as enlarged standard

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spaces. Spaces designated for disabled parking should be close to the building entrances. BS8300 sets out that spaces should be 2400mm x 4800mm with a 1200mm wide marked access zone between spaces and a 1200mm wide safety zone for boot / rear access.

11. Travel Plans

11.1 The use of travel plans to promote sustainable travel are supported by this SPD. Travel Plans are required for developments generating significant travel demand. The Sustainable Travel SPD provides further information about producing a Travel Plan.

12. Further information

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

For Highways Development Control please contact 01226 772612.

Access the South Yorkshire Residential Design Guide on our website at <https://www.barnsley.gov.uk/media/4089/south-yorkshire-residential-design-guide2011.pdf>