

## **Appendix 10: Parking Standards**

# **CAR PARKING STANDARDS**

## **INTRODUCTION AND SCOPE**

The standards set out in this document will be both the minimum and maximum requirements for off-street parking, where new development is undertaken. This approach is a departure from the previous parking standards, which set a maximum requirement only. Through this new approach we aim to ensure that sufficient parking is provided as part of any new development, commensurate with type, size and location, whilst discouraging over provision.

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.

These standards ensure a balance between the size of developments, their use and the provision of vehicle parking and servicing, so that the efficient flow of traffic and safe use of adjacent highways by all users is not adversely affected. They are compiled for guidance in development control decision making in line with the recommendations of the Department of Communities and Local Government National Planning Policy Framework.

## **MULTIPLE USE**

Where there are applications for multi-use developments, for example mixed business and residential use, either across a site, or within one building, parking provision will be aggregated across the uses. In some cases, the uses may be complementary, for example a school and an attached sports centre, where demand occurs at different times of day. In such cases, this may allow a reduction in the required aggregate total.

## **INTERPRETATION**

The standards refer to a number of different uses, which lie within the same Planning Use class (e.g. restaurants and public houses). It is intended that they be controlled via conditional approval for a specific use in order for that standard to apply. Where a developer does not wish to be constrained by such a condition, the most intensive standard within the use class shall be applied.

Where an existing building or buildings are subject to an application for a change of use, the appropriate standards for the new use should be applied. However, some flexibility may be acceptable where the development relates to the reuse of buildings of an historical

or architectural interest.

All stated areas within this document are gross inclusive floor areas, measured externally, unless otherwise referred to (for example dining area or public waiting space). Where appraisals of parking need are based on the number of staff, this is for the maximum possible number of employees on duty at any one time rather than the total number of employees.

## **DIMENSIONS FOR PARKING AND TURNING**

Car parking spaces created as part of a new development shall have minimum dimensions of 5.0 metres by 2.5 metres unless they are for the specific use of people with a physical impairment, in which case they shall be laid out in accordance with the Traffic Advisory Leaflet 05/95 - Parking for disabled people<sup>1</sup> and as shown in **Annex A**.

Unless there are exceptional circumstances, the longitudinal gradient of parking spaces should not exceed 1 in 14, whilst the cross fall should not exceed 1 in 40.

In the case of dwelling houses, the provision of space within a garage of a minimum internal space of 5.0 metres by 2.5 metres shall be deemed to be the equivalent of a car parking space. However, in all cases garages should be set back at least 6 metres from the limit of the subject access frontage. Where parking bays are provided, the car parking spaces shall have minimum dimensions as shown in the scale drawings in **Annex B**.

Where developments are serviced by commercial vehicles, or elsewhere as required by the appropriate highway authority; the provision of turning facilities separate from parking spaces shall be required. Parking is not acceptable within these turning areas. Typical examples of car turning areas are provided in **Annex B**.

## **REMOTE PARKING**

Parking provision should be within the same curtilage as the development that it serves. Where this is impractical, the parking area must be in close proximity to the development and have safe and convenient pedestrian access. In this case, excessive walking distances, and / or a requirement to cross busy roads, or those on which traffic travels at high speeds, does not meet the criteria for safe and convenient pedestrian access.

Remote parking should be shown within the application site edged red for development management purposes or subject to an appropriate legal planning agreement.

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<sup>1</sup> <http://tsrgd.co.uk/pdf/tal/1995/tal-5-95.pdf>

## PROVISION FOR DISABLED DRIVERS AND PASSENGERS

Many people with a disability rely on cars as their primary mode of travel and it is essential that adequate parking is provided for them.

'Disabled spaces' should be constructed and marked out in accordance with Traffic Advisory Leaflet 5/95 and as shown in Annex A. In addition they should be clearly marked with the British Standard "Disabled" symbol in accordance with IS EN 1436<sup>2</sup>.

Where parking fee concessions are in place, they should be clearly stated at the location of the parking space. In addition, spaces should generally be as close as possible to the entrance of the development that will be used by any disabled drivers or passengers and to any ticket machines. A minimum of one 'disabled space' should be provided at shopping, commercial, industrial or leisure developments, with one additional space for every 25 standard parking spaces.

## PROVISION FOR CYCLISTS

No specific standard has been included for cycle parking, as in most cases the question of separate provision does not present a problem. However, where such provision is likely to become a material consideration the Authority will seek to determine, in conjunction with the highway authority and the Developer, an appropriate level of cycle parking accommodation.

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## SHOPS

<b>1. General Shops</b>	<b>Minimum</b>	<b>Maximum</b>
Customers	1 space per 30m <sup>2</sup>	1 space per 25m <sup>2</sup>
Staff		1 space per 100m <sup>2</sup>
<b>2. Individual superstores</b>	<b>Minimum</b>	<b>Maximum</b>
Customers below 1000m <sup>2</sup>	1 space per 25m <sup>2</sup>	1 space per 20m <sup>2</sup>

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<sup>2</sup> [https://www.edinburgh.gov.uk/site/custom\\_scripts/proxy.php?file=/documents/4578/EDIR%204578%20-%20A%20Guide%20to%20IS%20EN%201436%20European%20Standard%20for%20Road%20Markings.pdf](https://www.edinburgh.gov.uk/site/custom_scripts/proxy.php?file=/documents/4578/EDIR%204578%20-%20A%20Guide%20to%20IS%20EN%201436%20European%20Standard%20for%20Road%20Markings.pdf)

	1000-3000m <sup>2</sup>	1 space per 20m <sup>2</sup>	1 space per 15m <sup>2</sup>
Customers above 3000m <sup>2</sup>		1 space per 15m <sup>2</sup>	1 space per 10m <sup>2</sup>
Staff		1 space per 100m <sup>2</sup>	

### 3. Individual non-food retail warehouses

Customers	1 space per 20m <sup>2</sup>
Staff	1 space per 100m <sup>2</sup>

### 4. Retail parks

To be assessed as a combination of the different uses described above.

### 5. Garden centres

	Minimum	Maximum
Customers	1 space per 30m <sup>2</sup> covered area plus 1 space per 50m <sup>2</sup> open area of display areas generally given to public access	1 space per 20m <sup>2</sup> covered area plus 1 space per 50m <sup>2</sup> open area of display areas generally given to public access
Staff	1 space per 100m <sup>2</sup> covered area	

## FINANCIAL AND PROFESSIONAL SERVICES

<b>1. Public services offices</b>	<b>Minimum</b>	<b>Maximum</b>
Customers and staff	1 space per 20m <sup>2</sup>	1 space per 15m <sup>2</sup>
<b>2. Betting Shops</b>	<b>Minimum</b>	<b>Maximum</b>
Customers	1 space per 20m <sup>2</sup>	1 space per 15m <sup>2</sup>
Staff	1 space per 100m <sup>2</sup>	

## FOOD AND DRINK

### 1. Restaurants, cafes and hot food take-aways

### Maximum

Customers and staff 1 space per 4m<sup>2</sup> dining area or public waiting space in take-aways

*NB. Roadside (motorists) restaurants are included in this category.*

## 2. Public houses, licensed clubs and bar areas of restaurants

### Maximum

Customers and staff 1 space per 2m<sup>2</sup> public drinking area plus 1 space per 10m<sup>2</sup> of beer gardens

*NB. Any Food and Drink development which includes residential accommodation must provide extra spaces complying with the Dwelling houses standards.*

## BUSINESS

### Administrative offices, high technology industry and science parks

	Minimum	Maximum
Staff and visitors	1 space per 40m <sup>2</sup>	1 space per 35m <sup>2</sup>

## GENERAL INDUSTRIAL

### 1. Industrial processes

	Minimum	Maximum
Staff and visitors	1 space per 50m <sup>2</sup>	1 space per 40m <sup>2</sup>

### 2. Vehicle service, repair and spares stores

	Maximum
Customers	1 space per 15m <sup>2</sup>
Staff	1 space per 30m <sup>2</sup>
Tow vehicles	1 space minimum, appropriately sized

## STORAGE OR DISTRIBUTION

1. Warehousing	Maximum
Below 235m <sup>2</sup> Staff and visitors	1 space per 25m <sup>2</sup>
Above 235m <sup>2</sup> Staff and visitors	7 spaces plus 1 space per 100m <sup>2</sup> internal plus 1 space per 200m <sup>2</sup> external storage area

## HOTELS AND HOSTELS

### 1. Hotels, boarding and guest houses

#### Maximum

Customers 1 space per bedroom

Staff 1 space per 10 bedrooms

Coaches To be assessed individually but, as a minimum, satisfactory facilities should be provided, generally clear of the highway, to enable coach passengers to embark or disembark in safety and coaches must be able to enter and leave the site in a forward gear.

- NB (i) The bedroom total should include both guest and staff bedrooms.*
- (ii) Where bar and restaurant facilities are also provided, the additional parking provision for these must meet half of the appropriate Food and Drink standards.*
- (iii) Conference facilities: 1 space per 3m<sup>2</sup>.*

### 2. Residential hostels and community homes

#### Maximum

Residents and staff 1 space per 4 bedrooms

## RESIDENTIAL INSTITUTIONS

1. **Aged persons care homes** **Maximum**  
 Visitors and staff 2 spaces plus 1 space per 4 bedrooms

NB. The bedroom total should include both resident owner and residential staff bedrooms.

2. **Sheltered accommodation** **Maximum**  
 Residents, visitors and staff 2 spaces plus 1 space per 3 residential units

3. **Residential schools, colleges and training centres; halls of residence hospitals and community housing for disabled people**  
 To be assessed individually.

<b>DWELLING HOUSES</b>		<b>Minimum</b>	<b>Maximum</b>
1.	<b>One bedroom dwellings</b>	1 space per unit plus 1 space per 2 units for visitors	2 spaces per unit plus 1 space per 2 units for visitors
2.	<b>Two and three bedroom dwellings</b>	2 spaces per unit	3 spaces per unit, of which no more than 2 shall be in line.
3.	<b>Four (and over) bedroom dwellings</b>	3 spaces per unit, of which no more than 2 shall be in line.	4 spaces per unit, of which no more than 2 shall be in line.
4.	<b>Aged persons residences</b>	1 space per residential unit plus 1 space per 2 units for visitors	2 spaces per residential unit plus 1 space per 2 units for visitors

NB. These units are limited to residential use by people over the national retirement age, with no provision for a warden.

**Maximum**

5. **Holiday residences**  
 1 space per 1 and 2 sleeping room units  
 2 spaces per 3 (and over) sleeping room units





Appendix A) and there should also be an individual assessment of the need for additional car spaces for disabled people.

**(c) 1. Infant, primary and secondary schools**

**Minimum**

2 spaces per classroom or teaching area plus 1 space per 15 sixth form students for their use where appropriate.

**Maximum**

2.5 spaces per classroom or teaching area plus 3 spaces per 15 sixth form students for their use where appropriate.

Sufficient additional hard-standing should be provided on play areas, etc for out of hours parking by parents or mature students

*NB.* Facilities should also be provided to enable pupils to enter and leave parked coaches and cars safely and clear of the highway, without vehicles reversing.

**2.Colleges of further and higher education**

Parking requirements will be assessed individually and based on the nature of the educational establishment, type and number of staff and students (e.g. full or part time) and the location of the site.

**(d)** The following uses, will all be assessed on an individual basis: -

- i) Art galleries
- ii) Museums
- iii) Libraries
- iv) Public or exhibition halls
- v) Places of worship and religious instruction.

**CRITERIA NOT MENTIONED ELSEWHERE**

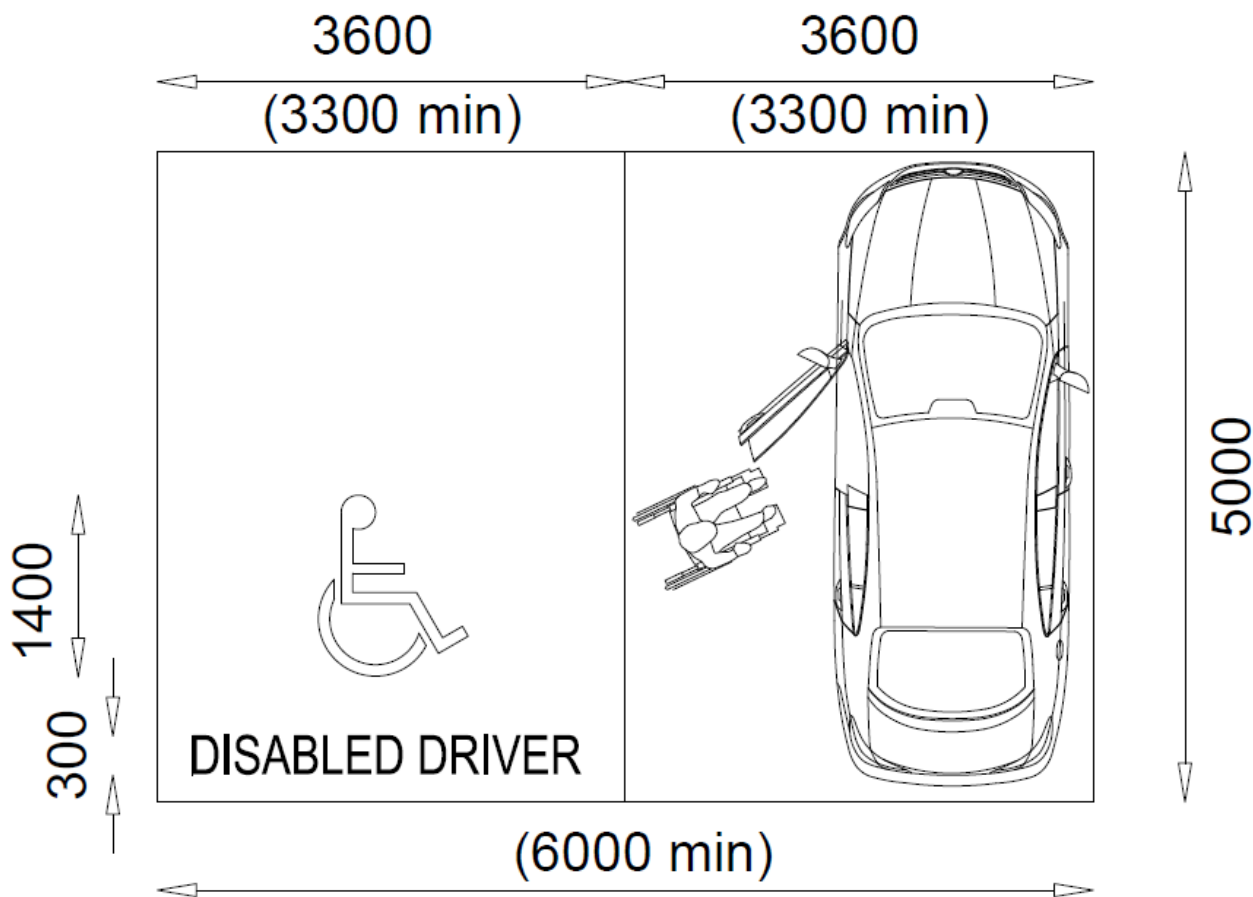
All uses not mentioned within the guidance, including, but not exclusive to the following: -

abattoirs, auction rooms, camp sites, car valeting, cemeteries, cinemas, theatres, golf clubs, fuel filling stations, livery stables and riding schools, livestock markets and ambulance, fire and police stations, etc;

will all be assessed individually with particular regard to periods and frequency of use.

**Annex A – Provision for disabled drivers and passengers** (All dimensions given in millimetres)

- Car parking should be**
- Located close to an accessible entrance.
  - Preferably under cover.
  - For pedestrianised areas, within 50 metres of destination if uncovered or 100 metres if covered.



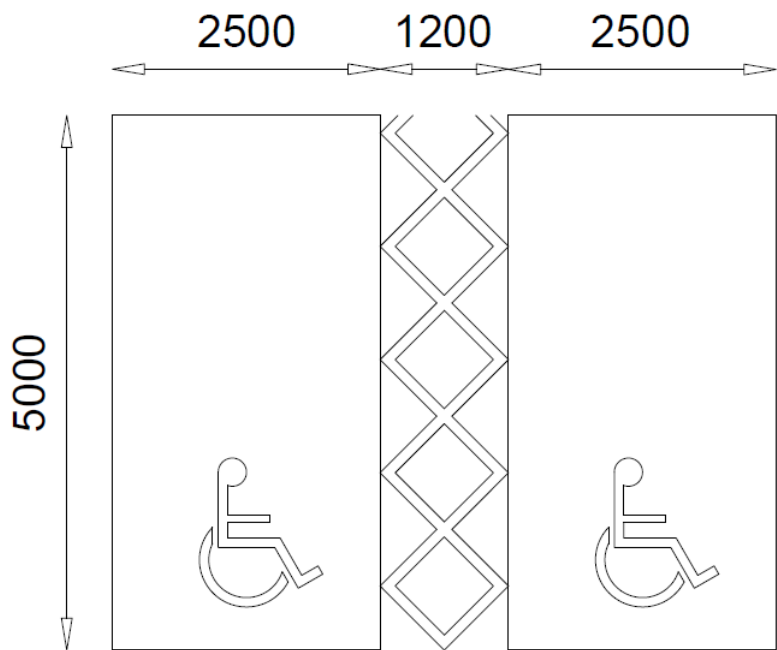
Ambulant disabled user-only where space is limited, full width for wheelchair user preferred, particularly in car parks

Wheelchair user

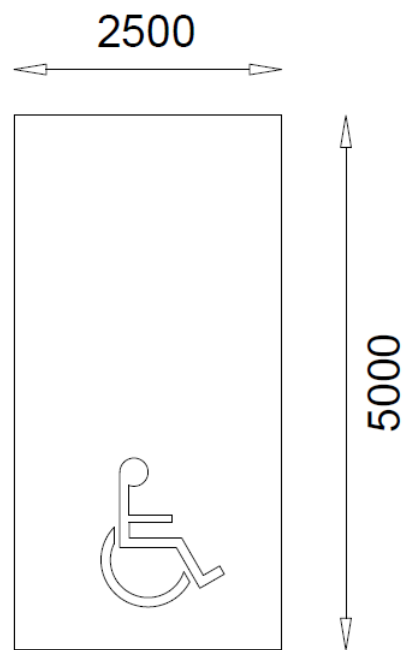
Whilst 3,300 millimetres is the specified minimum for individual bays, where bays are adjoined, a shared minimum dimension down to 6000 millimetres for 2 bays may be acceptable.

**Annex A (continued)**

- Parking bays should be**
- Wide enough for wheelchair transfer to and from the car.
  - Designated for use by disabled people and clearly signed at the entrance.



Marked out shared space between 2 standard bays



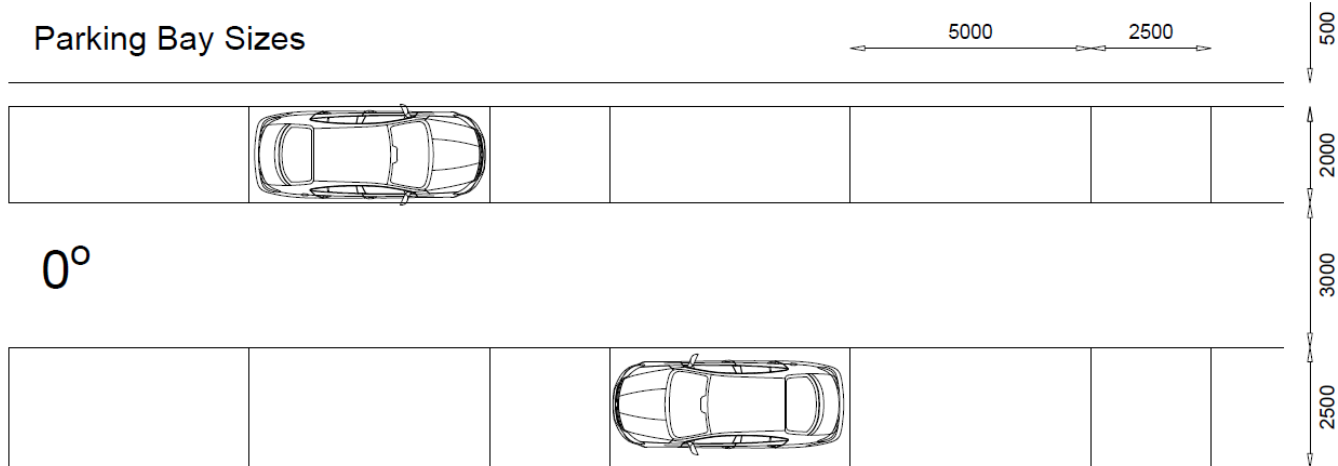
Standard end bay with long side open for access



**Annex B – General parking provision** (All dimensions given in millimetres)

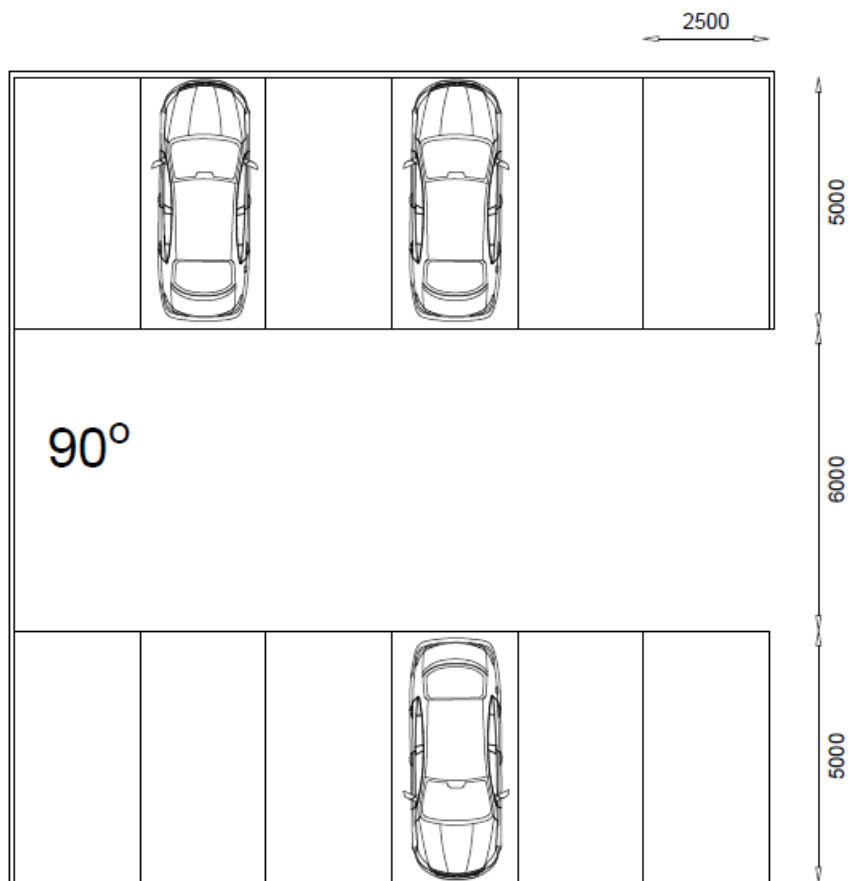
**a) Aligned with a curb or wall**

Parking Bay Sizes



0°

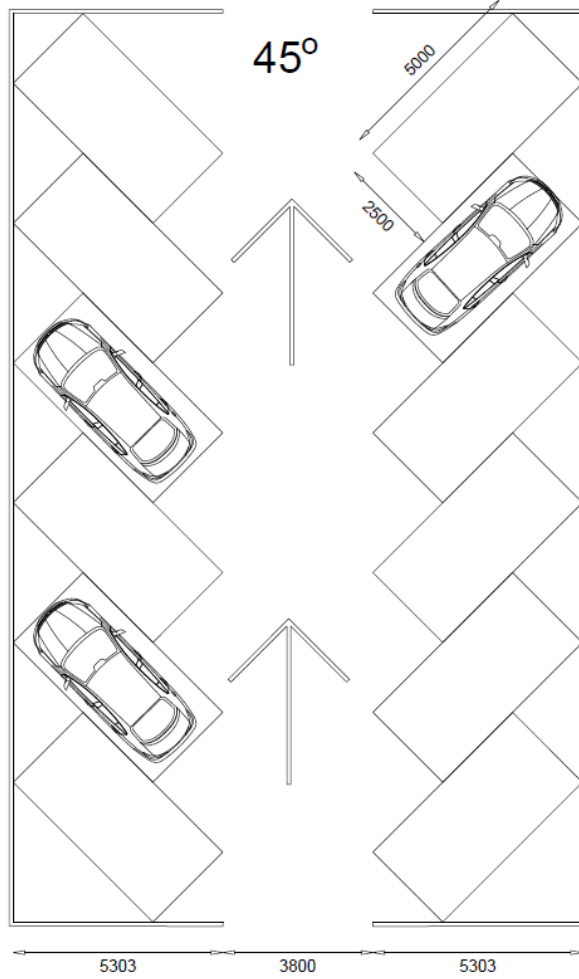
**b) At 90° to a curb or wall**



90°

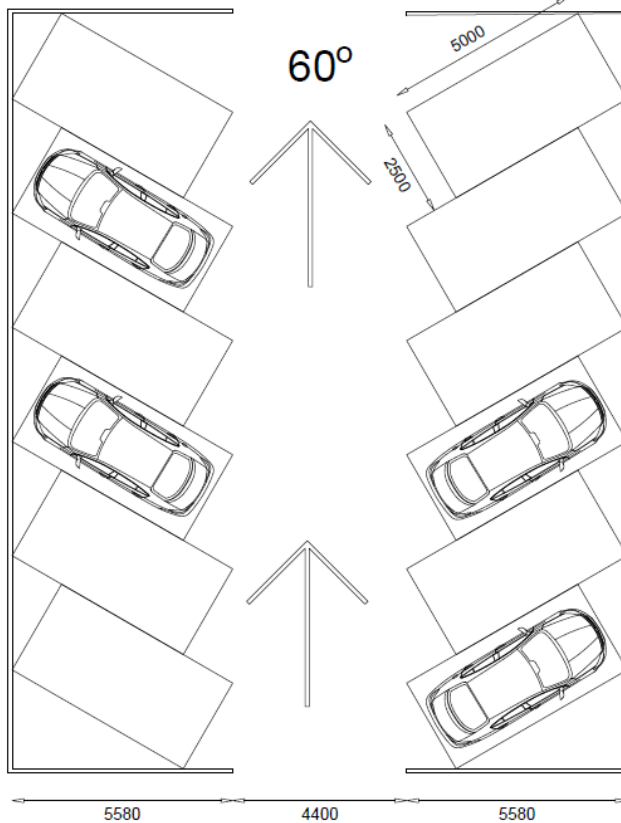
**Annex B (continued)**

**c) At 45° to a curb or wall (Note angle parking should only be on a one-way system)**



**Note: car spaces can only be interlocked properly at 45°**

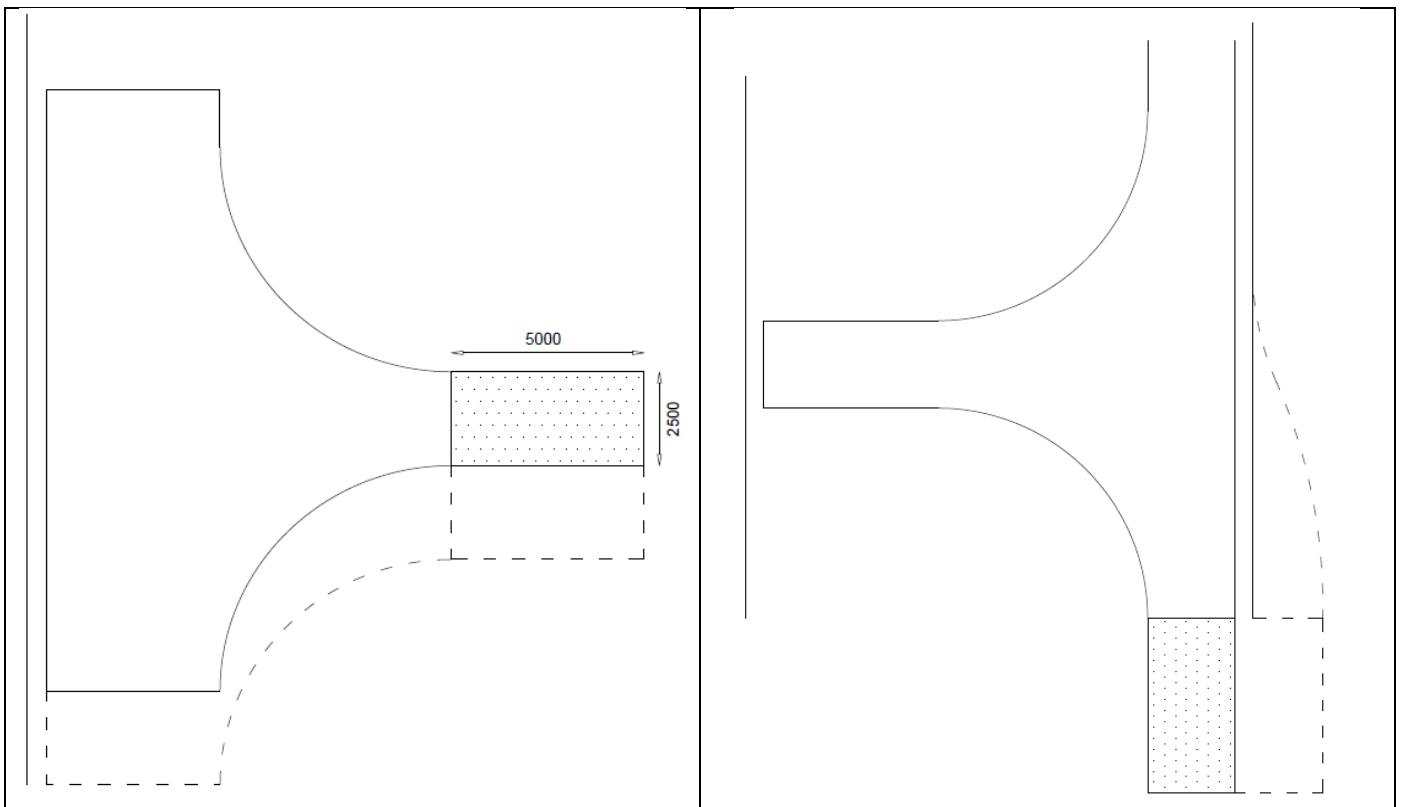
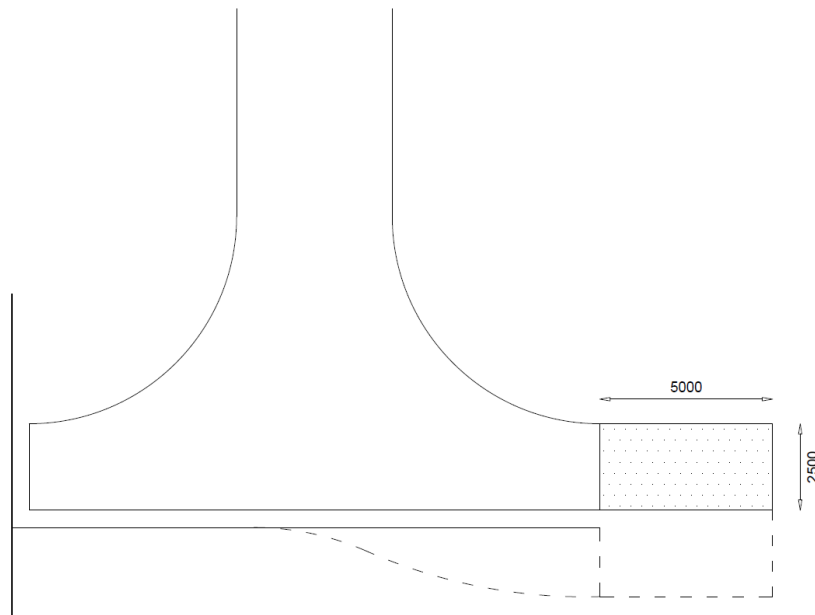
**d) At 60° to a curb or wall (Note angle parking should only be on a one-way system)**



**Annex B (continued)**

**Forecourt to wall or other garage opposite**

Car turning areas within private curtilages, thin outline shows required obstruction-free area.





**Annex B (continued)**

