

## Appendix C

The following tables set out the parking standards by Use Class, though please refer to policy LP13 for any exceptions to the standards set out.

In all cases, adequate provision should be made for the parking and turning of service vehicles that serve the site, off the highway.

References in this Appendix to a cycle stand mean a 'Sheffield' or 'A-Frame' stand or similar (capable of accommodating two cycles). References to a cycle space mean a space for the parking/storage of one cycle.

Use	Car/van	Cycle
	Maximum	Minimum
A1 – excluding food stores	One space per 20 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff and one stand per 400 sqm gross floorspace for customers
A1 – Food stores	One space per 14 sqm gross floorspace	

**Informative notes:** Parking standards for large, stand alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the council.

Use	Car/van	Cycle
A2 - Financial and professional services	One space per 20 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff plus one stand per 400 sqm gross floorspace for customers
A3 – Restaurants and cafes (excluding transport cafes)	One space per 15 sqm gross floorspace	One stand per 100 sqm for staff plus one stand per 100 sqm for customers
A3 Transport cafes/truck stops	One space per 15 sqm gross floorspace plus one lorry space per two sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 200 sqm gross floorspace for customers
A4 – Drinking establishments	One space per 15 sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 100 sqm gross floorspace for customers
A5 – Hot food takeaways	One space per 20 sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 100 sqm gross floorspace for customers

**Informative notes:** A higher provision of cycle parking may be required in locations situated in close proximity to key cycle routes and where a high volume of cyclists is expected to occur. This will be negotiated on a case-by-case basis.

Use	Car/van	Cycle
<b>B uses</b>	<b>Maximum</b>	<b>Minimum</b>
<b>B1 – Business</b>	One space per 30 sqm gross floorspace	One stand per 90 sqm gross floorspace for staff plus one stand per 200 sqm gross floorspace for visitors

**Informative notes:** Consideration should also be given to the requirement for any overnight parking and facilities.

Use	Car/van	Cycle
<b>B2 – General industrial</b>	One space per 50 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff plus one stand per 500 sqm gross floorspace for visitors

**Informative notes:** If a site office is included in the development then a B1 parking standard should be applied for that area.

Use	Car/van	Cycle
<b>B8 – Storage and distribution (including open air storage areas)</b>	Three parking spaces per unit plus one space per 300 sqm gross floorspace	One stand per 500 sqm gross floorspace for staff plus one stand per 1000 sqm gross floorspace for visitors
<b>B8 with retail element</b>	Three parking spaces per unit plus one space per 300 sqm gross floorspace plus one space per 20 sqm gross floorspace for customer parking	

**Informative notes:** Consideration should also be given to the requirement for any overnight parking and facilities.

It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases. For developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floorspace that has public access. If a site office is included in the development then a B1 parking standard should be applied for that area.

Use	Car/van	Cycle
<b>C uses</b>	<b>Maximum</b>	<b>Minimum</b>
<b>C1 - Hotels</b>	One space per bedroom plus one space per ten sqm of dining area for hotels with restaurants open to the public	One stand per four staff plus one stand per ten bedrooms

**Informative notes:** The modern day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual use class and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.

Use	Car/Van	Cycle
<b>C2 - Residential care home</b>	One space per full time equivalent staff plus one visitor space per three beds	One stand per five staff plus resident parking on a case-by-case basis
Hospitals – Note: at hospitals there are a number of people who are temporarily disabled and do not have Blue Badges.	To be considered on a case by case basis	One stand per four staff Visitors - to be considered on a case by case basis
Treatment centres (e.g. Independent Sector Treatment Centre with over night facilities)	To be considered on a case by case basis	One stand per four staff Visitors - to be considered on a case by case basis
Residential education establishments – primary/secondary	One space per full time equivalent staff	One stand per eight staff plus one stand per six students
Residential education establishments – further/higher	One space per full time equivalent staff plus one space per five students	One stand per eight staff plus one stand per six students

**Informative notes:** Parking standards for retirement developments that are warden assisted yet provide independent living should fall under Class C3. Hospital parking: It should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly. The impact of parking on the surrounding area should be considered and if necessary provision should be made for appropriate traffic management measures (e.g. resident

parking scheme) to prevent illegitimate parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff.

Use	Car/van	Cycle
<b>C2A - Secure residential institution</b>	One space per full time equivalent staff  Visitor – on a case-by-case basis	One stand per eight full time equivalent staff  Visitor – on a case-by-case basis

**Informative notes:** Class C2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case-by-case basis. Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.

Use	Car/Van	Cycle
	Minimum*	Minimum*
<b>C3 – Dwelling houses</b>	One space per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))	One secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling
One bedroom	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every six dwellings (unallocated))	
Two + bedrooms	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))	
Four + bedrooms	One space for every two dwellings (plus spaces for visitors at a rate of one space for every six dwellings (unallocated))	on a case- by-case basis
Flats in City Centre**		

Use	Car/Van	Cycle
Retirement developments (e.g. warden assisted independent living accommodation)	One space per dwelling	
<b>C4</b> – Houses in multiple occupation	One space per bedroom	

#### Informative notes:

\*For C3 or C4 development, the standards are listed as 'minimum' and will be applied in most instances, especially for major development (10 or more dwellings). However, in some instances the standards will be inappropriate, for example where this would harm the established character of the area. In such instances applicants should discuss with the council what an appropriate provision of parking should be.

For C3 and C4 developments, car parking spaces for occupants should normally be provided on-plot, except in the case of flats or for specific urban design reasons where the most appropriate design solution would require a communal car park or garage court.

\*\*For flatted development in the City Centre boundary, and as a consequence of the reduced standards which apply, applications must be supported by a parking management plan to prevent on street parking and the development becoming cluttered with cars.

Where the number of dwellings in each category are below the threshold, the total number of dwellings will be used to calculate the number of unallocated spaces required by taking an average requirement.

Where a garage is proposed to count as one of the required parking spaces, the garage would need to be of at least 20 sq m of internal floorspace. Alternatively, garage size can be reduced to 18 sq m of internal floorspace and still qualify as a parking space provided a shed or other covered area of 1m by 3m space is available for parking a cycle(s).

Annexes which create extra bedrooms will require additional parking unless existing provision is demonstrated to be adequate.

Visitor/unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.

Use	Car/van	Cycle
D uses	Maximum	Minimum
<b>D1</b> - Medical centres	One space per full time equivalent staff plus two per consulting room plus drop off/pick up facilities	One stand per eight staff plus one stand per two consulting rooms for visitors

Use	Car/van	Cycle
Crèche, child care	One space per full time equivalent staff plus drop off/pick up facilities	One stand per eight staff plus One stand per 15 child places
Day care centre	One space per full time equivalent staff plus drop off/pick up facilities	One stand per eight staff plus one stand per 20 clients
Education – primary/secondary	One space per full-time member of staff plus drop off/pick up facilities	One stand per eight staff plus one stand per six pupils

**Informative notes:**

A lower provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel.

Parking/drop off arrangements for special schools must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car. Coach parking and facilities must be considered for all D1 uses.