

## **PART V**

### **PARKING STANDARDS**

## 1 INTRODUCTION

Present lifestyles for many often include tight and demanding schedules resulting in less time to use slower, more sustainable modes of transport. The car is often the quickest, most convenient mode and therefore will remain the preferred choice for a lot of people.

Consequently, Local Authorities are facing new challenges with developments in providing adequate parking, whilst acknowledging that parking control will continue to play an important part in influencing sustainable travel choice.

As part of the management solutions it is now necessary for developers to demonstrate that new developments incorporate opportunities for sustainable travel including reliable public transport, walking and cycling.

Scottish Planning Policy 17 (SPP17) seeks to integrate transport and land use planning and introduces a framework to deliver a set of maximum parking standards (**Table 23**) for specified uses.

It is proposed that maximum parking standards will focus attention on the requirement to deliver an appropriate modal split in accessing new developments and it is no longer appropriate therefore for minimum parking standards to be a requirement for some proposals.

## 2 DEVELOPMENT TYPES:

1. Housing - General
2. Housing – Sheltered / Residential
3. Housing - Student Accommodation
4. Offices & Industry
5. Shops
6. Other

## 3 POLICY AND OBJECTIVES

The aim of this parking standard is to achieve consistency with objectives set out in Scottish Planning Policy Guidelines and the Scottish Executive guide to Transport Assessment which introduced the concept of maximum parking standards. In the context of Development Plans it is proposed that in future, development will be located where it is most accessible to more sustainable modes of travel therefore reducing the need to travel by car.

The policy recognises however that residential developments are not appropriate for maximum car parking standards. SPP 17 sets out National Maximum car parking standards for 7 significant travel generating land uses where development is over a given threshold. The types of uses are reproduced in **Table 23**.

The overall objective is to achieve the following:

reduce parking in town centres;  
manage car parking provision to encourage modal shift;  
encourage and facilitate more public transport use in the development of an integrated transport strategy;  
ensure adequate parking spaces for those with disabilities;  
provide short term parking to encourage local shoppers to support local shops;  
encourage new developments to embrace green transport plans where appropriate; and  
work with developers to provide adequate level of parking to achieve the right balance to serve the needs of the community.

The demand for parking in most town centres has experienced an incremental change within the last five years. It is widely acknowledged that parking management and control has become necessary both for on street and off-street, in places where it was never considered before. While at the same time it is essential for parking to contribute to other environmental policies as introduced by Governments and Local Councils.

## 4 PARKING REQUIREMENTS

Development Type	Table No.
General Housing	20
Sheltered Housing and Residential Homes	21
Student Accommodation	22
National Maximum Car Parking Standards	23
Local Offices and Industry	24
Local Shops	25
All other Development Types (“Other” land uses)	26
Cycle Parking for “Other” developments	27
Minimum Disabled Car Parking Standards	28

### General Notes to All Tables:

Rooms are defined as all rooms excluding bathrooms, WCs and separate kitchens. In cases where the normally required level of parking provision cannot be achieved, a contribution to a fund usable for reducing on street residents parking problems may be sought where appropriate schemes are identified.

A reduced standard of parking provision may be acceptable in Housing Association developments to reflect low car ownership among occupants and subject to development remaining under housing association control.

### Communal Spaces

No dwelling should normally be more than 50m from its nearest communal parking space.

Communal spaces must normally be adopted and available for use by the general public free of charge.

In addition, where possible the layout of spaces should act as traffic calming, and footway blisters and other traffic calming measures should be included to facilitate pedestrian crossing movements.

In or near shopping or employment centres where free availability for public use would cause unacceptable problems for residents, up to 80% of spaces may be restricted to residents. The remainder must be available for visitors to the development. In these cases parking will not normally be adopted as part of the public road.

A key policy objective of SPP 17 ‘Planning for Transport’ relating to integrated transport and land use recommends that Transport Assessments be prepared by developers for new developments.

Within the context of this policy, developers are therefore expected to contact the Roads Authority before submitting a planning application to discuss the requirements of a Transport Assessment for new developments.

### Taxi Stands for Offices or Shops

For office or retail developments of over 2000m<sup>2</sup> with any internal road network enabling entry and exit without reversing, a taxi pick up/set down point should be provided as close as possible to the main entrance to the building(s).

The point should be appropriately marked and signed, and there should be facilities conforming to the Disability Scotland Access Guide to enable mobility impaired persons to reach the entrance from the pick up/set down point.

*All registered Hackney cabs and private hire vehicles must be allowed free access to any pick up/set down point subject to general regulations on private hire vehicles*

### Cycle Parking

Refer to **Section 5** as well as the table for the appropriate classes of development.

### Parking for the Disabled

Refer to **Section 6** as well as the table for the appropriate classes of development.

Area	Number of Rooms per Dwelling	
	Up to 5	6 or more
<b>Council Wide</b>	1 private space plus 0.5 communal space	2 private spaces Plus 0.25 communal space
<b>Cycle Parking</b>	1 space per dwelling. See Appendix P1 for details	

**TABLE 20**  
**Parking Standards for General Housing**

### Mixer court development

As **Table 20**.

### Private Space

Private spaces should normally be provided within the curtilage of each dwelling and will not be adopted.

Type	Parking Standard
Sheltered Housing	0.25 – 1.0 space per dwelling plus 1 space per 3 dwellings for visitors on a communal basis plus 1 space for warden
Residential Homes	1 space per 3 bed spaces

**TABLE 21**  
**Parking Standards for Sheltered Housing and Residential Homes**

**General Notes:**

In cases where normally required level of parking provision cannot be achieved, a contribution to a fund usable for reducing on-street residents parking problems may be sought.

A reduced standard of parking provision may be acceptable in Housing Association developments, to reflect low car ownership among occupants and subject to development remaining under housing association control.

Cycle Parking standards for Housing Association to be determined as minimum with 1 space per dwellings of 1 to 3 rooms and 2 spaces for dwellings of 4 or more rooms.

Type	Parking Standard
Students parking	1 space per 10 students
Staff parking	1 space per resident member of staff
Vacation Parking	Where it is considered that residences may be used during vacations for purposes requiring more car parking than that set out above, additional parking will be required to a level determined for each site individually. This additional parking requirement should be met through use of specially reinforced soft landscaped areas. An agreement to restrict vacation letting may also be sought.
<b>Cycle Parking</b>	0.5 spaces per student plus 0.5 spaces per resident staff member See Appendix P1
<b>CAR PARKING FOR MOBILITY IMPAIRED PERSONS:</b> 1 space or 4% of total parking, whichever is the greater, must be provided to a standard suitable for mobility impaired persons. (See Appendix P2).	

**Note:** Student Accommodation means purpose built student flats and halls of residence.

**TABLE 22**  
**Parking Standards for Student Accommodation**

	National Maximum Parking Standard applicable to whole development	Threshold from and above which Standard applies
Retail (Food) (Use Class 1)	1 space per 14 m <sup>2</sup> (See Note 1)	1000 m <sup>2</sup>
Retail (Non-Food) ) (Use Class 1)	1 space per 20 m <sup>2</sup>	1000 m <sup>2</sup>
Business (Use Class 4)	1 space per 30 m <sup>2</sup>	2500 m <sup>2</sup>
Cinemas (Use Class 11(a)) and Conference Facilities	1 space per 5 seats	1000 m <sup>2</sup>
Stadia	1 space per 15 seats (see Note 2)	1500 seats
Leisure (other than cinemas and stadia)	1 space per 22 m <sup>2</sup>	1000 m <sup>2</sup>
Higher and Further Education (non-residential establishments)	1 space per 2 staff + 1 space per 15 students (see Note 3)	2500 m <sup>2</sup>

Reference to m<sup>2</sup> is to Gross Floor Area

**Note 1:** Where a retail development car park is designed to provide general town centre car parking, or can be demonstrated to do so to a significant extent, that should be recognised in the amount of parking that is permitted above that specifically allowed for the development. In such cases, provision in excess of the above standard would not invoke referral to the Scottish Ministers.

**Note 2:** Sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking needs to be designed and managed so it will not be used for car parking.

**Note 3:** The standard for students relates to the total number of students attending an educational establishment, rather than full time equivalents.

**TABLE 23**  
**National Maximum Car Parking Standards**

Car Parking Standards Range of Acceptable Provision (m<sup>2</sup> Gross Floor Area (GFA) per space)

Areas	Office General Industry m <sup>2</sup> per space	Special Industry m <sup>2</sup> per space	Storage/ Distribution m <sup>2</sup> per space	Cycle Parking Standard (m <sup>2</sup> GFA per space)
Town Centres	50 to 100	200 to 100	600 to 300	300/600/1800
Public Transport Corridors	40 to 50	100 to 80	300 to 240	300/600/1800
Rural Areas	33 or less	66 or less	200 or less	300/600/1800

**TABLE 24**

Local Office and Industrial Parking Standards

Notes:

- (a) Developments to be assessed using the standards of the lowest numbered zone which either encompasses any part of the development site OR includes any section of road from which the development will be accessed.
- (b) Where the Council is satisfied that the nature of a development is such that these standards would result in over or under provision of car parking, standards based on expected numbers of employees may be used.
- (c) Land Use Classes as Permitted Developments:
1. Office/Light Industry refers to use classes 2 and 4 (except for Medical Health Centres).
  2. General Industry refers to use class 5.
  3. Storage and Distribution refers to use class 6.
  4. Special Industry (B to E) are included within class 5.
- (d) Travel Plans will be required for all planning applications of or larger than the following:
- Business (GFA of 5000 m<sup>2</sup>)
  - Warehousing (GFA of 10,000 m<sup>2</sup>)
  - 100 trips combined in and out in the peak hour
  - 100 on site parking spaces.
- However where an area is designated as sensitive the developer should consult the local Roads Authority to determine the appropriateness of a travel plan for such a location.
- (e) For Disabled car parking standards refer to **Table 28**.

Shops	Gross Floor Area per space (m <sup>2</sup> )
With floor area Under 500m <sup>2</sup>	1:20 m <sup>2</sup>
Any Floor Area Over 500m <sup>2</sup>	1:12 m <sup>2</sup>
<b>Cycle Parking</b>	1 'space' for customers plus one for employees per 600m <sup>2</sup> (Retail Warehouses) or 300m <sup>2</sup> (Other Shops). See Appendix P1.

**TABLE 25**  
**Local Parking Standards for Shops**

**Parking Management**

Criteria: for parking provision of 100 or more spaces must have a management plan agreed with the appropriate roads authority. Car parks with less than 100 spaces may also be required to have management plan.

Such an agreement is likely to seek availability for use as public parking by the general public during normal shopping hours and / or if the road authority considers it desirable, availability for overnight residents parking.

TYPE OF DEVELOPMENT	PARKING STANDARDS
HOTELS	1 per bedroom plus provision for bars etc
<u>PUBLIC HOUSES/RESTAURANTS</u>	1 per 7m <sup>2</sup> PFA
FUNCTION ROOMS	1 per 10m <sup>2</sup> PFA
CINEMAS/THEATRES	1 per 4 seats
CHURCH HALLS/COMMUNITY CENTRES	1 per 20m <sup>2</sup> PFA
VILLAGE HALLS	1 per 10m <sup>2</sup> PFA
GOLF COURSES	2 per hole plus Bars/Restaurant facilities etc as above
GOLF RANGES	1 per bay or assessed on merits
SWIMMING POOLS	1 per 10m <sup>2</sup> pool area
OTHER LEISURE CENTRES	Generally 1 per 2 players
SCHOOLS/COLLEGES and NURSERIES	1 per 2 staff
LIBRARIES	1 per 2 staff & 1 per 33m <sup>2</sup> PFA
MEDICAL CENTRES	4 per consulting room & 1 per 2 staff
<b>MOTOR TRADE</b>	
Vehicle Display Area	1 per 50m <sup>2</sup>
Spares	1 per 25m <sup>2</sup>
Service/Repairs	2 per bay
Staff	1 per 2

**TABLE 26**  
**Local Car Parking Standards for ‘Other’ Land Uses**

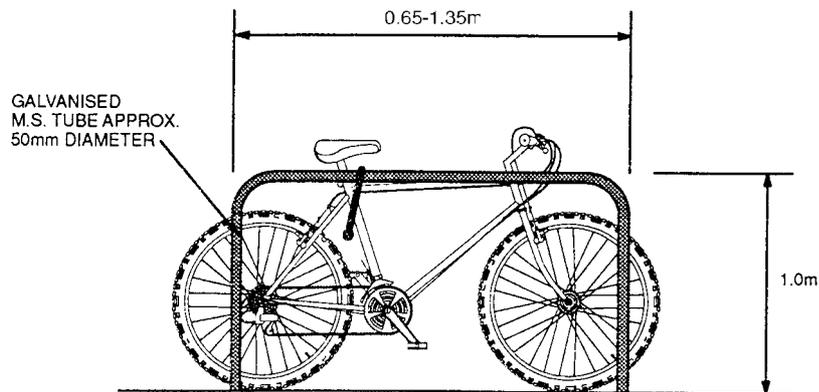
Notes:

- (a) PFA = Public Floor Area
- (b) The Roads Authority reserves the rights to amend any of the above standards to suit specific developments.
- © For Developments likely to attract coach parties developers should refer to **Table 21**.

## 5 CYCLE PARKING REQUIREMENTS

### Types of Cycle Parking Facilities

Cycle parking should generally consist of a mix of ‘Sheffield’ type cycle racks which park 2 cycles each (i.e. 2 cycle ‘spaces’), lockers or other secure accommodation where appropriate. Concrete slot type cycle parking and other racks which only restrain the front wheel must not be used as damage to the wheel can ensue.



STANDS SHOULD BE POSITIONED A MINIMUM OF 0.9 metres APART  
AND AT A MINIMUM OF 0.7 metres FROM ANY WALL

**Figure 22 - Sheffield Cycle Parking Stand**

### **Residential**

#### General Housing and Student Accommodation

- (a) *Housing units with a private garage or private rear garden.*  
No provision required.
- (b) *Flats*  
1 Locker per flat or communal provision in a lockable room or shed.
- (c) *Student accommodation*  
Sheffield racks, lockers or secure communal space.
- (d) *Other housing.*  
There should be secure accessible undercover space set aside to park at least 1 cycle per unit.

### **For Office and Industrial Use**

Cycle parking should be in a secure under cover area.

### **Shops and 'Other Land Uses'**

1. For small developments Sheffield racks will be most appropriate. Customer parking must be closer to the most convenient entrance than all car parking except for mobility impaired persons parking. For larger developments, a mixture of Sheffield racks and lockers should be provided to cater for short and longer-term visitors
2. Employee cycle parking should be under cover and, for developments of over  $2000m^2$  ('other shops') or  $4000m^2$  (retail warehouses') must be in a lockable area.

LAND USE	CYCLE PARKING SPACES REQUIRED	
	Parking Outside Entrance	Secure Undercover Parking
HOTELS	Assessed on merit	1 per 20 bedrooms plus provision for bars etc
PUBLIC HOUSES/ RESTAURANTS	Assessed on merit	1 per 150m <sup>2</sup> PFA
FUNCTION ROOMS	Assessed on merit	1 per 200m <sup>2</sup> PFA
CINEMAS/THEATRES	1 per 20 seats Assessed on merit	1 per 100 seats
CHURCHES/HALLS/ COMMUNITY CENTRES	1 per 100m <sup>2</sup> PFA	1 per 400m <sup>2</sup> PFA
GOLF COURSES	Assessed on Merit	Assessed on Merit
SWIMMING POOLS	1 per 100m <sup>2</sup> pool area	1 per 200m <sup>2</sup> pool area
OTHER LEISURE CENTRES	Generally 1 per 40 players	Generally 1 per 15 staff
<b>SCHOOLS &amp; COLLEGES</b>		
Primary Schools	Assessed on merit	1 per 10 staff / 1 per 15 pupils
Secondary Schools	Assessed on merit	1 per 10 staff / 1 per 5 pupils
Colleges	Assessed on merit	1 per 3 students at busiest time / 1 per 10 staff
LIBRARIES	1 per 100m <sup>2</sup> PFA	1 per 15 staff / 1/400m <sup>2</sup> PFA
MEDICAL HEALTH CENTRES	1 per 3 consulting rooms	1 per 15 staff
MOTOR TRADE Vehicle display area Spares Servicing/repairs Staff	Assessed on merit Assessed on Merit None None	None None None 1 per 15 staff

**TABLE 27**  
**Minimum Cycle Parking Standards for ‘Other’ Developments**

**General Notes:**

- (a) PFA = Public Floor Area
- (b) The assessment should take into account the location and nature of the development the ease of reaching it by cycle and the prevalence of cycling in the area of the development. Provision of facilities may allow suppressed demand to be satisfied and should always be considered.

## 6 PARKING REQUIREMENTS FOR DISABLED DRIVERS

### Parking for Disabled People

The Council will continue to make specific provision for disabled parking. The level required would be expressed as a percentage of the total amount (see table below), however, the location and design of this provision would be subject to decisions reached with local disability groups.

	<b>Car park maximum standard size up to 200 spaces</b>	<b>Car park maximum standard size over 200 spaces</b>
Employment Uses	1 space per disabled employee plus 2 spaces or 5% of maximum standard size whichever is greater	6 spaces plus 2% of maximum standard size
Retail, Leisure and Recreation Uses	3 spaces or 6% of maximum standard size whichever is greater	4 spaces plus 4% of maximum standard size

**TABLE: 28**  
**Minimum Disabled Car Parking Standards**

Parking bays for Disabled persons should be at least 2.5m wide with an adjacent 1m strip (which may be shared between adjoining bays) for the purpose of wheelchair access/egress. They should be clearly marked by means of road markings and signs.

The bays should be located closer than any other parking to the nearest suitable entrance to the development. Particular attention should be given to the route from the parking space(s) to the entrance, which should conform to the Disability Scotland Access Guide.