



Parking Standards

This guidance note explains the parking standards the Council applies to new development. It amplifies Unitary Development Plan (UDP) policies and will be a material consideration in the determination of planning applications. This version of the guidance note was subject to external consultation between 4 December 2017 and 19 February 2018 and was formally adopted for use by the Executive Board in July 2018.

Planning Policy Context

National Planning Policy in relation to transport is contained in Chapter 8 of Planning Policy Wales and Technical Advice Note (TAN) 18: Transport.

The Wrexham Unitary Development Plan (UDP) (1996 - 2011) adopted February 2005 sets out the local circumstances, based on national policy, on how parking/transport matters will be considered. The following UDP policies are relevant:

Strategic Policy PS8:	Transport;
Policy GDP1:	Development Objectives;
Policy GDP2:	Capacity of Infrastructure and Community Facilities;
Policy T8:	Parking;
Policy T9:	Walking, Cycling and Horse Riding Routes;
Policy T10:	Routes protected for walking and cycling routes.

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Transport Choices

The way in which people are likely to choose to travel to and from developments is key to determining how many parking spaces will be required to service it. This can be influenced by a number of factors including:

- *availability and cost of parking spaces on site or close by*
- *how regular and frequent public transport is*

- *how easy it is to access a site by safe walking and cycling routes*
- *relationship between different land uses, such as how close housing is to employment, shops and leisure uses.*

Where developments are close to local services and facilities and/or are in areas where people are able to walk or cycle to them or travel to them easily by public transport, it may be appropriate for less on site parking to be provided than for developments in remoter areas. When determining the amount of parking required for each development consideration will also be given to how close a site is to public car parks, whether those car parks can cater for additional demand, as well as whether there are any existing parking problems in the locality.

In areas where people can easily travel to sites by means other than by car, reducing the amount of space dedicated to car parking could allow land to be used more efficiently by enabling a higher density development or to provide landscaping to enhance the appearance of an area.



Parking Provision

The Standards shown in Fig A - D set out parking standards for different land uses as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended). They set a maximum for new developments and changes of use and apply throughout the County Borough. For some uses operational parking (e.g. for delivery/freight haulage vehicles) in addition to non-operation parking (e.g. public/customer parking) is likely to be required. For uses not mentioned in Fig A - D the parking requirements will be determined on the basis of local circumstances and the potential demand for parking associated with that use.

The **car parking** standards set out below **are maximum** standards for each land use category. In accordance with national policy the Council has no minimum parking requirements. In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access. The following points should be taken into account:

i) New development



Some on-site parking is likely to be required for most new developments. Developers should clearly demonstrate that the amount of parking provided will be sufficient to meet likely demand and show they have taken account of how close a site is to employment, local facilities such as shops and frequency of public transport.

ii) Extensions to existing buildings

Extensions to buildings should not normally result in the loss of existing parking space unless otherwise justified within the submitted proposal. Additional parking spaces should also be provided where, either as a result of the additional floor space and/or the resulting total floor space of a building, there is likely to be an increased demand for parking. Developers should therefore clearly demonstrate that the amount of parking provided will meet likely demand.

iii) Changes of use of existing buildings/sites

Changes of use will be judged on their own merits. Additional spaces may be required where the demand for parking arising from a new use is likely to be greater than that from the existing use, particularly where this is likely to cause highway problems in the locality.

Developer's Contributions

Development will not be permitted if there is insufficient parking on site and where as a result this will cause or increase highway problems. Any adverse cumulative impact of other developments in the locality will also be taken into account. However if these impacts can be overcome or reduced to acceptable levels by the delivery of new or improved transport infrastructure, including walking or cycling routes, public transport, new car parks, cycling parking or the implementation of traffic management and parking controls developers will be required **to fund or in some instances contribute towards the cost of their delivery.**

The amount developers will be required to contribute will be based on the costs of a project or projects designed to address existing or anticipated traffic/transport problems. Where several developments are proposed in areas with transport problems, payments from a number of developers may be pooled to fund transport improvements.

Wrexham Town Centre and District Shopping Centres

Within the town centre shopping area it will normally be the case that developments involving the change of use (but not to residential) of existing buildings will be adequately served by existing public car parks or will be easily accessible on foot, bicycle and by public transport. Additional on-site parking or contributions towards transport infrastructure will not normally therefore be required.



Major new developments and extensions to the floor area of existing buildings will be considered on their own merits. Operational parking spaces will normally be required for most new large developments as well as new off-street parking for staff/customers. The preference will be for the latter to be provided on-site but where this is impractical new off-site provision within easy walking distance of the site may be acceptable.

Reduced Reliance/Car Free Housing

Proposals for reduced reliance/car free housing, as supported by TAN 18 - Transport, will be considered on their own merits. It is likely that only small scale sites will be suitable for such developments where they are demonstrated to be within walking distance to frequent public transport and accessible to a range of employment, shopping and leisure facilities. Where reduced reliance/car free developments are proposed, the Council will need to be satisfied that they will not cause or exacerbate parking problems.

Cycling Provision

In order to promote sustainable transport choices, new developments should provide areas for the safe parking of cycles. Therefore in addition to vehicle parking standards, Figs A - D also set out minimum cycle parking standards. In determining whether cycle parking should be provided, the Council will consider the location of the development in relation to local services and to cycling routes. New developments located within Wrexham town and district shopping centers should generally always provide the minimum standards. Where this is not possible, developers may be required to contribute financially to the provision of secure communal cycle parking areas.



Figure A

Type of Development		Parking Standard	Cycle Parking Standard
A1 Shops	Small shops of up to 300 m ² gross floor space	1 car space per 15m ² gross floor space	1 cycle space per 150m ² gross floor space
	Food retail in excess of 300 m ² floor space.	1 car space per 14m ² gross floor space	1 cycle space per 140m ² gross floor space
	Non Food Retail in excess of 300 m ² floor space.	1 car space per 20m ² gross floor space	1 cycle space per 200m ² gross floor space
Retail developments should provide an adequate area for delivery vehicles to unload and to turn within the site, particularly those accessed from a classified road. Extensions to retail premises should not result in the loss of this space unless an adequate alternative can be provided within the site.			
A2 Financial & Professional Services		1 car space per 20m ² gross floor space	1 cycle space per 200m ² gross floor space
A3 Pubs, restaurants and cafes and hot food takeaways		1 car space per 4m ² public floor space	1 cycle space per 40m ² public floor space
For hot food takeaways and restaurants offering takeaway services, there will need to be short stay parking on site or a short distance of the premises. Rear services yards are unlikely to be suitable to meet the parking requirements for this type of business.			



Figure B

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m ² gross floor space	1 cycle space per 300m ² gross floor space
B2 General Industry	1 car space per 50m ² gross floor space	1 cycle space per 500m ² gross floor space
B8 Storage and Distribution	1 car space per 100m ² gross floor space	1 cycle space per 1000m ² gross floor space
An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. Any extensions to industrial or warehouse premises should not result in the loss of HGV loading/unloading/turning spaces unless an adequate alternative can be provided within the site.		

Figure C

Type of Development		Parking Standard	Cycle Parking Standard
C1 Hotels, boarding houses and guest houses.		1 car space per bedroom. For hotels that have function suites, please refer to the parking standard for A3 uses.	1 cycle space per 10 bed spaces. <i>and</i> 1 cycle space per 10 employees
C2 Residential Institutions Care/nursing homes, hospitals.		1 car space per 2 bed spaces	1 cycle space per 10 bed spaces. <i>and</i> 1 cycle space per 10 employees
C3 Dwellings	1 bedroom	1.5 car space per unit	Sufficient space to provide at least 2 secure cycle parking spaces per dwelling. In the case of flats, this should be provided via safe and secure communal cycle parking areas.
	2 bedrooms	2 car spaces per unit	
	3/4 bedrooms	3 car spaces per unit	
	5 or more bedrooms	4 car spaces per unit	
Notes: 1 An area suitable for ambulance / service vehicles to load/unload and turn within the site will normally be required for C1 and C2 uses, particularly for sites accessed from a classified road. Any extensions should not result in the loss of this loading/unloading/turning spaces unless an adequate alternative can be provided within the site. 2 Driveways should be wide enough to allow pedestrian access alongside parked cars (including wheelchair access). 3 Garages will not be counted as contributing towards on-site parking provision. 4 The parking provision for housing developments does not always need to be located within the curtilage of individual dwellings. Communal parking areas/courtyards may be an appropriate way to provide some/all of the parking spaces for dwellings, particularly smaller properties.			
Houses in Multiple Occupation	1 to 6 bedrooms	1 car space per bedroom up to a maximum of 4 spaces	Provision for 1 secure cycle parking space per 2 bedrooms HMO via a safe, secure and preferably covered cycle parking area located within the curtilage of the building
	7 bedrooms or more	4 car spaces for the first 6 bedrooms and 1 car space per 2 bedrooms thereafter	
Sheltered Housing		1 car space per 4 units, 1 car space per resident staff and access for an ambulance.	1 cycle space per 10 bed spaces <i>and</i> 1 cycle space per 10 employees
Student Accommodation		1 car space per two bed spaces, and an area suitable for drop off/pick up either on site or close to the development.	1 cycle space per 5 bed spaces via a safe and secure cycle parking area.

Figure D

Type of Development	Parking Standard	Cycle Parking Standard
D1 Non-residential institutions Includes: Health centres, surgeries, schools, colleges, libraries, art galleries, museums and public halls (including places of worship)	2 car spaces plus 1 car space per 25m ² gross floor space	1 cycle space per 250m ² gross floor space
D2 Assembly and Leisure Includes: Cinemas, concert halls, leisure centres and sports centres	1 car space per 15m ² gross floor space	1 cycle space per 150 m ² gross floor space

Additional Notes

i) Mixed use developments

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 which is the dominant use of that specific site.

ii) Mobility spaces

In order to meet the needs of people with mobility difficulties and those with young children, a minimum of 10% of all car spaces must 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. The Council will support the provision of additional mobility spaces where this is considered appropriate.

iii) The design of cycle parking facilities

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



- be protected from the elements by a wall, shelter or canopy.

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.

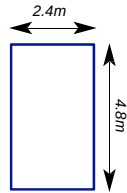
In areas where long stay bicycle parking facilities are required, developers should provide more secure parking facilities in the form of cycle cages or lockable bicycle shelters. Alternatively, secure compounds within buildings may be acceptable, providing that they are located at ground floor level and are accessible.

All cycle parking areas should be located in well lit areas that are overlooked from the building they serve and/or from other buildings in the area.

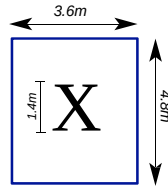
Planning applications for the development or redevelopment of public transport facilities must make provision for cyclists by providing safe and secure cycle parking facilities and cycleways. Secure cycle shelters and lockable cages will be preferable to Sheffield stands or wall hoops in such locations.



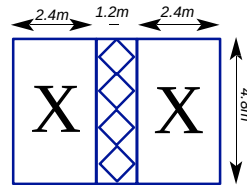
Minimum Size of Parking Spaces



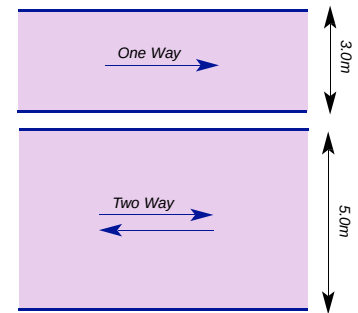
Minimum size



Minimum sizes for use by wheelchair bound person

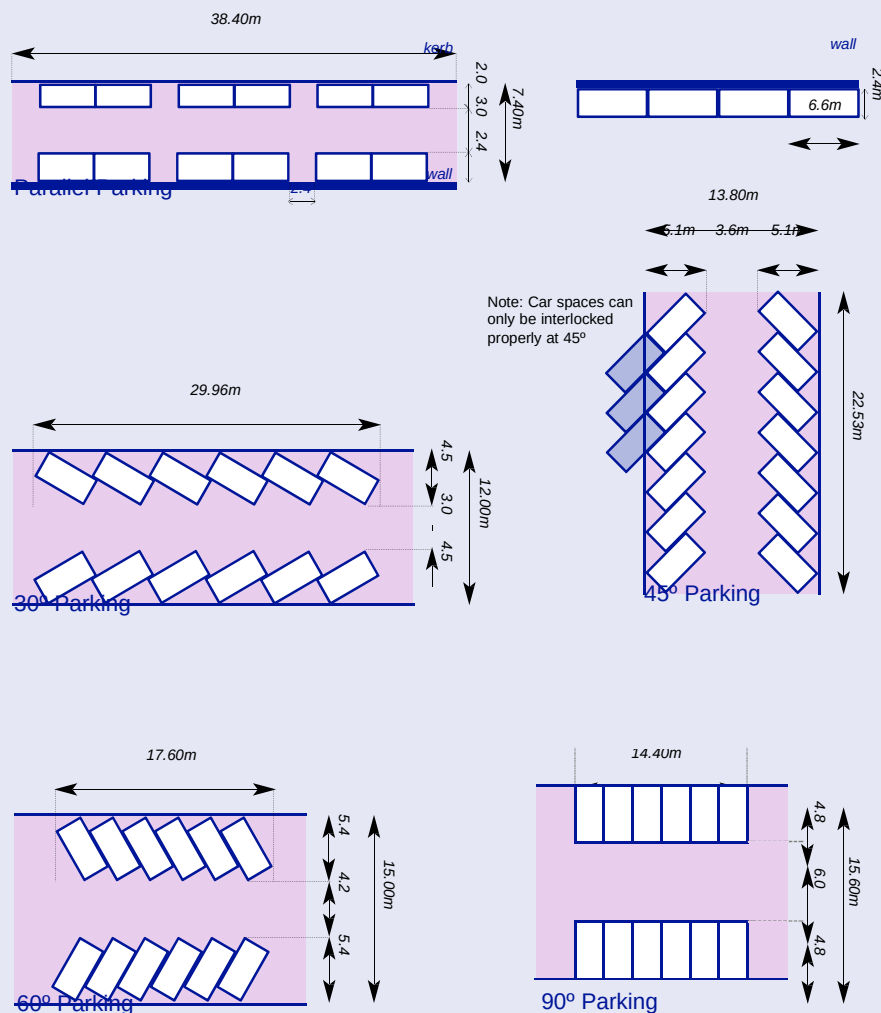


Circulation Aisle Width



Layout of Parking Space

Alternative ways of 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 space.



For further information contact:

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