

## APPENDIX G

### Parking Guidelines

#### 1. Parking Strategy

The level of car ownership on the Island has risen over recent years and is now at a level where the majority of households rely on the use of the private car, as an everyday form of transport. Whilst rising car ownership has brought its own problems, it is the way in which we use the car which has brought the greatest problems, particularly in terms of the environment. Damage to the environment, pollution, increased delays and accidents are all fuelling the global and national debate on the future of the car and its use.

As part of the preparation of this plan the Council has re-examined its transport policies. Part of this re-evaluation has involved looking again at its parking guidelines and the ways in which provision of parking spaces can influence travel modes and traffic levels.

The Government's Planning Policy Guidance Note 13, Transport (PPG13), is clear in that the availability of convenient, easily accessible and cheap parking can influence levels of car ownerships and methods of travel. The location, extent and availability of car parking for development should now be considered along with land use planning and other walking, cycling and public transport initiatives as part of the package necessary to influence travel modes and draw people away from car travel as their first transport choice.

It should now be recognised that whilst a certain level of off-street parking provision may be necessary to ensure that a development can take place and operate without creating traffic problems, it is important that the car parking requirements are reduced to the operational minimum, particularly in those locations which have good access by means other than by car.

Developers will not have to provide more car parking spaces than they themselves would wish to provide, unless there are significant road safety or traffic management implications. The Council will, where possible, ensure that car parking provision outside town centre areas is not set at a level which would increase the pressure for development in out of town locations to the detriment of central areas.

#### 2. Parking Zones

Policy TR16 of this Plan requires that Planning Applications for development meet parking guidelines based upon the location and type of development proposed.

The Council will now take a more flexible approach when considering the requirements of off street residential parking and may relax the car parking requirements, where good access to other types of transport exist, so as to allow a development to take place, and encourage access by means other than by private car.

The parking zone boundaries, as illustrated in this Appendix, are based on existing transport patterns, geographical and land use factors. In drawing up the boundaries, consideration has been given to issues such as the location of conservation and shopping areas, traffic quiet schemes, the distribution of public car parks, availability and frequency of public transport, as well as access to cycling and walking facilities.

The zones shown on the attached maps, will be used when calculating the maximum non-operational parking requirement as a percentage of the figure illustrated in Table 1 of this Appendix. The minimum operational vehicle parking provision will remain as indicated in the table, whilst the maximum level of provision will depend on the location and factors outlined above.

For the purpose of this plan, the term operational minimum is the level of parking required to cater for those visitors who are essential to the operation and would normally require short term parking. These are generally those people who would require access for servicing, delivery and collection purposes. There may be instances where this requirement may be waived, for example where delivery loading and unloading can be carried out or accommodated safely off-site on the public highway. The term non operational parking, refers to additional parking required to accommodate those users of the site, who do not have to drive to the development and could possibly arrive by other means. These could include employees, shoppers, visitors and other callers who would normally require medium or long term parking. A maximum level of non-operational parking will be specified, based on the type of development proposed and its location in relation to the following zones.

#### Zone 1 Town Centre

This comprises the town centre core areas of Newport, Cowes, East Cowes, Ryde and Shanklin.

#### Typical Characteristics:

- o Areas of existing or potential pedestrianisation, where development likely to give rise to additional vehicular movements should not be permitted.
- o Few existing off-street parking or servicing areas.
- o Access to premises generally controlled by individual permits or statutory time restrictions.
- o Narrow streets and/or conservation areas.
- o Within easy walking distance of good (at least half-hourly daytime) bus services.

Parking Guidelines Zone 1:
No on-site parking, either operational or non-operational will be allowed in this zone.

#### Zone 2 Edge of Centre

This basically comprises the outer town centre/inner fringe areas of Newport, Cowes, East Cowes, Ryde, Sandown, Lake and Shanklin.

#### Typical Characteristics:

- o On-street parking in these areas is already, or is likely to be, generally restricted by yellow lines and/or controlled by parking charges.
- o Where no restrictions exist, on-street parking already occurs at or near saturation level, or is likely to do so if town centre parking becomes more difficult or expensive.
- o Most public car parks are in this zone.
- o Within easy walking distance of town centre and good bus services.
- o Relatively large number of non-car owning households in this zone.

If development without off-street parking takes place in this zone, the existing parking constraints mean that increased congestion is unlikely to be caused.

Parking Guidelines Zone 2:
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0% - 50% of maximum non-operational vehicle parking provision allowed on site.
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Zone 3 Remainder of Town, within Development Envelope (plus main bus route corridors)

- A Outer fringes (within development envelopes) of Newport, Cowes, East Cowes, Ryde and Shanklin.
- B All areas within the development envelopes of Wootton, Ventnor, Freshwater and Totland.
- C Main bus route corridors (at least half-hourly daytime service) outside development envelopes. Within easy walking distance (c. 300m) of:

- A3020 Cowes - Shanklin
- A3054 Newport - Ryde
- C55 Newport - Wootton
- A3021 Binfield - East Cowes
- A3055 Ryde - Shanklin
- B3330 Ryde - Bembridge
- B3395 Bembridge - Sandown
- B3340 Nettlestone - Seaview

Typical Characteristics:

- o On-street parking is generally unrestricted (controls confined to main distributor roads) and is not currently a significant problem.
- o Few public car parks in this zone. Those which do exist are not heavily used outside the holiday season.
- o Reasonable access on foot or cycle to the local town centre shops, schools and other community facilities.
- o Reasonable access to bus services, but these may be less frequent than half-hourly.
- o Large number of car-owning households and private parking spaces in this zone.

If development without adequate off-street parking takes place in this zone additional on-street parking is likely to occur. This may give rise to increased traffic congestion. Additional parking restrictions could attract opposition and be difficult to enforce in practice.

Parking Guidelines Zone 3:
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0% - 75% of the maximum non-operational vehicle parking provision allowed on site.
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Zone 4 Rural Areas

All areas not included in Zones 1-3, above. (Smaller settlements and rural areas).

Typical Characteristics:

- o Very few on-street parking restrictions.
- o Accessibility to main town centres relatively difficult except by car.

If development without adequate off-street parking takes place in this zone, additional on-street parking is very likely to occur. This may give rise to increased traffic congestion or danger. Additional parking restrictions could attract opposition and be almost impossible to enforce in practice.

Parking Guidelines Zone 4:

Restricting parking in this area is more likely to deter desirable inward investment than encourage the frequency or availability of public transport in the area. The Council would not wish to disadvantage those in rural areas which are not well served by public transport, and whilst seeking to reduce the amount of car use, will allow a higher level of off-street parking (0% - 100%) in this Zone where public access is poorer and the development would help maintain the rural economy.

### 3. Parking Charges

The Government's Planning Policy Guidance Note 6 Town Centre and Retail Developments and 13 Transport both suggest that car parking charges be included as part of a broader town centre management strategy. The Government suggests that it may be able to achieve better use of existing car parking by adopting policies which give priority to short term visitor parking for shoppers, whilst discouraging long term commuter parking.

Car parking charges may now, in certain circumstances, be considered as a useful method of governing car use and could, where pressure dictates, be varied or adjusted to influence where people park, for how long they park, or indeed the level of car use in that area.

### 4. Parking Guidelines

The following guidelines relate to uses which are most commonly encountered. It is intended not only for the guidance of prospective applicants, but also to assist the Council in assessing planning applications where parking is an integral element. Car parking provision for other special uses not included in these guidelines will be determined by the Council, based on the use, location and likely traffic generation. It is important that in those developments where parking is to be provided, consideration be given to their location and operation as part of the overall design process. Residential layouts should make effective provision for off-street parking, either within the property curtilage, or in situations where it would be more appropriate, within small, well lit but visually intrusive communal parking areas, close to and overlooked by the properties they serve. On-street visitor or short-term parking, should where possible be in laybys or other suitable areas, so as to reduce indiscriminate parking, which can hinder access to properties and cause hazards to road users. Car parking facilities, whether in the form of individual parking spaces or communal car parks should be constructed in such a way as to allow vehicles to enter and leave in forward gear. The Department of the Environment's Design Bulletin 32 gives additional guidance regarding layout considerations when designing residential roads and footpaths.

The minimum recommended size of a car parking space is 2.4m by 4.8m with sufficient additional space for manoeuvring cars into and out of the area to provide end and side clearance. Consideration should be given to the provision of parking facilities for the disabled for all developments to which the public will have access. Parking spaces for the disabled should be wide enough to allow wheelchair transfer to and from the car and be clearly designated for use by disabled people. They should be close to an accessible entrance which avoids the use of steps or steep gradients.

The demand for car parking within a proposed development may be influenced by a number of factors including the accessibility by other modes of transport apart from the car; parking restraint measures and restrictions in force within the adjacent area and other policies in this plan. These guidelines are therefore set a range of maximum (non-operational) and minimum (operational) levels of parking for broad classes of development and will be updated and revised as necessary.

The actual maximum figure will depend upon the parking zone in which the development is proposed. Reference should be made to Section 2 above for detail.

*Isle of Wight Unitary Development Plan 1996-2011  
Adopted 18 May 2001*

Non Residential Vehicle Parking Standards (Maximum and Minimum)

Table 1

Use Class	Development Category	Maximum Non Operational Off-Street Vehicle Parking Provision	Minimum Operational Vehicle Parking Provision	Minimum Off Street Cycle Parking Provision (sq.m.)
A1 Shops	Food Store	1 space per 10 sq.m. Staff: 1 space per 100 sq.m.	Supermarkets - <1,000 sq.m. 1 lorry space Supermarkets - <2,500 sq.m. 2 lorry spaces Superstores - >2,500 sq.m. 3 lorry spaces	1 per 100
	Non-Food Store (Retail Warehouse)	1 space per 20 sq.m. Staff: 1 space per 100 sq.m.	Stores - <1,000 sq.m. 1 lorry space Stores - <2,500 sq.m. 2 lorry spaces Stores - >2,500 sq.m. 3 lorry spaces	
	Garden Centres	As A1 shops	As A1 shops	
A2 Financial and Professional Services		As B1 Business	N/A	
A3 Food and Drink	Restaurant and public House	1 space per 10 sq.m. Staff: 10% customer parking	1 lorry space	
B1 Business	a) Offices and b) Studios Laboratories High Tech	1 space per 20 sq.m.	1 lorry space	
	c) Light Industry	1 space per 35 sq.m.	1 lorry space per 1,000 sq.m.	
B2 General Industrial	General Industrial	1 space per 35 sq.m.	1 lorry space per 1,000 sq.m.	1 per 100
B8 Storage or Distribution	Wholesale Warehouse/ Distribution Centre	1 space per 70 sq.m.	1 lorry space per 300 sq.m.	1 per 300 plus 1 per 100 sq.m. office space
C1 Hotels	Hotel, Boarding House and Guest House	1 space per bedroom (restaurant and bar see A3)	1 space per residential staff	1 per 5 bedrooms (minimum 2 spaces)
C2 Residential Institutions	Residential schools and colleges	See appropriate C3/D1 guidelines below	See appropriate C3/D1 guidelines below	See appropriate C3/D1 guidelines below
	Hospitals and convalescent/ nursing homes	1 space per 4 beds (plus appropriate provision for residential staff)	1 space per doctor/surgeon/ residential staff	1 per 5 staff
C3 Dwelling houses	Dwellings, small businesses at home	See residential vehicle parking guidelines.		
D1 Non-residential institutions	Places of assembly, worship, church halls and public halls	1 space per 4 seats or 1 space per 15 sq.m (whichever achieves the maximum)	1 space	1 per 10 seats
	Museums, libraries, art galleries, exhibition halls.	1 space per staff member 1 space per 30 sq.m.	1 space (picking up zone)	1 per 5 staff
	Doctors, dentists, health centres etc	3 spaces per consulting room	1 space per consulting room	

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Use Class	Development Category	Maximum Non Operational Off-Street Vehicle Parking Provision	Minimum Operational Vehicle Parking Provision	Minimum Off Street Cycle Parking Provision (sq.m.)
	Creches, day nurseries, day centre	1 space per staff member	1 space (picking up zone)	
	Primary School	1 space per staff member	Facilities for setting down and picking up students. This may take the form of a lay-by or service road in front of school or college Layout should allow for picking up or setting down, without a reversing manoeuvre.	
	Middle & Secondary Schools	1 space per staff member 1 space per 8 students over 17 years of age		1 per 5 staff 1 per 5 pupils
	Colleges of Further Education	1 space per staff member 1 space per 8 students over 17 years of age		1 per 5 staff 1 per 5 students
D2 Assembly and leisure	Cinemas, music, concert halls.	1 space per 4 seats or 1 space per 15 sq.m (whichever achieves the maximum)	1 space (picking up zone) (large enough for a coach)	1 per 5 staff 1 per 10 seats
	Indoor sports & clubs/centres, ie swimming pools, squash courts, fitness centres	1 space per staff member 1 space per 2 players 1 space per 4 spectators	1 space (picking up zone) (large enough for coaches)	1 per 5 staff 1 per 3 players 1 per 10 spectators
	Outdoor sports & clubs/centres ie football, rugby, cricket	1 per staff member 1 per 2 players 1 per 4 spectators	1 space (picking up zone) or (large enough for coaches)	
	Golf Courses	1 space per staff member 6 spaces per hole	1 space (picking up zone)	1 per 5 staff 1 per 3 holes (players)
	Marinas	1 space per staff member 1 space per berth (marina users) 1 trailer space per 10 berths	1 space (loading/picking up)	1 per 5 staff 1 per 5 berths
Other Uses (Sui Generis)	Caravan/camping sites	1 space per 1 staff (next to site of fire) 1.5 spaces per unit (campers)	1 space (picking up zone) 1 space per permanent residential staff unit (if applicable)	1 per 5 staff 1 per permanent unit (suitably located) 1 per 5 pitches - (adjacent to site of fire/facilities)
	Garage, Service Station, car repair	1 space per staff member 1 space per 10 sq.m.	1 space per breakdown/tow vehicle 1 space per MOT/service bay	1 per 5 staff
	Tyre, exhaust fitters etc	1 per staff member 1 space per 10 sq.m.	1 space for waiting cars	
	Petrol Filling Station	1 per staff member Food, retail as per A1 shops	1 tanker space	1 per 5 staff
	Auction Rooms	1 per staff member	1 space (picking up zone)	1 per 5 staff

Notes:

- i Areas (sq.m) relate to gross floor area.
- i Reference to staff refers to full-time employees or full-time equivalent.

### Residential Car Parking Guidelines

The following table illustrates the maximum levels of car parking spaces required for residential off-street parking.

Table 2. Residential Vehicle Parking Guidelines (maximum)

	Residential Use	Maximum Non Operational Off-Street Vehicle Parking Provision	Minimum Operational Vehicle Parking Provision	Minimum Cycle Parking Provision
(i)	Residential use	1 assigned car parking space per bedroom 1 car parking space per 4 units (visitor spaces)	Nil (see minimum residential parking guidelines below)	See residential cycle parking below
(ii)	Sheltered accommodation - residential staff as per (i) above	1 space for every 2 units		1 space per 5 staff

An assigned parking space is one specifically allocated to a particular dwelling. The term visitor spaces refers to the number of spaces required per unit to accommodate visitors to the dwelling. In addition, consideration should be given to the street layout, with particular attention given to the positioning of dwellings, carriageway widths, positions of driveways and access points to allow delivery and service vehicle access, without vehicles blocking carriageways or access drives.

Table 3. Residential Cycle Parking

Residential Use	Minimum Cycle Parking Provision
Flatted development	1, preferably covered space per dwelling, suitably located to allow secure cycle parking
Housing with a garage and/or curtilage	none required (on the assumption that the garage or garden space is sufficient to allow for provision of safe cycle storage).

### Minimum Residential Parking Guidelines

It may be possible in some developments in certain areas to reduce or waive the number of spaces required for the development to take place, particularly in cases where the potential level of use would not result in undue road safety or traffic management implications, and it can be shown that the development would not place undue pressure on the neighbouring area and any unrestricted residential streets. There may however be occasions where a proposed residential development would not require the level of parking proposed and the Local Planning Authority may, where there is failure to agree require the developer to provide a Parking Provision Assessment to establish the appropriate level of car parking (see Section 6 below).

### 5. Transport Infrastructure Payments

All development places demands on the transport system infrastructure. The methods by which these demands can or should be catered for depends on a number of factors, including the location and type of use proposed. The Council's approach whilst promoting retailing and related development in town centres, is also seeking a reduction in car parking provision in new development. This will mean that the cumulative impact of new developments will place an increased burden on alternative modes of transport, such as bus and cycle as well as increasing the level of pedestrian activity. Existing levels of transport infrastructure payment are based on the cost of providing a surface level car parking space. However, as the Council is not intending to increase levels of parking provision overall, but is rather looking to improve facilities for pedestrians, cyclists and users of public transport, it is more appropriate to seek a contribution based upon the amount of new floorspace proposed. This method of calculation will allow the consideration of all sizes of new development and may in practice result in some payments actually being less than those previously achieved. The Council will, when considering planning

applications for development in parking zones 1 and 2, seek to establish, a legal agreement, by which contributions will be made to finance off-site transport initiatives to help address the travel demands generated by the proposal. Whilst such contributions, have in the past been used to help provide additional off-street car parking spaces, the Council believe this may now not be an appropriate solution in all locations, and will, as part of a strategic approach, hold such contributions in a sustainable transport fund, money from which will be used for the provision of facilities or measures to assist public transport, walking or cycling, the need for which is reasonably related to the proposal.

This method, is recommended in appropriate cases by the Department of the Environment and covered in Circular 1/97. Such a procedure cannot form a condition of the planning approval, but planning approval would not be issued until the developer has satisfied the Local Planning Authority by demonstrating either the development will not have an adverse impact on the transport infrastructure or by undertaking to commute their responsibilities by those measures outlined above. Making a transport infrastructure payment does not absolve the developer from making adequate provision for rear access and loading and unloading facilities, where appropriate.

The following table illustrates the levels of transport infrastructure payments required which will be sought within parking Zones 1 and 2, where the contribution is fairly and reasonably related to the development proposal.

Table 4. Transport Infrastructure Payment Guidance

Use Class	£ Payment for each 10m <sup>2</sup> Gross Floor Area (new or additional)	
	Payment Area A	Payment Area B
A1 Food Retail	£850	£500
Non-food Retail	£400	£275
A2 Financial and Professional	£400	£275
A3 Restaurant & Pub	£800	£500
B1 Business & Light Industry	£400	£250

Use Class	£ Payment for each Residential Unit	
	Payment Area A	Payment Area B
C3 Residential (new build, 10 units or more)	£750	£750

Notes:

- i Such payment to be made taking account of the level of on-site parking, as contribution to sustainable transport fund.
- i Payment area A is Zone 1 Newport. Area B refers to Parking Zone 2 in Newport and Parking Zones 1 and 2 in other towns.
- iii Figures for commercial use relate to development of 100 sq.m and over.
- iv. The transport infrastructure payment sought for residential development has been set at a lower level than commercial uses, based on the smaller number of trips such a development will generate by comparison.

## 6. Parking Provision Assessmentss

There may be some circumstances where, for example, the location or design of the development may mean that the maximum and minimum car parking levels as illustrated in this Appendix are not appropriate for the development under consideration. In such instances, the developer may choose or the Local Planning Authority may require the developer to provide an acceptable Parking Provision Assessment. Such an assessment should, when considering the development in relation to its location, establish what are reasonable levels of provision. The analysis should take account of the following factors:

i Development Accessibility

- proximity and frequency of public transport;
- distance to public car park, number of spaces and duration of parking available;
- distance from existing or proposed cycleway;
- ease of access to the site on foot.

i Shared Trip Factor

- the potential for shared use trips where users of the site may be visiting other existing or proposed developments in the locality.

iii Comparable Development Analysis

- It may be possible to estimate potential car parking requirements by the analysis of other comparable developments in similar locations. Such an analysis may reveal those numbers of people who arrive on foot, cycle and car. It may also be possible to establish the number of commercial service vehicle requirements from such a survey.

## 7. Other Parking Provisions

The Council is keen, as part of its overall sustainable transport strategy to increase the numbers of people who choose to cycle and walk as their first transport choice and will support appropriate initiatives which improve access by bicycle and on foot.

### Cycle Parking

If cycling is to retain its inherent advantages, it is essential that cyclists are able to park their cycles safely and securely at the most convenient location. Modern cycles can be very expensive and the provision of secure cycle parking is a key factor in encouraging cycle use for everyday journeys and deterring cycle theft

Parking facilities should be secure, easy to use, adequately lit, signed where appropriate, and if possible sheltered. It is important that cycle stands are positioned as close as possible to building entrances so as to enhance convenience and security for users. Care should be taken to ensure that stands do not obstruct pedestrians, especially those people with mobility problems. The cycle stands provided should be of such a design to allow for secure cycle parking. Ideally it should be possible to lock both the frame and both wheels to the fixture, Sheffield Hoops offer this security. Designs such as the butterfly, single wheel or slot type holder should not be used. These designs are unsatisfactory in that they are insecure and can result in damage to the bicycle.

### Motorcycle Parking

The Council are aware that motorcycles take up less road and parking space than an average car and will encourage the provision of sufficient, secure, well located and designed motorcycle parking spaces.

#### Note:

The location of cycle and motorcycle parking is as important as the number of spaces provided. Parking areas should be secure, well lit, convenient for users, sheltered and naturally policed by its location near to public areas.

