

Supplementary Guidance
Parking Standards

Shetland

Local Development Plan 2012



Shetland Islands Council

Shetland Local Development Plan

Supplementary Guidance – Parking Standards

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Shetland Local Development Plan

Supplementary Guidance – Parking Standards

Introduction

The Shetland Local Development Plan (the Plan), together with any Supplementary Guidance, sets out the policies and criteria against which planning applications submitted in Shetland will be considered.

This Supplementary Guidance sets out detailed policy advice to help you meet the requirements of the Plan. It is therefore recommended that it is read in conjunction with the policies in the Plan and any other Supplementary Guidance relevant to the type of development proposed.

Context

This Statutory Supplementary Guidance (SG) sets out a framework to assess different types of development and achieve adequate parking provision. It provides further guidance and is a requirement of **Shetland Local Development Plan Policy TRANS 3**.

TRANS 3: All developments should provide:

- **a safe and adequate access, visibility splay and turning area in accordance with the standards set out in Supplementary Guidance.**
- **adequate car parking and service facilities in accordance with the Council's current standards, which are set out in Supplementary Guidance.**

National Policy Framework

Recently published Scottish Planning Policy (2010) states; "Planning Authorities should apply maximum parking standards to on-site parking at new development". This government policy is intended to encourage use of public transport and reduce the space given over to parking in the street scene.

Shetland's unique geography and its dispersed settlement pattern mean that applying maximum standards throughout may not be appropriate. Some concerns have been expressed that current standards can lead to the over provision of parking in some developments.

Parking Provision for New Development as a Main Issue

The Main Issues Report (March 2010) sought views on the subject of parking provision for new development, asking the following question;

“Should we set maximum numbers for parking spaces to be provided on new development sites to encourage other forms of transport use and avoid over or under provision of parking, especially in larger settlements?”

The preferred option put forward in the Main Issues Report (MIR) gained public support and was as follows;

“We think that in more rural parts of Shetland there would be little advantage in imposing maximum parking space requirements for new development because land pressure is not as intense and access and transport deprivation issues are more acute. However, within Lerwick and in Conservation Areas there is scope to develop both minimum and maximum levels of parking provision on new development to ensure that neither too much nor too little land is given over to parking.

We therefore think we should:

Develop a policy to set both minimum and maximum standards for parking provision on new development in Lerwick and in Conservation Areas.”

Outcome

The parking standards and requirements set out in this Supplementary Guidance implement this option.

Interpretation of the Shetland Parking Standards

The Council’s parking standards seek to attain a balance between parking needs for different modes of transport, the capacity of the road system and environmental quality. The standards are intended to be positive and constructive and act as an encouragement to development.

When considering reductions in the parking requirements for non-residential uses, all of the following will be taken into account: public transport accessibility, opportunities for walking or cycling and the availability of on and off-street parking.

In normal circumstances, adequate off-street parking or communal parking should be provided adjacent to all new development to ensure that vehicles are not parked on the road where they may impede traffic flow or cause a hazard.

A degree of flexibility in the interpretation of the standards will be available where:-

- a) It can be shown by the applicant that the parking requirement can be met by existing parking facilities and that the demand for parking in connection with the development will not coincide with the peak demand from the other land uses in the area.

- b) The development is a straight replacement and can use the existing parking provision. It should be noted that there may be a requirement to provide additional parking spaces if there was a shortfall in the original provision.
- c) The development is adjacent to and well served by good public transport and pedestrian links.
- d) The development, due to special characteristics, is likely to generate a significantly lower demand for parking than the standards would imply; or
- e) Environmental implications are of prime importance.
- f) Historic buildings¹ are being brought back into beneficial use or the development is within a Conservation Area and adherence to the requirements may either be physically impossible or would compromise the setting, amenity or integrity of the building or Conservation Area.

It should be noted however, that before a reduction in the parking requirement is considered, it should be shown to the Council's satisfaction that the quality of the development and its impact on the surrounding area merits relaxation of the requirements.

Mixed Developments

Where a proposal incorporates more than one element (e.g. a hotel with bar and conference facilities), the parking requirement for each element of the proposal will be assessed independently and then added together. For instance, in the example above a separate assessment would be made of the number of spaces required for the bar, the hotel and the conference facilities. However, where it can be demonstrated to the satisfaction of the Planning Authority that the peak operating times of the various elements would occur at different times of the day, some discounting of the number of spaces required may be acceptable.

Unspecified Uses

Where a proposed development is not specified on the Council's parking standards list, the Council will use the nearest type of land use on the list as a basis for assessing the parking requirements.

Staff Parking

All standards, except those for schools and hotels, are inclusive of staff parking requirements. Where a specific assessment of staff numbers is required, the likely maximum numbers of staff present at the busiest time period e.g. shifts changeovers should be used.

¹ A historic building for the purposes of this SG is defined as a Listed Building or a building deemed by the Planning Authority to be of local historic interest

Impact and Appearance

Developers should design their proposals to reduce the impact car parking has on the appearance of the development. Relaxations to the Shetland standards may be considered if “travel plans” are proposed.

Travel Plans

A travel plan is a package of measures aimed at promoting sustainable travel within an organisation, with an emphasis on reducing reliance on single occupancy car travel. Travel Plans enable staff, visitors and suppliers to make more sustainable travel choices. For more information visit the following websites;

<http://www.scotland.gov.uk/Publications/2008/06/23093233/4>

<http://www.sustrans.org.uk/search-results?search=travel+plan>

Provision for Cyclists

Although Shetland is not an ideal cycling environment because of the weather, it is Council policy to bear the needs of cyclists in mind when considering all proposals. Developers are encouraged to provide cycle racks and other facilities for employees and visitors/customers as appropriate.

Car Parking Space and Layout Dimensions

Each car parking space should measure no less than 2.5 metres by 5 metres. Parking layouts should include circulation aisles with a minimum width of 6 metres. Where parking spaces abut any wall, fence or slope a minimum 0.5m verge should be provided.

Assessments of the parking requirement for a particular proposal will be rounded up to the nearest whole parking space.

Accessible Parking Standards

Special consideration should be given to the needs of disabled people concerning the number of designated spaces, their location, the ground conditions, gradient and the pedestrian routes to these spaces.

As a general guide 5% of the parking spaces provided should be designated for disabled parking. Depending on the development Building Standards requirements may be different. Accessible spaces should not be more than 45 metres from the principal entrance of the building. They should be clearly marked with obvious links to the building to ensure ease of access. Disabled parking spaces are larger than standard parking spaces to allow for fully opened doors, wheelchair access and space for hoists or lift platforms.

Therefore, a 1.2 metre wide ‘transfer zones’ should be provided to one side and one end of each designated bay. These ‘transfer zones’ can be provided within adjacent footway space. These ‘transfer zones’ may be shared between 2 car parking spaces.

Parent and Child Parking Bays

If a developer wishes to provide these as a courtesy, it is recommended that they conform to the same specification as the designated disabled parking bay.

Commercial Developments

A commercial proposal should include adequate provision for servicing. The proposed layout should normally:-

- provide for all loading and other servicing to be carried out on-site;
- accommodate the likely maximum number and size of delivery vehicles at any one time on-site, to prevent delivery vehicles having to queue on street;
- incorporate loading bays of a dimension which will cater for the largest size of service vehicle likely to be used;
- allow service vehicles to manoeuvre with ease (i.e. there should be adequate manoeuvring space within the site for a vehicle to enter and leave the service area in a forward gear);
- not inconvenience other users of the site when service vehicles are being loaded or unloaded.

The only possible exception to the requirement for all servicing to be carried out on-site may be where the construction of on-site service bays would seriously damage the urban fabric.

“Bulk retailing stores” require large display areas. In Shetland, garden centres and the sale of DIY goods, wallpaper, paints, carpets, furniture and furnishings may fit this category. The “shops” standard will be used to assess all other retailing enterprises.

“Wholesale warehouses” are premises where wholesale goods are collected by the customer (e.g. cash & carry businesses). Warehouses that are just transit stores for goods will be assessed by the “Factories, workshops and warehousing” parking standard.

TABLE 1: HOUSING DEVELOPMENTS

Parking spaces should be provided within the curtilage of individual dwelling units or in communal parking areas providing they are well related to the dwellings they serve. Turning areas will be excluded from any calculation. A single dwelling unit is an individual house, flat or apartment.

Where a housing development has exceptionally good pedestrian access to public car parking, shops, leisure facilities and regular bus services, car-free designs or reduced parking standards may be considered acceptable.

Type of Development	Required Provision - spaces
Housing development in the Lerwick and Scalloway Conservation Areas	1 space per dwelling unit
All Other Housing	<p>1½ spaces per 1 bedroom unit; 2 spaces per 2-3 bedroomed units and 3 spaces for dwelling units with 4 or more bedrooms.</p> <p>Where communal parking is provided, the minimum number of parking spaces required for dwelling units of 2 or more bedrooms may be reduced by 20% for each communal space provided outside the curtilage of the proposed dwelling units².</p> <p>For example, a scheme of ten 2 bedroomed units would require a total provision of 20 spaces. If all the spaces were provided as communal spaces only 16 spaces would be required. If each dwelling unit had a single parking space within each curtilage, 8 communal spaces would be required (i.e. 18 spaces in all).</p>
Redevelopment Sites within urban areas (Property conversion or brownfield development)	Requirements as above with; 1 space per unit within the curtilage and the balance within reasonable walking distance ³

² This only applies for schemes of 5 or more dwelling units.

³ Reasonable walking distance is defined as; three minute walk for able-bodied adult

TABLE 2: STANDARDS BASED ON FLOOR AREA

For the following developments, the parking standard given is the minimum number of on-site parking spaces to be provided per 100m² of gross floor area.

Type of Development	Appropriate provision – Spaces per 100m ² gross floor area
Office Accommodation (Use Classes 2 & 4⁴ excluding surgeries, clinics etc.)	5 spaces
Shops including those in established shopping centres	8 spaces
Supermarkets	10 spaces plus a minimum of 1 goods vehicle bay. Additional goods vehicle spaces may be required according to the proposal
Bulk retailing stores (non-food)	4 spaces plus a minimum of 1 goods vehicle bay. Additional goods vehicle spaces may be required according to the proposal
Wholesale warehouses	5 spaces plus a minimum of 1 goods vehicle bay. Additional goods vehicle spaces may be required according to the proposal
Factories, Warehouses and Workshops	3 spaces plus a minimum of one goods vehicle space. Additional goods vehicle spaces may be required according to the proposal
Cafes & Restaurants, Community Centres, Function Rooms, Social Clubs	20 spaces
Public Houses (including licensed clubs)	20 spaces minimum
Sports Centres	20 spaces plus provision for coaches
Museums and Interpretative Centres	1 space per 30sq m. of public display area plus provision for coaches depending on size of centre

⁴ Class 2 Financial, professional and other services – Class 4 Business (use which can be carried out in a residential area)

TABLE 3: STANDARDS BASED ON OTHER CRITERIA

For the following, the parking standard given is the minimum number of on-site parking spaces to be provided.

Type of Development	Parking Requirement
Clinics, Dentists', Doctors' Vets' surgeries, etc.	4 spaces per consulting room
Educational Establishments	<p>1 space per permanent staff member (teaching & ancillary staff) plus space for peripatetic staff and pupils/students (as appropriate). Adequate provision should be made for school buses & visitor car parking. Some additional space may be required for community use of the premises.</p> <p>For a new educational establishment, the Council will require a developer to submit Travel Plan proposals so that a proper assessment of the parking requirement can be made using Scottish Planning Policy (SPP) paragraph 172 as a guide.</p>
Hotels	1 space per bedroom and 1 space per 3 staff
Conference facilities	1 space per 3 seats
Bingo Halls, Churches, Cinemas Concert Halls and Theatres	1 space per 4 seats
Camping Böds	1 space per 3.5 bed spaces
Swimming pools	10 spaces per 100 square metres of pool area
Outdoor sports facilities	Each application will be assessed on its individual merits
Marinas	2 spaces per 5 marina berths
Caravan / camping sites	<p>1 vehicle space per caravan pitch to be located within the pitch;</p> <p>1 vehicle space per tent pitch to be located within the pitch or within 45 metres;</p> <p>1 visitor vehicle space per 10 pitches.</p>

TABLE 4: STANDARDS FOR THE MOTOR TRADE

For the following, the parking standard given is the minimum number of on-site parking spaces to be provided.

Type of Development	Parking Requirement
Vehicle display areas	2 spaces per 100 square metres of gross floor area
Spares departments	4 spaces per 100 square metres of gross floor area
Servicing/bodywork	4 spaces per service bay
Tyre & exhaust centres	2 spaces per service bay
Car washes	5 queuing spaces