

APPENDIX C: PARKING STANDARDS

Table 1: Parking Standards

The parking standards apply to new buildings, extensions and changes of use for service vehicles, car, motorcycle and bicycle parking.

(a) Specific requirements

No	Use	Requirements
1.	Parking bay sizes	(a) The minimum dimensions of a standard car parking bay are 2400mm x 4800mm for spaces and for a wheelchair accessible car parking bay 2400mm x 4800mm plus shared 1200mm transfer zone as detailed in the Council's Accessibility SPD.
		(b) The minimum dimensions of a motorcycle/moped/scooter parking bay are 1400mm x 2500mm.
		(c) The minimum dimensions for a bicycle space are 600mm x 1800mm.
2.	Multiple users of parking facilities	(a) Where a scheme consists of more than one land use, the parking requirement will be calculated separately for each use. However, where mixed uses generate demands at different times of day, consideration will be given to parking provision based on the maximum amount of parking space required at any one time.
		(b) Applicants may consider the multiple use of parking facilities (for use by different sections of the community, for different uses and either at the same or at different times). It should be noted that multiple use of parking facilities may require planning permission.
3.	Uses likely to generate coach traffic	(a) Uses likely to generate coach traffic (e.g. hotels, public halls, educational establishments, swimming and sports facilities, theatres etc) should provide adequate off-street facilities for coaches, including pick-up and set-down points, manoeuvring space and sufficient parking bay(s).
		(b) Development layouts should allow for coaches to enter and leave the site in a forward gear.

No	Use	Requirements
4.	Transport appraisal, assessment or statement and Travel Plan	Where required in the parking standards or as ascertained by the Council, a transport assessment, statement or appraisal and/ or travel plan may be required to ascertain the impact of the development.
5.	Servicing and loading Arrangements	(a) Sufficient space for the standing and manoeuvring of all goods and service vehicles likely to serve the development at any one time is essential.
		(b) The following minimum dimensions should be accommodated for service vehicles: - For smaller stores, town centre uses, hotels and residential institutions: 2.5m x 12m; and - For supermarkets and warehouses: 2.5m x 18m.
		(c) Development layouts should allow all vehicles to load/unload and enter and leave the site in a forward gear.
6.	Car park Design	(a) Car parking areas must be designed from the onset in accordance with the principles of secured by design (where necessary access controlled), sustainable drainage (SuDS) and inclusive access.
		(b) Surface car parks should be adequately screened and landscaped and, where possible, laid out in small groups of parking spaces for amenity and to mitigate heat island effects and surface water runoff.
		(c) Car parking areas must be designed to allow vehicles to exit and enter in a forward gear.
7.	Parking provision for dwelling houses	(a) Car parking spaces for dwelling houses should: - be designed in accordance with sustainable drainage principles; - minimise areas of hard standing; - ensure gates do not swing outwards and that the positioning of the car park does not cause the parked vehicle to overhang the pavement; - leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair

No	Use	Requirements
		user in accordance with the Council's Accessible Hillingdon SPD May 2013; and • Make provision for electric vehicle charging points. (b) For dwelling houses with vehicular access onto a classified highway, vehicles must be able to enter and exit the site in a forward gear.
8.	Garages	(a) Garages should be an internal width minimum of 3000 mm x 6000 mm. The design of the garage should relate to the design of the building around it, should be subordinate in size and appearance to the main dwelling, and preserve and enhance the local character. (b) Flat roofs and double width doors and long unrelieved walls should be avoided especially if they front towards a street. (c) The design of the garage and driveway must ensure that an occupying vehicle does not need to overhang the carriageway or footway (footpath) while waiting for the garage door to be opened.
9.	Inclusive Access	(a) For commercial developments, 10% of car parking spaces must be for blue badge holders and 5% for brown badge holders, together with one accessible on or off street parking bay designated for blue badge holders, even if no general parking is provided. (b) For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013. For dwelling houses, proposals must leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair user in accordance with the Council's Accessible Hillingdon SPD May 2013.
10.	Parking for electric vehicles	Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets. This will be reviewed in future.
11.	Crossovers, footpaths and road layouts	(a) Vehicle crossovers must be constructed to Council standards and meet engineering requirements. As a guide, the width of a standard (domestic) crossing is 2.5m at the back of the public footway increasing to 4.6m at the kerbside. Crossovers which cover the full

No	Use	Requirements
		frontage may not be permitted.
		(b) For road layouts, swept path analysis must include 300mm error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout.
12.	Bicycle parking	(a) Parking for bicycles must be located in a safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s). Large developments will be expected to include changing and other facilities for cyclists. (b) As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage. Further design guidance is available in Transport for London's London Cycling Design Standards.
13.	Motorcycle, moped and scooter parking	(a) In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, moped and scooters) must also be provided at the rate of 5% of car parking spaces. (b) Motorised two wheeler parking should be secure and where possible covered and close to building entrances. Ideally parking should be grouped together for security. Large developments will be expected to include changing and other facilities for motorcyclists, moped and scooter users. Guidance on parking design is available in the Institute for Highway Engineers Guidelines for Motorcycling.

(b) Parking requirements

CAR AND OTHER VEHICLE PARKING				BICYCLE PARKING
MAXIMUM REQUIREMENT				MAXIMUM REQUIREMENT
				(1 space per sqm of gross floorspace unless otherwise stated)
A1 FOOD				
Parking space per sqm of gross floorspace:				(a) A1 (shops)
	PTAL 6-5	PTAL 4-2	PTAL1	Out of centre – 1 per 350 sqm
Up to 550sqm	75	50 - 35	30	In Centre - 1 per 125 sqm
Up to 2500sqm	45 - 30	30 - 20	18	(b) A3 Café & restaurant
Over 2500sqm	38 - 25	25 – 18	15	1 per 20 staff + 1 per 20 customers.
With at least 1 space required for those food uses with a delivery service.				(c) A4 Pub/wine bars
				1 per 100 sqm
				(d) Takeaways
				1 per 50 sqm
A1 NON FOOD				
Parking space per sqm of gross floorspace:				(a) A1 (shops)
	PTAL 6-5	PTAL 4 -2	PTAL1	Out of centre – 1 per 500 sqm
	60 - 40	50 – 30	30	In Centre - 1 per 300
				(b) A2 financial services –
				1 per 125

TOWN CENTRE , SHOPPING MALL, DEPARTMENT STORE			
1 space per sqm of gross floorspace:			A1 (shops)
PTAL 6-5	PTAL 4 -2	PTAL1	Out of centre – 1 per 500 sqm
75 – 50	50 – 35	30	In Centre - 1 per 300 sqm
GARDEN CENTRE			
1 space per sqm of gross floorspace:			A1 (shops)
PTAL 6-5	PTAL 4 -2	PTAL1	Out of centre – 1 per 500 sqm
65 - 45	45 – 30	25	In Centre - 1 per 300 sqm
MINI CAB OFFICE			
2 spaces			Level of provision subject to appraisal of number of office based staff.
Depending on the number of cars and available parking, a transport appraisal may be required.			
B1 OFFICES			
1 space per 50 – 100 sqm of gross floorspace			1 per 250 sqm
ALL OTHER B CLASS USES			
2 spaces plus 1 space per 50 – 100 sqm of gross floorspace			(a) B1(b) (c) (business) – 1 per 250 sqm (b) B2 – B8 (General Industry storage and distribution) 1 per 500

DWELLINGS WITH CURTILAGE	
2 spaces per dwelling	(a) 1 per 1 or 2 bed unit. (b) 2 per 3 or more bed unit
FLATS	
3 - 4 or more bedrooms - 2 spaces per unit 1 – 2 bedrooms - 1.5 - 1 spaces per unit Studio - 1 space per 2 units (a) Proposals must also accommodate visitor's car parking on-site additional to the above (b) Car parks must be allocated to dwellings.	(a) 1 per studio, 1 or 2 bed unit. (b) 2 per 3 or more bed unit.
HOSTELS	
1 space per manager plus 1 space per 20 resident bed spaces. Variance to this may be permitted, subject to a transport appraisal and travel plan.	Level of provision subject to appraisal.
HOUSES IN MULTIPLE OCCUPATION	
For a HMO with up to 6 occupants: 1 space per 2 occupants. For HMOs over 6 occupants, car parking requirements will be assessed through a transport appraisal and travel plan.	1 per occupant

HOTELS AND GUESTHOUSES	
On an individual basis and in addition to car parking requirements: (a) Provision for taxi pick up and set down to be provided. (b) One coach parking space is required per 50 rooms. (c) Within existing and proposed hotel developments, the use any of the hotel car parking for car rental operations or short/long stay airport or other public car parking will require planning permission. (d) Hotels which include function/banquet and dining rooms (which may include: ballrooms, conference and meeting rooms, exhibition space, restaurants, cafés/ bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings or for eating/drinking) will require a transport appraisal to assess the level of car parking.	1 per 10 staff
BOARDING SCHOOLS, RESIDENTIAL COLLEGES AND STUDENT HALLS OF RESIDENCE	
On an individual basis using a transport assessment and travel plan.	1 space per student
RESIDENTIAL INSTITUTION (INCLUDING CARE HOMES)	
Either using a transport assessment and travel plan, or 1 space per four dwelling units, minimum 2 spaces, plus 1 space for warden. Where relevant provision is also to be made for emergency vehicle parking, loading and unloading.	(a) Care homes - 1 per 3 staff (b) Other uses – level of provision subject to appraisal.

HOSPITALS	
Additionally provision to be made for emergency vehicle parking, loading and unloading. Car parking on an individual basis using a transport assessment and a travel plan.	1 per 5 staff and 1 per 10 visitors
DAY CARE CENTRES, PRE-SCHOOL PLAY AND NURSERIES	
On an individual basis using a transport assessment and travel plan and in addition to car parking requirements, provision for pick up and drop off facility to be provided.	Level of provision subject to transport assessment.
HIGHER AND FURTHER EDUCATION ESTABLISHMENT (VOCATIONAL & ACADEMIC) ADULT TRAINING CENTRES AND SCHOOLS	
On an individual basis using a transport assessment and where applicable school travel plan/travel plan. Where relevant, provision should be made for coach/bus access and parking.	1 per 10 staff or students
MEDICAL AND OTHER HEALTH PRACTICES, INCLUDING DENTAL , VETERINARY AND ALTERNATIVE MEDICINE	
At least two spaces per consulting room to be provided	(a) Health facilities/clinics - 1 per 50 staff + 1 per 10 visitors. (b) All others – level subject to appraisal
PLACES OF WORSHIP AND COMMUNITY CENTRES	
On an individual basis using a transport assessment and travel plan, and in addition provision for taxi set down and pick up where relevant	(a) Libraries - 1 per 10 staff + 1 per 10 visitors (b) All others – level subject to appraisal

THEATRES AND CINEMAS, NIGHTCLUBS, BANQUETS AND FUNCTION ROOMS	
On an individual basis using a transport assessment and travel plan, and in addition provision for taxi set down and pick up where relevant	(a) 1 per 20 staff + 1 per 50 seats (b) all others - level subject to appraisal
HEALTH CLUBS LICENSED CLUBS AND SPORTS FACILITIES WITHOUT A LICENSED CLUB HOUSE, SWIMMING POOLS	
On an individual basis using a transport assessment and travel plan, and in addition provision for taxi and bus/coach access and parking	(a) Leisure facilities - 1 per 10 staff and 1 per 20 peak period visitors (b) Others – level subject to appraisal