

Appendix 2: Parking Standards Schedule

The parking standards set out minimum provision for cycle parking and parking for disabled people. Car parking standards are maximum provision. Standards for other forms of parking and servicing are the levels considered appropriate for the relevant form of development. Parking standards in the schedules are expressed as x spaces per x m² of gross floor space, unless otherwise stated.

The approach to parking in central Bristol will be set out in the Bristol Central Area Plan which will be subject to separate consultation.

A1 (Shops), A2 (Financial and professional services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), A5 (Hot food takeaway)

Vehicle Type	Standard	
Cycles	Staff From a threshold of 250m ² , one space per 250m ²	Customer From a threshold of 250m ² , one space per 250m ²
Disabled people	Staff From a threshold of 500m ² , 5% of the parking standard to be provided in addition – minimum of one space	Customer 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits
Service Vehicles	<p>All developments will be expected to demonstrate how servicing will be undertaken. Some reduction in the standard may be allowed where justified and in some cases on-street may be appropriate.</p> <p>A1 Food: From a threshold of 250m², a full size loading bay</p> <p>All developments: From a threshold of 1000 m², one 3.5m x 26.5m bay and associated off-street manoeuvring space.</p>	
Car parking	<p>A1/A2 below 250m²: no standard.</p> <p>A1/A2 within a primary shopping area or a secondary shopping frontage: From a threshold of 250m² – one space per 100m².</p> <p>A1/A2 not within a primary shopping area or a secondary shopping frontage: Between 250m² and 1000m² – one space per 100m² A1 non-food over 1000m² – one space per 20m² A1 food over 1000m² – one space per 14m² A3/A4/A5: one space per 20m² of drinking/dining space</p>	

B1 (Business)		
Vehicle Type	Standard	
Cycles	Staff From a threshold of 200m ² , one space per 100m ²	Visitor From a threshold of 200 m ² , one space per 1000 m ²
Disabled people	From a threshold of 500 m ² , 3% of the parking standard to be provided in addition – minimum of one space	
Service Vehicles	B1 office (a), research and development (b) – may be on-street unless considered dangerous. B1 light industrial (c) – on merits, depending on the needs of the development and the surrounding highway network.	
Car parking	B1 office (a) – one space per 50 m ² B1 research and development (b), light industrial (c) – one space per 50m ² For schemes where ten or more car parking spaces are proposed, one electric vehicle charging point should be provided for every five spaces.	

B2 (General industrial), B8 (Storage and distribution)		
Vehicle Type	Standard	
Cycles	Staff B2 - one space per 1000 m ² B8 – one space per 1000 m ²	Visitor B2 – 1 space per 500 m ² B8 – one space per 4000 m ²
Disabled people	From a threshold of 500 m ² , 3% of the parking standard to be provided in addition – minimum of one space	
Service Vehicles	B2: - Up to 500 m ² – one 3.5m x 16.5m bay Up to 1000 m ² – two 3.5m x 16.5m bays Up to 2000 m ² – three 3.5m x 16.5m bays B8: - Up to 250 m ² – one 3.5m x 16.5m bay Up to 500 m ² – two 3.5m x 16.5m bays Up to 1000 m ² – three 3.5m x 16.5m bays All bays should have associated manoeuvring space	
Car parking	B2: one space per 50 m ² B8: one space per 200 m ²	

C1 – Hotels	
Vehicle Type	Standard
Cycles	One space per 10 bed spaces
Disabled people	<p>Staff: From a threshold of 500 m², 3% of the parking standard to be provided in addition – minimum of one space</p> <p>Customer: 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits</p>
Service Vehicles	<p>All developments will be expected to demonstrate how servicing will be undertaken. Some reduction in the standard may be allowed where justified and in some cases on-street may be appropriate.</p> <p>From a threshold of 25 bedrooms, a full size loading bay</p>
Coaches	<p>From a threshold of 25 bedrooms, provision for coaches to stop and wait.</p> <p>Dedicated coach parking: one space per 100 bedrooms (or equivalent funding)</p>
Taxis	Adequate pick up and drop off for taxis.
Car parking	One space per 1 bedroom

C2 – Residential Institutions			
Vehicle Type	Standard		
Cycles	<p>Hospitals/Nursing Homes and Residential Care Homes:</p> <ul style="list-style-type: none"> ■ Staff – one space per 5 F/T staff ■ Visitor – one space per 10 bed spaces <p>Halls of Residence/Boarding Schools:</p> <ul style="list-style-type: none"> ■ Students – one space per 4 bed spaces ■ Visitors – one space per 12 bed spaces 		
Disabled people	<p>Hospitals/Nursing Homes and Residential Care Homes:</p> <ul style="list-style-type: none"> ■ From a threshold of 500 m², 10% of the parking standard to be provided in addition – minimum of one space <p>Halls of Residence/Boarding Schools:</p> <ul style="list-style-type: none"> ■ From a threshold of 500 m², 3% of the parking standard to be provided in addition – minimum of one space <p>Provision should also be made for the storage of mobility scooters</p>		
Service Vehicles	<p>All developments will be expected to demonstrate how servicing will be undertaken.</p> <p>Hospitals/Nursing Homes and Residential Care Homes:</p> <ul style="list-style-type: none"> ■ At least one bay for ambulances, minibuses and general servicing <p>Halls of Residence: a plan will be required to manage the arrival and departure of students</p>		
Taxis	Adequate pick up and drop off for taxis.		
Car parking	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Staff:</p> <p>Hospitals/Nursing Homes - one space per 3 F/T duty staff</p> <p>Convalescent and residential care homes - one space per 2 F/T duty staff</p> <p>Halls of Residence/Boarding Schools – one space per each duty staff</p> </td> <td style="vertical-align: top;"> <p>Visitors:</p> <p>Hospitals/Nursing Homes - one space per 3 bed spaces</p> <p>Convalescent and residential care homes - one space per 6 bed spaces</p> </td> </tr> </table>	<p>Staff:</p> <p>Hospitals/Nursing Homes - one space per 3 F/T duty staff</p> <p>Convalescent and residential care homes - one space per 2 F/T duty staff</p> <p>Halls of Residence/Boarding Schools – one space per each duty staff</p>	<p>Visitors:</p> <p>Hospitals/Nursing Homes - one space per 3 bed spaces</p> <p>Convalescent and residential care homes - one space per 6 bed spaces</p>
<p>Staff:</p> <p>Hospitals/Nursing Homes - one space per 3 F/T duty staff</p> <p>Convalescent and residential care homes - one space per 2 F/T duty staff</p> <p>Halls of Residence/Boarding Schools – one space per each duty staff</p>	<p>Visitors:</p> <p>Hospitals/Nursing Homes - one space per 3 bed spaces</p> <p>Convalescent and residential care homes - one space per 6 bed spaces</p>		

C3 – Residential (Dwelling houses), C4 – Houses in Multiple Occupation	
Vehicle Type	Standard
Cycles	<p>Proposals should demonstrate how sufficient and appropriate storage space will be provided to meet the following standard:</p> <p>Studio or 1 bedroom dwellings: 1 space per dwelling</p> <p>2 or 3 bedroom dwellings: 2 spaces per dwelling</p> <p>4 or more bedroom dwellings: 3 spaces per dwelling</p>
Disabled people	<p>From a threshold of 10 dwellings (where parking is communal) – 5% of the parking standard to be provided in addition – minimum of one space</p>
Car parking	<p>One bed house/flat: one space per dwelling</p> <p>Two bed house/flat: 1.25 spaces per dwelling</p> <p>Three or more bed house/flat: an average of 1.5 spaces per dwelling</p> <p>In respect of individual or small-scale developments these standards will be applied flexibly to allow for the best layout of the site. On occasion this may result in the provision of driveway space which exceeds that specified in the guidelines.</p> <p>Sheltered Housing: one space per warden</p> <p>For schemes where ten or more car parking spaces are proposed, one electric vehicle charging point should be provided for every five spaces. For individual dwellings with a driveway or garage, passive provision of an electric vehicle charging point should be made so that a charging point can be added in the future. This could take the form of a 13 amp socket within a garage for example.</p>

D1 – Non-residential Institutions		
Vehicle Type	Standard	
Cycles	<p>Staff/children/students:</p> <p>Clinics/Dentist – one space per five staff</p> <p>Nursery/Creche/Childrens Centre – one space per five staff and buggy storage</p> <p>Primary school – one space per five staff, one space per 10 children and scooter storage</p> <p>Secondary School/6th Form Colleges/ CFE's – one space per five staff and one space per five students</p>	<p>Visitors:</p> <p>Clinics/Dentist – one space per 2 consulting rooms</p> <p>Nursery/Creche/Childrens Centre – one space per 10 children</p> <p>Primary school – one space per 100 children</p> <p>Secondary School/6th Form Colleges/ CFE's – one space per 100 students</p> <p>Places of worship/Community Halls/ Youth Clubs/Libraries/other Cultural centres – one space per 100m²</p>
Disabled people	<p>Staff:</p> <p>From a threshold of 500 m², 3% of the parking standard to be provided in addition – minimum of one space</p>	<p>Visitor:</p> <p>5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits</p>
Service Vehicles	<p>All developments will be expected to demonstrate how servicing will be undertaken and provide adequate facilities for coaches.</p>	
Car parking	<p>Staff:</p> <p>Medical/health centre – one space per duty doctor/nurse/other medical and one space per two admin/clerical staff</p> <p>Schools – one space per two F/T staff</p> <p>Colleges/University/other training centres – one per two duty staff</p>	<p>Visitor:</p> <p>Medical/health centre – three spaces per consulting room</p> <p>Schools – 10% of the staff parking standard, in addition</p> <p>Colleges/University/other training centres – one per 15 students</p> <p>Community halls/Places of Worship/ Church halls – one space per 20 m²</p> <p>Libraries – one space per 100 m²</p>

D2 and sui generis related uses – Recreation and Leisure		
Vehicle Type	Standard	
Cycles	Staff: Theatres/cinemas/stadia – one space per 300 seats Sports Centres/Swimming Pools – one space per five staff	Visitors: Theatres/cinemas/stadia – one space per 30 seats Sports Centres/Swimming Pools – one space per 100 m ²
Disabled people	Staff: From a threshold of 500 m ² , 3% of the parking standard to be provided in addition – minimum of one space	Visitor: 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken. Adequate coach parking facilities.	
Taxis	Adequate pick up and drop off for taxis.	
Car parking	Staff: Theatres/cinemas/concert halls – one space per 2 staff	Visitor: Theatres/cinemas/concert halls – one space per 10 seats Bingo Hall/Casino/Dance Halls/Discos – one space per 22 m ² Sports Hall/swimming pool/Gymnasium – one space per 22 m ² Stadia – one space per 15 seats

Other uses and parking standards	
Vehicle Type	Standard
Cycles	Railway stations: three spaces per stopped carriage during peak period Bus/coach station: one space per bus stand Park and Ride: one space per 50 car spaces
Car parking	Petrol Filling Stations: one space per 25 m ² sales kiosk Vehicle repair garages: one space per 25 m ² workshop space and three spaces per MOT test bay Motor vehicle sales: one per 50 m ² of sales display area

Parking Standards Schedule Explanatory Notes:

Provision for Motorcycles

Motorcycles are a distinctive mode of travel throughout the city. For all developments provision should be made for motorcycle parking spaces equal to 5% of the car parking standard. Spaces should conform with the standard dimensions and security requirements set out below.

Parking Provision for Disabled people

Car parking spaces for disabled people should be clearly identified for blue badge holders only and should be located so as to allow easy access to the buildings they serve. In all parking solutions the use of these reserved spaces should be regularly monitored to confirm that the recommended proportion is appropriate. Adequate car parking provision should still be provided for disabled people in developments which are proposing no off-street car parking.

Clarifications

1. All figures expressed are also “part thereof”.
2. The standards apply, unless otherwise stated, to all categories of development for which planning permission is required i.e. new developments, conversions, material changes of use.
3. Good design principles will be expected for all parking provision.
4. Gross floor space is defined as the net lettable floor space together with associated circulation and service areas (i.e. inclusive of reception and lift access, stairwells, toilets, etc.). Areas for plant and car parking are excluded from this definition.
5. All car parking standards are a maximum unless otherwise stated.
6. All other standards are a minimum unless otherwise stated.

Standard dimensions

- 1 car space = 2.4m x 4.8m (or 7’9” x 15’6”)
- Additional space may also be required in some circumstances for clearance from structures i.e. walls, fences. This should be 0.5m where adjacent to a solid wall.
- For car spaces in line (end to end parking) assuming access available from the side = 2.4m x 6.6m (7’9” x 21’6”)
- The minimum dimensions for a single residential garage = 6.0m x 3.0m
- 1 car space for vehicles used by Disabled people = 3.6m x 5.0m (11’8” x 16’4”)
- The typical measurements of a large adult cycle are 1.8m long, 1.1m high and 0.65m wide.
- 1 motorcycle space = 2.5m x 1.5m (or 8’2” x 5’)

Developments making specific provision for motorcycles should have regard to the need for security and incorporate appropriate proprietary anti-theft or tampering measures.