

Appendix 23

Warrington Design Guide Extract – Parking Guidelines



Warrington Borough Council Standards for Parking in New Development

March 2015

Standards for Parking in New Development

Table 2: Key elements of the residential parking standards calculation

Calculation factor	Source	Factor
Additional residential demand	2011 Census data on rates of car ownership in owner occupied houses and flats in Warrington.	Various rates applied depending on the number of bedrooms and type of property.
Future years growth	DfT TEMPRO car ownership forecast rate applied to rates of car ownership as per DCLG "Residential Car Parking Research" 2007.	Growth rate has been applied to rates shown through to 2031.
Visitor parking	DCLG "Residential Car Parking Research" 2007 recommended provision used.	0.2 additional unallocated spaces per dwelling.
Garage parking	Additional unallocated parking spaces required due to under-use of garages for parking. See later section on garage dimensions for details.	0.6 additional unallocated parking spaces per garage.

Table 3: Residential parking standards – developments of more than 5 dwellings outside of the town centre

Dwelling type	Minimum number and form of parking spaces required per dwelling
1 bed flats	1 allocated space + 0.3 unallocated spaces
1 bed houses / 2 bed flats	1 allocated space + 0.4 unallocated spaces
2 bed houses	2 allocated spaces + 0.2 unallocated spaces
3 bed houses / 3 bed flats	2 allocated space + 0.3 unallocated spaces
4+ bed houses	3 allocated space + 0.3 unallocated spaces

The minimum number of spaces given above will meet the needs of residents and visitors.

Allocated spaces are those that are dedicated to drivers from a particular unit or dwelling – and often sold as part of the dwelling. Allocated residential parking requirements should always be provided off-street.

Unallocated spaces can be provided in communal parking areas and are to be available for all. Unallocated spaces are a more efficient use of space because different drivers/visitors can utilise each space through the course of a day.

Where developers will be constructing new highway as part of their development, it will also be possible to incorporate unallocated on-street parking into the street design.

Where a development is immediately adjacent to existing highway, this too may have the potential to accommodate a limited amount of the required unallocated on-street parking – however the onus will be on the developer to demonstrate suitable highway design and capacity immediately adjacent to the site.

Refer to paragraphs 2.11-2.16 and 4.16-4.22 for on-street parking capacity and highway design requirements.

Garages should not be included in the calculations unless the garage is of minimum size and additional unallocated parking can be accommodated (see paragraphs 4.24 - 4.27 for details).

3.22 Where a calculation result is not a whole number, the number of parking spaces provided should be rounded up to the nearest whole number. For example, a development of 9x 2 bedroom flats each with one allocated space, will be require 4 unallocated spaces for use of all residents and visitors ($0.4 \times 9 = 3.6$, rounded up to 4).

3.23 Where developers are unable to accommodate these parking standards, they may opt to provide any combination of allocated or unallocated parking spaces in accordance with the alternative standards table in **Appendix D**.

3.24 A calculation spreadsheet is available to assist with the required calculations for complex developments – developers may be requested to submit a completed calculation sheet for their development as part of the Transport Assessment. Example calculations for mixed developments of houses and flats are set out in **Appendix E**.

Standards for Parking in New Development

Residential disabled parking allocation

PS9

A minimum of 5% of total unallocated off-street parking spaces within a residential development are to be designated disabled parking. These must be provided in convenient locations.

3.28 Where possible developers are encouraged to include 4% enlarged standard spaces (3.6x6m) to allow future expansion of the number of designated spaces if demand arises.

3.29 Spaces designated for disabled visitors should not be conveyed to individual owners to ensure that the space remains available for all disabled users in perpetuity.

Bicycle and motorcycle/scooter/moped parking

PS10

Bicycle and motorcycle/scooter/moped parking should meet the standards set out in **Appendix A**.

3.30 Standards are set out in the “bicycles” and “motorcycles” columns in **Appendix A** and detailed design information for weather protection and security is contained within the Design Guide. “Secure by Design” principles should be adopted where possible.

Other types of parking

PS11

Specific criteria for other types of parking (including coach parking, taxis, deliveries, parking for mobility scooters and drop-off spaces) are included within the “other considerations” column in **Appendix A**.

Infrastructure for electric vehicles

3.31 The council recognises that electric or hybrid electric/oil fuel powered vehicles currently only form a small proportion of the total number of vehicles on the road. However, it is anticipated that such vehicles will become more popular as technology advances and vehicles become less expensive. It is therefore important for future development to be able to accommodate electric vehicles recharging facilities.

PS12

Residential and some non-residential development types will be expected to provide infrastructure for electric vehicles where viable and deliverable – as identified in **Appendix A**.

3.32 Detailed specification for electric vehicle charging points and requirements to enable spaces to easily retrofit are contained within the Design Guide.



4.11 In locations where the demand for parking is likely to be high from non-residents (e.g. town centres or near hospitals) it may be necessary to operate some form of car park management (e.g. barrier control or permits) to ensure the development is not used by outside parties.

Pedestrian and cycling realm

PS15

Car park layouts need to fully consider the needs of pedestrians and cyclists.

4.12 Routes from off-site public footpaths, footways and cycle paths to building entrances should follow expected desire lines and be as direct as possible – i.e. the car park should not act as a barrier to access for those arriving by foot or cycle.

4.13 Pedestrian routes need to be direct, level, and should emphasis pedestrian priority. Cars should not be able to overhang footpaths or cycle paths and entrances to car parks need to ensure pedestrians are able to cross safely.

Parking space dimensions

PS16

The standard off-street parking bay dimension is 2.5 x 5m.

Refer to the Design Guide for details of on-street parking bay dimensions.

4.14 The increased bay size is to reflect the increasing number of larger family cars and vans in circulation, and the trend towards parking work vehicles at home overnight.

4.15 Example layout details will be illustrated in the Design Guide alongside other detailed specifications for different parking arrangements.

On-street parking

4.16 On-street parking to meet a proportion of unallocated parking demand can sometimes be efficient and can increase the activity and safety of the street. Conversely, poorly designed or inadequately considered on-street parking can be detrimental to road safety.

PS17

On-street parking directly adjacent to new developments can be counted towards the unallocated parking provision of dwellings – provided that the carriageway is of sufficient width and is designed specifically to accommodate parking, ensure visibility, and prevent obstruction. On-street parking will not be permitted where provision would compromise potential future highway improvement plans (e.g. potential introduction of cycle facilities, traffic calming, bus lanes etc).

4.17 Allocated residential parking requirements should always be provided off-street. In addition, developers will be required to demonstrate capacity (as per paragraphs 2.11-2.16) – particularly in areas where on-street spaces are in demand from other uses in the area.

4.18 In the case of roads where parking will be on one side, the road should be a minimum of 5.5 metres wide and where parking will be on both sides the road width should be a minimum of 7.5 metres wide.



Appendix A Parking Standards

The parking standards represent the required level of parking for each use class, considered appropriate and reasonable, according to location and type of use. Standards for residential development, disabled parking, bicycle parking and motorcycle parking are set as minimum standards, a higher provision may be required if the needs of a particular development or location indicate this to be appropriate.

Standards should be calculated using the **Gross Floor Area (External)** of the development unless otherwise stated

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
1	A1 Shops	Food retail	1 space per 17 sqm	1 space per 16 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 140 sqm (minimum of 2 spaces)	1 space per 350 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits, 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
2		Non-food retail	1 space per 23 sqm	1 space per 22 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits, 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
3	A2 Financial & Professional Services	Banks/building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 28 sqm	1 space per 25 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
4	A3 & A5 Restaurants, Cafes, Hot Food Takeaways	Restaurants, cafes, snack bars, Fast food and drive through takeaways.	1 space per 9 sqm of public floor area	1 space per 7 sqm of public floor area	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. Coach and taxi parking and drop-off to be negotiated on a case-by-case basis. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
5	A4 Drinking Establishments	Public houses, wine bars, other drinking establishments	1 space per 9 sqm of public floor area	1 space per 7 sqm of public floor area	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. Coach and taxi parking and drop-off to be negotiated on a case-by-case basis. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
6	B1 Business / Offices	Stand-alone offices, business parks, research and development, call centres	1 space per 35 sqm	1 space per 26 sqm (stand-alone offices and business parks) 1 space per 20 sqm (Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paragraphs 2.7 - 2.9 in the SPD for details).	Standard allocation (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)	5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date. Negotiation of standards for call centres may be necessary due to shift patterns.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
7	B2 General Industry	General industry	1 space per 48 sqm	1 space per 60 sqm 1 space per 48 sqm (Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paragraphs 2.7 - 2.9 in the SPD for details).	Standard allocation (see table below)	1 space per 450 sqm (minimum of 2 spaces)	1 space per 1000 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
8	B8 Storage and Distribution	Storage and Distribution	1 space per 100 sqm	1 space per 120 sqm 1 space per 100 sqm (Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paragraphs 2.7 - 2.9 in the SPD for details).	Standard allocation (see table below)	1 space per 350 sqm (minimum of 2 spaces)	1 space per 2000 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear.
9	C1 Hotels	Hotels, boarding and guesthouses	1 space per bedroom	1 space per bedroom	Standard allocation (see table below)	1 space per 10 guest rooms (minimum of 2 spaces)	1 space per 25 guest rooms (minimum of 2 spaces)	Parking allocation covers staff parking. Coach drop-off to be provided (hotels only). Coach and taxi parking to be negotiated on a case-by-case basis. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
10	C2 Hospitals	Hospitals	As Area B	Staff patients and visitors accommodation for long stay patients (elderly or mentally ill) 2 spaces for every 3 beds + Day places for elderly or mentally ill 2 spaces for every 3 places + Other accommodation 1 space per bed + Outpatient and accident/emergency facilities 1 space for every 4 anticipated daily attendances	Up to 200 bays: 3 bays or 6% of total capacity whichever is greater Over 200 bays: 4 bays plus 4% of total capacity	1 space per 10 staff (minimum of 2 spaces)	1 space per 20 staff (minimum of 2 spaces)	Allocation is starting point for discussion. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date. Ambulance parking spaces to be provided in addition to emergency facilities.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles/minimum standard	Motorcycles (minimum standard)	Other considerations
11	C2 Residential Institutions	Residential care homes, nursing homes	1 per 3 beds	1 space per resident staff + 1 space per 2 non-resident staff + 1 space per 3 beds for visitors /care workers	Standard allocation (see table below) (Minimum of 2 spaces)	1 space per 40 beds (minimum of 2 spaces)	1 space per 100 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
12		Independent living housing (Category ii housing, domiciliary care / community living) and sheltered accommodation	To be determined on a site-by-site basis	1 space per 2 residential units/dwellings + 1 space per resident staff + 1 space per 5 residential dwellings for visitors/care workers	Standard allocation (see table below) (minimum of 2 spaces)	1 space per 15 units/dwellings (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. For continuing care a combination of independent living and Extra Care Living will usually be applied. Consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments.
13	C3 Dwelling Houses	Extra Care Housing	To be determined on a site-by-site basis	1 space per 4 residential dwellings + 1 space per resident staff + 1 space per 5 residential units/dwellings for visitors/care workers	Standard allocation (see table below) (minimum of 2 spaces)	1 space per 40 units/dwellings (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. For continuing care a combination of independent living and Extra Care Housing will usually be applied. Consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments.
14		Residential schools & colleges	1 per 4 beds	1 per 4 staff plus 1 per 4 beds for pupils over driving age	Standard allocation (see table below)	1 space per 20 beds (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	
15		"Car free" residential developments	N/A	N/A	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	Acceptability of car free developments is to be determined through a transport assessment. Car free residential developments are unlikely to be acceptable in Area B.



Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations												
16	C3 Dwelling Houses	5 dwellings or less (houses and flats, including residential domestic improvement / extension)	One space per dwelling	<table border="1"> <thead> <tr> <th>Dwelling type</th> <th>Minimum number of parking spaces</th> </tr> </thead> <tbody> <tr> <td>1 bed flats</td> <td>1 allocated space per dwelling</td> </tr> <tr> <td>1 bed houses / 2 bed flats</td> <td>1 allocated space per dwelling</td> </tr> <tr> <td>2 bed houses</td> <td>2 allocated spaces per dwelling</td> </tr> <tr> <td>3 bed houses / 3 bed flats</td> <td>2 allocated spaces per dwelling</td> </tr> <tr> <td>4+ bed houses</td> <td>3 allocated spaces per dwelling</td> </tr> </tbody> </table> <p>Visitor Parking: 1 visitor space will be required for each development in addition to the minimum above.</p> <p>See pages 8 – 9 in the SPD for further details.</p>	Dwelling type	Minimum number of parking spaces	1 bed flats	1 allocated space per dwelling	1 bed houses / 2 bed flats	1 allocated space per dwelling	2 bed houses	2 allocated spaces per dwelling	3 bed houses / 3 bed flats	2 allocated spaces per dwelling	4+ bed houses	3 allocated spaces per dwelling	By negotiation with council officers	<p>Flats: 1 space per dwelling</p> <p>Houses: 1 space per bedroom – provision within storage room, garage or via access to rear garden to be demonstrated.</p>	By negotiation with council officers	<p>Refer to Design Guide for garage specifications.</p> <p>Each dwelling with on-plot parking to be provided with external electric vehicle charging point.</p> <p>In communal parking arrangements 5% of unallocated spaces to be covered by electric vehicle charging point. Refer to Design Guide for specifications.</p>
Dwelling type	Minimum number of parking spaces																			
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Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations														
17	C3 Dwelling Houses	More than 5 dwellings (houses and flats)	One space per dwelling	<table border="1"> <thead> <tr> <th>Dwelling Type</th> <th>Minimum number and form of parking spaces required per dwelling</th> </tr> </thead> <tbody> <tr> <td>1 bed flats</td> <td>1 allocated space +0.3 unallocated spaces</td> </tr> <tr> <td>1 bed houses / 2 bed flats</td> <td>1 allocated space +0.4 unallocated spaces</td> </tr> <tr> <td>2 bed houses</td> <td>2 allocated spaces +0.2 unallocated spaces</td> </tr> <tr> <td>3 bed houses / 3 bed flats</td> <td>2 allocated spaces +0.3 unallocated spaces</td> </tr> <tr> <td>4+ bed houses</td> <td>3 allocated spaces +0.3 unallocated spaces</td> </tr> <tr> <td colspan="2">The minimum number of spaces given above will meet the needs of residents and visitors</td> </tr> </tbody> </table> <p>See page 9-10 of the SPD for further details.</p>	Dwelling Type	Minimum number and form of parking spaces required per dwelling	1 bed flats	1 allocated space +0.3 unallocated spaces	1 bed houses / 2 bed flats	1 allocated space +0.4 unallocated spaces	2 bed houses	2 allocated spaces +0.2 unallocated spaces	3 bed houses / 3 bed flats	2 allocated spaces +0.3 unallocated spaces	4+ bed houses	3 allocated spaces +0.3 unallocated spaces	The minimum number of spaces given above will meet the needs of residents and visitors		<p>5% of total unallocated parking provision to be provided as unallocated disabled spaces</p> <p>4% of total unallocated car park capacity as enlarged standard spaces (3.6x6m)</p>	<p>Flats: 1 space per dwelling</p> <p>Houses: 1 space per bedroom – provision within storage room, garage or via access to rear garden if be demonstrated.</p>	<p>3% of total unallocated parking provision.</p>	<p>Refer to Design Guide for garage specifications.</p> <p>Each dwelling with on-plot parking to be provided with external electric vehicle charging point.</p> <p>In communal parking arrangements 5% of unallocated spaces to be covered by electric vehicle charging point. Refer to Design Guide for specifications.</p> <p>See calculation EXCEL sheet for assistance with calculations.</p>
Dwelling Type	Minimum number and form of parking spaces required per dwelling																					
1 bed flats	1 allocated space +0.3 unallocated spaces																					
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3 bed houses / 3 bed flats	2 allocated spaces +0.3 unallocated spaces																					
4+ bed houses	3 allocated spaces +0.3 unallocated spaces																					
The minimum number of spaces given above will meet the needs of residents and visitors																						
18	C4 Houses of Multiple Occupation	Houses of multiple occupation	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	Developers will need to demonstrate that sufficient on- or off-street parking is available and that there will be no detriment to local residential amenity														
19	D1 Non-residential Institutions	Clinics and health centres (excludes hospitals)	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	To be determined on a site-by-site basis	2 spaces per consulting room (minimum of 2 spaces)	1 space per 2 consulting rooms (minimum of 2 spaces)	<p>Priority must be given to operational needs and people with mobility problems.</p> <p>Space for ambulance, minibus or van.</p> <p>Parking allocations cover staff and visitor demand.</p>														

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
20		Creches, day nurseries and day centres	1 space per 1 member of staff	1 space per 1 member of staff + 1 space per 4 day care attendees	Standard allocation (see table below)	1 space per 4 staff and 1 per 200 sqm for visitors (minimum of 2 spaces)	1 space per 20 staff	In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits. Coach parking and drop-off to be negotiated on a case-by-case basis. Drop-off spaces to be determined on a case-by-case basis. Day care centres may require spaces for attendees (1 space per 4 attendees).
21		Schools (primary and secondary)	1 space per classroom	3 spaces per classroom	Standard allocation (see table below)	1 space per 10 staff plus Primary: 1 space per 30 students Secondary: 1 space per 15 students	1 space per 20 staff	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis (based on demand for school buses), a) Classrooms include any teaching space within a school including such things as gyms, science rooms, drama studies etc. b) These standards are the starting point but account should be taken of variations between primary and secondary schools and those with Sixth Forms. c) Account must be taken of previous provision at any schools that may be replaced by the new facilities. d) Drop-off spaces to be determined on a case-by-case basis. Suitability of proposed drop off provision (on- or off-street) to be demonstrated.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
22		Higher and further education	1 space per 2 staff	1 space per 2 staff + 1 space per 15 students	Standard allocation (see table below)	1 space per 10 staff plus 1 space per 15 students	1 space per 20 staff plus 1 space per 30 students	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis.
23		Art galleries, museums, libraries	1 space per 40 sqm	1 space per 25 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis.
24		Halls and places of worship or religious instruction	1 space per 10 sqm	1 space per 6 sqm	Standard allocation for "religious buildings and crematoria" (see table below)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	-
25	D2 Assembly and Leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 space per 10 seats (may be reduced in negotiation with Council Officers)	1 space per 6 seats	Standard allocation for "shopping, leisure and recreation" (see table below).	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis. Parking requirements for meeting rooms within conference centres to be determined on a case-by-case basis
26		General leisure/sports centres; dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 25 sqm (may be reduced in negotiation with Council Officers)	1 space per 23 sqm	Standard allocation for "shopping, leisure and recreation" (see table below) and refer to Accessible Sports Facilities published by Sport England where relevant.	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis. Where development is expected to accommodate match days and tournaments additional over-flow parking may be required.
27		Stadia / spectator seating / sports pitches	To be determined through a transport assessment	To be determined through a transport assessment	Standard allocation for "shopping, leisure and recreation" (see table below) and refer to Accessible Sports Facilities published by Sport England where relevant.	To be determined through a transport assessment	To be determined through a transport assessment	Coach parking to be negotiated on a case-by-case basis. Need to demonstrate suitable parking arrangements are provided or can be secured.



Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
28	Miscellaneous/ Sui Generis:-	Theatres	1 space per 10 seats (may be reduced in negotiation with Council Officers)	1 space per 6 seats	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	These facilities should only be provided where there is a choice of mode of transport. Adequate turning and loading facilities for a coach/torry will be required. Coach and taxi drop-off to be negotiated on a case-by-case basis.
29		Motor car showrooms	To be determined case-by-case	To be determined case-by-case	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	Adequate turning and loading facilities will be required for high capacity car transporter vehicles.
30		Petrol filling stations	To be determined case-by-case	To be determined case-by-case	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	Retail units at petrol station should be provided with a separate parking area that accords to A1 standards. Two electric vehicle charging points are required for every new filling station.
31		Garden centres	To be determined case-by-case	Enclosed display and sales area 1 space per 15 sqm + Outdoor display areas 1 space per 50 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm	1 space per 500 sqm (minimum of 2 spaces)	
32		Amusement arcades	To be determined case-by-case	1 space per 22 sqm	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	
33		Sunbed centres	To be determined case-by-case	1 space per 2 staff + 1 space per 2 beds	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	
34		Cattery & Kennels	1 space per 4 pens	1 space per 4 pens	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	

Standards for Parking in New Development

Table 2: Minimum standards for disabled parking

Size of car park	Visitors	Enlarged standard spaces (3.6x6m)
Fewer than 10 bays	By negotiation with council officers – one space minimum	
Standard allocation	5% of total car park capacity	5% of total car park capacity
Shopping, leisure and recreation	6% of total car park capacity	4% of total car park capacity
Religious buildings and crematoria	Minimum 2 spaces or 6 per cent of total car park capacity (whichever is greater)	4% of total car park capacity
Sports facilities	Refer to Accessible Sports Facilities published by Sport England for detailed guidance relating to different types of sports facilities	
All facilities	Where space permits, provide an additional large designated bay (4.8 x 8m) for commercial vehicles with side and rear hoists.	
	Where the function of the building means that a larger number of disabled people are expected, the numbers should be increased in order to meet anticipated need.	
	Where the occupier of the development is known, one additional space should be provided for each employee who is a disabled motorist.	
Residential	<p>For developments of more than 5 dwellings:</p> <p>5% of total unallocated parking provision to be provided as unallocated disabled spaces.</p> <p>4% of total unallocated car park capacity as enlarged standard spaces (3.6x6m).</p>	