Highway Requirements Part 4

INTRODUCTION

1. Almost half of all pedestrian accidents and a quarter of all vehicular accidents involve the presence of a parked vehicle. Stationary vehicles can cause hazards by masking pedestrians, particularly small children, from drivers and by masking moving vehicles from each other. The aim of adopting these standards for development is to minimise the use of carriageways for parking and to prevent on-street loading or off-loading of service vehicles. The standards set out in this document will be the minimum requirements for off-street parking which the Highway Authority will recommend to the relevant Planning Authority when consulted on planning applications. Any land uses or types of development which are not specifically mentioned will be subject to consideration on an individual and site-specific basis, as will combinations of types of developments which are treated individually in this document. Where adequate and readily available free public car parking is situated close to the development, the public car parking standards may be slightly reduced at the discretion of the highway authority. Operational parking requirements will not be reduced in such circumstances. Reference should also be made to the appropriate local plan which may contain local parking standards felt appropriate by the local planning authority. In particular, the City of Leicester Local Plan contains appropriate standards for the Leicester City area. As far as possible, the following parking standards have been related to the land uses in the Use Classes Order 1988. All areas are gross floor areas unless otherwise stated. For all types of development, suitable provision should be made for disabled persons parking in accordance with the requirements set out in section 14 on page 3.

CLASS A1 – SHOPS

2. ***Stores above 3,000 sq. metres***

1 car space per 9 sq. metres

1 goods bay or space per 750 sq. metres for stores between 3,000 and 5,000 sq. metres

1 goods bay or space per 1,000 sq. metres for stores of 5,000 sq. metres

Stores between 1,000 and 3,000 sq metres

1 car space per 12 sq metres. In critical locations on the highway network, the higher standard (1 per sq. metre) may be

required for stores between 2,500 and 3,000 sq. metres. Provision shall be made within the site for deliveries and unloading.

Stores between 300 and 1,000 sq. metres

1 car space per 30 sq. metres. In critical locations on the highway network, the higher standard (1 per 12 sq metre) may be required for stores between 750 and 1,000 sq metres. Provision shall be made within the site for deliveries and unloading.

Stores below 300 sq metres

A minimum of 2 car spaces up to 100 sq metres. 1 car space per each additional 100 sq metres thereafter.

NB: (All areas are gross floor areas)

These standards were approved by the Highways and Transportation Committee at their meeting on 11th February 1993 and are therefore effective from that date.

Retail warehouses

DIY stores – one car space per 16 sq. metres.
Garden Centres – one car space per 16 sq. metres total display area.
Other – one car space per 25 sq. metres.
Retail Parks – one car space per 20 sq. metres.
In addition to all the above – one lorry space per 500 sq. metres.

CLASS A2 – FINANCIAL AND PROFESSIONAL SERVICES

3. *Offices*

One car space per 35 sq. metres. Minimum provision of two spaces.

CLASS A3 – FOOD AND DRINK

4. *Restaurants*

If the layout is defined, one customer car space per 4 sq. metres public area plus one staff car space per 10 tables or 40 sq.

metres. Space shall be provided for loading and unloading of service and delivery vehicles clear of the public highway.

Public Houses and licensed clubs

There shall be 1 customer car space per 3 sq. metres of public area (excluding services, lobbies, toilets, cloakrooms, etc.). In addition, staff parking will be required at the rate of 1 car space for each residential member of staff, plus 1 car space per 40 sq. metres of public area for non-residential staff. There shall be an absolute minimum provision of 20 car spaces. Space shall be provided for loading and unloading of service and delivery vehicles clear of the public highway.

CLASS B1 – BUSINESS

5. ***Offices***

One car space per 25 sq. metres. Minimum provision of two spaces.

Research and development

One car space per 30 sq. metres. One lorry space per 500 sq. metres. Provision should be made within the site for the possibility of future conversion to offices, with their consequently higher parking requirements.

Light Industry

One car space per 50 sq. metres. Where there is a substantial element of offices this shall be considered separately. One lorry space per 200 sq. metres. Provision should be made within the site for the possibility of future conversion to offices, with their consequently higher parking requirements. If such provision cannot be made then restrictions on future changes of use will be required.

CLASSES B2 TO B7 – GENERAL AND SPECIAL INDUSTRIAL

6. ***Industry***

One car space per 50 sq. metres and one lorry space per 200 sq. metres. Where there is a substantial element of offices this shall be considered separately.

CLASS B8 – STORAGE OR DISTRIBUTION

7. *Warehouses*

One car space per 100 sq. metres and one lorry space per 400 sq. metres. For smaller units, provision should be made within the site for the possibility of future conversion to offices, with their consequently higher parking requirements. If such provision cannot be made then restrictions on future changes of use will be required.

CLASS C1 – HOTELS

8. *Hotels*

One car space per bedroom. Additional parking shall be provided in respect of restaurants and public bar areas in accordance with the standards in section 4, and where conference facilities are provided there shall be additional provision in accordance with section 11. Staff parking shall be provided in accordance with the standards in section 4.

CLASS C2 – RESIDENTIAL INSTITUTIONS

9. *Nursing Homes*

One car space per three bedrooms plus one car space for each staff member on site. Restrictions on future change of use to schools will be required.

Residential homes for the elderly with communal facilities

One car space per four bedrooms, plus one car space for each staff member on site. Restrictions on future change of use to schools will be required.

CLASS C3 – DWELLING HOUSES

10. *Dwellings with 4 or more bedrooms*

Minimum 3 spaces.

Dwellings with 3 or less bedrooms

Minimum 2 spaces.

Local Authority and Housing Association developments, flats with two bedrooms or less, with communal parking

3 spaces per 2 dwellings.

Retirement dwellings for occupation by over 55's and dwellings with off-site warden assistance.

One car space per dwelling plus one visitor space per four dwellings.

On-site warden controlled

Communal parking of one car space per two bedrooms plus wardens accommodation parking as per dwellings above.

CLASS D1 – NON-RESIDENTIAL INSTITUTIONS

11. ***Surgeries and clinics (doctors, dentists, vets, etc.)***

One car space per member of staff employed plus two car spaces per consulting room/surgery.

Conference Centres

Two car spaces per three seats where there is fixed seating. Where there is a flexible layout there shall be one car space per 3 sq. metres of conference area. Areas over 100 sq. metres shall be considered on an individual basis.

Exhibition Halls

One car space per 6 sq. metres.

Libraries

One car space per each member of staff plus one car space per 25 sq. metres.

Schools

One car space per member of teaching staff plus three additional spaces. Where a community wing is to be provided for daytime use a minimum of 5 additional spaces shall be

provided. Provision for access to hard surfaced play areas will be required to provide additional parking for "out of hours" functions.

Day Nurseries

One car space per member of staff plus one additional space to allow for shift changes.

CLASS D2 – ASSEMBLY AND LEISURE

12. ***Sports grounds and clubs***

Parking will be required to cater in full for the maximum expected usage of the facility assuming an occupancy rate of 2 persons/car. Also, in the case of football, cricket, hockey pitches etc., parking and manoeuvring areas will be required for coaches at the rate of one coach per two pitches (minimum provision to be made for one coach). Thus the following examples may be used:-

1 cricket pitch – 22 plays + 2 umpires = 12 cars spaces – 1 coach. Tennis/Squash courts – 2 car spaces per court. Rugby club with 3 pitches – 36 players, coaches, referees, substitutes, etc., per pitch, therefore 54 car spaces plus two coach spaces. Two soccer pitches – 30 players, coaches, referees, substitutes, etc., per pitch, therefore 30 car spaces plus one coach space.

Golf courses

Minimum of 100 spaces per 18 hole course. Other sizes of course will be considered on their merits, not pro-rata to the above.

NOTE:-

Licensed club facilities within sport grounds (including golf clubhouses) will require additional parking spaces in accordance with the standards given in section 4.

SIZE OF PARKING SPACES

13. The minimum acceptable dimensions for a car parking space will be:-

length	5.0 metres
width	2.4 metres
headroom	2.0 metres

Lorry parking spaces shall be a minimum of 18 metres by 5 metres.

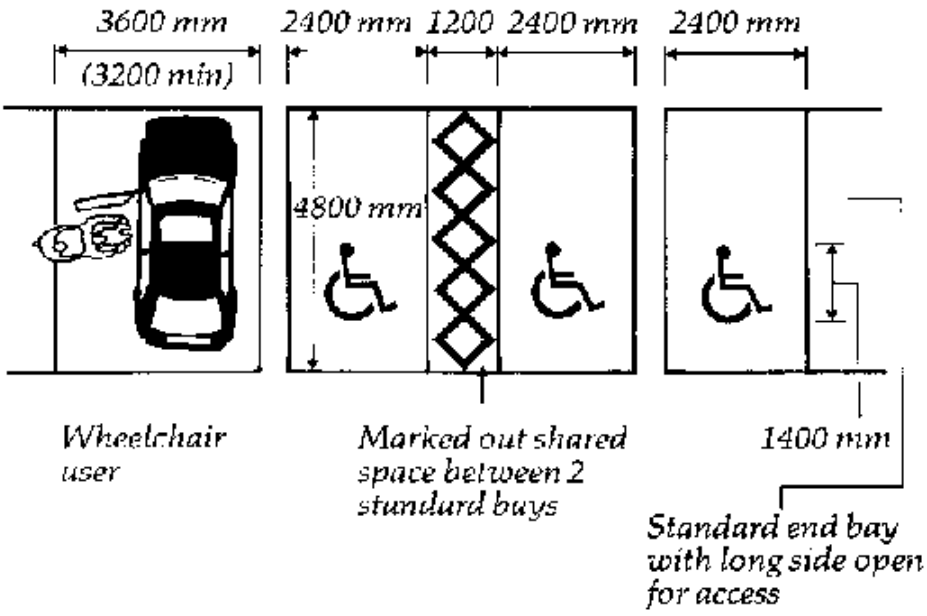
Where 50 or more car parking spaces are to be provided, a reduction in length to 4 metres may be permitted in up to 10% of parking bays which will then be for the use of small cars only.

Where parking spaces are laid out at right angles to the access aisles a minimum aisle width of 6 metres will be required. Non rectilinear layouts will be assessed individually.

Car parking areas will be laid out so that no vehicle has to be reversed for a distance exceeding 25 metres.

PARKING FOR DISABLED PEOPLE

14. For many disabled people and others with limited mobility, the private car is their only means of travel. It is very important therefore that adequate provision is made both in terms of the type and position of parking spaces. Any parking provision should be made within 50 metres of the destination. Spaces should be 3.6 metres wide or have a transfer area of 1.2 metres to one side of a standard size space. 3.2 metre wide spaces may be acceptable where space is limited. Parking spaces should be clearly marked with the British Standard "Disabled" symbol in accordance with B.S. 3262 Part 1, and any parking fee concessions should be stated clearly at the parking space. Further information and guidance is given in the Leicester City Council publication "Paving the Way".



CYCLE PARKING STANDARDS

15. These standards of cycle parking will be required for new development proposals, in addition to the vehicle parking standards:

LAND USE CLASS	**STANDARD**
Classes A1 and A3 (Shops, food and drink)	1 space for every 500 sq. metres up to 4,000 sq. metres gross to be under cover and secure for staff and operational use. 1 space for every 1,000 sq. metres gross for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.
Classes A2 and B1 (Financial and professional services, light industry and offices)	1 space for every 400 sq. metres gross tob e under cover and secure. Customer parking to be provided on merit.
Classes B2 to B8 (General and Special Industry)	1 space for every 400 sq. metres gross to be under cover and secure.

Class C3 (Dwelling Houses) High density development, e.g. flats with common facilities	1 space per 5 dwellings to be under cover and secure.
Classes D1 and D2 (Non-residential institutions, assembly and leisure)	Enough Sheffield racks (or similar) should be provided in a prominent and convenient location to park the cycles of 5% of the maximum number of people expected to use the facility at any one time. Secure and covered parking for staff to be provided on merit.