

## **3/1. GENERAL**

### **3/1.1 Introduction**

In general, adequate parking should be provided adjacent to all new developments to ensure that vehicles are not parked on the carriageway of a road where they may impede traffic flow and/or constitute a safety hazard. However excessive provision of parking is not desirable as this can lead to increased car trips and large areas of hard surfacing, which can in turn lead to faster runoff of rainwater and increased possibility of flooding.

### **3/1.2 Development Function**

Parking requirements for developments are given according to their particular function and are classified into the following types:

- (a) Residential,
- (b) Commercial Vehicles,
- (c) Industrial, Recreational, Service Industry.

Provision for car, coach, taxi, pedal cycle and lorry parking should be considered at an early stage in the design process so that a balanced distribution of spaces and manoeuvring arrangements can be conveniently sited according to the use and trip destination. Consideration will also be required for the provision of drop off areas for taxis, cars and buses.

### **3/1.3 Factors Affecting Provision**

The factors which can affect the required level of parking provision within each of the above groups are as follows;

- (a) accurate indications of car ownership levels
- (b) accessibility levels
- (c) location
- (d) local conditions
- (e) existing public and private non-residential (PNR) parking
- (f) requirement for future provision/demand

It is expected that future provision/demand for parking spaces will decrease.

### **3/1.4 Level of Provision**

The level of provision detailed in Tables 18 to 24 outline Clackmannanshire Council's parking requirements. Developments in isolated locations may require parking in excess of these levels while in urban areas, well served by public transport links, fewer spaces may be required. Since the actual parking requirements will depend upon local conditions, advice on provision should be sought from the Development Manager (Roads and Transportation) before any design work is undertaken. For parking requirements in excess of the maximum parking standards the development will require Ministerial approval. Consideration will also be required for servicing arrangements and any associated parking arising as a result.

In accordance with the National Maximum Car Parking Standards the Council has set a range of parking standards within these levels, with parking standards in areas of high accessibility set at more stringent levels. These levels of provision are in accordance with SPP17 and PAN 57. These include maximum standards and it should be remembered that the Council can ask for less. The number of spaces at a site will be determined by the planning permission taking into account the size of the site and adequate provision for vehicle circulation, bus and service access, pedestrian routes, landscaping and any other facility that the Council deems appropriate.

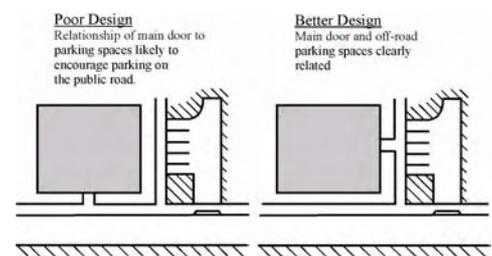
### 3/1.5 Off-Road Provision

In the majority of cases the parking provision for a proposed development will be predominately off-road and take the form of either dedicated spaces for individual use, as in a residential development, or a car park for the general use by visitors /customers /staff for that development. Developers should note that where a residential development is proposed, parking for house units must be provided in the form of in-curtilage private parking. In most cases remote parking provision for house units will not be permitted. This will only be considered acceptable when the development is designed in accordance with the principles of Home Zones.

### 3/1.6 Location of Parking

The location of car parking areas in a development should be considered at an early stage in the design process to achieve a balanced distribution of spaces throughout the site, conveniently related to user destinations and to include servicing arrangements. Pedestrian access to premises should be so arranged that it is easier and more convenient to use the designated parking areas than to park casually on the road. Special consideration should be given to the needs of the mobility impaired.

**FIGURE 41 - RELATIONSHIP OF MAIN DOOR TO OFF-ROAD PARKING SPACES**



## **3/2. RESIDENTIAL PARKING REQUIREMENTS**

### **3/2.1 Application**

In residential development specific provision should be made for residents' and visitors' parking.

### **3/2.2 Resident's Parking**

Parking spaces reserved for the exclusive use of certain proprietors and/or their guests should be located within the property curtilage wherever possible. This is most readily achieved by the provision of private driveways and/or individual garages/car ports. Failing this, the location and surface treatment of off-road parking areas provided in lieu of the above should emphasise their private nature.

### **3/2.3 Visitors' Parking**

Parking areas provided for communal use by casual visitors should be located so as to be obvious to strangers to the development. It will often be appropriate for such public parking to be located in lay-bys, particularly since their presence can positively discourage indiscriminate kerbside parking elsewhere on the road. Visitors parking should be conveniently distributed throughout the development.

### **3/2.4 Provision**

The parking requirement in residential areas depends on the size of the dwellings (number of bedrooms). The appropriate ratios are given in Table 22 for each size of house. It should be borne in mind that the Council is promoting use of sustainable modes of travel, which if successful will result in cars being left at home.

### **3/2.5 Layouts of Driveways**

Where a second or third parking space is part of the necessary parking provision within the curtilage of the dwelling these spaces should be located in such a manner to allow garage and all parking spaces to be accessed directly from the road without the need to remove vehicles already parked in the driveway.

Where this desirable manoeuvrability is not provided, parking on the carriageway will result in addition to visitor parking in lay-bys, therefore in these circumstances the minimum carriageway width for General Access Roads should be 5.5 metres and 6.0 metres for General Access Collector Roads.

### **3/2.6 Driveways**

Private driveways should normally meet the road at right angles and a length of 2 metres nearest the road should be paved to prevent deleterious material being carried out on to the road. The driveway should be a minimum of 3 metres wide, a minimum of 5.5 metres long from rear of heel kerb and/or any visibility splay or envelope, formed with a gradient not exceeding 1:10 and be suitably drained to ensure that no surface water from it is discharged on to the public road. Developers should also note that no private driveway should be surfaced using loose chippings. When access is required to a site from any existing public road, application should be made to the Development Manager (Roads and Transportation) for a Minor Roadworks Consent prior to the access being formed. If access is required to a 'Classified Road' then Planning Permission from the Head of Development Services should be obtained, prior to application being made for a Minor Roadworks Consent. The visibility

requirements for individual driveways at the access points on to public roads are given in Tables 2-5.

### **3/2.7 Garages**

Individual garages or car ports provided adjacent to buildings should be set back by at least 5.5 metres from the heel of the footway (7.5 metres from the kerbline if there is no footway). This provides space for car washing purposes, allows garage doors to be opened when the car is in the driveway and facilitates adequate sight lines. However, it should be noted that a 5.5m long driveway in front of a garage does not constitute the provision of 200% residential parking in association with a single dwelling unit.

### **3/2.8 Refurbishment Development**

In developments involving the refurbishment or modernisation of existing buildings within town centres, the Development Manager (Roads and Transportation) may agree to a reduced provision of the minimum standard per dwelling where space is severely restricted. However, where possible, every effort should be made to provide the minimum level of parking, off road, at the level required for comparable new development. Selective demolition of certain derelict buildings, utilisation of former garden ground or some adjustment of road boundaries can be used to create off-road parking areas. Careful attention to 'built form' and landscaping details will often be necessary to incorporate appropriate parking provision while meeting aesthetic design criteria. Also, in certain instances when there is a requirement for developers to provide new off-street parking in association with new or redevelopment in town centre areas, a reduction in the normal parking standards may be considered by the Development Manager (Roads and Transportation) when it can be conclusively proved that adequate long term spare public car parking capacity exists at the time of day when this parking is required. The developer should discuss such matters with the Development Manager (Roads and Transportation) at an early date. Where the Development Manager (Roads and Transportation) agrees off road parking is impractical, the development may still be acceptable on the basis that the development enhances on road parking in the locality.

### **3/3. INDUSTRIAL, RECREATIONAL AND SERVICE INDUSTRY PARKING REQUIREMENTS**

#### **3/3.1 Industrial, Recreational and Service Industry Requirements**

- a) Single User Mixed Use Development - Where a single unit contains a mix of different facilities the parking rate will be based upon the type described in the local plan, development brief and/or any planning conditions.
- b) Mixed Use Development – Where a development contains a mix of units then the relevant maximum parking standards will be applied to the total GFA of all elements and not to individual units.
- c) Location - The location of car parking areas in a development should be considered at an early stage in the design process to achieve a balanced distribution of spaces throughout the site, with convenient pedestrian routes related to user destinations.
- d) Shared Facilities/Pedestrian Route - Where different units are serviced from one car park, the car park should be located such that indiscriminate parking will not occur on internal development roads or on roads adjacent to the development and the pedestrian walkways from the car park must follow safe and convenient routes linking the development car parking and the adjacent public road and footway network.
- e) Communal Considerations - In industrial developments consisting of individual units the provision of communal car parking, instead of parking for each unit, may lead to parking adjacent to the individual units on the road possibly causing difficulties for larger vehicles. Appropriate measures or design should be utilised to prohibit indiscriminate parking of this nature.
- f) Dropping Off/Picking Up - At certain developments, especially in the service industry, such as schools, railway stations and large retail units, a minimum number of 5 spaces should be provided to allow the dropping off/picking up of car passengers. Where these points are required, they should be located preferably within the curtilage of the development but bays adjacent to the carriageway may be considered. Particular attention should be given to the provision of facilities for buses and taxis. These modes should be given priority over car passengers at the development entrance.
- g) Access routes within developments for servicing vehicles and buses should be segregated from the general parking areas.
- h) Car parks should be fully accessible to mobility impaired people.

### 3/4. ON ROAD PARKING

#### 3/4.1 On Road Types

On road parking bays require to be clearly marked and can be provided in any of the following forms;

- (i) End on parking
- (ii) Parallel parking,
- (iii) Angled parking - on one way road only or central reserve.

FIGURE 42 - DIFFERENT PARKING LAYOUTS

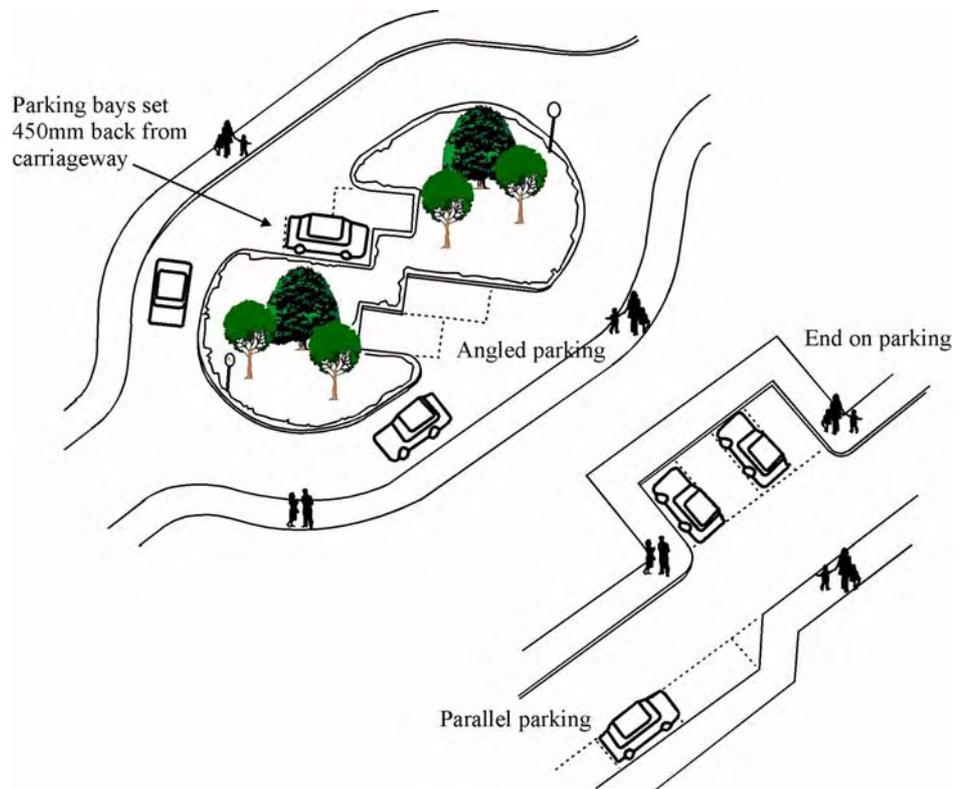


TABLE 16 - AISLE WIDTHS WITH ANGLED PARKING  
NOTE: ONE WAY CIRCULATION OR ON CENTRAL RESERVE

Angle Parking (°)	Aisle Width (m)
30°	3.2
45°	3.4
60°	4.0
75°	4.7
90°	6.0

#### 3/4.2 Groups of Spaces

Long rows of parked cars should be avoided where possible, as this creates difficulty and an

inconvenience for pedestrians crossing the adjacent carriageway. Conversely, small groups of parking spaces can encourage random movements. Groups of 4 to 6 are appropriate to keep pedestrians to the footway. By placing groups of spaces on either side of the road, traffic calming and speed reduction may be achieved.

### **3/4.3 Obstruction to Traffic Flow, Access and Visibility**

Poorly located on-road parking can create difficulty on roads where traffic is encouraged to flow freely.

Spaces must also be located to ensure that they do not interfere with access points or service bays and create a problem with queuing traffic at junctions. They should be located such that they do not compromise junction or forward visibility splays. Individual bays require to be of sufficient size to allow the drivers to enter and leave the spaces without delay thereby not interfering with the traffic flow. Appropriate sizes of kerbside parking, disabled and other bays can be found in the Traffic Signs Manual, Chapter 5 (The Stationery Office).

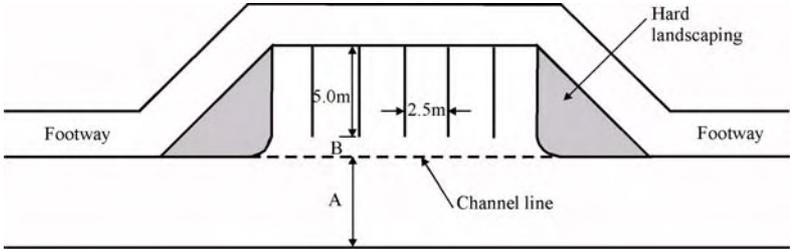
### **3/4.4 Lay-by Parking**

The layout of lay-by parking areas is dependent on the road type and the traffic flow: on general access roads lay-by parking should normally comprise bays, 6m long by 3m wide with 3m entry and exit splays, located parallel to the carriageway (Fig 43(B)), but on lightly trafficked roads (i.e. serving less than fifty dwellings) deeper lay-bys may be provided to permit parking at right angles to the road. In all cases lay-by parking areas should be delineated from the adjoining carriageway. The Development Manager (Roads and Transportation) should be consulted with regard to the type of delineation to be employed.

### **3/4.5 Bay Sizes**

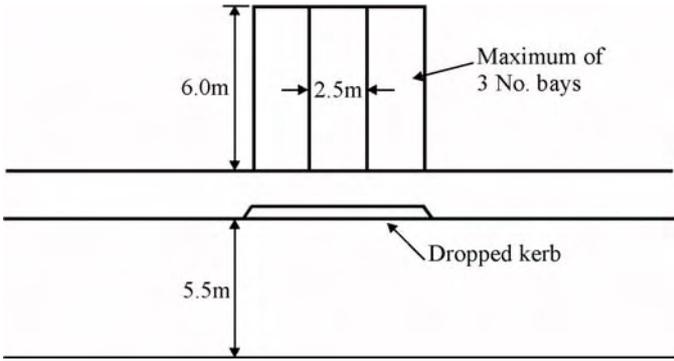
The size of the standard car in the UK is approximately 4.75m x 1.8m. Allowing suitable clearance all around and for the opening of doors, the minimum design module for car parking bays should be 5m x 2.5m. Longer bays will be required in certain situations (e.g. lay-bys), while the width of bays provided for the disabled should be increased to 3.6m and comprise a 2.4m wide parking space together with a 1.2m wide cross-hatched strip to facilitate the transfer of wheelchair passengers.

**FIGURE 43 (A) RIGHT ANGLED PARKING**

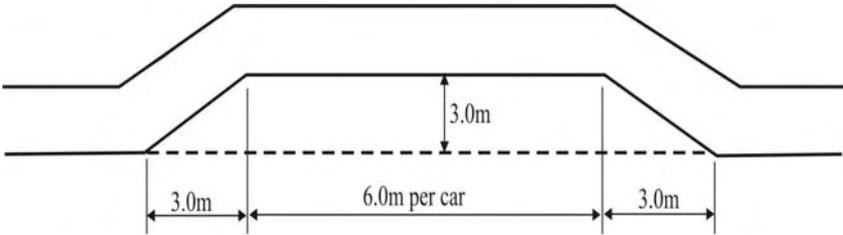


Road Type	A	B
General Access Road	5.5	1.0
Minor Access Road	3.5	3.0
Short Cul-de-sac	5.5	1.0

**FIGURE 43 (B) BAYS AT REAR OF FOOTWAY**



**FIGURE 43 (C) PARALLEL PARKING**

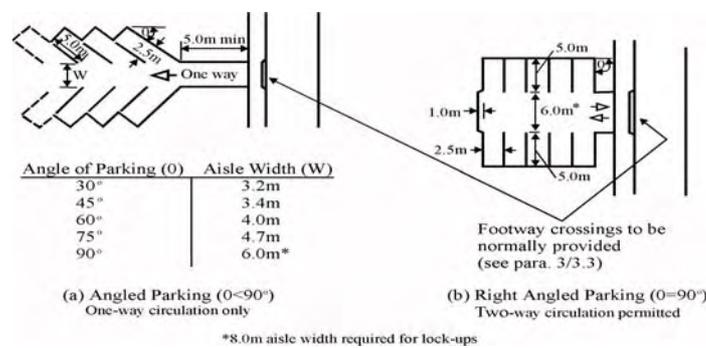


## 3/5. OFF ROAD PARKING

### 3/5.1 Location and Layout

Off road parking will normally occur as either spaces located for the use of individual premises, or as a larger area designated as a car park for multiple users. The location of car parking areas in any development should be considered at an early stage in the design process to achieve a balanced distribution of spaces throughout the site, conveniently related to user destinations. Typical layouts for off-road parking areas are shown in Figure 44. It should be noted that angled parking layouts tend to be appreciably less efficient in land use than right angled parking layouts even with the narrower aisle widths possible with single way working. The use of angled parking may, however, be appropriate on narrow sites. The internal layout of parking spaces and aisles should be such that vehicles are able to flow freely throughout the car park, and three point turning manoeuvres are not required.

FIGURE 44 - OFF ROAD PARKING AREAS



### 3/5.2 Screening/Security

Since parked vehicles can be visually intrusive, particularly in the residential environment, it is desirable to have an element of screening of the actual parking bays, either by the judicious use of landscaping or by setting them behind building lines. However, communal parking areas can be subject to anti-social behaviour where these areas are not overlooked. Off-road parking should, therefore, be located in such a manner that parking spaces are within sight of associated premises.

### 3/5.3 Access

Vehicular access to off-road parking areas will normally be taken from the public road via an extended footway crossing (Figures 20 & 21). The Development Manager (Roads and Transportation) should be consulted concerning the width and specification of the extended footway crossing and the visibility requirements at the junction with the carriageway. The access should be at right angles to the carriageway, formed with a gradient less than 1:10 and be suitably drained to ensure that no surface water from it is discharged on to the carriageway/footway. For large car parks, liable to generate substantial traffic flows, access should be taken via a road junction formed in accordance with Section 2/4. In such cases the car park access should be constructed to General Access Road standards although a reduced width may be appropriate where one-way operation is to be enforced.

### **3/5.4 General Consideration**

Pedestrian access to premises should be so arranged that it is easier and more convenient to use the designated parking areas than to park casually on the road. The access should be of sufficient capacity to ensure that cars do not queue back into the road, particularly where there are large surface car parks associated with industrial, commercial and shopping developments or where barrier control is in operation. The exit capacity should be sufficient to avoid internal congestion.

### **3/5.5 Large Car Parks**

Large unbroken expanses of parking are visually unattractive and can be confusing. Therefore larger parking areas must be subdivided, with the use of appropriate landscaping and kerbed end features, into units of between fifty and one hundred spaces, often with identification being provided for each area to assist drivers to find their car when returning. Pedestrian walkways will be required to safely deliver pedestrians from all parking spaces to the development entrance. Pedestrian walkways will require to connect the development entrance to convenient points on the public network.

### **3/5.6 Lighting Security**

Adequate lighting will be required in all car parks and associated pedestrian routes to ensure that users feel secure. Developers should liaise with the local crime prevention officer with regard to appropriate advice on car park security and CCTV.

### 3/6. COMMERCIAL VEHICLES INDUSTRY PARKING REQUIREMENTS

#### 3/6.1 Commercial Parking

Provision must be made in commercial and industrial developments for the overnight parking, off the public road, of all associated vehicles. Where large numbers of servicing movements are anticipated, consideration should be given to the provision of parking bays for vehicles awaiting access to loading bays. The dimensions of the parking bays should be similar to those of the loading bays but reference should be made to 'Designing for Deliveries' published by the Freight Transport Association for layout details. Provision must also be made for car parking as detailed in Section 3/5.

FIGURE 45 - (A) 90° LOADING BAYS

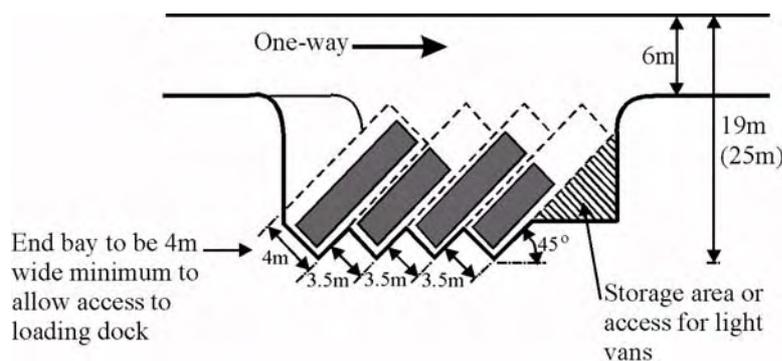
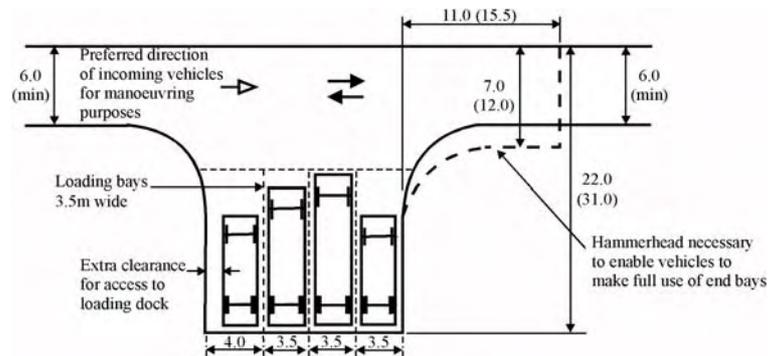


FIGURE 45 - (B) 45° LOADING BAYS

Note: (1) Dimensions (m) should suit the majority of rigid vehicles  
 (2) For 15.5metre long articulated vehicles the figures in brackets represent the absolute minimum dimensions

## 3/7. MOBILITY HANDICAPPED PARKING

### Disabled Persons Parking

#### 3/7.1 Application

Special consideration should be given to the needs of disabled and mobility impaired people concerning the number of designated spaces, their location and the pedestrian routes accessing these spaces.

#### 3/7.2 Allocation

Table 17 details the number of disabled parking bays to be designated in car parks provided for employees and visitors associated with various developments.

**Table 17 Number of Designated Disabled Parking Bays**

Type of Development	Size of Car Park	Number of Spaces Designated for Disabled	Comment
Employment Premises	Up to 6000m <sup>2</sup> gross floor area	1 space per 500m <sup>2</sup> gross floor area	Minimum of 4 spaces plus 1 space per disabled employee
	over 6000m <sup>2</sup> gross floor area	6 spaces plus 1 space per 1000m <sup>2</sup> gross floor area	
Shopping, Leisure or Recreational	Up to 3000m <sup>2</sup> gross floor area	1 space per 250m <sup>2</sup> gross floor area	Minimum of 4 spaces
	Over 3000m <sup>2</sup> gross floor area	6 spaces plus 1 space per 500m <sup>2</sup> gross floor area	

#### 3/7.3 Dimension/Layout

Bays provided for the disabled should be 6 metres long and 2.4 metres wide plus a minimum of 1.2 metres wide cross-hatched strip to facilitate the transfer of wheelchair passengers. The 1.2 metre cross-hatched strip may be used as a common transfer zone where bays are adjacent to the same 1.2 metre strip.

#### 3/7.4 Footway Access

A flush kerb at the cross-hatched area or at the area behind the car must be provided at any disabled parking bay to allow access to the footway. Dedicated spaces should be located to give direct and safe access to the building.

#### 3/7.5 Walking Distances

The parking spaces for the mobility impaired should be located no greater distance from the development entrance than 150 metres for the visually impaired, 150 metres for wheelchair users, 100 metres for ambulatory users without a walking aid and 50 metres for those requiring a walking aid. It is generally considered that 50 metres is the maximum distance acceptable, however for distances in excess of 50 metres then rest facilities must be provided.

## Parent and Child Parking

### 3/7.6 Application

Parents with children can be considered as persons with a temporary mobility handicap and the provision of dedicated parking should be incorporated in retail developments. Provision to be equal to that for disabled persons (Table 17) with a suggested layout shown in Figure 46. A flush kerb should also be provided for ease of access.

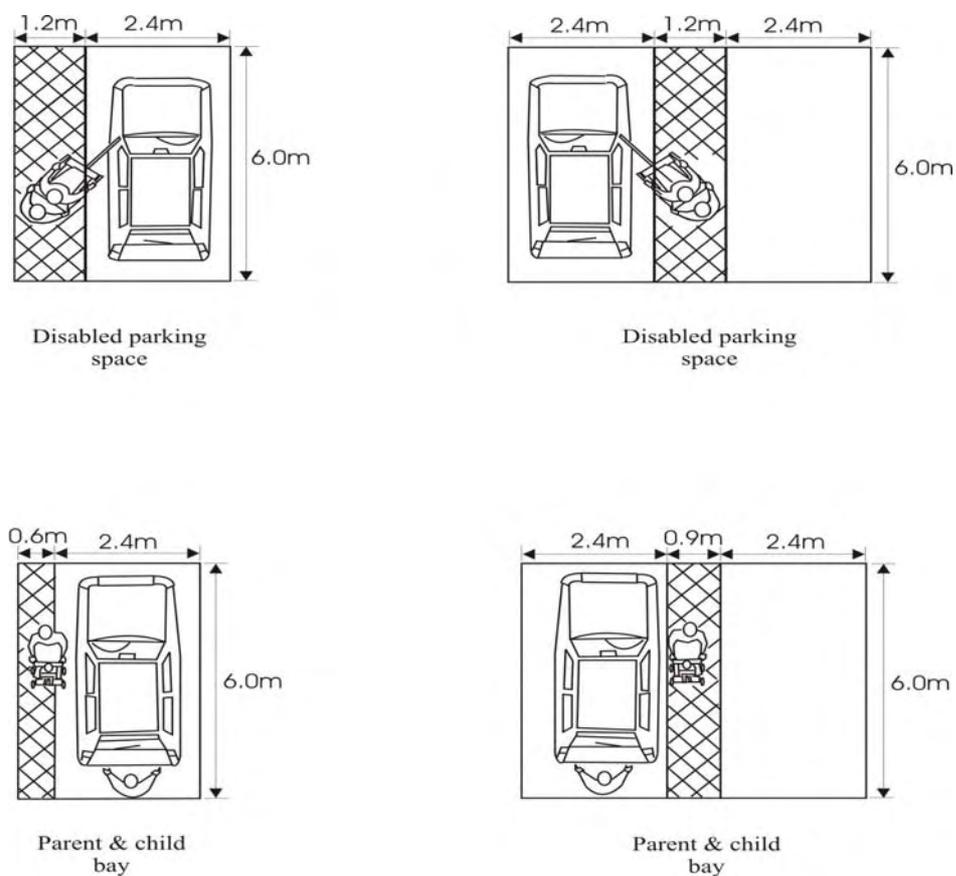
### 3/7.7 Dimension/Layout

Bays provided for parent and child spaces should be 6 metres long and 2.4 metres wide plus a minimum of 0.6 metres wide cross-hatched strip to facilitate the movement of children. If the cross-hatched strip is increased to 0.9 metres then the strip may be used as a common transfer zone where bays are adjacent to the same 0.9 metre strip.

### 3/7.8 Walking Distances

Parent and child spaces should be located no further than 200 metres from the development entrance and a walkway must be provided.

FIGURE 46 - DIMENSIONS FOR SPECIAL NEEDS PARKING BAYS

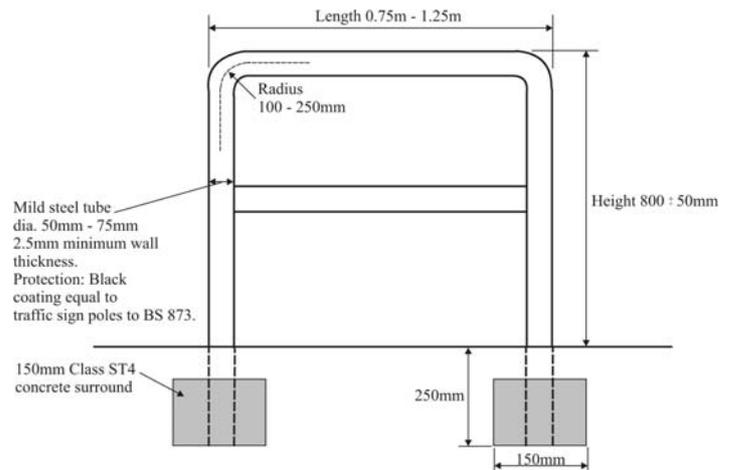


## 3/8. CYCLE PARKING

### 3/8.1 Secure Parking Facilities

Consideration should be given to the installation of secure cycle parking facilities at shopping and other communal centres where significant cycle usage is anticipated. Where possible the cycle parking will be sheltered in an open well lit area and be signed accordingly. A suitable method of creating secure parking is the 'Sheffield' stand design.

FIGURE 47(A) - SHEFFIELD STAND



### 3/8.2 Location

For maximum security, stands should be placed away from access by motor vehicles and be conveniently located close to the development entrance in well lit locations where passers-by will deter thieves. The location of cycle stands is also important as incorrectly located parking stands will lead to them being ignored and cycles being chained to drainpipes, railings and other such objects at locations throughout the area. The site should not be affected by flooding; falling tree sap and bird droppings and the stand anchor points should be away from gully gratings where keys to locks could be dropped. The stands should be located such that parked cycles will not obstruct pedestrian passage.

### 3/8.3 Assessing Needs

The different needs of the cyclist should also be considered and where it is expected that longer term parking will be required a more secure and sheltered system of parking may be necessary. Changing and shower facilities should be considered at places of employment.

### 3/8.4 Level of Provision

Cycle parking stands should be provided in new developments and where possible for refurbishment of existing developments, at the rate shown in Table 18.

### 3/8.5 Designation

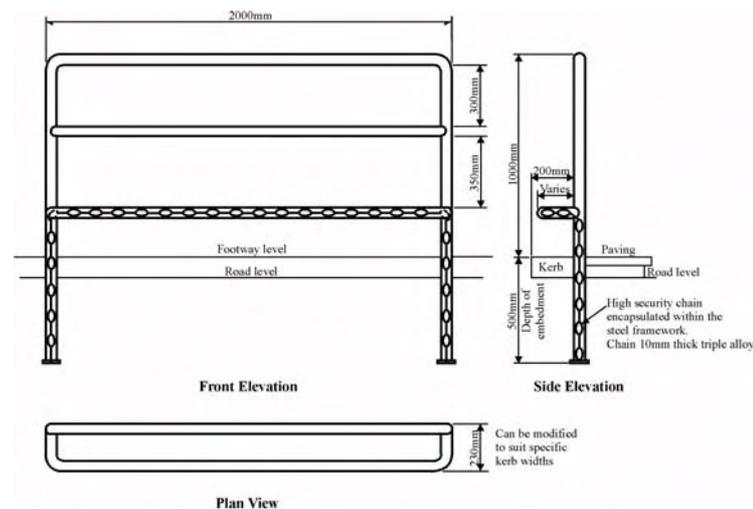
Cycle parking stands/spaces should be designated such that they cannot be abused or blocked by vehicular parking.

## 3/9. MOTORCYCLE PARKING

### 3/9.1 Secure Parking Facilities

Consideration should be given to the installation of secure motorcycle parking spaces at shopping and other commercial centres and in work place car parks.

FIGURE 47(B) MOTORCYCLE PARKING



### 3/9.2 Location

For maximum security, stands should be placed in well lit locations where passers-by will deter thieves. The site should not be affected by flooding; falling tree sap and bird droppings and the stand anchor points should be away from gully gratings where keys to locks could be dropped. Protection of the site from encroachment or obstruction by other vehicles is also important. Motorcycle parking stands should not normally be located on the carriageway of a public road.

### 3/9.3 Other Road Users

Care should be taken with the siting of stands so that they do not form a hazard to pedestrians, particularly those with a visual or mobility impairment. Extra measures may be required to provide suitable protection.

**TABLE 18- CYCLE PARKING (MINIMUM PROVISION)**

<b>Type of Development</b>	<b>Appropriate Provision</b>
Residential Requirements	
Student Flats/Halls of Residence	1 space per 6 staff and residents
Shopping	
Food Retail	1 space per 800m <sup>2</sup> gross floor area (out of town) 1 space per 400m <sup>2</sup> gross floor area (town centre).
Non-Food Retail	1 space per 1600m <sup>2</sup> gross floor area (out of town) 1 space per 800m <sup>2</sup> gross floor area (town centre)
Garden Centre	1 space per 800m <sup>2</sup> gross floor area
Commercial	
Offices	0.5 spaces per 100m <sup>2</sup> gross floor area
Motor-trade, trade and Warehousing	1 space per 20 staff
Banks, Shops in Established Centres	0.5 spaces per 100m <sup>2</sup> gross floor area
Hotels, B & B, Conference Facilities, Public Bars, Social Clubs	1 space per 6 car parking spaces
Industrial	
Business Parks, Science Parks, Factories and Warehouses	1 space per 800m <sup>2</sup> gross floor area (light industrial) 1 space per 1600m <sup>2</sup> gross floor area (general industrial & warehouses)
Recreational	
General	1 space per 6 car parking spaces
Bingos, Cinemas, Theatres and Concert Halls	1 space per 40 seats
Service Industry	
Hospitals	1 space per 6 car parking spaces
Health Centres	1 space per 6 car parking spaces
Churches	1 space per 50 seats
Community Centres	1 space per 6 car parking spaces
Libraries	1 space per 100m <sup>2</sup> gross floor area
Primary & Secondary Schools	1 space per 10 staff and pupils
Universities and Colleges	1 space per 10 staff and students
Crematoria	1 space per 25 staff
Transport	
Bus Station	2 spaces per hundred peak period passengers
Railway Station	5 spaces per peak period train

**TABLE 19 COMMERCIAL PARKING STANDARDS**

<b>Type of Development</b>	<b>Parking Standard</b>	<b>Comment</b>
Food Retail (area of high accessibility)	A minimum of 0.25 spaces per 14m <sup>2</sup> gross floor area up to a maximum of 1 space per 14m <sup>2</sup> gross floor area	Up to 4000m <sup>2</sup>
	Up to a maximum of 0.5 space per 14m <sup>2</sup> gross floor area (additional)	Additional gross floor area up to 8000m <sup>2</sup> . (4000m <sup>2</sup> – 8000m <sup>2</sup> ) No further provision above this level.
Food Retail (all other areas)	A minimum of 0.25 spaces per 14m <sup>2</sup> gross floor area up to a maximum of 1 space per 14m <sup>2</sup> gross floor area	Up to a maximum of 10,000m <sup>2</sup> , no further provision above this level.
Non-Food Retail (area of high accessibility)	A minimum of 0.25 spaces per 20m <sup>2</sup> gross floor area up to a maximum of 1 space per 20m <sup>2</sup> gross floor area	1000m <sup>2</sup> up to a maximum of 8500m <sup>2</sup> . No further provision above this level
Non-Food Retail (all other areas)	A minimum of 0.25 spaces per 20m <sup>2</sup> gross floor area up to a maximum of 1 space per 20m <sup>2</sup> gross floor area	
Business	A minimum of 0.25 spaces per 30m <sup>2</sup> gross floor area up to a maximum of 1 space per 30m <sup>2</sup> gross floor area	
Banks	Maximum of 1 space per 10m <sup>2</sup> public floor area plus 1 space per 3 staff	
Markets and Car Boot Sales	Maximum of 1 space per stall holder plus 1 space per 50m <sup>2</sup> sale area	
Car Sales/Vehicle Display Area	Maximum of 5 spaces per 100m <sup>2</sup> gross floor area	Includes any external display area. Higher figure may be appropriate where servicing exist.
Spares/Service/Bodwork Workshop	4 spaces plus a maximum of 4 spaces per service bay	The 4 spaces per service bay are reserved for customers and should be marked for their use.
Tyre and Exhaust Centres (No servicing)	2 spaces per service bay plus a maximum of 1 space per 3 staff	
Car Wash	5 spaces queuing space	
Scrap yards	2 spaces plus a maximum of 1 space per 2 staff	
Funeral Parlours	A maximum of 1 space per 2m <sup>2</sup> of public area	Only applies where services will be held on premises.

*Note - Non-Food Retail includes DIY, Garden Centres and Cash and Carry Warehouses*

**TABLE 20 – INDUSTRIAL PARKING STANDARDS**

<b>Type of Development</b>	<b>Parking Standard</b>	<b>Comment</b>
Factories and Workshops	A maximum of 1 space per 100m <sup>2</sup>	Dependent on location and nature of development. Special provisions for buses may be required
Warehousing (non-sales)	A maximum of 0.5 spaces per 100m <sup>2</sup>	Office space to be separately assessed

**TABLE 21 – HOUSING AND HEALTH PARKING STANDARDS**

<b>Type of Development</b>	<b>Parking Standard</b>	<b>Comment</b>
Dwellings with 1 and 2 bedrooms	A minimum of 1 space per dwelling plus 0.25 visitor parking per dwelling	Excluding garage. Visitor parking must be provided on a shared communal basis. No more than 4 spaces should normally be grouped together.
Dwellings with 3 or more bedrooms	A minimum of 2 spaces per dwelling plus 0.25 spaces visitor parking per dwelling	Excluding garage. Visitor parking must be provided on a shared communal basis. No more than 4 spaces should normally be grouped together.
Houses in Multiple Occupancy	A minimum of 1 space per bedroom.	
Redevelopment/Town Centres*	A minimum of 0.5 spaces per dwelling	Lower provision may be agreed by the Development Manager (Roads & Transportation) where adequate justification can be demonstrated.
Private Sheltered Housing*	A minimum of 1 space per dwelling	Access for ambulances, taxis and other wheelchair accessible vehicles should be accommodated.
Local Authority Sheltered Housing*	A minimum of 0.25 spaces per dwelling plus 1 space per warden	Access for ambulance, taxis and other wheelchair accessible vehicles should be accommodated
Old Peoples/ Children's Homes /Nursing Homes*	A minimum of 1 space per 4 residents plus a maximum of 1 space per staff	Access for ambulance, taxis and other wheelchair accessible vehicles should be accommodated
Low Cost Housing (Housing Associations)	A minimum of 1 space per unit	Minimum provisions of 0.8 may be considered where there is scope for expansion and for provision of visitor parking. This will also depend on public transport provision for the site.
Hospitals	1 space per 3 beds 1 space per doctor/surgeon 1 spaces per 3 other staff	Maximum number of spaces permitted 200, further provision to be based on accessibility levels and agreed with the Council. For an extension to existing facilities, additional car parking provision may be requested to account for existing car parking pressure. Access for ambulances, taxis and other wheelchair accessible vehicles should be accommodated.
Health Centres/Clinics/Surgeries/ Dental & Veterinary practices	4 spaces per consulting room 1 space per practitioner 1 space per 3 other staff	Maximum number of spaces permitted 50, further provision to be based on accessibility levels and agreed with the Council.

*\*Lower provision may be agreed by the Development Manager (Roads & Transportation) where adequate justification can be demonstrated.*

TABLE 22 – EDUCATION PARKING STANDARDS

Type of Development	Parking Standard	Comment
Nursery	A minimum of 0.5 spaces and a maximum of 1 space per staff member	Adequate off-street space for setting down/picking up will be required
Primary/Secondary Schools	A minimum of 1 space and a maximum of 2 spaces per 3 staff members plus 1 space per 10 members of staff for visitors	Provision should be made for school buses where required, within the site or nearby (with appropriate footways and shelters). The playgrounds should be capable of accommodating visitor parking for special events and an area for setting down/picking up may be required for those with special needs. Any additional visitor needs will be dependent of the facilities available and the accessibility levels. No internal provision will be permitted for parents dropping off and picking up.
Higher and Further Education	0.25 spaces per 2 staff plus 0.25 spaces per 15 students up to 1 space per 2 staff plus 1 space per 15 students	

TABLE 23 – SOCIAL PARKING STANDARDS

Type of Development	Space per 100m <sup>2</sup> GFA unless otherwise stated	Comment
Libraries	A maximum of 3 spaces plus 1 space per staff member	Provision is dependent on location. Facilities for a mobile library/large vehicle may be necessary.
Community Centres	5 spaces per 100m <sup>2</sup> gross floor area	Provision will be dependent on location.
Hotels	A maximum of 1 space per bedroom plus 1 space per 3 staff	For bars open to non-residents or function rooms, apply standard for public bars and function rooms below. Provision for coach setting down/picking up may be required.
Cinema and Conference Facilities	0.25 spaces per 5 seats up to 1 space per 5 seats	
Stadia	0.25 spaces per 15 seats up to 1 space per 15 seats	
Leisure (eg. sports centres, swimming pools, snooker halls and other sports/playing facilities)	0.25 spaces per 22m <sup>2</sup> up to 1 space per 22m <sup>2</sup> gross floor area	
Public Bars	A maximum of 10 - 20 spaces per 100m <sup>2</sup> of public floor area plus 1 space per 3 staff	Provision dependent on location. Lower figure for urban areas and higher for rural area/stand alone development.
Function Rooms/Social Clubs	A maximum of 20 - 40 spaces per 100m <sup>2</sup> of public floor area	Provision dependent on location. Lower figure for urban areas and higher for rural area/stand alone development.
Restaurants/Cafes	A maximum of 1 space per 3 seats in dining area	Where development is outwith town centre 1 cycle parking space should be provided per 25 seats.
Drive Thru Restaurants	A minimum of 5 spaces up to a maximum of 10 spaces per 100m <sup>2</sup> of total floor area	
Theatres/ Concert Halls / Bingo Halls	A maximum of 1 space per 5 seats	Special provision for buses/coaches may be necessary. Setting down/picking up area may be required.
Churches	1 space per 10 seats	Setting down/picking up area may be required. If church is likely to have wider catchment than solely local area, a higher parking provision will be required.
Art Galleries/Museums/Exhibitions Halls	1 space per 30m <sup>2</sup> of public floor space plus 1 space per 2 staff	Special provision for buses/coaches may be necessary
Marinas	1 space per berth 1 space per 3 staff	
Touring Caravan and Camping Sites	1 space per caravan or tent pitch 1 space per 2 staff 1 visitor space per 10 pitches	
Self Catering Holiday Accommodation	1 space per unit	