



Bolton MBC Advice Note

Car, Cycle & Motorcycle Parking Standards



Adopted 2005 UDP
Policy A6/Appendix7

September 2005

UDP Policy A6

Introduction

1. The Policy Guidance on car parking standards is contained in the adopted 2005 UDP Policy A6 and Appendix 7. The only purpose of this note is to provide background and advice to officers and prospective planning applicants on the councils parking standards.

Policy

2. The Council's policy with regards to parking standards is set out in Policy A6 of Bolton's Unitary Development Plan (UDP) adopted in 2005:-

"A6 The Council will require new development to provide car parking based on the Council's maximum car parking standards".

Car parking is a major use of land and its supply is frequently a factor influencing trip generation. There is a balance to be struck between providing more car parking spaces in centres to deal with increasing demand, arising from growing car ownership levels and the centres' improving attractiveness to visitors, and the need to reduce car dependency and achieve a shift towards more sustainable modes.

The Council's approach to town centre car parking is to rationalise the current level of provision by creating high quality parking environments on fewer sites but in purpose built, well designed and security conscious facilities.

The application of maxima car parking standards reflects Government and regional planning guidance and establishes the principle that the control of parking supply will significantly affect the number of trips generated by private car. The Car Parking Standards are contained in Appendix 7 to the Adopted 2005 UDP. Development proposals that seek to provide a higher number of car parking spaces than the standards require will not be permitted.

3. The actual parking standards are set out in this note as Appendix 3.

Supporting Policy

4. The following policies should also be considered in the context of parking provision.
5. The Council's policy for the safety of highway users is set out in Policy A5:-

"A5 In assessing development proposal, the Council will permit those that have taken into account provision for:

- (i) pedestrians and cyclists;
- (ii) road design, layout and construction;
- (iii) vehicle servicing and access arrangements;
- (iv) car, cycle and motor-cycle parking; and
- (v) access to, and by, public transport.

Development proposals should not adversely affect the safety of highway users, including pedestrian, as well as the safe and efficient circulation of vehicles".

6. The Council's policy on minimum cycle and motor-cycle parking standards is set out in Policy A7:-

"A7 The Council will require new development to provide secure cycle parking and parking for powered two wheelers in accordance with its parking standards which will be applied as minima".

7. The Council's policy on access for people with disabilities is set out in Policy A9:-

"A9 The Council will not permit development, to which Part M of the Building Regulations 1991 apply, which fails to make appropriate provision for people with disabilities within parking facilities, or as part of the route between the car park and the entrance to the development".

8. More specific policies are set out in the adopted 2005 UDP for:-

- (i) **Accessibility (A1)**
- (ii) **Sustainable Freight Movement (A2)**
- (iii) **Travel Plans (A3)**
- (iv) **Developer Contributions (A4)**
- (v) **Major Development (A8)**
- (vi) **Traffic Management and Calming (A10)**
- (vii) **Bus facilities, services and priorities (A11)**
- (viii) **Public Transport Terminals and Interchanges (A12)**
- (ix) **Rail Investment (A13)**
- (x) **Park and Ride facilities (A14)**
- (xi) **Former Railway Lines (A15)**
- (xii) **Pedestrians (A16)**
- (xiii) **Cyclists (A17)**
- (xiv) **The Road Network (A18)**
- (xv) **Road Schemes / Improvements (A19)**
- (xvi) **Implementation (A20)**
- (xvii) **Access by Public Transport, Walking and Cycling (A21)**
- (xviii) **Parking in Bolton Town Centre (TC10)**

Background

9. The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for journey to work) even for locations very well served by public transport. Capping the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use.
10. The Adopted 2005 UDP standards set out in this guidance note at Appendix C are maximum parking allowed across the borough in both urban and rural locations and reflect the Urban Conurbation figures in Regional Planning Guidance for the North West. The standards are designed to be used as part of a package of measures to promote sustainable transport choices, reduce land-take of development, enable schemes to fit into central urban sites, promote linked trips and access to development for those without use of a car, and to tackle congestion. There are no minimum car parking standards for development, other than parking for disabled people and cycle parking.

Advice

Road Safety – Policy A5 and PCPN21

11. The Government and the Council places great emphasis on people being able to travel safely whatever their chosen mode. When thinking about new development, and in adapting existing development, the needs and safety of all in the community should be considered from the outset, and addressed in the Transport Assessment accompanying relevant development proposals, taking account of the importance of good design.
12. In general the Council will not require developers to provide more spaces than they themselves wish or, in the case of residential development, more than the potential occupier might want, other than in exceptional circumstances. Exceptional circumstances might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls (which would need to be acceptable to the Council and be funded by the developer) or where the introduction of on-street parking controls would result in inconvenience for existing neighbours. PCPN21 Para. 9.6.
13. Where appropriate, on-street parking controls will be introduced in areas adjacent to major travel generating development to minimise the potential displacement of parking subject to the approval of the Council and subject to funding being provided by the developer. It would not be appropriate to introduce on-street parking controls in adjacent areas if this would be likely to result in inconvenience for the residents or business in that area.

Maximum Car Parking Standard Flexibility – Policy A6, PPG13 and PCPN21

14. Planning Policy Guidance Note 13 suggests that *a Local Authority should not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls.* However, any proposed on-street parking controls would need to be acceptable to the Council and would need to be funded by the developer. It would not normally be acceptable to introduce on-street parking controls if this would be likely to result in inconvenience for existing residents,

organisations or businesses. In addition, PPG3 states for residential development that developers should not be required to provide more car parking than the potential occupiers might want.

15. PCPN21 paragraph 9.6 sets criteria by which the Council will only permit developments where the proposed development is not likely to lead to a perpetuation or an intensification of on street parking in a location where parking is likely to be detrimental to highway safety, on a classified road, on an inter-radial link, in a traffic sensitive location, near to a busy junction or place of limited visibility, where two-way traffic would be impeded etc.

Cycle Parking – Policy A7, Bolton Cycle Strategy and PCPN18

16. The Council wish to see more people commuting to work by cycle and by 2010, to triple the number of cycling trips from the 2000 base (Greater Manchester Local Transport Plan – Cycle Strategy). To maintain and promote cycle usage, a high standard of parking for bicycles associated with development will be required. In addition, the Council will encourage developers to consider providing changing facilities and showers in office/business developments. Such facilities can be important in persuading commuters to cycle on a regular basis.
17. Cycle parking standards are set at a minimum requirement. There is a minimum requirement of 2 parking spaces for public accessible development.
18. Developer Contributions and Planning Obligations will be used where appropriate to provide secure publicly available cycle parking facilities in Bolton town and district centres.
19. Design of parking facilities is detailed in Appendix B. For additional information on Cycle Provision refer to PCPN (No.18).

Service, delivery and visitor requirements – Policy A5

20. Future developments will need to ensure space for service, delivery and visitor vehicles are provided on site. In Bolton and Local Town Centres, servicing arrangements will be time limited in pedestrian zones.

Car Park Security – Policy A6 and PCPN10

21. Applicants are urged to design car parks in such a way as to minimise the opportunity for the theft of, or from vehicles. There are steps that can be taken to improve conditions in car parks to deter the car thieves. These include adequate lighting, car park attendants, ticket issuers or perhaps camera surveillance. Where possible car parks should be overlooked, from the road and occupied buildings, and landscaping must be carefully designed. A related issue is the importance of protecting people against crime in car parks, especially women. Adequate lighting of car parks is considered to be an effective deterrent against the threat of personal attack. Attention is drawn to the Planning Control Policy Note entitled Planning Against Crime (no. 10).
22. The provision and design of public surface level parking in town and district centres is referred to in a report to Executive Member for the Environment and Housing Strategy (22nd March 2005). In considering planning permission for new surface level car parks, design layouts must conform to the Secure parking Award, Disability Discrimination Act, Crime and Disorder Act.

Basic Design Consideration

23. Standard layout formats for car parks, including dimensions are contained in this note at Appendix B. Applicants should prepare a landscaping scheme to accompany their proposal, covering issues such as the treatment of peripheral areas of the site, and where possible the sub

division of large expanses of tarmac with ground cover plants and low level shrubs and trees. The design should also seek to avoid conflicts between, service vehicles and customer vehicles, and only where possible make separate provision for safe cycle and pedestrian access. Finally, all vehicles must be able to enter and leave the site in forward gear. PCPN21 Para.8.7.

Changes of Use – Policy A5 and PCPN21

24. In some cases where change of use is sought, the appropriate maximum standard will be physically impossible to achieve. A Planning Obligation may be requested in lieu of parking spaces where the parking burden or alternative travel arrangements fall in part to public provision. PCPN21 Para.9.6.

Provision for Mobility Impaired – Policy A9

25. In recognising the difficulties that many people with disabilities have getting to, in and out of public facilities, the 1999 Disability Discrimination Act requires that appropriate provision shall be made for access by people with disabilities to:

- all buildings or premises in which the public are to be admitted;
- offices, shops and rail/bus premises; and
- factories.

26. Mobility impaired standards are a minimum standard for new development and change of use. Mobility impaired spaces should be located close to the main entrance of buildings and require wider parking bays (minimum width 3.6m). Additional space may also be required at the rear of the vehicle to unload wheelchairs, etc. (Parking for Disabled People – Traffic Advisory Unit Note – DfT) A recognised standard is the provision of 4% of car parking spaces specifically allocated for use by the mobility impaired. The Council should consult with disability groups and obtain their written agreement before permitting less than the minimum provision on an individual site.

27. An appropriate means of access, such as a simple ramp between the car park and the building should be provided for those with physical disabilities. The responsibility for ensuring the provision of such facilities lies with the developer. Further design guidance is provided in “Parking for Disabled People – Traffic Advisory Unit Note – DfT”.

Developer Contributions and Planning Obligations – Policy A4 and A21

28. *In assessing development proposals, the Council will seek developer contributions towards transport improvements as part of the development, particularly where this would deliver more sustainable transport options.* Policy A4

29. Having regard to the sequential approach to the location of development, the Council will use planning obligations in relation to transport based on securing the greatest degree of access by all modes, but particularly public transport, walking and cycling.

Transport Assessment – PPG13 and PCPN21

30. *Where development will have significant transport implications, Transport Assessments should be prepared and submitted alongside the relevant planning applications for development.* PPG13 Para. 23.

31. Details of when a Transport Assessment is required are contained in PCPN21 Para's. 12.1 to 12.4.

Travel Plan – Policy A3, PPG13, PCPN21 and Bolton Workplace Travel Plan Guidance.

32. *The Council will require the formulation and implementation of Travel Plans for all major developments, and in other situations, where existing or future congestion problems could be mitigated through such an approach.* Policy A3
33. For specific guidance on when a Travel Plan is required refer to PCPN21 Para's 13.1 to 13.5 and Bolton Workplace Travel Plan Guidance.

Parking in Bolton Town Centre Policy TC10

34. *The Council will not permit the development of new car parking within the inner road box of Bolton town Centre other than that which is identified for car parking development shown on the Town Centre Inset Map (UDP) and listed under Policy TC7. (For the purpose of this Policy the inner road box is defined by Deansgate, Knowsley Street, St. George's Street, Bridge Street, Bradshawgate, Great Moor Street and Blackhorse Street).* Policy TC10. On schemes within the inner road box, applicants will be asked to make a developer contribution or enter into a planning obligation to improve existing parking and transport choice. See paragraph 28 – Developer Contributions and Planning Obligations.

Car Sales and Show Rooms

35. The Adopted 2005 UDP contains no standards for this sui generis use. Car show rooms naturally attract a high number of car borne visitors and often need space to reorganise their stock of cars during the working day. Staff are also more likely to use cars for travelling to and from work, although some staff may be allowed to use cars from the forecourt. Individual consideration will be given to each application to ensure that the proposal is consistent with Policy A5.
36. The site should also include sufficient space for manoeuvring and for loading and unloading of vehicles without inconveniencing other neighbours or other users of adjacent streets.

Car Parking Standards

37. In the listed car parking standards in Appendix C, the term floorspace refers to gross floorspace unless otherwise stated.
38. The terms 'use classes' which appears in this guidance note provided, refers to the elements of Use Classes Order dated April 2005. All the car parking standards are tabulated in this note at Appendix C.

Standards for Specific Land Uses

39. The following section provides additional advise on maximum parking standards to accompany Appendix C.

Retail: shops, retail warehouses etc. (Use Class A1)

40. Retail proposals should promote the vitality and viability of existing town centres, which should be the preferred locations for new retail developments.
41. In Bolton town centre where land is at a premium and because there are public car parks, the provision of parking on site may be waived in lieu of a developer contribution or entering into a planning obligation. See Para.28 – Developer Contributions and Planning Obligations.
42. Experience has shown that food retail outlets have a much higher patronage by car borne customer than non-food stores. The standards, therefore, reflect this difference.
43. Developers will be required to make adequate provision within the curtilage of the site for the turning, loading, unloading and parking of delivery vehicles.
44. Where a proposed development involves the change of the use of part of an existing building, for example, the conversion of a terraced house to a small shop with a flat above, one car parking space will normally be required for each use (i.e. one for the dwelling and one for the shop) including secure cycle facilities for a minimum of two cycles. This will normally involve making available all usable land at the rear of the development.

Banks, building societies and estate agents etc. (Use class A2)

45. Where these facilities are located in town centres a reduced level of parking will be expected.

Restaurants, public houses, wine bars, takeaways etc (Use class A3/4/5)

46. Where these facilities are located in town centres, a lower level of parking provision will be expected. This is because town centres are more accessible by public transport, and because much of the trade done by these businesses is carried on outside normal office and shopping hours, when there is less usage of public car parks.
47. For further information see the Council's Planning Control Policy Note entitled the Location of Restaurants, Cafes, Public Houses and Hot Food Take-Aways in Urban Areas (PCPN.9).

Offices (Use class B1 excluding Light Industry)

48. The need for car parking spaces for office employees and visitors to offices depends to a great extent on the accessibility of the particular office by public transport. Generally, offices within the town centres are more accessible by public transport than those located elsewhere.

49. Adequate provision must also be made within the curtilage of the site where appropriate for the loading, and turning of service and delivery vehicles.

Industrial land use (Use Classes B1-7 excluding offices)

50. Industrial developments must allow for the provision of the turning, loading, unloading and waiting of heavy goods vehicles within the curtilage of the site. In the case of developments of small industrial units, the provision for staff and visitor parking may be grouped together, not necessarily adjacent to the actual units.

Vehicle service/repair garage (Use class B2)

51. As with car show rooms (see Para 35) these premises usually attract high levels of car borne visitors. An additional 3 operational spaces for every repair bay are suggested.
52. The size of the parking spaces should match the size of the vehicle to be repaired (i.e. car or lorry repairs). There should also be sufficient room for manoeuvring within the boundary of the site without disruption to users of surrounding streets.
53. If a car wash is to be provided, 5 extra operational queuing spaces are suggested.

Warehousing (Use class B8)

54. The car parking standards for warehousing development applies only to normal storage and distribution warehouses. Any other type of warehouse will be considered in the light of the precise nature of the use and its likely car parking needs.
55. All warehousing developments must also provide adequate space within the curtilage of the site for the turning, loading, unloading and parking of heavy goods vehicles.
56. Applicants seeking permission to erect B8 warehouses, particularly if the proposed development is speculative, must appreciate that if a change of use to industry is to be considered, car parking provision at the equivalent industrial standard must be realised at the outset. Alternatively, adequate land must be made available within the curtilage of the site for car parking use in the future. If this is not possible, the Council may reserve the right to impose a condition which restricts any opportunity to use the premises for (B1) uses without the consent of the Local Planning Authority.

Hotels, boarding and guest houses, etc (Use Class C1).

57. The parking standard for hotels is designed to meet the needs of staff and residents. Some hotels have bars and other facilities such as gymnasias or nightclub, which are open to the public. If a development proposal includes such a facility, the car parking requirement will have to take account of the additional use. Car parking for other ancillary developments will be considered on their merits.

Residential Homes (Use Class C2)

58. The change of use to a home for the elderly is likely to result in increased traffic generation to and from the property. Naturally the same will apply to new-build schemes. Accordingly on site car parking provision is essential in order to accommodate this potential increase and to prevent excessive on-street parking which may represent a traffic hazard or create disturbance to nearby residents.

59. Car parking areas should not be located in prominent public locations. Where this is not possible or has crime prevention implications, then prominently located car parking areas may be acceptable if adequate landscaping and screening measures are undertaken.
60. For more information please see the Council's Planning Control Policy Note entitled Residential and Nursing Homes for the Elderly (No. 12).

Residential Land Use (Use Class C3)

61. Good design and layouts of new development can help achieve the Government's objectives of making the best use of previously-developed land and improving the quality and attractiveness of residential areas.
62. The Government has suggested that car parking standards for housing have become increasingly demanding and have been applied too rigidly, often as minimum standards. Developers should not be required to provide more car parking than they or potential occupiers might want, nor to provide off-street parking when there is no need. Therefore a reduce level of parking provision would be expected in urban areas where good public transport is available or where there is less of a demand for car parking with housing, such as town centres or where services are readily accessible by walking, cycling or public transport.
63. *Car parking standards that result, on average, in development with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments.* PPG3 para. 62.
64. The Council is committed to providing more housing development in Bolton Town Centre and will look favourably on proposals with limited car parking.

Places of Worship (Use Class D1) (excluding uses: health centres etc. and children's day nurseries)

65. Certain places of worship are also used for other activities such as youth clubs and community centres. Such uses will need to be given consideration when applying the car parking standards, and each application will be considered on its merits.
66. For further information see the Council's Planning Control Policy Note entitled Places of Worship (No. 4).

Facilities for the care of children (Use Class D1) (excluding health centres etc and places of worship)

67. Proposals involving the change of use of premises or new build nurseries should be carefully designed to provide adequate car parking spaces within the maximum standard which are easily accessible in order to prevent excessive on-street car parking which may represent a traffic hazard or create disturbance to neighbouring residents. Car parking areas should not be located in prominent locations unless adequate landscaping and screening measures are undertaken.
68. In the majority of cases children are taken to and from the premises by car and there is a peaking of vehicle movements at the start and finish of the working day, however, outside these times any parent parking spaces provided are unlikely to be required. Therefore each proposal should include off-street drop off and collection facilities for at least two cars.
69. The normal maximum car parking standard will apply where the development is also used for residential use.

70. For further information see the Council's Planning Control Policy Note entitled Facilities for the care of children (No.13).

Indoor Sports Centres/Clubs, Health Clubs and Social Centres (Use Class D2)

71. The standard for sport centres/clubs and social centres will depend on the type of activities carried out in each establishment, but in general there should be a maximum of 1 space per 25 sq metres gross floor area.
72. Where bars and or residential units are attached, these should be considered in addition to the D2 use.
73. In town centre locations the Council would expect a reduced level of car parking.

Outdoor Sports Playing Fields (Use Class D2)

74. Individual consideration should be given to the requirement for playing fields pending use, size and location.

Miscellaneous

75. Large venues such as stadia will require a maximum of 1 space per 18 seats plus coach parking.

Appendix A - Cycle Parking Design Guidance

Long Stay Cycle Parking (over 2 hours)

Design

Cycle lockers or secure compound.

Specification

Much variation in specification, but facilities should afford a greater degree of security and cover than that for short stay facilities. Each bicycle should not be open to access from the general public (lockers, fencing around a compound or location in an area subject to restricted access are suitable techniques). Cycles should be able to be individually locked to fixed items, such as Sheffield stands within a fenced compound, or the cycle locker itself. Cycles should be protected from the weather with a roof over the stands. Secure storage space for accessories would also be preferable.

Signing

Facilities should be signed appropriately.

Location

- Parking should be close to the building entrance, but security is more important than proximity.
- Parking should be overlooked by public or staff, or at least by CCTV cameras, to maximise the actual and perceived level of security. The site should be well lit.
- Parking should be easily reached from access routes.
- Location of facilities should avoid conflict with pedestrians, particularly partially sighted people.

Operation

Normally restricted to registered users or key-holders, although lockers may be made available on a first come first served basis.

Additional facilities

Consideration should also be given to the provision of a shower and changing facilities, and a drying room.

Short Stay Facilities (up to 2 hours)

Design

Sheffield style racks, or wall mounted bars.

Specification

Sheffield stands 1m in length, 0.8 height. Each stand to have at least 0.5m clear space surrounding it, and 1m between stands. Wall bars to be 0.8m off the ground, and protrude 150mm from wall.

Fixing

Either bolted into concrete through fixing plates, or preferably embedded to a depth of at least 25mm into concrete 300mm cube.

Materials

Steel tube or similar, of at least 40mm diameter. Preferably galvanised and plastic coated.

Signing

Stands should be signed appropriately.

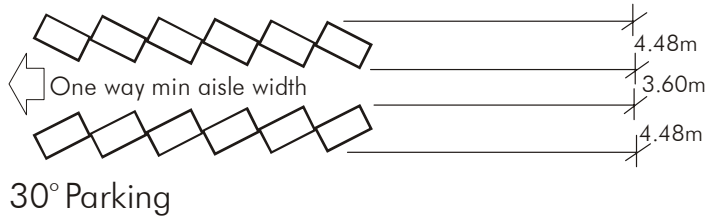
Location

- It is imperative that the stands are close to the building entrance, otherwise cyclists will use other more convenient forms of street furniture. If there is more than one entrance to the building, consideration should be given to having smaller groups of racks at each entrance.
- Parking should be overlooked by public or staff, or at least by CCTV cameras, to maximise the actual and perceived level of security.
- Parking should be easily reached from access routes.
- Location of racks should avoid conflict with pedestrians, particularly partially sighted people.
- Parking should be preferably under cover and well lit.

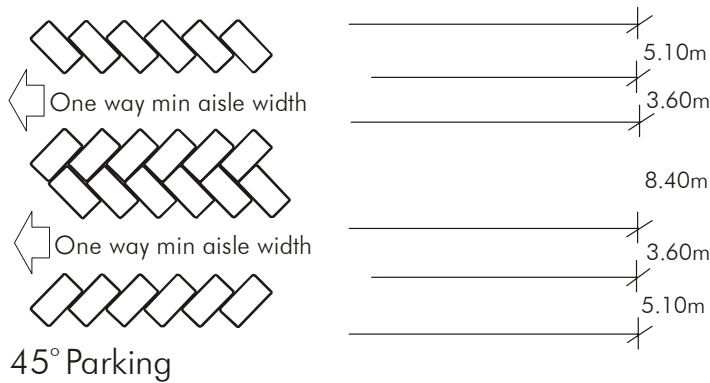
Operation

Normally on a first come first served basis.

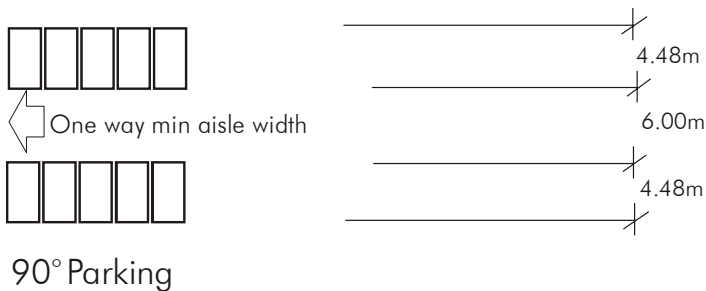
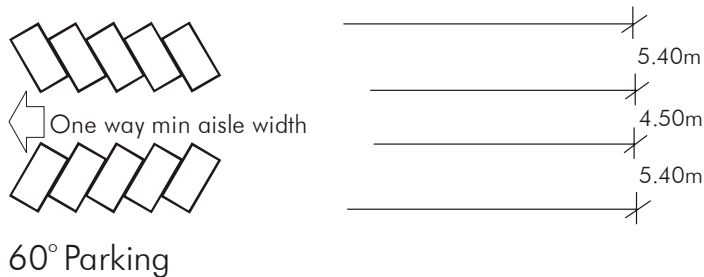
Typical parking Layouts - Based on 4.80m x 2.40m Car Space



5.00 m min aisle width
for two way circulation



5.00m min aisle width
for two way circulation



Min aisle width will
cater for two way circulation

NOTE:

Angle parking arrangement should preferably be on one way circulation system. Two way system would require reversing vehicle into certain parking spaces

APPENDIX C – Adopted 2005 UDP Policy A6 – Appendix 7 – Bolton Parking Standards

Bolton Parking Standards				
Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
A1 - Shops				
Food retail <900 sqm	1 per 25 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater.	1 per 200 sqm – minimum of 2	Individual consideration
Food retail >900 sqm	1 per 16 sqm	Over 200 Bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 600 sqm, minimum of 2 spaces
A1 - Shops				
Non-food retail <900 sqm	1 per 30 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater .	1 per 200 sqm – minimum of 2	Individual consideration
Non-food retail >900 sqm	1 per 22 sqm	Over 200 Bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 900 sqm, minimum of 2 spaces

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
A2 Financial & professional services	1 per 35 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater . Over 200 Bays - 4 bays plus 4% of total capacity	1 per 400 sqm, minimum of 2 spaces	Individual consideration
A3 - Food & drink Restaurants Fast Food – Drive Through	1 per 7 sqm Public Floor Area 1 per 8.5 sqm Gross Floor Area	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater . Over 200 Bays - 4 bays plus 4% of total capacity	1 per 140 sqm public floor area – minimum of 2 spaces	1 per 280 sqm public floor area- minimum of 2 spaces

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
B1 - Business Stand alone offices Business Parks	1 per 35 sqm 1 per 40 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. Over 200 Bays - 6 bays plus 2% of total capacity	1 per 400 sqm – minimum of 2 spaces	1 per 1,400 sqm – minimum of 2 spaces
B2 - General industry	1 per 60 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. Over 200 Bays - 6 bays plus 2% of total capacity	1 per 700 sqm – minimum of 2 spaces	1 per 2,800 sqm – minimum of 2 spaces

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
B8 - Storage or distribution	1 per 100 sqm	<p>Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater.</p> <p>Over 200 Bays - 6 bays plus 2% of total capacity</p>	1 per 850 sqm – minimum of 2 spaces	1 per 4,000 sqm – minimum of 2 spaces

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
C1 - Hotels	1 per bedroom including staff – leisure and conference facilities should be considered separately if appropriate	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater. Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 10 bedrooms, minimum 2 spaces	1 per 40 bedrooms – minimum of 2 spaces
C2 - Residential Institutions				
Hospitals	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment
Care / nursing homes	1 per 4 beds	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater. Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 40 beds, minimum of 2 spaces	1 per 160 beds – minimum of 2 spaces

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
C3 - Dwelling Houses				
Flats/apartments	Individual consideration	Where parking is located centrally for flat and apartment developments, at least 5% of the car parking spaces should be disabled persons parking standard compliant.	Flats and apartments – 1 secure locker per 5 dwellings – minimum of 2 spaces.	Individual consideration
Sheltered housing	Individual consideration	10% of sheltered housing parking should be disabled persons parking standard compliant.	No Standard	No standard

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
D1- Non-residential institutions Medical or health facility Crèche, day nursery or day centre Schools Higher or further education	1 per 2 full time equivalent staff + 3 per consulting room 1 per full time equivalent staff 1.5 spaces per classroom 1 per 2 full time equivalent staff	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater. Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 10 full time equivalent staff, minimum of 2 spaces 1 per 10 full time equivalent staff, minimum of 2 spaces for pupils 1 per 10 full time equivalent staff + 1 per 10 pupils 1 per 20 full time equivalent staff + 20 per 10 students	1 per 40 full time equivalent staff, minimum of 2 spaces No standard 1 per 40 full time equivalent staff – minimum of 2 spaces 1 per 80 full time equivalent staff + 1 per 600 students

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
D1- Non-residential institutions				
Art gallery, museum, exhibition hall or library	1 per 30 sqm public floor area	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater.	1 per 300 sqm public floor area – minimum of 2 spaces.	1 per 1200 sqm public floor area – minimum of 2 spaces
Public hall or place of worship	1 per 5 sqm public floor area	Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 50 sqm public floor area – minimum of 2 spaces	1 per 200 sqm public floor area – minimum of 2 spaces
D2 - Assembly & Leisure				
Cinema, bingo hall or casino, concert hall	1 per 8 seats	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater	1 per 80 seats – minimum of 2 spaces	1 per 320 seats – minimum of 2 spaces
Indoor sports or recreation	1 per 25 sqm	Over 200 Bays - 4 bays plus 4% of total capacity	1 per 250 sqm – minimum of 4 spaces	1 per 1,000 sqm – minimum of 2 spaces
Outdoor sports and recreation	Individual consideration.	Individual consideration	Individual consideration.	Individual consideration

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
<p>Miscellaneous</p> <p>Stadia / spectator seating</p>	<p>1 space per 18 seats</p> <p>1 coach parking space per 1000 seats (minimum standard)</p>	<p>Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater</p> <p>Over 200 Bays - 4 bays plus 4% of total capacity</p>	<p>1 per 150 seats – minimum of 2 spaces</p>	<p>1 per 600 seats – minimum of 2 spaces</p>
<p>Miscellaneous</p> <p>Railway/Bus stations, and tram stops</p>	<p>Individual consideration.</p>	<p>Individual consideration.</p>	<p>Minimum of 10 per station</p> <p>Individual consideration for tram stops</p>	<p>Individual consideration.</p>