

PARKING GUIDELINES BY LAND USE

CENTRAL AREA PARKING GUIDELINES

	Operational Requirements
A. Residential (See Note 1.)	1 space per dwelling unit for residential 1 space per 2 - 4 dwelling units for visitors
B. Offices (See Note 5.)	1 space per 280m'
C. Shops (See Note 5.) Warehouses (See Note 5.)	1 Space per 400m' 1 space per 345m'
D. Industry (See Note 5.)	1 space per 1000m ²
E. Places of Entertainment and Hotels (See Notes 2., 3. & 5.)	Minimum of 1 operational space
F. Community Establishments (See Notes 4. & 5.)	Minimum of 1 operational space
G Educational Establishments (See Note 5.)	Minimum of 1 operational space

Notes relating to Central Area Parking Guidelines

- (1) Consideration could be given in central areas where a resident's parking permit system exists. (Particularly for conversions to flats).
- (2) Adequate facilities should be made for dropping off and picking up guests within the curtilage of the site.
- (3) Provision should be made for non-operational parking facilities for residential guests.
- (4) Hospitals, clinics - operational space as required.
- (5) Satisfactory servicing arrangements are necessary.

NON-CENTRAL AREA PARKING GUIDELINES

A.1 RESIDENTIAL : NEW BUILD

1. General Purpose Houses and Flats	Residents	Visitors (See Note 7.)
(a) One bedroom	1 space per unit	1 space per 3 to 5 units
(b) Two bedrooms (where gross floor area is 75m ² or less)	1.5 spaces per unit	1 space per 3 to 5 units
(c) Two bedrooms (where gross floor area is more than 75m ² but less than 120m ²)	2 spaces per unit	1 space per 3 to 5 units
(d) Three bedrooms (where gross floor area is less than 120m ²)	2 space per unit	1 space per 3 to 5 units
(e) Three and four bedrooms (where gross floor area is 120m ² or more)	minimum of 3 spaces	1 space per 3 to 5 units
2. Elderly persons houses and flats (not wardened)	0.5 to 1 space per unit	1 space per 3 to 5 units

Notes relating to Residential : New Build

1. The level of parking required for a particular development will be dependent upon the dwelling sizes and types, the general layout and the form of parking provision proposed. e.g. unallocated grouped parking or allocated/curtilage parking and grouped hardstanding or garage courts.
2. Resident parking spaces should be more convenient to use than parking on the carriageway and should generally be within 10m. of the dwelling entrance they serve.
3. Satisfactory pedestrian access must be provided between the dwelling units and the parking spaces.
4. Curtilage parking is preferred. If communal parking areas are necessary they must be in areas which are under natural surveillance for security and safety reasons.
5. Garages must have a minimum driveway length of 5.5m. (for use when the vehicle is not garaged) and a width of not less than 3.2m.
6. For certain developments (e.g. Public Sector housing and Housing Association developments) where there is evidence of low car ownership levels, a relaxation of the parking requirements may be considered but a minimum of one space per unit should always be provided for residents plus visitor parking at one space per 3 to 5 units depending on location. i.e. suburban locations would require visitor parking at one space per 3 units.
7. Visitor parking spaces should be designed as an integral part of the development in conveniently located places including , on plot spaces, off highway places and where convenient and safety allows - on highway kerbside parking where carriageway widths are 5.5 metres or more.
8. The needs of disabled people should be taken into account in the design and location of visitor parking.

RESIDENTIAL : CONVERSIONS

- | | | |
|----|-------------------------------------------------------------|-------------------------------------|
| 1. | To self-contained flats | Residents
1 to 2 spaces per unit |
| 2. | To bedsits/units with shared facilities (including hostels) | Up to 1 space per unit |

Notes relating to Residential : Conversions

1. For certain developments (e.g. Housing Association Developments/Student accommodation/hostels) where there is evidence of low car ownership levels, a relaxation of the parking requirements may be considered.
2. Parking for visitors is normally required within curtilage, adjacent to property or in communal lay-bys, however where the parking requirements cannot be met on site, due regard will be given to the merits of the conversion compared to the resultant overspill parking on-street.
3. Satisfactory pedestrian access must be provided between the dwelling units and the parking areas.
4. If conversion is for more than six units, visitors parking should be provided on site. Visitor parking for conversions for six or less is only required if space is available.
5. The conversion of single dwelling units to multiple occupation will be considered on their merits.
6. The higher guideline should be used for conversions to self contained flats in situations such as large units in prime housing areas and/or where there are on-street parking problems.
7. The needs of disabled people should be taken into account in the design and location of visitor parking.

A.3 RESIDENTIAL : SHELTERED AND OTHER ACCOMMODATION

1	.Self-contained old people's dwellings (See Notes 1. & 2.)	1 space for 2-4 dwellings plus space for each resident warden/staff
2.	Homes for elderly, Children, etc. and Nursing Homes	1 space per resident staff (See Note 3.) plus one space per 4 beds for visitors

For Information:

McCarthy and Stone Formulae

<i>Least Favourable Location:</i>	<i>0.27 per 1 bed</i>	<i>0.62 per 2 bed</i>	<i>0.08 per bed for visitors</i>
<i>Most Favourable Location:</i>	<i>0.11 per 1 bed</i>	<i>0.26 per 2 bed</i>	<i>Nil per bed for visitors</i>

All Areas Add 1 space for each Warden

Notes relating to Residential:
Sheltered and other Accommodation

1. Sufficient operational space should be provided close to the building entrance to enable ambulance access and egress in a forward gear.
2. A range in the parking guidelines allows for the differing parking requirements of developments depending on the specific type of development proposed and its location for instance a private development with units for sale in a suburban/rural location would require more parking space than an inner city public development for rent.
3. 1 space should also be provided for each 3 non-residential staff, with a minimum of 1 space on site.
4. Where a higher level of visitors is likely, consideration may be given to requiring a higher ratio of visitors to beds.
5. The needs of disabled people should be taken into account in the design and location of visitor parking.

OFFICES

	Type of development	Operational Requirements	Non-Operational Requirements
(a)	New Offices (up to 1000m ²)	Included in non operational standard	1 space per 25-35m ²
(b)	New Offices (over 1001m ²)	Included in non operational standard	1 space per 30-40m ²
(c)	Redevelopment or Extensions (See note 1)	As per the standard for new offices	
(d)	Conversions (See note 2 and 3)	As per the standard for new offices	

Notes relating to Offices

1. For premises up to a maximum of 200m² gross floor space an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once and any parking displaced must be relocated.
2. For conversions of up to 100m² parking will be required up to the maximum capacity of the site, subject to a minimum of 1 space.
3. Consideration may be given to relaxation of the office parking requirements in shopping areas for the change of use at ground floor of premises from Class A1 (shops) TO Class A2 (Financial and professional services).
4. Parking reserved for Disabled people: the non-operational requirements should include the following conveniently located reserved spaces:-

Up to 200 spaces: 5% of capacity, subject to a minimum of 2 spaces

Over 200 spaces: 2% plus 6 spaces

SHOPS RETAIL WAREHOUSES AND GARAGES

Type of development	Operational Requirements	Non-Operational Requirements
(a) Shops (up to 200m ²)	Space for 1 commercial vehicle to unload and Manoeuvre	1 space per 60m ² (employees)
(b) Shops (201-1000m ²)	Space for 2 commercial vehicles to unload and Manoeuvre	1 space for 20-40m ² (employees and shoppers)
(c) Shops (1001-2000m ²)	Space for 3 commercial vehicles to unload and manoeuvre	1 space for 20-40m ² (employees and shoppers)
(d) Supermarkets and Superstores (predominantly food- over 2000m ²)	Space to accommodate a minimum of 3 commercial vehicles	1 space per 10m ² (See Note 1.)
(e) Retail Warehousing(non food)	Space to accommodate a minimum of 3 commercial vehicles (See Note 2.)	1 space per 20-30m ²
(f) Cash and Carry Warehousing(Trade Only)	Operational requirements the same as shop of similar size	1 space per 50m ²
(g) Open Air Markets	1 space per stall pitch	1 space per 30m ² of gross stall pitch area including pedestrian circulation area(See Note 3.)
(h) Extensions or conversions(See Note 4.)	As per standard for new shops (a) - (c)	As per standard for new shops (a) - (c)
(i) Garages and Service Stations (See Notes 5. and 6.)	One car/lorry space for each car/lorry bay	2 car/lorry spaces for each service bay. Plus a minimum of 5 waiting spaces where an automatic car wash is installed.
(j) Car Sales Premises (See Note 7.)	A minimum of one car transporter to unload and manoeuvre	1 space per 50m ² for staff and visitors

(k) Driving Schools
Private Hire and
Vehicle Hire
Taxis (Licensed)

1 space per vehicle
operated

Notes relating to Shops, Retail Warehouses and Garages

1. The non-operational standard assumes a retail/non-retail ratio of 75/25. Variation may be applied at the discretion of the local Authority when a different ratio is used.
2. The range of trip generation and parking demand at retail warehouses varies to a considerable extent. The parking requirements of the most common types of store can be classified in broad bands.

Highest requirement	-	DIY stores
Mid-range requirements	-	Electrical/gas appliance, flat pack furniture stores
Lowest requirement	-	Assembled furniture/ carpet stores, household and leisure goods stores

Although 'retail parks' may have shared parking, such developments will still require similar levels of parking to single stores, because of the longer duration of parking.

3. Where existing premises are used for the establishment of a stall type market. the applicant shall identify a location for the provision of visitor parking.
4. For premises up to a maximum of 200m' gross floor space, an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once, and any parking displaced must be relocated.
5. The non-operational standard includes employees parking.
6. Relaxation may be given to the parking requirements at fast service centres, eg tyres, exhausts, MOT etc.
7. Where car sales premises include external display areas, additional parking space will be required.
8. Parking Reserved for Disabled People: the main non-operational requirement should include the following conveniently located reserved spaces:

Up to 200 spaces:	6% of capacity subject to a minimum of 3 spaces
Over 200 spaces:	4% plus 4 spaces

INDUSTRY AND WAREHOUSING

Type of development		Operational Requirements (See Notes 1. & 2.)		Non-Operational Requirements (Note 3. & 9.)
		Gross Floor Space (m ²)	Minimum Space (m ²)	
(a)	Industry (Premises up to 1000m ²) (See Note 4.)	100 250 500 1000	70 85 100 150	1 per 60m ² above a minimum of 2 spaces
(b)	(Premises over 1001m ²) (See Note 5.)	1001 2000 2000	150 150 200 10% of G.F.A.	
(c)	Small industrial units (See Note 6.) (i) up to 100m ² , (ii) Unit between 100m ² and 200m ²	Forecourt Servicing		1 van space adj. plus 1 car space communally
		Forecourt Servicing		1 van space adj. plus 2 car spaces communally
(d)	Industry of a highly technical nature (See Note 7.)	To be decided individually. Requirement likely to lie between that for offices and industry		
(e)	Wholesale Warehousing Premises up to 1000m ² (See Note 8.)	Gross Floor Space (m ²) 100 250 500 1000	Minimum Space (m ²) 70 85 100 150	1 space per 80 - 100m ² above a minimum of 2 spaces
(f)	Wholesale Warehousing Premises over 1001m ² (See Note 8.)	1001 2000 Above 2000	150 150 200 10% of G.F.A.	

Notes relating to Industry and Warehousing

1. Vehicles should be able to enter and leave the site in forward gear.
2. Relaxation permitted for operational space when special servicing arrangement are made.
3. Visitor parking is included in non-operational parking.
4. For premises up to a maximum of 200m² gross floor space, an increase of 20% will be permitted without the need for additional parking. This allowance can only be made once and any parking displaced must be relocated.
5. For premises over **1000m²**. the non-operational standard for the first 1000m² is detailed in (a). Floor space above **1000m²**. the standard specified in (b), should be applied.
6. Units to encourage new firms requiring garage size sites. The General Development Order limit of 235m² is defined as the upper cut off for size. Larger units are defined as Industry
7. Industries of a highly technical nature are companies specialising in technical innovation usually microprocessor based.
8. If the premises are to be used as a distribution depot, the non-operational parking should be increased to:

for premises up to 1000m², 1 space per 60m² and

for premises over 1000m², 1 space per 80-100m²

Also, adequate space should be provided to accommodate commercial vehicles that are likely to be parked overnight.
9. Parking reserved for Disabled People : the non-operational requirement shall include the following conveniently located reserved spaces:

Up to 200 spaces: 5% of capacity, subject to minimum of 2 spaces

Over 200 spaces: 2% plus 6 spaces

PLACES OF ENTERTAINMENT AND HOTELS

Type of development	Operational Requirements	Non-Operational Requirement
(a) Assembly Halls (Commercial) e.g. Bingo Hall	Minimum of 1 commercial vehicle bay	1 space per 4 - 8m ²
(b) Assembly Halls (Social) e.g. Unlicensed Clubs Community Centres	Minimum of 1 commercial vehicle bay	1 space per 6 - 10m ²
(c) Hotels (See Note 1.)	Minimum of 1 commercial vehicle bay	1 space per guest bedroom, 1 space per staff bedroom plus 1 space per 3 non-resident staff
(d) Public Houses (See Notes 2. & 3.)	Minimum of 1 commercial vehicle bay	1 space per 3m ² - 5m ² of bar floor area including servery plus 1 space per 3 non-resident staff
(e) Licensed Clubs	Minimum of 1 commercial vehicle bay	1 space per 3m ² - 5m ² of public area plus 1 space per 3 non-resident staff
(f) Restaurants (See Note 4. & 8.)	Minimum of 1 commercial vehicle bay	1 space per 7m ² of dining area plus staff parking at 1 space per 3 non-resident staff
(g) Cafes (See Notes 4. & 5.)	Minimum of 1 commercial vehicle bay	1 space per 14m ² of dining area plus staff parking at 1 space per 3 non-resident staff
(h) Transport Cafes (See Note 6.)		1 commercial vehicle space per 2 seats plus staff parking at 1 space per 3 non-resident staff

Notes relating to Places of Entertainment and Hotels

1. Facilities for non-residents should be assessed by applying the appropriate category. An allowance should be applied where facilities are to be shared.
2. The range in the parking guidelines allow for the distinction between "country" public houses and "suburban" public houses which are likely to have a larger proportion of walk-in trade.
3. The parking requirement will be relaxed for public houses built before 1914 to permit redevelopment or extension up to a 20% increase in gross floor area without extra parking being required.
4. The non-operational requirement for restaurants and cafes in established shopping areas may be relaxed if it can be shown that they are "incidental" to the shopping area or where such restaurants are used largely in the evening when adequate parking exists in the vicinity. However, adequate parking for staff should be provided at the rear. (This does not apply to transport cafes).
5. The off street parking for "take-away" premises should be related to staff requirements.
6. The parking area should be designed to allow vehicles to enter and leave the site in forward gear.
7. Parking Reserved for Disabled People: the main non-operational requirement should include the following conveniently located reserved spaces:

Up to 200 spaces:	6% of capacity subject to a minimum of 3 spaces
Over 200 spaces:	4% plus 4 spaces
8. Restaurants including drive through facilities for ordering and collecting food by car must have an internal segregated access for this purpose and be provided with a minimum of 6 waiting spaces.

COMMUNITY ESTABLISHMENTS

Type of development		Operational Requirements	Non-Operational Requirement (5)
(a)	Hospitals	Essential vehicles as Required	2 spaces per bed (See Note 1.)
(b)	Health Centre and Surgeries	1 space per practitioner (See Note 2.)	1 space per 2 ancillary staff and 3-5, spaces per Practitioner
(c)	Churches	Minimum of 1 commercial vehicle space	1 space per 5-10 seats (See Note 3.)
(d)	Leisure Centres Sports Clubs (See Note 4.)	Minimum of 1 commercial vehicle space	1 space per 2 persons using the facility. 1 space per 3 spectators (where necessary)
(e)	Libraries	Minimum of 1 commercial vehicle space	1 space per 30-45m ² Minimum requirement 3 spaces

Notes relating to Community Establishments

1. This level of provision would be appropriate for acute and neighbourhood District Hospitals. For other types of hospitals a lower level of provision may be acceptable.
2. Practitioner to include doctor, dentist, nurse, health visitor etc.
3. This range is intended to reflect different catchment areas of churches. One serving a local area would require a lower provision than one serving a wide area.
4. Consideration should be given to the provision of a coach parking area where appropriate and to cycle parking.
5. Parking Reserved for Disabled People: the main non-operational requirement should include the following conveniently located reserved spaces:

Up to 200 spaces: 6% of capacity subject to a minimum of 3 spaces

Over 200 spaces: 4% plus 4 spaces

EDUCATIONAL ESTABLISHMENTS

Type of development	Operational Requirements	Non-Operational Requirement (See Note 1.)
Day Nurseries in converted property	Included in non- operational standard	1 space per 2 full time staff (See Notes 1. & 2.)
Nursery Schools (New Build) Infants Schools/ Primary Schools	Minimum of 1 commercial vehicle space	1 space per classroom and a minimum of 3 spaces for visitors (See Note 1.)
Secondary Schools (See Note 3.)	Minimum of 1 commercial vehicle space	1 space per classroom and a minimum of 3 spaces for visitors (See Note 1.)
Colleges of Higher and Further Education (See Note 4.)	Minimum of 1 commercial vehicle space	1 space per member of teaching staff 1 space per 2 ancillary staff 1 space per 5 students and a minimum of 5 spaces for visitors

Notes relating to Educational Establishments

1. In addition to the non-operational parking an area should be provided for the picking up and setting down of school children.

In the case of Nursery Schools in converted properties the availability of adequate kerbside capacity (i.e. unrestricted parking) should be taken account of.

Experience has shown that a minimum of 15 car spaces will be required for most other types of schools. Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase (up to 40) may be desirable. With regard to buses, sufficient off street spaces should be provided for all services that the operator of the new school anticipates running for pupils, with the exception of passing service buses.

The area should include a facility for vehicles to turn without reversing. In exceptional circumstances a circulation/turning area remote from pupil circulation areas would be acceptable.

2. This should be assessed when the nursery is at full capacity. Where part-time staff are employed they should be aggregated to their full time equivalents.
3. In addition 1 space per 10 pupils over 17 years of age should be provided.
4. Where there is a high level of part-time (day release) students, the standard should be increased to 1 per 3 students.
5. Where the school is used for dual social and adult educational purposes, the use of hard playground surfaces for parking is acceptable.
6. Definitions of schools for the purposes of these standards:

Nursery -	pre school age groups 3-5 often in converted residential property.
Infants -	formal schools ages 3 to 7
Primary -	schools for children in the range 5 or 7 to 11
Secondary-	age range 11 to 18

Colleges of Higher and Further Education - includes sixth form colleges.

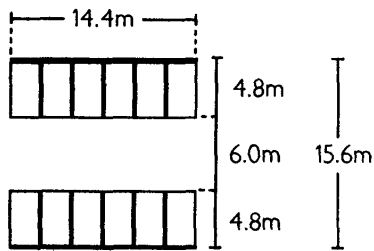
7. Appropriate provision should be provided for use by the disabled.

APPENDIX 2 - DESIGN OF PARKING AREAS

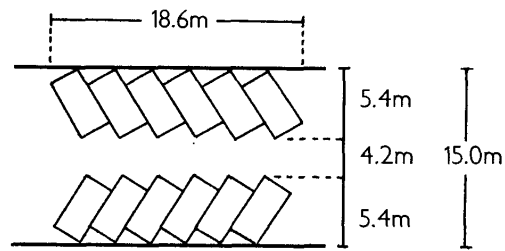
Cars The standard dimensions of car parking spaces are:- 4.8m x 2.4m

In grouped parking areas the average requirement per car including space for access is 20m² (222 sq. ft. approx.).

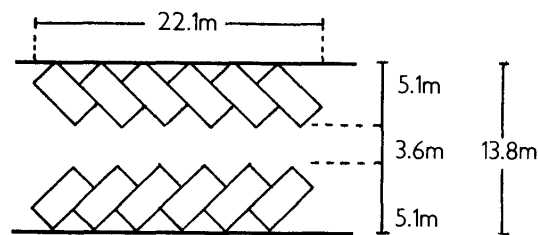
ALTERNATIVE WAYS OF ARRANGING 12 SPACES



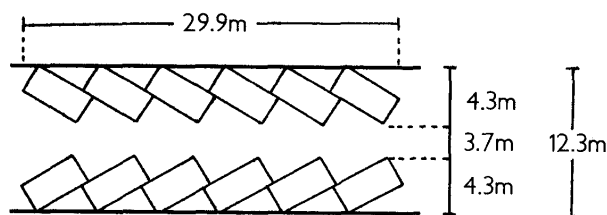
90° PARKING



60° PARKING



45° PARKING



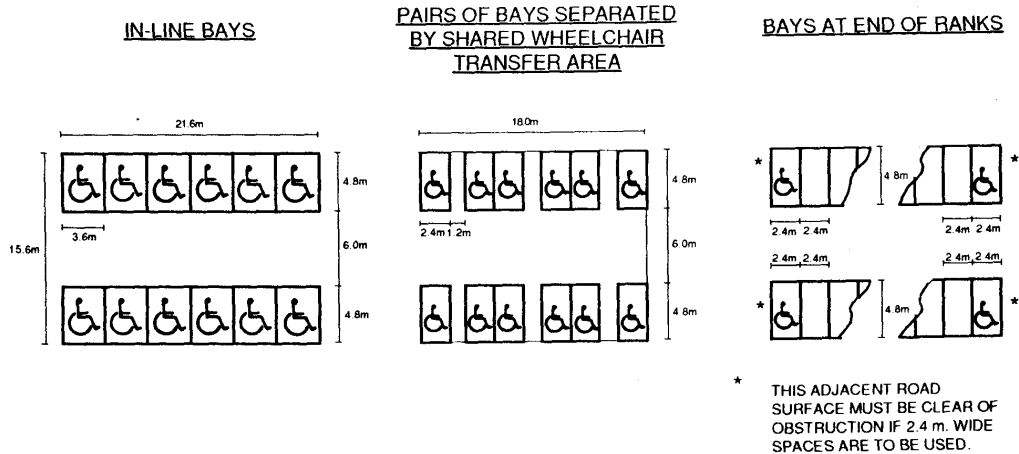
30° PARKING

Disabled Driver's Vehicles - The standard dimensions of car parking spaces are :-
4.8m x 3.6m

This allows transfer from vehicle to wheelchair. With certain layouts 4.8m x 2.4m bays can be used but additional provision must be made for the disabled to transfer to wheelchairs (see below)

Access to the rear must be provided.

Alternative ways of arranging disabled spaces



Commercial Vehicles - The layout for commercial vehicle parking must take account of the maximum dimensions of commercial vehicles permitted under the Road Traffic Acts which are currently :-

Articulated vehicles	15.5m x 2.5m
Rigid Vehicles	12.0m x 2.5m
Buses and Coaches	12.0m x 2.5m

All vehicles should enter and leave the site in forward gear.

Vehicle Bays - The bay must be of sufficient size and be located so that the vehicle can be manoeuvred within the site, e.g. the 12m rigid lorry requires a absolute minimum of 105m² to allow it to leave a site in forward gear. Further details of good design practice can be found in appropriate Highway Authority Design Standards or 'Designing for Deliveries', Freight Transport Association 1983.