

7 Parking standards

Introduction

7.1 A review of parking standards was undertaken by the council's consultants Mouchel as part of the process to develop this LTP3 Car Parking Strategy including reviewing existing standards within Wiltshire and those in neighbouring authority areas. A review was also undertaken of best practice in parking standards across the country.

Maximum private non-residential parking standards

7.2 Overall, the existing maximum parking standards for private non-residential developments in Wiltshire were found to be appropriate and the council intends to maintain the use of these standards for the LTP3 period. However, the standards were found to vary across the four former district council areas and therefore a new 'unified' set of standards has been developed and this is presented in Appendix C.

Minimum residential parking standards

7.3 In the past, there has been a trend for local authorities to either have maximum parking standards for new residential developments or to have no such standards at all. In view of the points made in chapter 3 and the subsequent change to PPG13 'Transport' by the coalition government, the council believes it to be appropriate to implement a set of minimum parking standards for residential development across Wiltshire. These standards should ensure that sufficient parking is provided in new developments to cater for demand, while Policy PS6 provides the flexibility to allow for lower a level of provision where specific circumstances can be demonstrated.

7.4 The following minimum parking standards (see Table 7.1 below), which are uniform across the four spatial bands, are proposed, based on allocated parking (that is, parking allocated to individual dwellings).

Table 7.1 Minimum parking standards (allocated parking)

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

7.5 Based on surveys in other local authority areas, anecdotal evidence in Wiltshire and the results of the public consultation, the council has decided not to include garages as part of the allocated parking provision except where there are overriding design considerations. In these exceptional circumstances, the council will require design statements and/or transport assessments to demonstrate the need for such provision and/or to set-out the role of alternatives (e.g. car ports which are unlikely to be used for storage and could therefore count towards allocated parking provision).

7.6 Policy PS6 sets out the presumption that unallocated communal parking will be included in the majority of new residential developments; to allow sufficient flexibility, this will be negotiated on a case-by-case basis with the aim of reflecting local circumstances and need.