

**TRANSPORT
APPENDIX**

PARKING

- 1. Table on Parking Requirements**
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1. Table on Parking Requirements

Land Use Classes Order <i>Sui generis and mixed uses on merit, in context of relevant use class</i>	Disabled Car Users <i>Minimum Standards</i>	Cars <i>Maximum Standards</i>		Cycles <i>Minimum Standards</i>	Service vehicles
	Borough-wide <i>No less than 1 space per</i>	Zone 1 <i>No more than 1 space per</i>	Zone 2 <i>No more than 1 space per</i>	Borough-wide <i>No less than 1 space per</i>	Borough-wide <i>No less than 1 space per</i>
A1: Shops	800sqm site area plus 1 space per 150sqm floorspace	350sqm site area plus 1 space per 75sqm floorspace	250sqm site area plus 1 space per 75sqm floorspace	450sqm floorspace	500sqm floorspace
A2: Finance/ Professions				450sqm floorspace	Site specific consideration
A3-5 Food and drink				70sqm floorspace	Site specific consideration
B1/B2/B8: Business General industry Storage and distribution	800sqm site area	350sqm site area	250sqm site area	450sqm floorspace	500sqm floorspace <i>not applicable to B1 offices</i>
In addition to the above, motor repair and tyre fitting premises need car storage of 2 spaces per bay.					
C1: Hotels, guest houses and boarding houses (for tourists and business visitors)	12 bedrooms	5 bedrooms	3 bedrooms	20 bedrooms	1 coach space for a hotel of 100 bedrooms, 1 extra space for every 200 rooms
C2: Residential institutions	20 beds	5 beds	2 beds	20 beds	Site specific consideration
C3: Dwellings	10 dwellings	1 space per dwelling of up to 5 habitable rooms, or 2 spaces per dwelling of 6 or more habitable rooms		1.5 dwellings	Site specific consideration
Hostels (sui generis)	10 beds	8 beds	4 beds	2 beds	Site specific consideration
D1: Non-residential institutions	40 people (including staff, students 18 years and over, and visitors at time of peak usage)	No more than 1 space per 10 people (including staff, students 18 years and over, and visitors at time of peak usage)		300sqm floorspace	Site specific consideration
D2: Assembly and leisure (except sport)				140sqm floorspace	Site specific consideration
D2: Indoor and Outdoor sports	1 car space per 60 m ² CRF*	1 car space per 15 m ² CRF*		1 cycle space per 6m ² CRF*	Site specific consideration

CRF means changing room floorspace. See notes on Indoor and Outdoor Sports overleaf.

2. Notes on the Table of Parking Requirements

Land Use

The standards relate to the relevant use classes referred to in the table. Sui Generis and mixed uses are considered on their merits, in the context of the relevant use class.

Cars and Service Vehicles

The dimensions for the spaces are indicated in Part 3.

Cycles

Disabled Car Users

Zones One and Two

Maximum and Minimum requirements ('no more than/no less than')

See the supporting text for Policy 9.1.

A1/A2/A3: Retail and associated uses

Site area is used in calculating the parking requirement for class A and B development. Where class A or B uses are proposed as part of a **mixed development**, the site-based parking requirement is calculated on the basis of a notional site area. This is determined by calculating the percentage of Class A and B floorspace proposed in the development, and applying this percentage to the area of the site as a whole. The site area should be calculated excluding any part of the adjoining road width.

Floorspace is defined as the gross floor area of the development – measured on the outside of the buildings on the site.

The parking requirements for Cash and Carry Warehouses should be determined on merit. It will be expected that the provision would be no higher than the maximum retail standard for the relevant zone.

B1/B2/B8: Business, Industry and Warehousing

See the items referred to under Class A above.

C1: Hotels, Guest Houses and Boarding Houses

This covers accommodation for tourists and business visitors.

For the purpose of this standard, 'beds' includes single and double beds.

Parking spaces are required for the actual number of bedrooms, whether they are single, double or family bedrooms.

Any ancillary or associated uses open to the public, such as restaurant/bar, ballroom, conference hall or educational facilities; will be expected to comply with the relevant non-residential standards, in addition to the parking requirement for the residential element.

C2: Residential Institutions

This covers hospitals, nursing homes, residential schools and colleges.

C3: Dwellings

This covers flats and houses including small businesses at home, and dwellings in communal housing for older and disabled people. The parking provision for each new unit in the table will be applied on the basis that it does not result in sites being developed with an average of more than 1.5 off street car parking spaces per dwelling. This is in order to reflect government guidance in paragraph 62 of PPG 3.

Hostels

This is a special standard for this sui generis use.

D1: Non-residential institutions

This covers places of worship, church halls, clinics, health centres, creches, day nurseries, consulting rooms, museums, public halls, libraries, art galleries, exhibition halls, non-residential education and training centres.

D2: Assembly and Leisure (except sport)

This covers cinemas, music and concert halls, dance, bingo halls, casinos and other leisure uses (except sports).

D2: Indoor and Outdoor Sports

This covers sports halls, swimming baths, skating rinks, gymnasia and other indoor and outdoor sports uses. **CRF** means changing room floorspace. Changing rooms are normally 3 sqm. per person including toilets and showers. For outdoor sports facilities there will be a degree of flexibility regarding the maximum provision, given that open spaces may be in the least accessible areas of the borough.

3. Dimensions for Parking Spaces and Loading Areas

The dimensions for parking spaces and loading bays required by virtue of UDP policy are indicated in the table below. This should be read in conjunction with the 'Ealing Design Guide for Road and Sewer Works on New Developments'.

Dimensions for Parking Spaces and Loading Areas (metres)		
Vehicle	Parking Space	Loading Bay
Car	4.8m x 2.4m	
Car - Disabled User	4.8m x 2.4m plus 1.2m wide strip along one side of the bay (may be shared by two bays) and marked with the Disabled Logo in yellow paint. If possible, in a proportion of the spaces, a 1.2m wide strip should be extended behind the space to give access to the boot and for cars with rear hoists (source BS 8300:2001)	
Van	5.5m x 2.4m	6.0m x 3.5m
Coach	14.0m x 3.5m	
Heavy Goods (HGV) rigid	14.0m x 3.5m angled at 45° towards the point of egress	12.0m x 3.5m
HGV articulated	18.5m x 3.5m angled at 45° towards the point of egress	16.0m x 3.5m
<i>Source: Roads and Traffic in Urban Areas (DTP)</i>		

Advice on the layout of parking areas should generally meet the criteria set out in Part 4 of this Appendix: 'Layout of Parking Areas'. In general terms, safety, convenience, landscaping and appropriateness to the type and scale of development must be taken into account. Where provision is collective, small groupings of spaces or garages are preferable to extensive areas of parking.

4. Layout of Parking Areas

1. Dimensions of loading areas and parking spaces are set out in Part 3 of this Appendix: 'Dimensions for Parking Spaces and Loading Areas'. It may be unnecessary to require a small development of small workshops to incorporate facilities for the largest vehicles.
2. On trunk roads, the Department for Transport requires that vehicles should be able both to enter and leave the plot in forward gear.
3. Forecourts should be provided wherever possible. Crossovers and widths of entrances should be designed so that any environmental impacts and disturbance to vehicular or pedestrian traffic are kept to a minimum.
4. Where appropriate, off street servicing arrangements will be required for the purpose of deliveries in new residential, commercial and industrial developments, ensuring that vehicles can enter and leave the site in forward gear. Existing off street facilities and rear servicing will be retained and improvements encouraged.
5. As part of new housing developments and flat conversions:
 - Parking spaces and garaging should be provided at the front or side of the house unless rear access is available, and providing there would be no substantial loss of rear garden space, or an unacceptable impact on the adjoining properties; and
 - Subject to the provision of proper sight line standards, careful consideration should be given to surfacing, planting, screening, the retention of boundary walls/trees, and avoiding obstruction of pedestrian access or of daylight entering basements.
6. The landscaping of parking areas should take into account the following:
 - The planting of trees between bays or groups of bays;
 - The use of raised planting beds to screen parking areas;
 - Adequate boundary landscaping;
 - Protection of planting from vehicle damage or draining of polluted water;
 - The use of species of plants and trees which do not produce fruit which would attract birds, drip sticky substance or shed large leaves which may block drains;
 - The use of different paving materials, bollards or kerbs to distinguish between pedestrian, parking and car circulation areas, with adequate and convenient provision for pedestrian safety;
 - Service areas should have attractive perimeter landscaping e.g. walls, trees and climbers. Adequate lighting should also be provided in the interests of safety.
7. Lighting of car parks: community safety is of prime importance. In large car parks, women, drivers with disabilities and the elderly are most at risk. There is the need to provide artificial lighting for all car parks during operational periods, outside hours of natural light. In open areas solar powered lighting is encouraged, to reduce the energy costs and impact.
8. Multi-storey car parks should be well lit at all times of operation.
9. The needs of people with mobility problems will be taken into account, particularly in the location of parking spaces for disabled car users, and in the provision of dropped kerbs to provide safe, accessible and direct routes through the car park, with clear and consistent sign posting.

