

PARKING AND ACCESSIBILITY SPD

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1. Introduction

- 1.1 Parking and accessibility standards are important in managing demand for different types of transport and in supporting development management to make informed decisions about parking provision. This document sets out the Council's approach to what these standards should be and gives the opportunity to provide comments to help shape the final standards.
- 1.2 Previously the Council has set out its parking and accessibility requirements as a more general guidance document, for developers and officers to have regard to in assessing schemes. As part of the Examination in Public of the [County Durham Plan](#), which took place in 2019/20, it was recommended by the Planning Inspector that this guidance be reviewed and set out more formally as a Supplementary Planning Document (SPD). This would give the document greater status and make it a supporting document for Policy 21 (Delivering Sustainable Transport) of the [County Durham Plan](#). The SPD has been developed in accordance with the Planning Practice Guidance (NPPG) and other relevant guidance and will replace the previous Parking and Accessibility Standards 2019.
- 1.3 Following on from the Examination in Public, officers have reviewed and updated standards set out in previous iterations of Council guidance on parking and accessibility. This consultation is the second of two rounds of consultation and seeks comments on the Council's planned approach to specific parking and accessibility issues and how the Council proposes to resolve them. An SPD will then be drafted and adopted based on responses to this consultation.
- 1.4 If you would like to comment on the proposals, please read and respond to the questions below either:
- by email to spatialpolicy@durham.gov.uk
 - by post, you can send us your comments to our freepost address (all you need to do is write this one line on an envelope - no other address details or postage stamp are needed): **FREEPOST Spatial Policy**
 - or by using our planning consultation portal: <https://durhamcc.objective.co.uk/kse>
- 1.5 Please return your submission by **5pm on 3rd June 2022**.

Background

- 1.6 Parking is an essential element of land-use planning and when designed properly can encourage sustainable travel. Demand for travel by car can be influenced by the availability of parking for all types of transport modes

and there is a need to strike an appropriate balance between ensuring an adequate amount of provision and discouraging excessive car use that can undermine cycling, walking and public transport.

- 1.7 The approach to car parking provision in order to achieve the necessary balance has changed considerably over the years. Different standards are generally set at origins and destinations – origins being residential areas where journeys begin, and destinations being workplaces, town centres and community facilities people travel to. For some time, setting 'maximum' parking standards in residential areas was thought to discourage excessive car ownership and encourage sustainable modes of travel. National policy including Planning Policy Guidance Notes 3 and 13, published in 2000 and 2001 respectively, considered that restricting space in residential areas would reduce car ownership and therefore increase the use of more sustainable modes of transport as a result. However, it was found to have little to no impact on car ownership levels and led to other problems. The lack of off-street provision resulted in vehicles displacing to adjacent streets, pavements and verges which, in turn, caused safety issues with emergency services being obstructed as well as causing difficulties for wheelchair and pushchair users.
- 1.8 In addition to the practical issues caused by an abundance of parked cars in on-street areas, the high numbers of cars parked on-street also had a negative impact on the public realm and the appearance of new residential areas. As a result, national policy has since changed. [National Planning Policy Framework \(NPPF\)](#) paragraph 108 clearly states that '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.'
- 1.9 Maximum parking standards were also raised as an issue at the examination in public of the now adopted County Durham Plan, with the Inspector querying why maximum standards had not been proposed in the Council's current parking standards. The Inspector's view was that maximum standards at destinations should be implemented in accessible locations to encourage people to use more sustainable transport – to walk, cycle, or take public transport instead of driving.
- 1.10 In this SPD, the Council therefore sets out standards for car and cycle parking that are to be applied equally across the county. The Council is proposing that where development is situated in an accessible location (defined below), a lower level of car parking provision may be acceptable depending on the site specific circumstances of the proposal. In this case, it will be left to the judgement of development management and highways officers to determine an appropriate parking requirement for each

accessible site. These judgements should be made with reference to the accessibility guidelines set out in section 2 of this SPD.

Proposed Options

- 1.11 Having reviewed the relevant guidance on parking and accessibility issues and, taking into account issues raised with the current Parking and Accessibility Standards at the CDP examination in public, as well as comments submitted in response to the first consultation on the SPD, the Council have proposed a number of new standards. These are set out with specific questions for you to comment on in the following sections.

2. Accessibility

- 2.1 Accessibility is important as it gives people more options for how they make their journeys. Where people are able to walk, cycle, or take public transport to their destination easily, they are less likely to use the car as often. This has multiple benefits, improving people's mental and physical health by enabling them to be more active in the course of their daily lives. Less frequent car use also improves air quality, combats climate change, and reduces congestion.
- 2.2 Increased accessibility can also help make our communities more equal. For people who don't drive, accessible places enable them to access education and employment opportunities, as well as leisure and retail. In areas which are only accessible by car, this can lead to less affluent, older, and younger members of society being isolated and cut off from opportunities.
- 2.3 Accessibility also includes good design and location of parking. In particular, disabled people and those with mobility issues benefit from better parking accessibility, as it enables them to access places they otherwise might not be able to with greater ease.

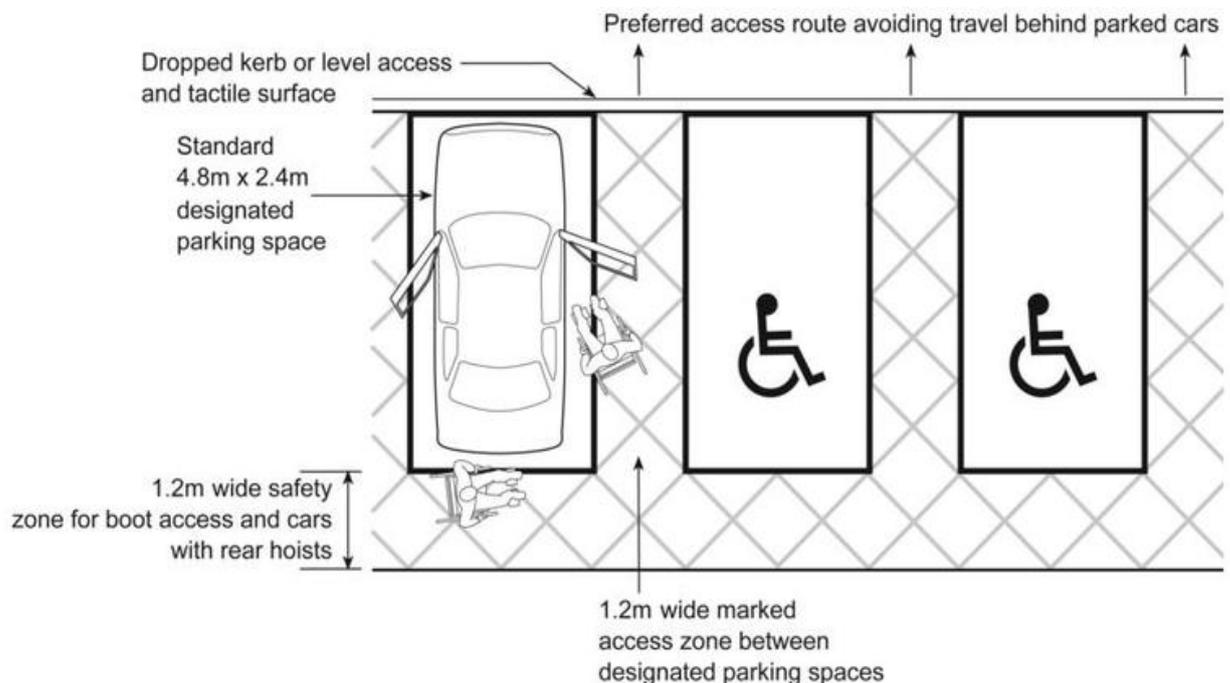
Parking Provision for Disabled Persons

- 2.4 Parking provision for people with disabilities must be considered as part of any development proposal and it is the responsibility of the site occupier to make provision under the Equality Act 2010. New development must provide an adequate amount of parking bays for disabled persons and ensure that the dimensions are a minimum of 4.8m x 2.4m, plus 1.2m at side and rear to allow wheelchair access.
- 2.5 Where non-residential development is concerned, a minimum of two bays will be included for disabled people, with a minimum 5% of car park bays being for disabled people in car parks of 20 spaces or more.
- 2.6 Some general design principles for disabled persons bays include:
- when designing bays, they should be easily identifiable with clear and consistent directional signage;
 - they should be level and next to firm and slip-resistant pedestrian surfaces where possible;
 - dropped kerbs should be provided where access is to a pedestrian route;

- ensuring there is enough space so that wheelchair users can access vehicles with space available to manoeuvre a wheelchair (minimum 1.2m between bays, and an additional 1.2m behind bays);
- wall mounted/upright signage is required to identify disabled parking bays when ground is covered in leaves/snow; and
- providing good access to ticket machines where applicable.

2.7 Further guidance on the design and location of parking for mobility impaired persons can be found in the Department of Transport (DfT) [Traffic Advisory Leaflet: Parking for Disabled People](#), DETR, 1995.

Figure 1 Example of Disabled Parking Standards



2.8 20% of bays are to have some level of provision for EV charging (see section 3 on destination parking standards). To support people with disabilities and mobility impairments to drive an electric vehicle, 10% of all EV chargepoints should be provided as disabled bays. This requirement only applies to car parks where 10 or more EV sockets are to be provided. British Standard 8300 provides more detailed guidance on making chargepoints accessible to disabled people.

Definition of an Accessible Destination

2.9 This SPD sets out car parking standards to be applied countywide. Where a development is in an accessible location, a lower level of car parking may be requested by DM and highways officers on a case-by-case basis. The

Council is proposing to take this approach to simplify standards for all non-residential developments, whilst giving officers the flexibility to make the best decision for individual, accessible sites based on the site-specific circumstances of each case.

- 2.10 To help guide what parking and accessibility standards should be set and applied, we first need to define what an accessible destination is.
- 2.11 The CIHT's [Planning for Walking](#) states that people are generally willing to walk 400m to a bus stop or 800m to a train station. The Council's existing Building for Life SPD also considers 400m to be a reasonable distance to walk to a bus stop, with developments within or at that distance from a bus stop being given a better score for design.
- 2.12 However, proximity to a public transport stop is no guarantee that services will run often enough to make places accessible. The Council therefore proposes that a minimum of two services an hour is sufficient to enable people to get around without having to wait an excessive amount of time.
- 2.13 With these points in mind, the Council considers an accessible location to be one which is:
- a. within 400m of a bus stop or 800m of a train station; and,
 - b. where public transport runs at a rate of two per hour or more at peak hours (6am-6pm)
- 2.14 School buses do not count towards this definition.
- 2.15 This definition is intentionally broad to allow for flexibility at the decision-making stage. It should also be noted that this definition of an accessible location does not define walking and cycling accessibility as it is too complex and site specific to set a countywide standard for, however walking and cycling accessibility is still an important component that requires separate consideration at the planning application stage in accordance with Policy 21 (Delivering Sustainable Transport) of the County Durham Plan.

Question 1

Do you agree that there should be more flexibility regarding the amount of car parking required in an accessible location?

Please provide reasons for your answers.

3. Destination Parking Standards

- 3.1 Parking provision at destinations must be sufficient to provide for the needs of the development, protecting the amenity of the surrounding area by removing any need to park in inappropriate locations, which can cause highways safety issues, and supporting town centres by not unnecessarily constraining parking spaces.
- 3.2 Separate standards have been set for each destination, with the standards grouped into four tables by type: retail, employment, leisure, and other destinations.
- 3.3 The destination parking standards have been based on existing appropriate provision relative to the floor area or usage of the development in question, as appropriate. Where developments are located in accessible destinations, fewer parking spaces may be required through planning, to be decided on a case-by-case basis, taking into account the location and type of development and any other specific circumstances which are relevant. Furthermore, where destinations are situated in accessible locations shorter maximum stays may also be implemented by the car park operator to encourage appropriate turnover.
- 3.4 Cycle parking requirements have been set with consideration given to Local Transport Note 1/20 ([LTN 1/20](#), Table 11-1, p134) and the [Employment Densities Guide](#).
- 3.5 Electric vehicle (EV) charging has been required at all destinations to encourage and facilitate use of electric vehicles, with the exception of destinations where it would not be appropriate, for example, smaller supermarkets where stays are very short. A mix of active and passive chargepoints are required. Active chargepoints are a full chargepoint ready for use, and passive chargepoints are ducting and cables laid underground to enable a full or active chargepoint to be installed more easily and affordably in future. Section 3.14 has more details regarding the requirements for EV chargepoints at destination sites.
- 3.6 The following tables sets out the Council's destination parking standards, by destination type.

Retail Parking Standards

Table 1 Retail Parking Standards

Land Use	Use Class	Parking Requirement	Short Stay Cycle Parking	Long Stay Cycle parking	EV Charging
General Retail (Small, <200m ²)	E/Sui Generis	1 space per 25m ² GFA	Minimum of 2 short stay spaces for visitors	1 enclosed, sheltered, secure long stay space per 100m ²	5% active AND 20% passive
General Retail (Medium, <1000m ²)	E/Sui Generis	1 space per 25m ² GFA	Minimum of 1 short stay spaces for visitors per 200m ²	1 enclosed, sheltered, secure long stay space per 200m ²	5% active AND 20% passive
General Retail (Large, >1000m ²)	E/Sui Generis	1 space per 25m ² GFA	Minimum of 1 short stay spaces for visitors per 250m ²	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive
Supermarkets (Below 1000m ²)	E	1 space per 12.5m ² GFA	Minimum of 1 short stay spaces for visitors per 200m ²	1 enclosed, sheltered, secure long stay space per 200m ²	N/A
Supermarkets (Above 1000m ²)	E	1 space per 20m ² GFA	Minimum of 1 short stay spaces for visitors per 250m ²	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive
Bulky Goods, e.g. DIY, cash and carry	E	1 space per 25m ² GFA	No requirement	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive
Retail Parks (including food and non-food uses)	E	1 space per 20m ² GFA	Minimum of 1 short stay spaces for visitors per 250m ²	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive
Builders Merchants	Sui Generis	1 space per 100m ² GFA	No requirement	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive
Garden Centres	E	1 space per 12.5m ² GFA	No requirement	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive
Car Sales	Sui Generis	1 space per 25m ² GFA	No requirement	No requirement	5% active AND 20% passive

Petrol Stations with Retail	Sui Generis	1 space per 33m ² GFA	No requirement	1 enclosed, sheltered, secure long stay space per 100m ²	5% active AND 20% passive
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These standards are not minimum or maximum standards but are intended to be applied equally across the County.

Where development is situated in an accessible location, as defined in section 2, a lower parking requirement may be negotiated with Highways officers.

Employment Parking Standards

Table 2 Employment Parking Standards

Land Use	Use Class	Parking Requirement	Short Stay Cycle Parking	Long Stay Cycle parking	EV Charging
Office Development and Business Parks	E	1 space per 18m ² GFA	1 per 1000m ²	1 enclosed, sheltered, secure long stay space per 200m ²	5% active AND 20% passive
Light Industrial and Industrial Estates/Units)	E	1 space per 50m ² GFA	1 per 1000m ²	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive
Warehousing or Storage	B8	1 space per 100m ² GFA	1 per 1000m ²	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive
Distribution	B8	1 space per 33m ² GFA	1 per 1000m ²	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive
Garage Repair/Serviceing	B2	1 space per member of staff AND 1 space per 25m ² GFA	1 per 1000m ²	1 enclosed, sheltered, secure long stay space per 500m ²	5% active AND 20% passive

These standards are not minimum or maximum standards but are intended to be applied equally across the County.

Where development is situated in an accessible location, as defined in section 2, a lower parking requirement may be negotiated with Highways officers.

Leisure Parking Standards

Table 3 Leisure Parking Standards

Land Use	Use Class	Parking Requirement	Short Stay Cycle Parking	Long Stay Cycle parking	EV Charging
Hotels/Motels/Guest Houses	C1	1 space per bedroom	2 spaces per 25 bedrooms	1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Pub/Restaurant/Cafe	E	1 space 8m ² of public space	1 per 50m ²	1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Hot Food Takeaway	Sui Generis	1 space per 2 members of staff AND 1 space per 25m ² GFA	No requirement	No requirement	None
Fitness Clubs and Sports Facilities	E	1 space per 25m ² GFA	1 space per 50m ²	1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Places of Worship	F1	1 space per 150m ²	1 space per 50m ²	1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Cinemas/Theatres	Sui Generis	1 space per 3 members of staff AND 1 space per 12.5m ² of public space	No requirement	1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Caravan and Camp Sites	Sui Generis	1 space per pitch AND 1 space per 2 members of staff AND 1 visitor space per 10 pitches	1 space per pitch	1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive

These standards are not minimum or maximum standards but are intended to be applied equally across the County.

Where development is situated in an accessible location, as defined in section 2, a lower parking requirement may be negotiated with Highways officers.

Other Destination Parking Standards

Table 4 Other Destination Parking Standards

Land Use	Use Class	Parking Requirement	Short Stay Cycle Parking	Long Stay Cycle parking	EV Charging
Hospitals	C2	1 space per 33m ² of public space AND 1 space per 5 members of staff	1 short stay space per 5 consulting rooms	1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Doctors/Dentist/Other health practitioners	E	1 space per treatment room AND 1 space per 2 members of staff	1 short stay space per 5 consulting rooms	1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Residential Care/Nursing Homes	C2	1 space per 3 units/beds	No requirement	1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Further Education Colleges	F1/E	1 space per member of staff AND 1 space per 4 students	No requirement	1 long stay space per 20 pupils AND 1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Primary and Secondary Schools Nurseries	F1/E	1 space per member of staff AND 1 visitor space per 50 pupils	No requirement	1 long stay space per 20 pupils AND 1 enclosed, sheltered, secure long stay space per 5 members of staff	5% active AND 20% passive
Community Centres	F2	1 space per 16m ² of public space AND 1 space per 2 members of staff	No requirement	1 short stay space per 100m ² GFA Minimum 4 spaces total	5% active AND 20% passive

These standards are not minimum or maximum standards but are intended to be applied equally across the County.

Where development is situated in an accessible location, as defined in section 2, a lower parking requirement may be negotiated with Highways officers.

Cycle Parking

- 3.7 The Council is keen to encourage increased cycling in County Durham. To support this, cycle parking should be provided at all destinations in accordance with the standards set out in the tables above.
- 3.8 Cycle parking should be in a prominent location allowing regular casual observance and be covered, secured and enclosed, if intended for stays of an hour or more. CCTV is also encouraged at long stay cycle parking. For short stay cycle parking, Sheffield stands should be provided as a minimum. Wherever possible cycle parking should be located close to main entrances and easy to access from local cycle routes (LTN 1/20).
- 3.9 Travel Plans facilitating walking and cycling should be developed as part of any planning application in accordance with CDP Policy 21 (Delivering Sustainable Transport). In some cases, Travel Plans submitted as part of an application may set out a more ambitious level of cycling parking than required by this SPD. In these cases, a greater level of cycle parking will be supported.
- 3.10 Cycle parking should not be placed where it would obstruct pedestrian movement. Cycle parking hubs or clusters will be encouraged at key destinations such as transport interchanges and town centres. Where space considerations would prevent cycle parking from being included within a site, for example in town centres with available space constrained by existing street furniture, a contribution may be made towards providing cycling hubs or clusters at key destinations. The Developer Contributions SPD provides more detailed guidance on this.
- 3.11 The Council is working to provide cycle parking clusters where demand exists and works in partnership with ParkThatBike to provide secure cycle parking, including hangars, to businesses and communities.



Figure 2 - Examples of appropriate cycle parking





3.12 Accessible cycle provision should be made to enable people with disabilities or mobility impairments to cycle. Where 20 or more cycle parking spaces are provided, 5% of these should be suitable for use by people with three wheel or adapted cycles. Cycle parking for disabled people should be located close to disabled car parking bays where possible.

3.13 Cycle stands should be built at least 0.6m from walls, with 1m in front of and between stands to allow ease of access.

Question 2

Should the cycle parking requirement be based on floor area of the development?

Please give reasons for your answers.

Electric Vehicle Parking

3.14 The Council requires provision of passive chargepoints (laying of cables only) at 20% of all parking bays provided, plus active chargepoints (a full chargepoint including socket) at an additional 5% of all spaces at destinations. These standards, as set out in Tables 1-4, will apply only to car parks of ten spaces or more. Where a new car park has less than twenty spaces but more than ten, one new EV chargepoint would be acceptable. Chargepoints should be kept out of corners of car parks and be located close to pedestrian entrances to make them more accessible and closer to electrical supply.

3.15 A recent building regulations consultation proposed a requirement of 20% of parking bays to be equipped with passive chargepoints in car parks associated with new developments. As a result of this nationwide consultation, 20% of passive provision on new car parks of over ten spaces is being mandated by the government following a consultation summary which was released in November 2021. The consultation response is available [here](#) and some of the recommendations have been incorporated into this SPD.

3.16 In terms of capacity and technical specification, chargepoints should be delivered in line with national standards. In advance of building regulations on chargepoints being updated, chargepoints should meet the technical specifications set out in the consultation response. The consultation response also sets out the adjustment period, as well as the proposed positions and final exemptions in Table 02 of the consultation response [here](#).

- 3.17 Where possible, the speed of charging provided should be appropriate to the likely length of stay in car parks. For example, car parks with high turnover such as supermarkets which are required to make provision for charging should provide fast (7-22kW) or rapid (43kW+) chargers. Car parks at locations where people are more likely to park for an extended period of time such as employment sites can provide 7kW or slower chargers. It is acknowledged that this would require higher capacity cabling to be laid underground to accommodate the greater speed of charge, and that this will not be viable in all cases. For this reason, this remains a recommendation rather than a requirement. Where rapid chargepoints are installed in place of fast chargers, fewer chargepoints may be installed at a development provided that overall charging capacity remains the same as if the number of 7kW chargepoints required under Tables 1-4 is provided.
- 3.18 In car parks of 20 bays or more, 5% of bays are to be for blue badge holders. To enable people with disabilities and mobility impairments to drive an electric vehicle, 10% of all EV chargepoints should be provided as disabled bays. This requirement only applies to car parks where 10 or more EV sockets are to be provided. British Standard 8300 provides more detailed guidance on making chargepoints accessible to disabled people.

Question 3

Do you agree that faster charging speeds should be encouraged at car parks with high turnover such as supermarkets?

Please give reasons for your answers.

Question 4

Should 10% of disabled bays be provided with EV chargepoints?

Please give reasons for your answers.

Motorcycle Parking

- 3.19 No specific separate standard for motorcycle parking has been set at destinations as it is assumed that motorcyclists will use car parking bays.
- 3.20 Specific parking provision for motorcycles will be supported. The provision for motorcycles should preferably be 2300X900mm, under cover ([IHE Motorcycle Parking Guidelines](#)). Provision of a secure anchor point at 600-750mm from ground level onto which a wheel can be chained is also encouraged.

3.21 Motorcycle spaces should be provided in well-lit open areas where casual observance by passers-by may increase security. Surfaces on which motorcycles are to park should be flat and level and constructed with concrete to avoid surface failure from puncture by stands.

4. Residential Parking Standards

- 4.1 Developers are expected to provide an adequate amount of safe parking which is appropriate in scale, location and reflects the content of the development. Adequate parking provision for residents and visitors improves road safety and limits harm to residential amenity from parking on pavements and verges.
- 4.2 In formulating proposed residential parking standards, the Council has made the assumption that parking for householders should be provided within the curtilage of a dwelling (the curtilage is the area of land attached to a house up to the boundary of the property and the land within it). This is the most obvious and convenient place to locate parking for residents and helps give peace of mind to vehicle owners as they can easily see their vehicle from their property.
- 4.3 The Council therefore considers that the following number of car parking spaces should be provided at each dwelling, based on the number of bedrooms per dwelling. The minimum allocated in curtilage parking provision can be calculated or used as an average across a development site.

Table 5 Residential Parking Standards

Number of bedrooms	Minimum allocated in curtilage, on driveway (excl. garages)	Minimum EV chargepoints	Visitor/Non-Allocated Parking
1	1 per dwelling	1 active chargepoint per dwelling	1 per 4 dwellings
2	1.3 per dwelling	1 active chargepoint per dwelling	
3	1.8 per dwelling	1 active chargepoint per dwelling	
4	2.3 per dwelling	1 active chargepoint per dwelling	
5	2.5 per dwelling	1 active chargepoint per dwelling	
Purpose-Built Student Accommodation	<ul style="list-style-type: none"> No requirement within Durham City CPZ; 	10% active + 10% passive	n/a

	<ul style="list-style-type: none"> • 1 per 30 students – within CPZ 100m buffer zone • 1 per 15 students - outside Durham City CPZ, 		
	1 per 5 members of staff		

*Although garages are excluded from the parking provisions in this table it is still recommended that garage sizes comply with the minimum garage sizes – 6.0 metres x 3.0 metres for a single garage: or 6.0 x 6.0 metres for a double garage as set out below in para 4.5

Residential Extensions

4.4 These standards would also be applied where dwellings are extended or converted to create additional bedrooms. This will help ensure that there are sufficient spaces to meet the household's needs and prevent inappropriate pavement or verge parking. Increased parking spaces are required for dwellings with greater numbers of bedrooms on the basis that the more rooms are provided, the more likely it is that multiple people in the household will drive, and the less practical it becomes for them to share a car. Where a property is extended or it is a large new dwelling, additional in curtilage spaces may be required as a substitute for non-allocated spaces. When deciding on whether new in-curtilage spaces are required as a result of a household extension, officers should consider the minimum standards set out above in table 5.

Residential Garages

4.5 Residential garages are often used for storage of cycles and various household articles. Although garages do not form part of the minimum parking provision, they should still have minimum internal dimensions of:

- 6.0 metres x 3.0 metres for a single garage; or
- 6.0 metres x 6.0 metres for a double garage

These dimensions allow garages to accommodate the car and the storage of cycles and other items.

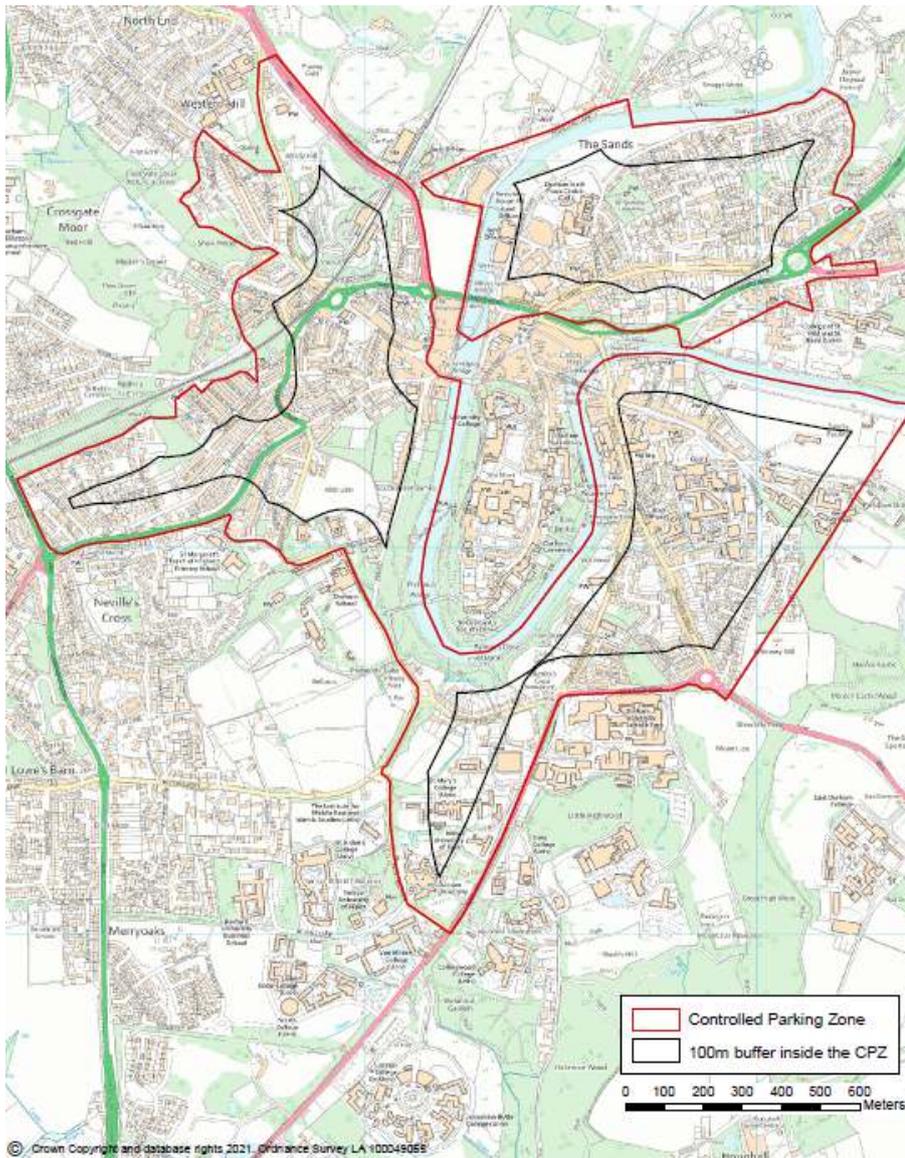
Student Parking in Durham City

4.6 Students are much less likely to need a parking space, so a minimal amount of parking has been proposed for student accommodation (see Table 5). This will allow for the minority of students who do bring vehicles, and for visitors and deliveries. This applies to purpose-built student accommodation (PBSA), including University Halls and Colleges. Houses of Multiple Occupation (HMOs)

are subject to the same standards as other residential properties as they were not built as student housing and often house young professionals.

- 4.7 Parts of Durham City are subject to a Controlled Parking Zone (CPZ). Given the highly accessible nature of the location of the CPZ, a reduced level of parking would be acceptable due to space constraints. As set out on Table 5, we would not expect parking to be provided on PBSAs within the Durham City CPZ. However, if the purpose-built student accommodation is located within 100 metres of the edge of the CPZ, it may be appropriate to provide a minimal amount of parking to acknowledge that some students will still bring a vehicle to this edge of centre location. By implementing a buffer zone within 100 metres of the CPZ boundary, it gives officers the option of providing some parking provision for students in this location. This will help to provide parking spaces for vehicles owned by students living in PBSAs in this zone. This zone should prevent overspill of parking into adjacent streets immediately outside the CPZ. The exact level of parking will be determined on a case-by-case basis by Development Management and Highways officers with the Council recommendations set out in Table 5. A map of the CPZ and the proposed buffer zone are set out in the figure 3 overleaf.

Figure 3 – Durham City Controlled Parking Zone (CPZ) and CPZ buffer zone



Residential Non-allocated and Visitor Parking

4.8 Non-allocated and visitor parking spaces should be provided as part of any residential development. This allows them to be designed into the layout of the overall site and helps prevent issues of people parking on pavements or verges where they cannot find a suitable space. It also allows for households which have an above average number of cars by providing additional spaces around the development for their vehicles. Non-allocated parking should be provided off-curtilage, as it is counterintuitive for visitors to park in a space that feels like part of someone else's property. The non-allocated parking requirement has been set at a level that provides sufficient spaces without dominating the development. The numbers of non-allocated spaces are based on the Council's experience of working with developers on this issue, informed by [government guidance](#). The DfT's [Manual for Streets](#) (p106) also confirms that unallocated parking spaces are the best way to provide for visitor parking.

- 4.9 Non allocated spaces, sometime referred to as visitor parking, should therefore be provided at a ratio of one space per four dwellings. This is a recommended standard as the exact number of non-allocated spaces should be tailored to ensure that quality design solutions can be achieved on sites. This type of parking should be well-distributed across the site.

Question 5

Are the parking standards for non-allocated parking requirements appropriate for residential development?

Please give reasons for your answers.

Driveway Standards

- 4.10 Driveways should be constructed from permeable materials where appropriate to allow drainage, though driveway materials must not be loose e.g. gravel driveways would not be permitted. Loose materials used in driveway construction can damage vehicles and spill out on to the highway, which risks causing a hazard to road users. In a 2017 appeal case brought against Barnsley Council, a Planning Inspector concluded that gravel driveways in particular pose a highway safety hazard and dismissed the appeal (Appeal Ref: APP/R4408/W/17/3170851). The driveways in this case would require regular maintenance to keep gravel off the pavement and road. The Inspector therefore felt that even conscientious residents would be unlikely to keep up with this maintenance, particularly in the cold winter months when it is dark outside. Any loose materials which had spilled onto the road would therefore pose a risk to pedestrians and cyclists in particular.
- 4.11 Driveways must also be a minimum of 6m long, and 2.7m wide for their entire length (including any gateways or fencing), to allow safe access and use by residents. Some flexibility will be allowed where appropriate, for example where driveways are a nonstandard shape, if it can be demonstrated that safe access can still be provided.
- 4.12 Development proposals need to balance parking provision, its location and layout with the overall aim of good design and attractive and safe places. A number of solutions should be utilised to prevent impact on the quality of the street scene and avoiding random parking on the pavement etc. An excessive use of one type of parking, for example, tandem parking, is discouraged. This is a poor design solution which has the potential to increase on street parking at detriment to the attractiveness of the development and safety of cyclists and pedestrians. Tandem car parking arrangements can form part of a car parking strategy but will not be encouraged to be the only or predominant design solution. It is acknowledged that in some circumstances (i.e., for smaller dwellings) tandem parking may be required.
- 4.13 When designing streets and housing layouts, it will be important for developers to cross reference the Councils Building for Life SPD, Residential Amenity SPD

and the Highway Design Guide. The Residential Amenity SPD provides guidance on how best to design extensions and undertake other domestic developments including decking, walls and balconies. It also includes guidance on the space/amenity standards that would normally be expected where new dwellings are proposed. The Highway Design Guide contains guidance for the highway development management and adoption process. It would be also beneficial to reference national guidance such as best practise of '[Building for a Healthy Life](#)' and the '[National Design Guide](#)'.

- 4.14 Policy 15 (Addressing Housing Need) of the County Durham Plan requires 10% of dwellings on sites of 10 homes or more to meet Building Regulations M4 (2) standards. It also requires specialist housing to meet M4 (2) standard as a minimum, with 25% of all specialist housing to meet M4 (3). Both standards require a higher level of accessibility for people with disabilities or mobility impairments. Where this part of Policy 15 applies, the Building Regulations standards for driveways should be adhered to.

Cycle, Mobility Scooter, and Motorbike Storage

- 4.15 Where garages are not provided, secure parking suitable for a cycle, mobility scooter or motorbike be provided instead. The storage space should be 2x2m, to allow sufficient space for four cycles, or a mobility scooter or motorbike. This will help to encourage cycling and support people with mobility issues to get around by giving them a specific, appropriate and safe place to store bicycles, scooters, or mobility aids. This also helps people to make full use of their homes by freeing up space indoors and preventing liveable rooms and hallways becoming storage areas for bikes. The multipurpose nature of the storage space also makes it beneficial to residents with different needs. Appropriate storage for cycles, motorbikes or mobility scooters also helps improve the amenity of the area by preventing these items from being left out in visible areas.

Electric Vehicle Charging

- 4.16 Provision for electric vehicle (EV) chargepoints must now be made on all residential developments. The government has made a commitment that no new petrol or diesel cars should be sold from 2030 onwards and no new hybrids from 2035 so providing charging facilities now will help futureproof new housing and help the Council to respond to the climate emergency and reduce carbon emissions from the transport sector.
- 4.17 One active EV chargepoint should therefore be provided for every new dwelling. This is now being mandated by the government following a consultation response which was released in November 2021. The consultation response is available [here](#). The consultation response outlined that 77% of all respondents to a 2019 consultation agreed that all new residential dwellings should include the provision of an 'active' chargepoint. The Council support the government's position that requiring charge points on

new residential developments will encourage more people to buy and own an electrical vehicle, particularly those who do not own their home and may struggle to retrofit a charge point. Likewise, developers benefit from economies of scale in the purchasing of charge points and will likely be able to provide charge points at a cost saving, compared to individual consumers. All the proposed, final positions and exemptions to the building regulations are set out in Table 02 of the consultation response.

- 4.18 Where an active chargepoint is provided, two sockets should be included to allow provision for households with multiple vehicles and/or visitors. Charge points should have a minimum charging power of 7KW, be at least Mode 3 or equivalent and be untethered. The government believes that the 7 kW of charging power and Mode 3 charge points will sufficiently future-proof standards for home charging and better enable smart charging benefits, compared to lower powers and other mode types. Likewise, untethered charge points will ensure that consumers are able to charge any type of electric vehicle at the charge point, regardless of plug type. As these are set as minimum standards, developers may provide charge points with higher performing kW and Mode if they choose to do so.

5. Conclusion and Next Steps

- 5.1 The standards set out in this consultation have been prepared with regard to national policy, best practice, and the Inspector's recommendations as discussed at the Examination in Public of the County Durham Plan. They have then been amended based on comments received from the first round of consultation. The standards define what an accessible location is and allow parking to be restricted at accessible locations where appropriate, to encourage more active and sustainable travel. The document includes specific standards for disabled persons parking, parking at origins and destinations of journeys, and parking standards for cycling and electric vehicles.

Question 6

Do you support the approach to setting standards for parking and accessibility as set out in this document?

Please give reasons for your answers.

Next Steps

- 5.2 Following this consultation, officers will review and consider all of the comments made. These comments and our responses will be published and changes made where possible. We will give reasons where it has not been possible to make a change. The final Parking and Accessibility Supplementary Planning Document will then be adopted.

Questions about you

- 5.3 Our aim is to involve as many people as possible and, as such, we would like to make sure everyone has the opportunity to become involved. If you could answer a few questions about yourself, it will help us to monitor our performance. These questions are optional.

Question 7

Which of the following options best describes your gender?

- Female
- Male

Question 8

What is your age?

- 16-24 years
- 25-34 years
- 35-44 years
- 45-54 years

- 55-64 years
- 65-74 years
- 75-84 years
- 85 and over

Question 9

Do you consider yourself to be a disabled person? This may include any long-standing illness, disability or infirmity which has a substantial effect on your day-to-day life. Long standing means it has lasted, or is likely to last, for at least a year.

- Yes
- No