

# NON-RESIDENTIAL PARKING GUIDANCE

These are the suggested car and cycle parking guidelines that will meet the likely and operational requirements of various establishments and business uses.

The figures should be interpreted as an initial, pragmatic, County-wide guide. The specific level of parking provision included in any development proposal should be agreed through joint discussions between the Local Highway Authority, Local Planning Authority, developer and his/her consultants. The agreed level of provision will take account of, amongst other things:

- The location of the proposed development and the area that it serves.
- The travel demand that is likely to be generated as a result.
- Off-site constraints and opportunities that influence the functionality of the site for the use(s) proposed.
- Mitigation measures proposed, including the delivery and implementation of Travel Planning and provisions.

[For larger sites, these factors should be explored and quantified in the transport appraisal or assessment submitted as part of the planning application for the proposed development.]

Use Class		Car and HGV Parking	Cycle Parking
A1 Retail	Food and non-Food Retail < 500m <sup>2</sup> GFA	1 per 20m <sup>2</sup> + 1 per 100m <sup>2</sup> for staff	1 per 250m <sup>2</sup>
A1a	Non-Food Retail > 500m <sup>2</sup> GFA	1 per 20m <sup>2</sup> + 1 per 2 Full-time staff + 1 HGV space per 1000m <sup>2</sup>	First 500 m <sup>2</sup> at 1 per 250m <sup>2</sup> , then 1 per 1000m <sup>2</sup>
A1b	Food Retail > 500m <sup>2</sup> GFA	1 per 14m <sup>2</sup> + 1 per 2 Full-time staff + 1 HGV space per 1000m <sup>2</sup>	1 per 350m <sup>2</sup>
A2	Financial & Professional Services/Banks/Estate Agents/Building Societies	1 per 30m <sup>2</sup>	1 per 125m <sup>2</sup>
A3/A4/A5 Food and Drink	Restaurants/Cafes/Public Houses/Bars/Takeaways	1 per 15m <sup>2</sup> + 1 per 2 Full-time staff	1 per 100m <sup>2</sup>
B1	Business Offices	1 per 30m <sup>2</sup>	1 per 125m <sup>2</sup>
B2	General Industrial	1 per 30m <sup>2</sup> + 1 HGV space per 250m <sup>2</sup>	1 per 500m <sup>2</sup>
B8	General Warehouse and Distribution	1 per 200m <sup>2</sup> + 1 HGV space per 250m <sup>2</sup>	1 per 500m <sup>2</sup>

Use Class		Car and HGV Parking	Cycle Parking
C1	Hotels and Hostels	1 per bedroom + 1 per 2 Full-time staff	Individual assessment
C2 C2a	Residential Institutions and Hospitals	1 per 4 staff + 1 per 3 visitors	Individual assessment
C2b	Nursing Homes/Care Homes	1 per 4 beds + 1 per 2 Full-time staff	Individual assessment
D1 D1a	Non-Residential Institutions/Places of Worship/Church Halls/Public Halls	1 per 5m <sup>2</sup>	Individual assessment
D1b	Clinics/Health Centres/Surgeries	2 per consulting room + 1 for every Full-time staff	Individual assessment
D1c	Libraries	1 per 25m <sup>2</sup>	Individual assessment
D1d	Art Galleries and Museums	1 per 40m <sup>2</sup>	Individual assessment
D1e & f	Schools	1 per 2 Full-time staff + visitor + disabled provision	Individual assessment
D2 D2a	Assembly and Leisure Cinemas/Conference Halls	1 per 5 seats	Individual assessment
D2c	Function Rooms	1 per 20m <sup>2</sup>	Individual assessment
	Service stations	1 per 2 staff + 1 per 3 service bays	Individual assessment
	Car Dealerships (with external display)	1 per 2 staff + 1 per 10 forecourt cars (+ consider transporter provision)	Individual assessment
	Commercial Display Showrooms	1 per 100m <sup>2</sup> + 1 per 2 Full-time staff	Individual assessment

Motorcycle parking should be carefully considered in line with recommendations in **Manual for Streets** [Section 8.4 pages 112 and 113] - particularly in recognition of various accessibility initiatives of motor scooters for young people, etc.

**PLEASE NOTE**

This guidance does not cover every potential use type or combination of mixed use development and the Highway Authority reserves the right to change, amend, or adjust these, or any other guidance figures to provide a sensible parking strategy.