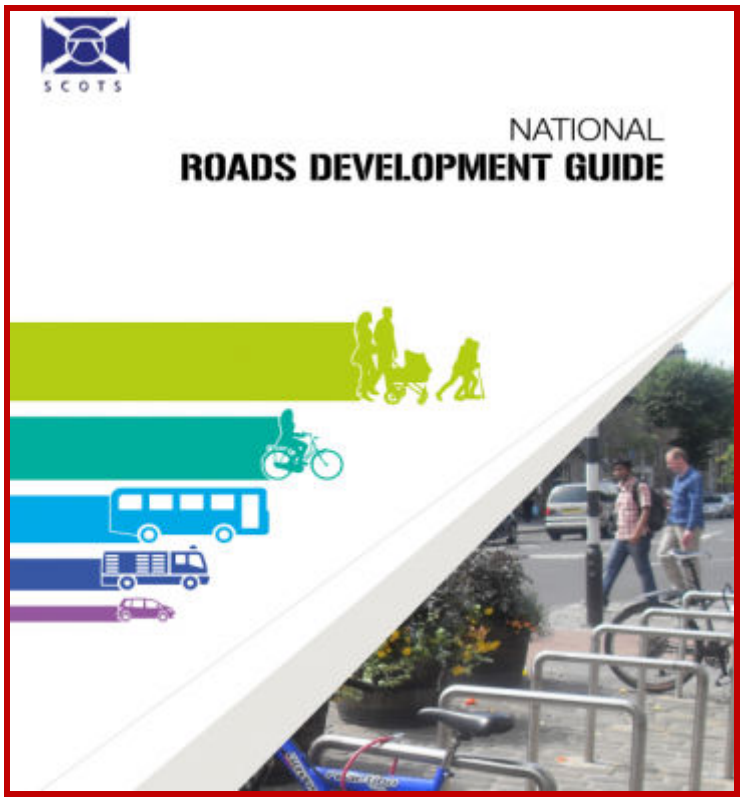
Shetland Islands Council

National Roads Development Guide

Variations for Shetland Islands Council Area



List of Local Authority variations to the standard clauses within the National Roads Development Guide for the Shetland Islands Council area.

November 2015

List of NRDG Variations for Shetland Islands Council Area

2.1.4 Design Guidance and Adoption Standards *[replace section]*

2.2.6 Road and Lane Widths *[replace paragraph 9 only]*

(d) Integrated Parking (Page 40 of Designing Streets) *[replace paragraph 3 only]*

2.3.3 Housing Courts *[replace section]*

2.4 Applying for Construction Consent *[replace whole of section 2.4 with the contents of Shetland Islands Council Roads Service Guide to Construction Consent document]*

3.1.1 Junctions

(c) Visibility Splay Area *[replace section]*

(f) Frontage Access and Parking at Visibility Splays *[replace section]*

(h) Forward Visibility - Visibility at Curves *[replace section]*

3.1.3 Design Details - Table 3 General Road Geometry *[replace table on page 78]*

(d) Gradients and Crossfalls - Junctions *[replace paragraph]*

(g) Provision for Public Transport - Designing for Bus Passengers *[replace first paragraph]*

3.1.7 Rural Areas

(c) Road Widths - Speed Visibility Relationship *[replace tables]*

3.2 Transport Assessment*[additional note for developers]*

3.4.4 Carriageway Construction

(a) Pavements *[insert new second paragraph]*

3.4.11 Lighting Design

(c) Network Manager *[replace section]*

3.5.4 Parking Standards in Urban Areas *[additional paragraph]*

3.5.8 Coaches *[replace section]*

3.5.9 Provision for Cycle Parking *[add paragraph and table at end of section]*

3.5.10 Provision for Powered Two-Wheeler Parking *[replace table on page 140]*

3.5.11 Provision for Disabled Parking *[replace section from table to end]*

3.5.12 Planning Obligations *[replace section]*

3.6.2 Vehicles

(a) Parking Bay Size *[replace section]*

3.6.4 Residential Parking Design

(e) In-Curtilage *[replace section]*

(f) Garage Provision and Size *[replace second paragraph onwards]*

(i) Stacked or Tandem Parking *[replace section]*

3.6.6 Cycle Parking Design *[insert and replace from Paragraph 5 to end of section]*

3.7 Parking Standards for Use Classes *[replace section]*

Introduction

The following sections, paragraphs and tables replace or augment the relevant portions of the National Roads Development Guide in respect of developments within the Shetland Islands Council area.

This variation document (November 2015) must be read in conjunction with the relevant version of the National Roads Development Guide (August 2015).

Variations

2.1.4 Design Guidance and Adoption Standards

[replace section]

Construction Consent will only be granted where proposals for the layout and construction of roads, structures, road drainage, lighting and services meet with the guidance detailed in this document and any variations, either general or site specific, permitted by the Local Roads Authority.

Within an urban or developed countryside situation the balanced approach required by the Shetland Local Plan Supplementary Guidance Making Places and contained within Designing Streets must be considered in context and along with this document when determining 'standards' for street structure, layout or detail.

The Shetland Islands Council has no policy requiring a development to be served by a 'road'. However, developers should note that any development constructed without a Roads Construction Consent will therefore be served by a 'private access', which will not be available for adoption as there is no right of public access. The provision of a 'road' or a 'private access' must be clearly indicated at the planning application stage. Developments of less than 3 dwellings will normally be served by a 'private access' unless a right of public access can be demonstrated.

Technical design guidance for private accesses and driveways can be found in the Shetland Islands Council Roads Service Private Access Guidance document.

2.2.6 Road and Lane Widths

[replace paragraph 9 only]

Traffic congestion impacts on the quality of a place and may have quality and safety implications for the wider area. Where traffic assessment figures indicate a traffic volume in excess of 1000 Annual Average Daily Traffic (AADT) then advice is required from the Local Roads Authority regarding minimum road widths. Where cycle lanes are provided, and specifically on strategic or main roads, a minimum allowance (as detailed in LTN 2/08 Cycling Infrastructure Design) should be made to permit safe overtaking.

(d) Integrated Parking (Page 40 of Designing Streets)

[replace paragraph 3 only]

To better accommodate vehicle parking whilst balancing the impact on a place, garage parking may be considered towards the overall allowance providing the garage dimensions permit the effective use of that building/ space for that purpose. Key requirements for a garage space is that a car can easily access the garage and the driver can egress the car comfortably, thereby encouraging the use of the garage for that purpose. In counting a garage space towards the overall parking allowance permitted development rights for the change of use of that building/ space will have to be removed and no allowance can be made for a vehicle parking space in front of the access door as that would create a stacked or tandem parking arrangement. Refer to Parking Standards in Part 3 for more detail.

2.3.3 Housing Courts

[replace section]

Large Housing Courts consisting of a combination of the above elements - that is a mixture of on and off-carriageway parking areas and private driveways – may be considered for adoption by the Roads Authority. The Housing Court must be constructed in accordance with a Construction Consent.

Housing Courts serving less than 20 dwellings will not normally be considered for adoption.

2.4 Applying for Construction Consent

[replace whole of section 2.4 with the contents of Shetland Islands Council Roads Service Guide to Construction Consent document]

3.1.1 Junctions

(c) Visibility Splay Area

[replace section]

Information on stopping sight distances and visibility requirements are detailed in Designing Streets (pages 33 to 35). The following details build on that information and place it in a local context.

Stopping Sight Distance

The stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed.

The SSD values below are taken from Designing Streets and are based on the latest research into deceleration rates, driver perception-reaction times, and speed.

These SSD values are appropriate for residential and lightly trafficked streets. They may also be appropriate for some minor rural roads where there is little or no through traffic and existing speeds are low. For main roads and rural roads carrying through traffic, the SSDs given in Tables 8 and 9 will be applicable. Advice on appropriate SSDs should be sought from the Local Roads Authority at an early stage.

It should be noted that shorter SSDs themselves are unlikely to achieve vehicle speeds below 20mph: the design of the whole street environment would need to be considered with this goal in mind from the outset.

Speed (mph)	10	12	15	16	19	20	25	28	30	31
SSD (metres)	11	14	17	18	23	25	33	39	43	45

Visibility Requirements

Visibility must be checked at junctions and at all points along the street or road. Visibility is measured both horizontally and vertically.

Using plan views of proposed layouts, checks can be made for visibility in the horizontal plane to ensure that views are not obstructed by vertical obstructions such as walls, fences, buildings and other structures or parked vehicles.

Visibility in the vertical plane is carried out to ensure that acceptable views in the horizontal plane are not compromised by obstructions such as the crest of a hill or a dip in the road ahead.

The eye height assumed for checking visibility is 1.05m (for car drivers). Within residential streets and roads where vehicle speeds are at or below 30mph the object height for any obstruction is taken to be a point 600mm above the carriageway surface. On other roads and street the object height is taken to be 150mm above the carriageway surface.

Visibility splays at junctions are measured using an eye height and object height of 1.05m; for inter-visibility between vehicles.

X and Y Distances

An X distance of 2.5m should normally be used in most situations, as this represents a reasonable distance between the front of a car/ road edge and the driver's eye.

In some slow speed/ very low traffic movement situations a minimum X distance of 2.0m may be considered as a relaxation by the local roads authority if there is good justification. However, designers should not that using this value will mean that the front of a vehicle is likely to protrude slightly onto the running carriageway of the major arm and the ability of approaching drivers and cyclists to see this overhang, and to manoeuvre around its safely and without undue difficulty has to be considered.

X distance values greater than 2.5m are generally not required in built-up areas other than for busy junctions. In rural areas advice should be sought from the Local Roads Authority at an early stage.

Obstacles to Visibility

Parking in visibility splays in built-up areas is quite common and in the main it does not appear to cause significant traffic problems. However, in using the shorter Y distances for SSD detailed in Designing Streets is likely to bring cars even closer to junctions and bends. This is likely to have a negative impact on pedestrians who tend to cross at these locations. Therefore, encroachment of parking spaces into visibility splays should be avoided.

(f) Frontage Access and Parking at Visibility Splays

[replace section]

Obstructions to visibility are detailed in Designing Streets (page 35). Encroachment of parking spaces into visibility splays should be avoided, but may be permitted by applying to the Road Authority and outlining the reasons for the relaxation within the Quality Audit.

(h) Forward Visibility

Visibility at Curves

[replace section]

Refer to Table in 3.1.1 (c) for appropriate Stopping Sight Distances.

3.1.3 Design Details

Table 3 General Road Geometry

[replace table on page 78]

Speed Limit	30mph	20mph	20mph (shared surface)
Design Speed	37mph	20mph (85%)	10mph (85%)
Road Gradients			
Minimum Gradient	0.8%	0.8% (0.5% with special drainage provision)	1.25% (modular surfacing)
Maximum Gradient	10%	8%	5%

<table>
<tr><td></td><td>(8% if HGV% > 5%)</td><td>(5% if HGV% > 5%)</td><td></td></tr>
<tr><td>Bus Routes</td><td>8% max, 5% at stops</td><td>8% max, 5% at stops</td><td></td></tr>
<tr><td colspan="4">Minimum Vertical Curve Lengths</td></tr>
<tr><td rowspan="4">K x algebraic difference in gradients gives minimum vertical curve length</td><td></td><td></td><td>Shared Surfaces</td></tr>
<tr><td>K = 13 (sag)</td><td>K = 3 (sag & crest)
min length = 15m</td><td>K = 3 (sag)
min length = 15m</td></tr>
<tr><td>K = 17 (crest)</td><td rowspan="2">Bus Route
K = 6 (sag & crest)
min length = 20m</td><td>K = 2 (crest)
min length = 10m</td></tr>
<tr><td>min length = 20m if HGV% > 5%</td><td>Bus Route
K = 6 (sag & crest)
min length = 20m</td></tr>
</table>

(d) Gradients and Crossfalls

Junctions

[replace paragraph]

The maximum gradient, rising or falling, on the final approach of a minor road to its junction with another road should be limited to 5 per cent for a minimum distance of at least 6 metres from the edge of the through road. Where expected traffic flows on the minor road are more than 1000 Annual Average Daily Traffic (AADT) then advice is required from the Local Roads Authority regarding the approach gradients.

The initial gradient of the minor road should be no more than 3 per cent different from the crossfall or camber gradient of the through road at the junction centreline.

(g) Provision for Public Transport

Designing for Bus Passengers

[replace first paragraph]

When a new bus stop, or an existing one that will attract additional demand from a development, is expected to be used by more than 20 passengers a day then appropriate shelter facilities should be provided by the developer. Where a real-time information system can be provided, then such facilities should also be considered. In rural un-lit locations then solar powered lighting should be provided in any new shelter facility.

3.1.7 Rural Areas

(c) Road Widths

Speed Visibility Relationship

[replace tables]

Table 8 Wet Weather – 85 Percentile Speed

Major Road Speed (mph)	75	62	53	44	37.5	30
Y Distance (m)	295	215	160	120	90	60

Table 9 Speed Limit

Speed Limit (mph)	70	60	50	40	30
Y Distance (m)	295	215	160	120	90

3.2 Transport Assessment

[additional note for developers]

- While vehicle trip generation figures can be obtained from the industry standard TRICS database the Shetland Islands Council Roads Service hold a number of appropriate local trip generation figures that are likely to be more applicable.

3.4.4 Carriageway Construction

(a) Pavements

[insert new second paragraph]

Due to our remote location there is only one supplier in Shetland for bituminous surfacing materials, and the range of materials available as standard is limited. The standard range is listed below.

Scord Quarry – Bituminous Asphalt Supply

- Asphalt Concrete 6mm Dense Surface Course 100/150 or 160/220 pen grade binder

- Asphalt Concrete 10mm Dense Surface Course 100/150 or 160/220 pen grade binder
- Asphalt Concrete 14mm Dense Surface Course 100/150 or 160/220 pen grade binder
- Asphalt Concrete 20mm Dense Binder Course 100/150 or 160/220 pen grade binder
- Asphalt Concrete 28mm Dense Base Course 100/150 or 160/220 pen grade binder
- Med. Temp. Asphalt 55/14 Type C Surface Course 100/150 pen grade binder

3.4.11 Lighting Design

(c) Network Manager

[replace section]

Prior to any street lighting design being carried out the developer must make an application to the Local Roads Authority who will confirm the requirements for the proposed development.

Developers who wish to utilise materials and equipment within a street lighting installation that are not on our standard list of installed apparatus must deposit with the Local Authority a stock equivalent to 15% of the installed non-standard materials within 1 year of the completion of the works.

3.5.4 Parking Standards in Urban Areas

[additional paragraph]

There are no main urban areas in Shetland with adequate public transport and other links and services nearby such that parking standards can be reduced unilaterally. Individual housing developments within central Lerwick however may still be considered on their own merits.

3.5.8 Coaches

[replace section]

Developments likely to generate coach traffic should provide appropriate off-street parking facilities for the stopping, setting down and picking up of passengers as well as appropriate turning facilities.

Coaches will not be permitted to reverse in or out of a site and should only reverse within a site where they are segregated from other vehicle movements and pedestrians.

The onus is on the developer to demonstrate to the Local Authority that the development has an appropriate level of safe and convenient provision.

3.5.9 Provision for Cycle Parking

[add paragraph and table at end of section]

The following levels of cycle parking provision should be considered as a minimum unless good reason can be made for a lesser amount, such as within Lerwick or Scalloway Conservation Areas where there is good access to alternative forms of sustainable transport and existing public cycle parking facilities.

Cycle Parking Provision	
Development Class	**Minimum Provision**
Class 1: Shops	2 stands + 1 stand per 500 sq.m over 1000 sq.m
Class 2: Financial, Professional and Other Services	2 stands + 1 stand per 1000 sq.m over 1000 sq.m
Class 3: Food and Drink	1 stand + 1 stand per 500 sq.m over 1000 sq.m
Class 4: Business	2 stands + 1 stand per 1000 sq.m over 1000 sq.m
Class 5: General Industrial	2 stands + 1 stand per 2000 sq.m over 1000 sq.m
Class 6: Storage or Distribution	1 stand + 1 stand per 2000 sq.m over 1000 sq.m
Class 7: Hotels and Hostels	1 stand + 1 stand per 25 beds; Camping Bods and Hostels 1 stand + 1 stand per 8 beds
Class 8: Residential Institutions	2 stands + 1 stand per 30 staff; adequate secure storage to be provided for residents
Class 9 : Houses	adequate secure storage to be provided for each dwelling unit + 1 stand per 20 car parking spaces for developments with communal parking
Class 10 : Non-residential Institutions	1 stand per 25 car parking spaces; provision at Education Establishments to be justified by Transport Assessment and Travel Plan
Class 11 : Assembly and Leisure	1 stand per 25 car parking spaces

** One stand provides two cycle parking spaces.*

3.5.10 Provision for Powered Two-Wheeler Parking

[replace table on page 140]

Powered Two-Wheeler Parking Provision*	
Development Class	**Minimum Provision**
Class 1: Shops	1 per 50 car spaces; minimum of 2 spaces
Class 2: Financial, Professional and Other Services	1 per 50 car spaces; minimum of 1 space
Class 3: Food and Drink	1 per 50 car spaces; minimum of 1 space
Class 4: Business	1 per 50 car spaces; minimum of 2 spaces
Class 5: General Industrial	1 per 50 car spaces; minimum of 1 space
Class 6: Storage or Distribution	1 per 100 car spaces; minimum of 1 space
Class 7: Hotels and Hostels	1 per 50 car spaces; minimum of 1 space
Class 8: Residential Institutions	1 per 100 car spaces; minimum of 2 spaces
Class 9 : Houses	1 space + 1 per 50 car spaces for developments with communal parking
Class 10 : Non-residential Institutions	1 per 50 car spaces; minimum of 2 spaces
Class 11 : Assembly and Leisure	1 per 50 car spaces; minimum of 2 spaces

* A lower or nil provision may be appropriate in Lerwick or Scalloway Conservation Areas where there is good access to alternative forms of transport and existing public parking facilities.

3.5.11 Provision for Disabled Parking

[replace section from table to end]

Disabled Parking Provision*		
Car Park Use	**Car Park Size**	**Minimum Provision**
Employees and visitors to business premises	Small (less than 50 bays)	1 bay + 4% of total capacity
	Medium	4 bays or 5% of total capacity, whichever is greater
	Large (over 200 bays)	6 bays + 2% of total capacity
Shopping, recreation and leisure	Small (less than 50 bays)	1 bay + 4% of total capacity
	Medium	4 bays or 6% of total capacity, whichever is greater
	Large (over 200 bays)	4 bays + 4% of total capacity
Education establishments		1 bay or 5% of total capacity, whichever is greater

** Disabled provision is rounded to nearest whole number and is normally included in the overall vehicle parking provision*

If it is known that there will be a disabled employee, then their space should be provided exclusive of either the disabled parking provision outlined in the table above or the overall parking provision for the development.

For certain facilities where a higher proportion of disabled users/ visitors can be expected, for example at medical, health, and care facilities, then a larger number of disabled spaces should be provided. Depending on the levels deemed appropriate this may increase the overall car parking provision requirement for the development.

Provision of disabled parking at the above levels, or any other required by the Local Planning Authority, does not guarantee that the requirements of the Equalities Act 2010 will be met - this is the responsibility of the building occupier or service provider.

3.5.12 Planning Obligations

[replace section]

While S75 developer contributions/ obligations can be used in lieu of providing full parking standards provisions this is only acceptable in sustainable locations with adequate public transport and other links and services nearby. As outlined in paragraph 3.5.4 above there are no suitable locations within Shetland.

3.6.2 Vehicles

(a) Parking Bay Size

[replace section]

○ Desirable perpendicular bay size for cars	5.5m x 2.9m
○ Minimum perpendicular bay size for cars	5.0m x 2.5m
○ Minimum parallel parking bay length for cars	6.0m
○ Minimum bay size for vans	7.5m x 3.5m*
○ Minimum bay size for HGV (articulated)	17.0m x 3.5m
○ (rigid)	12.0m x 3.5m
○ Minimum clearance to obstacles around bays	0.5m

* *to allow for the trend towards longer vans (Ford Transit up to 6403mm, Mercedes Sprinter up to 7345mm)*

Any smaller than the above stated minimum bay size and an occupant might be unable to get in or out of an average sized family car parked between vehicles in the adjacent bays. Consequently, bays smaller than the minimum will not be considered as providing a usable parking space.

Spaces 2.8m or wider provide for better accessibility for occupants, particularly the elderly and infirm or where there are children in car seats. Wider bays should also be considered by default where turn-over of use is expected to be high.

The use of wider bays may allow the access aisle widths to be reduced.

3.6.4 Residential Parking Design

(e) In-Curtilage

[replace section]

Where housing densities are lower, space for car parking can be provided 'off-street' within the curtilage of the individual house plots. With careful positioning of the house and parking this can make car parking provision within a scheme less obvious.

Off-street spaces must be to the desirable minimum size detailed in section 3.6.2 (a) above with at least a 0.5m clearance to any wall, fence, boundary or obstruction.

The parking bay cannot obstruct pedestrian access to the property and must be provided with sufficient access giving due regard to disabled users.

The provision of off-street spaces may reduce the available space for on-street parking and so the maximum length of drop kerb normally permitted to serve an off-street space is 5.0m

On streets and roads carrying traffic flows of more than 3000 AADT, or where 85% vehicle speeds are >30mph, turning provision will be required within the site to avoid vehicles having to reverse on or off the site.

(f) Garage Provision and Size

[replace second paragraph onwards]

While a garage may be counted towards a parking allocation it must be of a suitable size and have good access and egress arrangements to encourage use. The minimum sizes for a functional garage parking space are:

- Minimum Garage Size for Cars — 7.0m x 3.0m (clear internal dimension)
- Minimum Clear Access for Cars — 2.1m wide x 1.98m height

Garages of the above dimensions and over can be considered as a parking space as they are large enough to accommodate the average sized family car, and provide some storage space for cycles.

However, any change of use will result in less availability of parking and increased demand for on-street parking. For this reason permitted development rights for the change of use of that building/ space will have to be removed.

Also no allowance can be made for a vehicle parking space in front of the access door as that would create a stacked or tandem parking arrangement.

Provision for electric vehicle charging facilities should be provided within a garage space.

(i) Stacked or Tandem Parking

[replace section]

Stacked or tandem parking will not be counted towards a parking allocation, although developers are free to provide such spaces. National studies, and local examples, have shown that there use for actual parking is reduced, often being used instead for storage of other items, and increases demand for on-street parking.

3.6.6 Cycle Parking Design

[insert and replace from Paragraph 5 to end of section]

Sheffield stands, providing 2 cycle spaces per stand, should be considered as the default equipment for installations. While alternative equipment will be considered on merit it should be noted that stands that grip only the front wheel do not provide adequate support or security.

Where children are likely to attend (schools, leisure facilities, etc) an extra horizontal bar at 650mm above ground level, or some reduced size stands, should be considered to support the smaller frames of children's cycles.

More detailed information can be found in the Scottish Government's publication Cycling by Design.

Sustrans, the UK's national cycling organisation, can also provide detailed design guidance and information.

Care should be taken to ensure that the cycle parking does not cause an obstruction to pedestrian or vehicle flows when in use.

3.7 Parking Standards for Use Classes

[replace section]

Car parking is an important criterion in terms of influencing how people travel. The setting of parking standards for new developments is therefore a valuable tool in achieving the Council's Transport Strategy.

While car parking will be an important aspect of any new development, it is equally important that a development also seeks to encourage travel by sustainable modes.

Scottish Planning Policy (SPP) recommends setting maximum parking standards, in order to encourage a modal shift away from the private car. However, it also recognises that where an area is not well served by sustainable modes of travel, such as most areas of Shetland, a less restrictive use of maximum standards is likely to be more appropriate.

Car parking for a development must be located appropriately and as such areas for parking should be considered at an early stage in the development's design process. Parking areas tend not to be successful if remotely located from buildings, especially if vehicle can park elsewhere that is closer.

It is also important that the design and provision of facilities for pedestrians, cyclists and public transport are also carefully considered from the outset so that maximum walking distances are limited.

The parking standards set out in the following tables are generally minimum standards, although for larger sized developments maximum standards are noted. Parking provision at levels less than those noted will not normally be acceptable unless the lower level can be demonstrated to the satisfaction of the Local Authority as acceptable.

It is accepted that new development and re-development of existing and in-fill sites can help maintain or enhance the economic viability of the area. However, it is often the case that parking levels complying with the standards cannot be provided on-site due to a lack of space. This is likely to be the case within the conservation areas of Lerwick and Scalloway. In such situations each development will be assessed on merit.

Where a particular type of development is not clearly indicated in any of the following tables then appropriate parking levels shall be agreed on an individual basis with the Local Authority.

Parking levels for mixed use developments will primarily be assessed based on the respective parts, but as there are likely to be opportunities for cross-usage or sharing of parking provision due to shared car trips or different demand patterns the overall recommendation will be on merit.

Taxi stands or areas for pick-up/ drop-off of passengers may need to be provided for within a development and should be located close to the main entrance to the building. Link routes from these spaces to the main entrance should confirm to the general accessibility needs of disabled persons.

Class 1: Shops

For the retail sale of goods other than hot food; as a post office; for the sale of tickets; as a travel agency; for the sale of cold food for consumption off the premises; hairdressing; funeral direction; for the display of goods; hiring of domestic or personal goods; laundrettes and dry cleaners; or where the sale, display or service is principally to visiting members of the public.

Class 1 : Shops			
Type of Development	**Vehicle Spaces (per 100 sq.m GFA)**	**Operational Requirements**	**Notes**
Retail (non food) < 500 sq.m	4	Impact of deliveries to site to be assessed.	See Note 1 below.
Retail (non food) > 500 < 1000 sq.m	5	1 loading bay for up to 2000 sq.m Assessment for additional provision for larger developments.	See Note 1 below.
Retail (non food) >1000 sq.m	6		Transport assessment likely to be required.
Retail (food) < 500 sq.m	6	1 loading bay for up to 2000 sq.m Assessment for additional provision for larger developments.	See Note 1 below.
Retail (food) > 500 < 1000 sq.m	8		See Note 1 below.
Retail (food) >1000 sq.m	10		Transport assessment likely to be required.
Shopping Centre <2000 sq.m	5	Adequate loading provision to be made by assessment.	See Note 1 below.
Shopping Centre >2000 sq.m	6		Transport assessment likely to be required.
Retail Park	3	Adequate loading provision to be made by assessment.	Transport assessment likely to be required.
Motor Trade (sales and spares)	2		Includes indoor and outdoor display areas. Preparation and vehicle storage compounds considered separately.

Motor Trade (bodywork and servicing)	2 per bay + 5 queuing spaces		
Motor Trade (MoT/ tyre/ exhaust centre)	2 per bay + 3 queuing spaces		
Fuel Filling Station	1 per 2 staff	Impact of deliveries to site to be assessed.	Any attached shop considered separately.

1. *A lower or nil provision may be appropriate in Lerwick or Scalloway Conservation Areas where there is good access to alternative forms of transport and existing public parking facilities.*

Class 2: Financial, Professional and Other Services

For the provision of financial, professional or other services that would be appropriate to provide in a shopping area and where the services are provided principally to visiting members of the public.

Class 2 : Financial, Professional and Other Services			
Type of Development	**Vehicle Spaces (per 100 sq.m GFA)**	**Operational Requirements**	**Notes**
Banks and Building Societies	3	Impact of cash deliveries to site to be assessed.	See Note 1 below.
Betting Office	4		See Note 1 below.
Other	5		See Note 1 below.

1. *A lower or nil provision may be appropriate in Lerwick or Scalloway Conservation Areas where there is good access to alternative forms of transport and existing public parking facilities.*

Class 3: Food and Drink

Restaurant, café, snack bar use for sale of food and drink for consumption on the premises.

Class 3 : Food and Drink			
Type of Development	**Vehicle Spaces (per 100 sq.m GFA)**	**Operational Requirements**	**Notes**
Public House	10 + 1 per 3 staff	Impact of deliveries to site to be assessed. See Note 2 below.	Normally subject to a minimum provision of 10 spaces but see Note 1 below.
Restaurant	10 + 1 per 3 staff	Relaxation may be appropriate for small premises with limited dining space. See Note 2 below.	See Note 1 below.
Café, Snack Bar	1 per 3 seats	See Note 2 below.	See Note 1 below.

1. *A lower or nil provision may be appropriate in Lerwick or Scalloway Conservation Areas where there is good access to alternative forms of transport and existing public parking facilities.*

2. *Adequate provision shall be made for the parking and turning of service vehicles within the site.*

Class 4: Business

Offices, other than for a use within Class 2 (financial, professional and other services); for research and development of product or processes; or any industrial process which can be carried out in a residential area without detriment to the amenity of the area (light industry).

Class 4 : Business			
Type of Development	**Vehicle Spaces (per 100 sq.m GFA)**	**Operational Requirements**	**Notes**
Call Centre	10		For premises >1000 sq.m a transport assessment and travel plan will be required.
Offices <2500 sq.m	7	Impact of deliveries to site to be assessed.	For premises <500 sq.m see Note 1 below.
Offices >2500 sq.m	5	Impact of deliveries to site to be assessed. See Note 2 below.	Transport assessment and travel plan will be required.
Research and Development	5	Impact of deliveries to site to be assessed. See Note 2 below.	
Light Industry	3	1 loading bay for up to 1000 sq.m Assessment for additional provision for larger developments.	For premises >2000 sq.m a transport assessment and travel plan will be required.

1. *A lower or nil provision may be appropriate in Lerwick or Scalloway Conservation Areas where there is good access to alternative forms of transport and existing public parking facilities.*
2. *Adequate provision shall be made for the parking and turning of service vehicles within the site.*

Class 5: General Industrial

For carrying out of industrial processes other than one falling within Class 4 (business).

Class 5 : General Industrial			
Type of Development	**Vehicle Spaces (per 100 sq.m GFA)**	**Operational Requirements**	**Notes**
Industrial premises <2500 sq.m	3	2 loading bays for up to 2000 sq.m Assessment for additional provision for larger developments.	For premises >2000 sq.m a transport assessment and travel plan will be required. Office and retail spaces assessed separately.
Industrial premises >2500 sq.m	2.5		

Class 6: Storage or Distribution

Use for storage or as a distribution centre; no general public access.

Class 6 : Storage or Distribution			
Type of Development	**Vehicle Spaces (per 100 sq.m GFA)**	**Operational Requirements**	**Notes**
Warehousing (wholesale trading)	3	0.5 lorry spaces per 100 sq.m GFA subject to minimum of 2 spaces. See Note 1 below.	For premises >2000 sq.m a transport assessment will be required. Office space assessed separately.
Warehousing (storage)	2	0.3 lorry spaces per 100 sq.m GFA subject to minimum of 2 spaces. See Note 1 below.	
Warehousing (distribution)	2.5	1.5 lorry spaces per 100 sq.m GFA subject to minimum of 2 spaces. See Note 1 below.	

1. *Adequate provision shall be made for the parking and turning of service vehicles within the site.*

Class 7: Hotels and Hostels

Use as a hotel, boarding or guest house, or hostel where no significant element of care is provided; other than premises licensed for the sale of alcohol to non-residents.

Class 7 : Hotels and Hostels			
Type of Development	**Vehicle Spaces**	**Operational Requirements**	**Notes**
Hotel	1 per 2 bed spaces + 1 per 3 staff	Impact of deliveries to site to be assessed. Coach management plan will be required.	Conference and event facilities will be assessed separately. Additional spaces will be required where a public bar or restaurant is provided. See Note 1 below.
Board or Guest House	1 per room		Additional spaces will be required where a public bar or restaurant is provided. See Note 1 below.
Hostel or Camping Böd	1 per 4 staff + occupants		See Note 1 below.

1. *A lower or nil provision may be appropriate in Lerwick or Scalloway Conservation Areas where there is good access to alternative forms of transport and existing public parking facilities.*

Class 8: Residential Institutions

Use for the provision of residential accommodation and care of people in need of care; as a hospital or nursing home; or as a residential school, college or training centre.

Class 8 : Residential Institutions			
Type of Development	**Vehicle Spaces**	**Operational Requirements**	**Notes**
Hospital	1 per 2 beds + 1 per 2 staff	Provision for Ambulances required. Impact of deliveries to site to be assessed. Pick up/ drop off facilities required.	Transport assessment and travel plan will be required.
Care Home (elderly/ nursing)	1 per 3 beds + 1 per 2 staff + 1 per resident staff	Provision for Ambulances required. Impact of deliveries to site to be assessed.	Retirement developments that are warden assisted but provide independent living are assessed under Class 9
Care Home (children)			
Treatment Centre (with overnight facilities)	5 per consulting room + 1 per bed		
Education Establishment (primary/ secondary)	1 per 10 beds + 1 per 2 staff + 1 per resident staff	Impact of deliveries to site to be assessed.	Impact of non-residential day students to be assessed separately.
Education Establishment (further/ higher)	1 per 5 beds + 1 per 2 staff + 1 per resident staff		

Class 9: Houses

Use as a dwelling house or flat, whether or not as a sole or main residence; as a boarding or guest house where no more than 2 bedrooms are used for letting.

<table>
<tr><th colspan="4">Class 9 : Houses</th></tr>
<tr><th>Type of Development</th><th>Vehicle Spaces</th><th>Operational Requirements</th><th>Notes</th></tr>
<tr><td>House
(3 bedrooms or less)</td><td>2</td><td></td><td rowspan="4">Transport assessment required for developments of 50 or more dwellings.

On-street parking for in-fill developments may need a parking assessment study to be submitted.</td></tr>
<tr><td>House
(4 or more bedrooms)</td><td>3</td><td></td></tr>
<tr><td>Flats
(up to 2 bedrooms inc. studio apartments)</td><td>1.5</td><td rowspan="2">Reduction of 20% may be applied to parking provision for developments of 10 or more dwellings sharing a communal parking layout.

See also Note 1 below.</td></tr>
<tr><td>Flats
(3 or more bedrooms)</td><td>2</td></tr>
<tr><td>Retirement Developments
(warden assisted independent living)</td><td>1.3 per dwelling unit</td><td></td><td></td></tr>
<tr><td>Sheltered Housing</td><td>0.8 per dwelling unit
+ 1 per warden</td><td></td><td></td></tr>
<tr><td>Housing Association/ Local Authority Rented
(3 or more bedrooms)</td><td>2</td><td rowspan="2">Reduction of 20% may be applied to parking provision for developments of 10 or more dwellings sharing a communal parking layout.

Development s within Lerwick may be suitable for a 25%</td><td rowspan="2">Transport assessment required for developments of 50 or more dwellings.

On-street parking for in-fill developments may need a parking assessment study to be submitted.</td></tr>
<tr><td>Housing Association/ Local Authority Rented
(2 bedrooms)</td><td>1.5</td></tr>
</table>

		reduction in parking. See also Note 1 below.	
Housing Association/ Local Authority Rented (1 bedroom or studio)	0.7		
House in Multiple Occupancy	0.5 per accommodation unit	See also Note 1 below.	On-street parking may need a parking assessment study to be submitted.
Student Flats	1 per 5 students + 1 per 2 staff + 1 per warden		Relaxation in student spaces may be considered if accommodation is located on campus.

1. *A lower or nil provision may be appropriate in Lerwick or Scalloway Conservation Areas where there is good access to alternative forms of transport and existing public parking facilities.*

Class 10: Non-Residential Institutions

Use, not including residential use, as a crèche, day nursery or day care centre; for the provision of education; for the display of art or exhibitions (other than for sale or hire); as a museum, public library or reading room; as a public hall or community centre; in connection with public worship or the social or recreational activities of a religious body; or as a treatment facility.

Class 10 : Non-Residential Institutions			
Type of Development	**Vehicle Spaces**	**Operational Requirements**	**Notes**
Creche, Nursery and Day Care Centres	1.2 per staff	At least half the parking provision must be appropriate for use as pick up/ drop off spaces .	
Education Establishment (primary school)	1 per staff + 1 per 10 pupils	Pupil determined spaces must be appropriate for use a pick up/ drop off spaces. Adequate provision for school transport and ASN. Impact of deliveries to site to be assessed.	Transport assessment and travel plan will be required.
Education Establishment (secondary school)	1 per staff + 1 per 15 pupils		
Education Establishment (further/ higher)	1 per staff + 1 per 10 students	Access to suitable public transport must be considered.	
Galleries, Museums, Interpretive Centres and Exhibition spaces	3 per 100 sq.m GFA + 1 per 2 staff	Impact of deliveries to site to be assessed. Provision for coaches to be considered.	
Library		Provision for library van to be considered.	
Public Hall/ Community Centre	5 to 10 per 100 sq.m GFA depending on facilities and	Provision for coaches to be considered.	

	location		
Religious Worship	5 per 100 sq.m GFA AND/ OR 1 per 4 seats (as appropriate)	See Note 1 below.	
Treatment Centre (e.g. chiropractor, dentist)	5 per consulting room		
Health Centre/ Doctors Surgery	3 per consulting room + 1 per 2 staff		

1. *A lower or nil provision may be appropriate in Lerwick or Scalloway Conservation Areas where there is good access to alternative forms of transport and existing public parking facilities.*

Class 11: Assembly and Leisure

Use as cinema, theatre, concert or bingo hall; or casino; or dance hall/ discotheque; or recreation/ sports facility not involving motorised vehicles or firearms.

Class 11 : Assembly and Leisure			
Type of Development	**Vehicle Spaces**	**Operational Requirements**	**Notes**
Cinema, Theatre, Bingo or Concert Hall	1 per 5 seats + 1 per 2 staff		
Conference Facilities	1 per 3 seats + 1 per 2 staff	Provision for coaches to be considered.	Includes facility provided with other use class building.
Indoor Sports Centre	5 per 100 sq.m GFA		
Swimming Pool	10 per 100 sq.m of pool and associated recreational areas		
Outdoor Sports Facilities	5 per 100 sq.m of recreational area OR 10 per pitch (whichever is greater)		
Golf Courses and Driving Ranges	5 spaces + 3 per hole/ lane		Social activity space considered separately.
Dance Hall/ Discotheque	10 spaces + 1 per 3 staff + 3 for performers		
Other Facilities	On individual merit		

Shetland Islands Council

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