
Directorate of Environment and Regeneration • Planning Services

LOCAL PLANNING GUIDANCE NOTE NO 11

PARKING STANDARDS

Background

The rapidly increasing usage of private cars in recent decades has been both a blessing and a blight. For the owner, the convenience of the car and the opportunities it opens up are unquestionably a great benefit. But for society as a whole - and for the well-being of the planet - this growth has brought serious (and worsening) problems. The dominance of the car in recent years, often at the expense of other modes of transport, presents a major challenge to the objective of sustainable development. Damage to human health and to our environment has been linked to the rise of car-borne travel, which can also exacerbate social inequality insofar as those who lack a private vehicle are denied access to a variety of opportunities and services.

An important element of UK Government transport policy is to **promote more sustainable transport choices and reduce dependence on the private car**. Access and transport are inextricably linked with the use of land, and therefore central to Government thinking on land use planning, which is that local planning authorities like Flintshire County Council should consider how to minimise the need to travel and reduce reliance on the private car. **Planning therefore seeks to encourage more sustainable modes of travel such as cycling, walking and the use of public transport, whilst seeking the most efficient use of the road system with the aims of reducing congestion, increasing safety and reducing the environmental impact of road traffic.**

The availability of car parking is a key element in managing car use and a major influence on the choice of means of transport, therefore a balance has to be struck. Whilst an adequate supply of off-street parking spaces will reduce pressures for on-street parking (an occurrence which in itself may impair safety and conflict with the needs of local businesses and residents), car parking can also take up large amounts of space in developments, thereby reducing densities and, as a consequence, using up more land. At the same time, it does not encourage the use of more sustainable forms of travel. In this sense, over-generous parking provision can be harmful. Poor design and layout of car parking can make it more difficult to provide effective walking, cycling and public transport links due to unnecessary or inappropriate deviation of these links from the optimum to cater for car movements.

For these reasons, **planning policies need to minimise the level of parking associated with development** through the adoption of maximum rather than minimum standards. The purpose of parking standards is to give all concerned good guidance on the permissible levels of parking for a range of residential and non-residential development.

Policy

Government policy was established in the White Paper "A New Deal for Transport: Better for Everyone" (Department of Transport, Environment and the Regions) and the Welsh Office's "Transporting Wales into the Future", both published in July 1998, and the Welsh Assembly Government's "**Planning Policy Wales**" (2002). In addition, these policy themes have been carried forward into the recent publication for consultation of "Wales Transport Strategy: Connecting Wales (July 2006) and draft revision of Technical Advice Note 18 Transport. Local authorities should adopt an **integrated approach to traffic management**, considering how different measures can complement one another and contribute to the achievement of wider planning and transport objectives, taking into account the needs of disabled people and other less mobile sections of the community. Within town centres priority should be given to walking, cycling, public transport and delivery vehicles. Car parking is a major influence on the choice of means of transport and the pattern of development. New developments should provide lower levels of parking than have generally been achieved in the past; minimum parking standards are no longer appropriate and maximum standards will now apply. Where the demand for parking exceeds the permissible or proposed provision the developer will have to show how the resultant shortfall will be catered for.

Within Flintshire, local transport policy is still contained in the **Flintshire Local Transport Plan 2001-2006**, which set out a vision for improving transport together with the policies, strategies and measures intended to achieve it pending development of a Regional Transport Plan. The Flintshire Unitary Development Plan (UDP) provides the planning input in **Policy AC18 Parking Provision and New Development**:

"All new development, including changes of use, must provide appropriate parking in accordance with Flintshire County Council Parking Standards, which will be applied as a maximum. Reduced requirements may be applied where:

- a. it is located in a town centre;
- b. it lies within 300 metres of existing public car parks which have sufficient spare capacity and are accessible by all users;
- c. on site parking is not required by the development;

- d. the developer has entered into an agreement with the Local Planning Authority to contribute a commuted sum equivalent to the current cost of provision of non-operational parking spaces; and
- e. alternative provision is made for the use of public transport, cycling and walking, or other arrangements such as formal car sharing or private bus services;

provided that surrounding residential or other areas would not suffer from an increase in on-street parking."

The Council's objective is to ensure that sufficient car parking, manoeuvring and servicing provision is made on-site in the interests of both an efficient development and a safe highway network, whilst recognising that control of parking can help to reduce the level of private car-based travel.

It should be noted that the parking standards for cars are presented as maximum ones, whereas those for cycles are minimum standards, consistent with the approach towards a more sustainable transport policy.

This LPG has been prepared in accordance with guidance contained in the above-mentioned national policy documents together with "Technical Advice Note (Wales) Transport, Consultation Draft July 2006" and "Guidance on Local Transport Plans in Wales", and is broadly similar to that produced by neighbouring planning authorities, as advocated in national advice and guidance.

Status and future standards

The Council has recently commissioned a study to devise a parking strategy for Flintshire. The study will examine various aspects relating to parking demand and supply within the overall strategy, including the effects of parking standards, and it may recommend further revisions to parking standards. Until such time as these revisions are completed, the **Interim Parking Standards within this LPG** will be applicable. They replace the former Delyn Borough Council's Advice Note of 1993 which is no longer in accordance with government policy.

Guiding principles

The parking standards are based on the following principles:

- **Recognition that the availability of parking influences the choice of means of transport;**
- **Promoting the use of other forms of travel to access employment and other services and facilities in preference to using the private car;**
- **Ensuring the efficient operation of development;**
- **Reducing the land take of development;**
- **Making best use of the existing transport network and of resources for transport; and**
- **Maintaining a vibrant economy.**

Although these principles aim to reduce reliance on the motor car, it is acknowledged that for some parts of Flintshire - particularly the rural areas - the private car will remain the principal form of transport.

General considerations

Design of parking areas

In preparing planning applications, designers should aim to achieve a high standard of development in the physical layout and detailing of parking areas. The Council requires specific attention to be given to the following matters:

- **Location** – to ensure spaces are located in the most suitable position relative to the access point, the development itself, natural site features and access by non-car modes (walking, cycling and public transport).
- **Landscaping and planting** – to soften the impact of development, in particular where large areas of hard surfacing are involved. Parking layouts should wherever possible be planned around existing natural features, retaining trees. New planting should be shown to supplement existing trees and shrubs, and suitable hard landscaping should be detailed to suit the site and locality. Further advice is contained in LPG 3 Landscaping in this series.
- **Surfacing** – to avoid extensive areas of unbroken tarmacadam, consideration should be given to alternative surfacing materials appropriate to the location, and through subdividing parking bays, and edging bays with materials complementary to the surfacing.
- **Provision for coaches, motor cycles and cycles** – to ensure that proper provision is made for the parking of different types of vehicles likely to be attracted to a development. Specialist parking facilities should be integrated into the scheme with regard to the location, landscaping, and surfacing considerations outlined. In particular, adequate provision (in terms of movement, routes and parking) should be made for cycles and buses as part of any major new development, including industrial development and town centre schemes. Further advice is given regarding cycles and motor cycles below. Designers should also consider the provision of space as a dedicated drop-off point for taxis.
- **Disability access** – dropped kerbs should be flush with the road surface. See the approved LPG 12 Access For All.
- **Designing out crime** – design and layout should be such that crime is made more difficult, for example by obviating dark or concealed corners through which people must pass when walking to and from the car park.

Size of parking bays

Adequate space must be provided to park the necessary number of vehicles associated with a development, allowing users to enter and exit comfortable and safely. The minimum size of a parking bay for **cars** is 4.8 m x 2.4 m.

There are many **options for the layout of parking bays**, and these should be explored at the design stage. (Some are shown in Figure1.)

For **larger/commercial vehicles** the required parking bay sizes are: rigid commercial 11m x 2.5m; articulated commercial 15m x 2.5m; bus and coach 12m x 2.5m.

Special considerations apply to parking bays for **disabled persons' vehicles**, where a width of 3.6m is required. See our LPG Note 12 Access For All.

Vehicle turning areas

It may be necessary on highway safety grounds to ensure vehicles enter and leave a site in forward gear, and desirable in any event to design so that a vehicle can turn within a site where the space available allows it to do so. Dimensions of turning areas obviously vary according to the size and type of vehicle involved, and advice should be sought from the Development Control Section in Planning Services, County Hall, Mold, prior to the preparation of detailed plans where there is any doubt over circulation space requirements.

Car Parking

Standards

The **parking standards for new development contained in Appendix 1** are related to land uses as contained in the Use Classes Order 1987 (as amended).

These standards apply throughout the County with the following exceptions:

- Where the implementation of these standards would cause **road safety or congestion problems** additional provision will be required.
- There may be occasions where the **local circumstances**, such as the availability and existing capacity of nearby parking and public transport, and the **particular characteristics** of the development, **do no justify the maximum parking provision indicated above**. The authority may give consideration to a reduction in the parking provision. The developer will be required to give a reasoned assessment to justify the parking provision proposed. The assessment will form the basis of the process to determine the required parking provision
- **Within town centres**, as defined in the UDP, operational parking (that is for servicing) shall normally be all that is required, having regard to planning policy objectives to maintain viability and vitality of town centres. In some circumstances the particular characteristics of a development may generate the need for parking over and above operational parking, and this will need to be determined with due regard to the scale and nature of the development, its capacity to accommodate the required parking provision and the availability of nearby public car parking. Where the development has insufficient capacity to accommodate the required parking provision the Council will seek the provision of off-site parking, improvement of existing car parks, or improvements to other forms of transport. This will be sought either through planning obligations or commuted payments. To achieve the transport improvements, developers will be encouraged to implement travel plans, comprising a package of measures to reduce reliance on the car and promote walking, cycling and of public transport.
- **Innovative car free housing schemes** will be considered on their merits.
- For **uses not mentioned in Appendix 1** the considerations set out in the second and third points above will be used to establish maximum parking provision in the light of the land use in question and its potential to generate traffic.

It should be noted that **the car parking standards are maximum standards** for each land use category. Where the maximum is not provided the developer will be required to show the scale of the journeys to the site and the demand for parking attributable to these journeys. If this exceeds the proposed parking provision, the developer will have to show how the resulting shortfall will be catered for. Possible solutions include the preparation and implementation of a travel plan and/or the **provision of a commuted sum for Council provided services**, such as a contribution towards improvements for public car parks (e.g. improved lighting or security), construction of additional car parks or a park and ride service. The commuted sum will be calculated from the cost of land and car park construction. In exceptional circumstances, where it is not possible to meet the Council's parking standards on an application site, development may still be acceptable if the applicant/developer is able to secure alternative arrangements in a suitable location, or through entering into a commuted sum arrangement with the Council.

The calculation of parking provision for **mixed use developments** will vary with the type of uses proposed. In cases where the mixed uses generally operate concurrently, levels applicable to all uses will be aggregated. Where

the mixed uses generate demands at different times of the day the provision of space will be based on the development type that is the dominant use of that specific site.

In residential areas **garages** are included within the maximum permitted parking provision. **Driveways** should be of sufficient length and width to contain a parked car and enable a wheelchair user to pass. Further advice is given in LPG Note 2 Space Around Dwellings in this series.

Visitor parking is allowed for in the standards as quoted.

In order to meet the needs of physically handicapped people, others with mobility difficulties and those with young children, **10% of all car spaces shall be provided to ‘mobility standard’** (minimum width 3.6 metres). No less than 60% of these spaces shall be signed as being for the exclusive use of disabled persons.

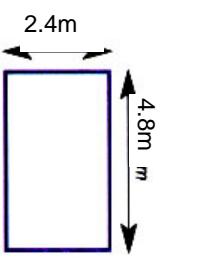
Fractions of a parking space and mobility standard spaces calculated from these figures should be **rounded up** to the nearest whole number of spaces.

Design and layout

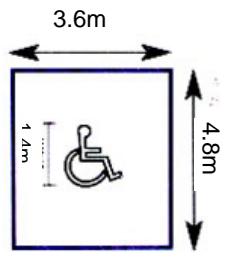
The size and layout of parking spaces are shown in Figure 1.

Figure 1: Size and layout of parking spaces

Minimum size of parking spaces

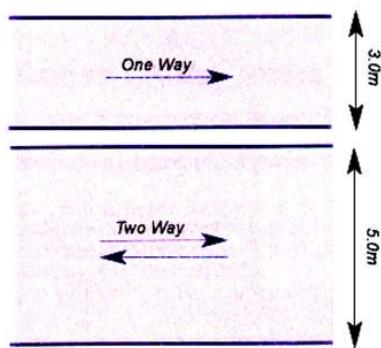


Minimum size



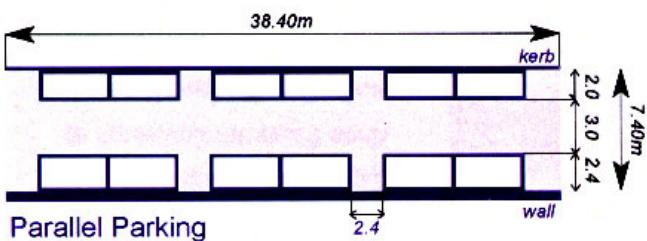
Minimum size for use by wheelchair bound person

Circulation aisle width

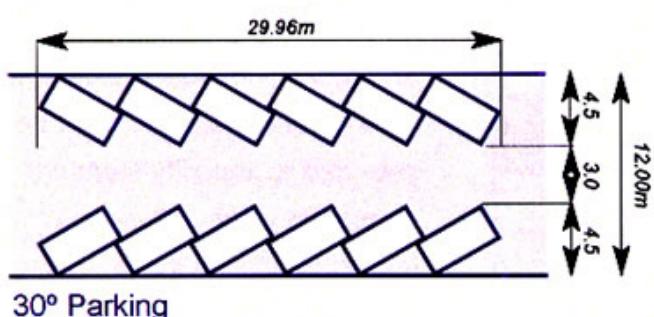
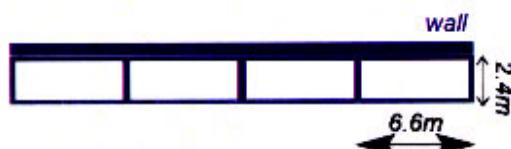


Layout of parking space

Options for arranging 12 spaces. Individual spaces are 4.8m x 2.4m. Angled parking system must be on a one-way circulation system with adequate turning sp

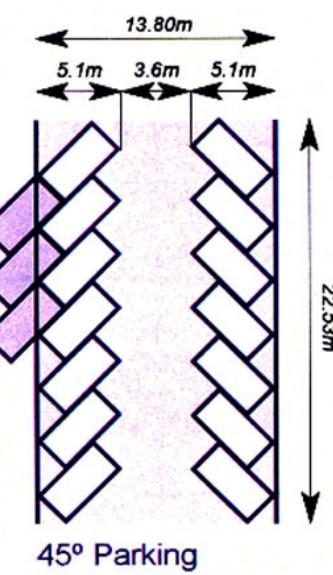


Parallel Parking

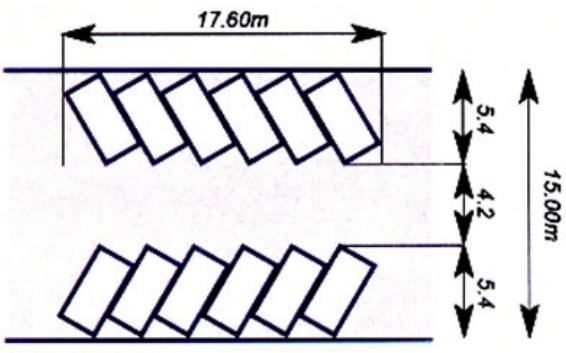


30° Parking

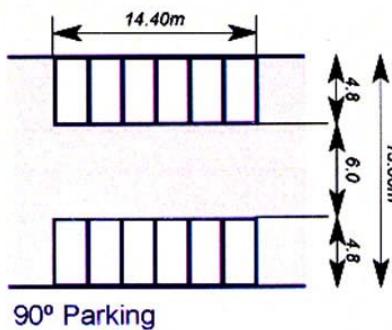
spaces can only be interlocked properly at 45°



45° Parking



60° Parking



90° Parking

Cycle Parking

Standards

New developments must make provision for the **safe parking of cycles** in appropriate situations. Town centres, leisure centres and schools are the most obviously relevant places. A series of **minimum standards** have been adopted for different types of development, as set out in **Appendix 2**.

The standards apply throughout the County.

Location and layout

All cycle parking areas should be located:

- in a convenient and prominent position, usually adjacent to the entrance to the building or use which they serve and be lit or positioned close to sources of light;
- so that they can be monitored by closed circuit television or be visible to on-site security staff and be sited; and
- away from trees, to minimise damage to root structures and to prevent damage to bicycles from sap and bird droppings.

Small clusters of cycle parking facilities are preferable to large, central parking compounds. All stands should be located so as not to obstruct or endanger pedestrians, particularly blind or partially sighted pedestrians and wheelchair users. Bollards painted with contrasting stripes may be required to give additional protection in this respect. Cycle parking areas may also need to be surrounded by tactile markings.

Cycle parking facilities should not damage the area's townscape or landscape. In conservation areas and close to listed buildings, special attention should be paid to the siting, design and materials used for the parking facility. Measures which detract from the character or setting of a listed building or which damage the character of conservation areas will be resisted.

Design

Sheffield stands (n-shaped steel bars set into the ground) are best suited for short stay parking. These should be:

- 750 mm high, 700 mm long and set at least 250 mm into the ground;
- spaced a minimum of 800 mm apart;
- polyester powder coated, coloured to match existing street furniture or buildings (or else painted in black); and
- protected from the elements by a wall, shelter or canopy.

Hitching rings or hoops affixed to walls and buildings, can also be used where space is limited and where Sheffield stands cannot be accommodated. These should be positioned at 1.8m intervals and 750 mm above ground level.

Motor Cycle Parking

Standards

Motor cycle parking standards are in addition to those for pedal cycles and should be provided at sites requiring a maximum parking provision of 25 or more car parking spaces, at the rate of **1 space per 25 car parking spaces**. The standards apply throughout the County.

Service Requirements

Unless otherwise stated, the requirements set out in this LPG specifically relate to the provision of parking space for the use of employees, owners, shoppers, visitors and sightseers.

Developers will be expected to assess their on-site servicing requirements for vehicles necessarily involved in the development's operational activities and demonstrate the adequacy of their proposals.

Appendix 1: Maximum car parking standards for new development

| Land Use Type | Standard |
|---|---|
| A1 Shops | |
| Food Retail <2,500 m ² gfa | 1 car space per 14m ² gross floor area |
| Small Shops <1,000 m ² gfa | 1 car space per 15m ² gross floor area |
| Non Food Retail | 1 car space per 20m ² gross floor area |
| Superstores >2,500 m ² gfa | 1 car space per 20m ² gross floor area |
| Garages (including tyre and repair centres) and filling stations | 3 sp per service bay+ 2sp for MOT centre+ additional for forecourt shop (see 'small shops') |
| Garage Showroom | 1 sp per 40m ² sales display area |
| A2 Financial & Professional Services | |
| Financial & Professional Services | 1 car space per 20m ² gross floor area |
| A3 Food & Drink | |
| Public house, Licensed Club, Restaurant, Café and Hot food takeaway etc. | 1 car space per 4m ² net public floor area |
| Fast food drive through. | 1 car space per 7.5m ² net gross floor area |
| B1 Business | |
| Business including offices | 1 car space per 30m ² gross floor area |
| B2 General Industry | |
| General Industry | 1 car space per 50m ² gross floor area |
| B8 Storage | |
| Storage & Distribution | 1 car space per 100m ² gross floor area |
| C1 Hotels | |
| Hotels | 1 car space per bed, including staff beds + 1 car space per 3 non-residential staff + additional for function suites etc. (see A3 uses) and assembly and leisure uses (see D2 uses) if available for public use |
| C2 Residential Institutions | |
| Residential Institutions | 1 car space per 3 bed spaces + 1 car space per staff |
| C3 Dwellings | |
| 1 Bedroom house | 1.5 car spaces per unit |
| 2 Bedroom house | 2 car spaces per unit |
| 3 Bedroom house | 3 car spaces per unit |
| >3 Bedroom house | 1 car spaces per unit + 1 car space per 2 units for visitors |
| Flats | 1 car space per unit + 1 car space per 3 units for visitors |
| Elderly person/retirement dwellings or flats | |
| Sheltered Housing | |
| Sheltered Housing | 1 car space per 3 units+ ambulance access |
| D1 Non Residential Institutions | |
| Medical / Health Services | 4 car spaces per consulting room + 1 car space per 2 staff |
| Education – pre school (including crèche, day nursery or day centre) | 1 car space per 25m ² gross floor area + 1 car space per staff |
| Education –Primary & Secondary Schools ¹ | 1.5 car spaces per classroom |
| Sixth Form & Further Education Colleges | 1 car space per 4 students |
| Art Galleries, Museums and Libraries | 1 car space per 25m ² gross floor area |
| Place of worship | 1 car space per 5 seats or 1 car space per 10m ² public floor area |
| Assembly hall | 1 car space per 4m ² public floor area |
| D2 Assembly and Leisure | |
| Cinema, Dance halls, conference facilities, bingo, Dance halls, participatory and spectator sports etc. | 1 car space per 4 seats for auditoria or 1 car space per 15m ² gross floor area for dance hall or sports centre |

Notes to table

1 For Primary Schools provision must also be made within the curtilage of the development for the safe setting down and picking-up of children, preferably by use of circulatory systems.

Appendix 2: Minimum cycle parking standards

| Types of Use | Number of Spaces Required |
|--|--|
| Shops | |
| Small convenience shops | 1 per 100m ² gross floor area (or part thereof) |
| Food supermarkets | 1 per 150m ² gross floor area (or part thereof) |
| Non-food retail | 1 per 200m ² gross floor area (or part thereof) |
| Banks, building societies, betting shops and other offices found within shopping areas | 1 per 60m ² gross floor area (or part thereof) |
| Food and drink outlets | 1 per 60m ² gross floor area (or part thereof) |
| Industrial Uses | |
| Administrative offices, research and development uses | 1 per 350m ² gross floor area (or part thereof) |
| General industrial uses | 1 per 500m ² gross floor area (or part thereof) |
| Storage and distribution uses | 1 per 1000m ² gross floor area (or part thereof) |
| Residential Uses | |
| Hotels and guest houses | 1 per 10 guest beds |
| Residential care homes, nursing homes and hospitals | 1 per 10 employees |
| Residential schools, residential colleges and residential training centres | 1 per 10 staff & 1 per 5 students |
| Dwellings | No prescribed standard. However, secure and convenient communal cycle parking areas may be required in appropriate circumstances (e.g. higher density developments with limited, or no car parking.) |
| Community Uses | |
| Primary and secondary schools | 4 per classroom |
| Sixth form and FE Colleges | 1 per 35m ² gross floor area |
| Medical and health centres | 2 per consulting room |
| Leisure Uses | |
| Art galleries, museums and libraries | 1 per 150m ² gross floor area |
| Cinemas, leisure centres, bingo halls, concert halls | 1 per 75m ² gross floor area |

Notes to table

1. Typical Dimensions of Bicycle 1.8m (L) x 0.6m (W)
2. A minimum of 1 space should be provided in all classes