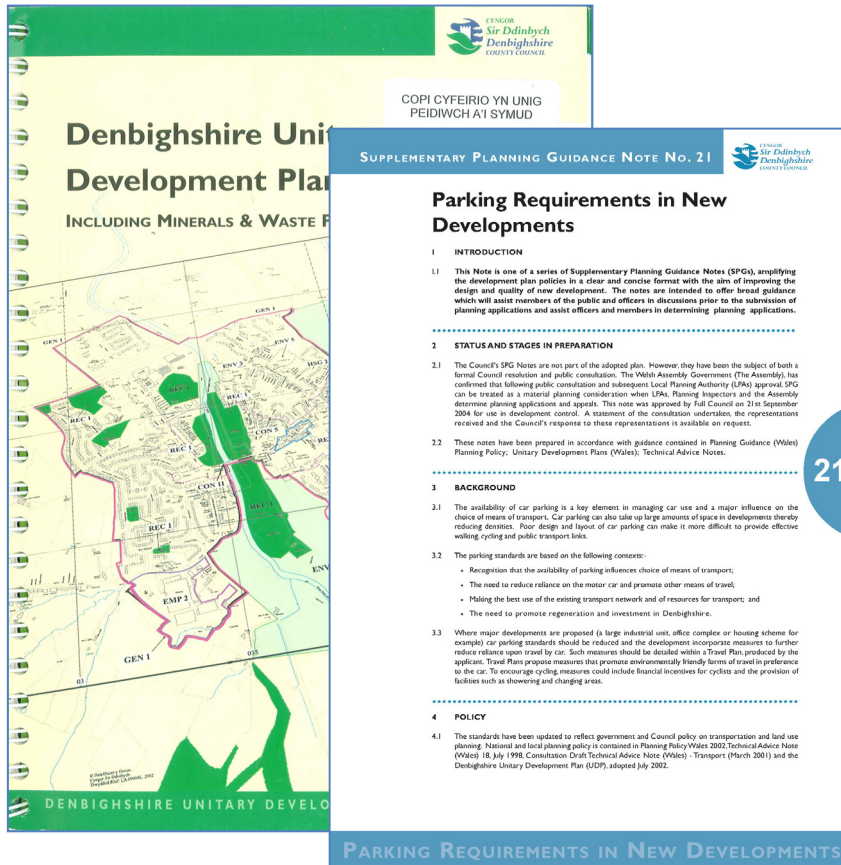


Draft SPG: Parking requirements in New Developments



COPI CYFEIRIO YN UNIG PEIDIWCH AT SYMUD

Denbighshire Unitary Development Plan INCLUDING MINERALS & WASTE PLANNING

Supplementary Planning Guidance Note No. 21

Parking Requirements in New Developments

21

PARKING REQUIREMENTS IN NEW DEVELOPMENTS

DENBIGHSHIRE COUNTY COUNCIL

LOCAL DEVELOPMENT PLAN 2006 – 2022

Adopted 4th June 2013

DRAFT Supplementary Planning Guidance Note: Parking Requirements in New Developments (November 2013)

Content	
1. Introduction	02
2. Status and stages in preparation	02
3. Background	02
4. Policy	03
5. Parking Standards	04
6. Parking Zones	05
6.1 Parking Zone 1	05
6.2 Parking Zone 2	09
7. Access for disabled people	11
8. Cycle parking standards	14
9. Motorcycle parking standards	15
10. Landscaping	16
11. Contacts / Sources	17
Appendices	
Figures	
Figure 1	Alternative ways of arranging disabled parking spaces 13

Draft SPG: 'Parking Requirements in New Developments' - 1 -



Draft SPG: Parking requirements in New Developments

Planning Policy Wales Edition 6 (February 2014)

Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate. Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan. (Paragraph 8.4.2)

Draft SPG: Parking requirements in New Developments

Table 1: Comparison between UDP SPG no.21 and LDP Draft SPG

Examples	SPG no. 21 'Parking Requirements in New Developments'	Draft SPG 'Parking Requirements in New Developments'
Housing estate consisting of 7 three bedroomed houses and 3 two bedroomed houses	7 x 3 bedroomed house → 21 car spaces 3 x 2 bedroomed house → 6 car spaces no consideration for visitor parking = 27 car spaces	7 x 3 bedroomed house → 21 car spaces 3 x 2 bedroomed house → 6 car spaces + 2 spaces for visitors = 29 car spaces
Proposed new shop (500m² / 5 units) and office development (1000m²)	Retail element: No distinction between operational / non-operational = 25 spaces (1 space per 20m ²) Office development: = 34 car spaces (1 space per 30m ²) → 59 spaces for cars and commercial vehicles	Retail element: Operational: 3 commercial vehicles spaces Non-operational: 17 car spaces (1 space per 30m ²) = 20 spaces Office development: 29 car spaces (1 space per 35m ²) → 49 spaces for cars and commercial vehicle
Conversion of a large 3-storey 5 bedroomed Victorian House to three one-bedroom flats	Up to 4 car spaces may be required depending on the number of car spaces already existing on site. For example: If the 5 bedroomed Victorian House already provides 5 car spaces, no additional car spaces would be allowed.	Up to 3 car spaces may be required depending on the number of car spaces already existing on site. For example: If the 5 bedroomed Victorian House already provides 2 car spaces, only 1 additional would be allowed.