

APPENDIX B

VEHICLE PARKING STANDARDS

Introduction

The following standards were endorsed by the former Hereford and Worcester County Council's Strategic Planning and Transportation Committee on the 15th June 1994. They form the current adopted standards for vehicle parking pending a revision.

Definitions

Standard: The number of parking spaces required for employees (including executive staff), visitors, customers, the general public and occupants of premises.

It is not considered that these spaces must necessarily be immediately adjacent to the premises and in areas where restraint on car use is the policy the provision may be reduced.

Operational Space: This should be provided for vehicles which must have direct access to the building for the purpose of its operation to load and unload, as distinct from vehicles belonging to people who may prefer to have direct access to the building for their personal convenience. In the case of new development this provision will normally have to be made in full regardless of the location and it is essential that this space always be available for servicing the building at the required time.

On Site Parking: Parking to be provided in or immediately adjacent to any new building.

Grouped Parking: Either publicly available parking not directly associated with the provision of the standard for a particular building, or parking which is provided in accordance with the standard for a number of premises.

Notes on Applying the Standards

1. The standards relate to uses defined in the Town and Country Planning Use Classes Order 1987.
2. The standards are average ones but where at the time of a planning application it is known that the demand will be above average, the provision shall be increased accordingly. They are intended to provide a definition of the demand likely to be generated by a particular type of development, having due regard to the probable changes in level of car ownership during the life of the development and possible changes in intensity of use, within a particular Use Class, which would not be subject to planning control and would, therefore, afford no opportunity at that time for insisting upon the adjustment of car parking provision as a pre-requisite for consent.

Similarly, circumstances may arise where the initial provision of car parking can reasonably be less than the full standard, but without any reason to suppose that the long-term demand will be less. In these circumstances the necessary space must be reserved for the later full provision.

These car parking standards will be reviewed periodically to accommodate any lowering in demand for car parking resulting from changes in car usage achieved through the policy implications of PPG 13, which may result in the reduction of parking requirements.

3. For any use not included in the standards below, the number of parking spaces will be a matter for negotiation and assessed according to individual circumstances.
4. Mixed uses will be assessed as a sum of the parking requirements of the individual elements of the scheme based on the standards. However, if for example a building used for commercial purposes has facilities for a recreational function used only by the incumbent workforce, the standards necessary for the commercial use only need be applied.
5. The standards apply to new developments or extensions, and to changes of use.
6. The standards apply to the external dimensioned floor area of buildings unless otherwise specified.
7. The design and layout of service areas should wherever possible be designed to avoid the necessity of goods vehicles manoeuvring in the carriageway.
8. An average car space is 25 sq.m., including manoeuvring spaced based on a minimum bay size of 4.8m long x 2.4m broad plus a 6m aisle where parking is at right angles.
9. Where parking spaces are arranged at an angle of less than 90° the aisle should indicate one way flow through the car park or alternatively turning areas will be required to avoid excessive reversing.
10. Where more than 25 car parking spaces are to be provided, it is required that one in 25 should be for the disabled. These spaces should be located adjacent to the entrance to the building or in the case of public car parks as close as possible to the main pedestrian access and should be large enough to facilitate access by wheelchair users i.e. 3.6m x 4.8m. Standard width bays of 2.4m x 4.8m may be provided where a shared space 1.2m wide is marked out for wheelchair users between 2 bays.
11. Where more than 50 car parking spaces are provided for general public use adequate facilities will be required for bicycles. A minimum standard of 5 stands should be provided, but the number should be assessed for each site on an individual basis.

Where more than 200 car parking spaces are provided for general use adequate facilities will be required for motor cycles, scooters and mopeds. A minimum standard of 5 stands should be provided, but the number should be assessed for each site on an individual basis.

Description	Car Parking Standard	Operational Space
Shops (under 2,000 m ²)	1 car space per 25 m ² gross floor area	1 lorry space per 750 m ² of gross floor area. Minimum of 1 space per unit unless grouped arrangements where there shall be minimum of 2 spaces per 3 units where total floorspace is below 1,500 m ²

Supermarket, Cash & Carry, Non-Food Stores (over 2,000 m²) (a) in shopping areas/retail parks (b) out of centre food stores (c) out of centre non-food	(a) as shops, above. (b) 1 car space per 10 m² of gross floor area. (c) 1 car space per 20 m² of gross floor area.	(a), (b) and (c) 1 lorry space/ 750m² of gross floor area. Minimum of 3 spaces. Service area segregated from service area of other shops.
Garages and motor car showrooms -repair garages -car sales - petrol filling station - car wash - tyre and exhaust centre	Add together the number of spaces required for each category. Appropriate parking to be allowed for retail use (A1) Spare part store: 1 car space/25 m² of gross floor area if a main distributor Workshop: 4 car spaces/bay or 2 lorry spaces plus 1 car space if a lorry repair shop MOT bays: minimum 4 car spaces/bay Offices: 1 car space/25 m² of gross floor area Sales – main distributor: 1 car space/50m² of sales area Other: 1 car space/100m² of sales area Minimum of 2 spaces 2 car spaces/pump plus minimum of 1 lorry space overall 5 car spaces for waiting 4 car spaces/repair bay 2 lorry spaces/lorry repair bay	1 lorry space unless provided under another category Ancillary vehicles: minimum 3 lorry spaces Space for car transporter Space for petrol tanker 1 lorry space unless provided under another category
A2 Financial & Professional Services	1 car space per 25 m ² of gross floor area	1 lorry space per 1,000 m ² of gross floor area. Minimum of 1 space. Grouped arrangements for a number of units will be considered
Restaurant, Take Away, Public House, Transport Cafe	1 car space per 5 m ² of gross floor area, plus standard for dwelling if associated with operation. If evening opening, consideration will be given to dual use of public spaces	1 lorry space, manoeuvring space where gross floor area exceeds 750 m ²
B1 Business	1 car space per 25 m ² of gross floor area. May be lowered if light industry	1 lorry space per 250 m ² of gross floor area. May be lowered if office redevelopment

Description	Car Parking Standard	Operational Space
B2 General Industry	1 car space per 25 m ² of gross floor area up to 250 m ² per individual unit. 1 car space per additional 50 m ² for units over 250 m ²	1 lorry space per 250 m ² of gross floor area. Minimum of 1 space
B8 Storage and Distribution, Warehouses	1 car space per 250 m ² of gross floor space	1 lorry space per 200 m ² of gross floor area. Minimum of 1 space
C1 Hotels	1 car space per bedroom plus spaces for restaurant bar area and assembly rooms as appropriate standard	1 lorry space and manoeuvring space for a coach should be provided
Hospitals	1 car space per bed (includes staff parking provision), plus standard for dwellings if associated with development	Depends on type and needs of hospital
Nursing Home	1 car space per 4 beds, warden accommodation as for dwelling houses	Minimum 1 lorry/ambulance space
Residential School, Training Centre	1 car space per bed. Staff accommodation as for dwelling standard	Minimum 1 lorry space
C3 Dwellings	(1) Units with 1 bedroom where grouped parking: 1.5 car spaces/unit (2) Units with 1 bedroom where individual parking: 2 car spaces/unit* (3) Units with 2 or 3 bedrooms where grouped or individual parking: 2 car spaces/unit* (4) Units with more than 3 bedrooms where grouped or individual parking: minimum of 3 car spaces/unit* (5) Sheltered accommodation for the elderly (a) Retirement units for active elderly or aged persons dwellings with no communal living facilities: normal dwelling standards apply (b) Sheltered accommodation with a common room and resident warden: between 0.25 and 0.5 car spaces/unit according to circumstances of type of accommodation. Warden accommodation as for C3 Mobile homes and residential caravans: 1.5 car spaces/unit Transit or static holiday caravan sites: 1 car space/caravan. 1/8 caravans for visitors	Minimum of 1 lorry/ambulance space
	* Note: the possible effect of garage being used for purposes other than parking should be considered	
Doctors Surgeries, Day Clinics, Dentists & Health Centres	4 car spaces per consulting or treatment room	1 Ambulance space per 4 consulting rooms

Description	Car Parking Standard	Operational Space
Schools	1 car space per 15 m ² of gross floor area	1 coach space/manoeuvring space/100 pupils. Provision for setting down and picking up
Crèche, day nursery and day centre	1 car space/member of staff or 1/15 m ² of gross floor area whichever is the greater	
Places of Further Education	1 space per 2 students or 1/10 m ² of gross floor area whichever is the greater	1 lorry space per 1,000 m ² of gross floor space. Minimum 1 space
Art Gallery, Museum, Libraries	1 car space per 30 m ² of gross floor area	1 lorry space
Public Hall, Exhibition Centre, Place of Worship or Religious Instruction	1 car space per 10 m ² of gross floor area	1 lorry space. Manoeuvring space for a coach should be provided where gross floor area exceeds 750 m ²
Theatre, Cinema, Concert Hall, Bingo Hall, Dance Hall, Night Club	1 car space per 10 m ² of gross floor area. If only open in evenings, consideration will be given to dual use of public car parks. If restaurant or bar facilities open to general public, see standard appropriate	1 lorry space. Manoeuvring space for a coach should be provided where gross floor area exceeds 750 m ²
Public Open Spaces	4 car spaces per hectare	Minimum of 1 coach space
1. Swimming Pool 2. Team Games Area 3. Golf Course 4. Golf Driving Range 5. Gymnasium/ Sports Hall	1. 1 car space per 5 m ² of pool area 2. 1 car space per 2 team members 3. 60 car spaces per 18 holes 4. 2 car spaces per bay 5. 1 car space per 10 m ² of gross floor area	1 coach space per team for areas marked in pitches. Coach manoeuvring space for other areas
Kennels/ Catteries	1 car space/4 pens	