

Appendix A: Comparison of the existing and proposed car parking standards

Existing car parking standards

(Design Guide, Section 1: Placemaking in Central Bedfordshire, pages 28-29)

Type of Property	4/4+ bedroom		3 bedrooms		2 bedrooms		1 bedroom	
	Minimum No. of Spaces	†Suggested No. of Spaces	Minimum No. of Spaces	†Suggested No. of Spaces	Minimum No. of Spaces	†Suggested No. of Spaces	Minimum No. of Spaces	†Suggested No. of Spaces
Detached	3*	4*	2	3	2	2	1	2
Semi-Detached	3*	4*	2	3	2	2	1	2
Terraced	2	2.5	2	2.5	2	2	1	2
Apartment	2	2	2	2	2	2	1	2

*One parking space out of the three required for four bedroom properties can be provided on street and thus unallocated.

†The suggested parking standards will allow flexibility to provide additional parking if specific needs dictate this i.e. in rural areas or to provide choice for larger homes

An equivalent of 0.25 spaces for dwelling should be provided for visitor parking, and should be accommodated in public areas, either in marked bays or within widened sections of the carriageway.

Proposed car parking standards

(Parking Standards for New Developments SPD (draft), pages 23-24)

Number of bedrooms	Number of parking spaces required	Number of visitor parking spaces required
1 bedroom	1	0.25*
2 bedrooms	2	0.25*
3 bedrooms	2	0.25*
4 bedrooms	3**	0.25*
5 or more bedrooms	4**	0.25*

Visitor parking*

- Visitor parking spaces should be provided on-street in the form of either a lay-by or widened section of carriageway.
- Any visitor spaces required will form part of the highway. The spaces should remain unallocated and available for anyone to use.

- Visitor spaces should preferably allow for a minimum of 2 spaces to be located adjacent to one another; this is so that larger vehicles such as delivery vehicles and those that need more space such as disabled people are able to use them.
- Visitor spaces should be evenly distributed throughout the proposed development, and not located all together. An exception to this is where the parking provision for the proposed development comprises of a communal parking area, for example where flats or apartments are proposed.

3rd and 4th parking spaces**

Where a property requires 3 or 4 parking spaces, the first 2 parking spaces must be provided. The third and / or fourth parking space(s) may be provided as accessible land that could be converted to parking by the homeowner. This could be provided as grass or a planted area. This must be clearly shown on drawings and meet the dimensions for parking bays and space required surrounding a parking bay. Any dropped kerb required should be installed so that the homeowner won't need to make any alterations if they chose to surface a third or fourth parking space. This standard can only be used where all the parking provision is within the property curtilage. This standard can only be used for properties that are freehold, where the dwelling is to be sold to a private individual. It is not intended for social housing or houses that are proposed to be managed by a housing association.