

Use of the Standards

These standards were produced by North Yorkshire County Council and have been adopted by Hambleton District Council as its own standards.

The standards set out in the following tables are designed to ensure that, in normal circumstances, adequate on-site parking provision is made for the traffic likely to be generated by new developments.

Although these standards are to be applied to all areas of North Yorkshire, the variation that exists within the county necessitates a flexible application of them, with each development proposal being considered on its individual merits. In certain cases, the Council may recommend a higher standard of provision. Exceptionally, the Council may be prepared to accept a lower standard.

Policy T9 of the North Yorkshire County Council Structure Plan (Adopted October 1995) states that

“Provision for car parking and servicing will normally be required in all new development. However, this requirement may be waived in the centres of the larger towns, in conservation areas, in other areas of environmental significance, on small industrial sites in rural areas, and to facilitate the renovation and active use of buildings and areas within existing towns and villages”.

The user should refer to the notes to be found at the end of the tables, prior to using the standards.

Use of Commuted Payments in Lieu of Car Parking

The local planning authority has the option to accept commuted payments in lieu of car parking, at its discretion, under the following circumstances:

- commuted payments will be considered in circumstances where the developer is unable to provide the required number of parking spaces within the site, according to the adopted standards;
- in most cases, a developer must provide all the required operational spaces on site. This may be relaxed in pedestrianised zones;
- commuted payments will normally be accepted in respect of office developments and may be considered for other commercial developments;
- the policy only applies to office and commercial uses where the full car parking provision is not possible due to physical constraints of the site or the special character of a particular area;
- any contribution from a developer will automatically enter a local fund. The local authority will be committed to spending the monies received on the provision of car parking facilities in that locality, within a reasonable timescale. Where practical, the spaces will be made available by the local authority at the time of opening of the development. The monies may be used for public transport improvements or traffic management measures, if such measures are likely to improve journeys to and from the proposed development;
- the acceptance of commuted payments from a developer does not imply exclusive use of specific spaces for the development in question;

- the maximum level of payment shall be the shortfall in spaces multiplied by the cost of providing a parking space. The cost of a single space is based on the current average estimate for construction and land purchase within that area. This figure will be reviewed on an annual basis and may be adjusted downwards, in certain cases, to take account of the anticipated income generated by the use of the car parks.

Origin of the Standards

The standards have been prepared from a variety of sources. The final column within the tables contains a reference number which relates to the source of the information; these sources are summarised below.

Every attempt has been made to validate the data for use in a North Yorkshire context and this will be ongoing.

Source Reference

- 1 North Yorkshire County Council's existing car parking standards, validated using standards adopted elsewhere in the country and through local consultations.
- 2 Standards commonly adopted elsewhere in the country, in areas with similar geographical characteristics. This source includes information contained in the TRICS Report '*Review of Parking Standards*' July 1988.
- 3 Detailed comments provided in writing by York City Council, Harrogate Borough Council, Scarborough Borough Council and other District Councils, and through discussions with officers of North Yorkshire County Council.
- 4 Specific traffic surveys or sources for particular land uses, details of which are provided below:
 - a A J Metric Handbook, Section 18 Restaurants and Bars.
 - b Surveys undertaken at local churches in the York area.
 - c Surveys undertaken at garden centres in North Yorkshire.
 - d Surveys undertaken at sports stadia, both locally and elsewhere in the country.
 - e Surveys undertaken at livestock markets, both locally and elsewhere in the country.

**NORTH YORKSHIRE COUNTY COUNCIL -
CAR PARKING STANDARDS FOR DEVELOPMENT CONTROL**

<i>Land use</i>	<i>Use Class</i>	<i>Operational Requirement</i>	<i>Non Operational Requirement</i>	<i>Source Ref.</i>	
Education					
a	Nursery Schools	D1	Facility for contract buses and parents to pick up and set down as appropriate	Staff: 1 space/member of staff Visitors: 1 space/6 members of staff	2
b	Primary and Secondary Schools	D1	As above	Staff: 1 space/member of staff Visitors: 1 space/30 pupils Students: 1 space/5 sixth formers	2
c	Sixth Form Colleges	D1		Staff: 1 space/member of staff Students/Visitors: 1 space/5 students	1/2
d	Colleges of FE	D1		Staff: 1 space/member of staff Students/Visitors: 1 space/4 students (mainly full time) 1 space/3 students (mainly part time)	1/2
Medical					
a	Hospitals	C2	1 space/each doctor or surgeon	Staff: 1 space for every 3 staff excluding doctors and surgeons Outpatients/Visitors: 1 space/2 beds	1/2
b	Health Centres/ Doctors' Surgeries/ Veterinary Surgeries/ Dentists' Surgeries	D1	1 space/doctor or nurse	Staff: 1 space/every 3 other staff Patients: 3 spaces/consulting room	2
Entertainment					
a	Theatres	None	Space for coaches to pick up and set down as appropriate	Staff: 1 space/3 staff Patrons: 1 space/3 seats	2
b	Cinemas	D2	Space for coaches to pick up and set down as appropriate	Staff: 1 space/3 staff Patrons: 1 space/3 seats	2
c	Bingo Halls	D2	Space for coaches to pick up and set down as appropriate	Staff: 1 space/3 staff Patrons: 1 space/10 seats	2
d	Dance Hall/ Discotheque	D2		Staff: 1 space/3 staff Patrons: 1 space/10sq.m. public floor area	2

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Sports/Leisure					
a	Indoor/outdoor stadia inc. Rugby League/ Football Stadia	D2	Staff: 1 space/2 staff Players/Competitors: 1 space/2 players Spectators: 1 space/3.5 spectators 1 coach space/500 spectators	4d	
b	Football/Hockey/ Cricket etc pitches	D2	Players: 1 space/2 players/officials 1 coach space/4 pitches	2	
c	Sports/Leisure Centres	D2	Staff: 1 space/2 staff Players: 1 space/2 players plus suitable spectator provision	2	
d	Tennis/Squash/ Badminton/Bowling	D2	Staff: 1 space/2 staff Players: 4 spaces/court/lane plus suitable spectator provision	2	
e	Swimming Pool/ Skating Rink	D2	Staff: 1 space/2 staff Patrons: 1 space/10 sq.m. pool/rink Spectators: 1 space/10 seats & 1 coach space	2	
f	Golf Courses	D2	Staff: 1 space/2 staff Players: 3 spaces/hole Bar and Restaurant to be assessed separately	2	
g	Marinas	D2	Staff: 1 space/2 staff Boat Users: 1 space/1.5 berths 1 trailer space/10 berths	2/3	
h	Caravan/Camping Sites	D2	Staff: 1 space/2 staff adjacent to site office Patrons: 1 space on pitch Visitors: 1 space/10 pitches adjacent to site office.	2	
Libraries/Museums/Art Galleries					
		D1	Space for mobile library van as appropriate. (NB: these standards may be relaxed for town/city centre sites depending on the availability of public car parking)	Staff: 1 space/2 members of staff Visitors: 1 space/30 sq.m. Gross Floor Area (GFA)	2

<i>Land use</i>	<i>Use Class</i>	<i>Operational Requirement</i>	<i>Non Operational Requirement</i>	<i>Source Ref.</i>	
Business Use					
a	Offices in Urban Environment	A2/B1		1 space/30sq.m. GFA	2
b	Banks	A2	1 suitably located space to accommodate security van	Staff: 1 space/30 sq.m. GFA Customers: 1 space/10sq.m. of banking hall	2/3
c	Business Parks/Offices on green field sites	B1		1 space/20 sq.m. GFA	2
Industry					
a	Manufacturing	B1/B2	1 service vehicle space/500 sq.m. GFA	Staff/Visitors: 1 space/50 sq.m. GFA	2
b	Hi-Tech	B1/B2	1 service vehicle space/500sq.m. GFA	Staff/Visitors: 1 space/30sq.m. GFA	2
c	Warehousing	B8	1 service vehicle space/250sq.m. GFA	Staff/Visitors: 1 space/200sq.m. GFA plus 1 space/20sq.m. GFA for offices	2
Note: Consideration will be given to the provision of a lower standard for small industrial sites in rural areas.					
Hotels/Motels					
(defined as 20 or more beds)	C1	1 space/resident member of staff	Guests: 1 space/bedroom and 1 coach space/100 bedrooms Staff: 1 space/3 non-residential staff Bars: 1 space/4sq.m. public area Restaurant: 1 space/4 seats or 1 space/4.6 sq.m. dining area Conference facilities assessed separately but with a reduction equivalent to 1 space/bedroom	2/3/4a	
Guest Houses					
(defined as under 20 beds)	C1	1 space/resident member of staff	Guests: 1 space/bedroom	2/3	
Conference Centres					
	D1	1 coach space/50 seats	Staff: 1 space/3 staff Visitors: 1 space/3 seats or 1 space/10sq.m. GFA	2	
Restaurants					
	A3		Staff: 1 space/3 staff Customers: 1 space/4 seats or 1 space/4.6 sq.m. dining area	2/4	

<i>Land use</i>	<i>Use Class</i>	<i>Operational Requirement</i>	<i>Non Operational Requirement</i>	<i>Source Ref.</i>
Public Houses/Licensed Clubs				
	A3	(Note: these standards may be relaxed for town/city centre sites depending on the availability of public car parking)	Staff: 1 space/3 staff Rural: Customers 1 space/2sq.m. public space Urban: Customers 1 space/4sq.m. public space	1/2
Places of Worship				
	D1		1 space/10 sq.m. GFA	2/4a
Public Halls/Places of Assembly/Community Centres				
	D1		Staff: 1 space/3 staff Users: 1 space/5 seats or 1 space/25 sq.m. GFA	2
Garages/Service Stations/Car Repair Workshops				
	None	1 space/breakdown/towing vehicle. Where Car Wash is provided, space for 5 cars to wait	Staff: 1 space/2 staff Car repairing/servicing: 4 spaces/repair bay Sales: 1 space/4 cars displayed Parts: 1 space/25sq.m. GFA Paint/Body Shop: 1 space/20sq.m. GFA	2/3
Motorist Centres				
(tyre/exhaust fitting etc)	None		Staff: 1 space/2 staff Users: 2 spaces/repair bay	2
Petrol Filling Stations				
	None	Where car wash is provided, space for 5 cars to wait	Staff: 1 space/2 staff	2
Auction Rooms				
	None		Staff: 1 space/2 staff Users: 1 space/125 sq.m. GFA	2
Livestock Markets				
	None		Staff/Users: 66 spaces/hectare	4e
Retail				
a	Town Centre/ Neighbourhood Shops	A1 1 service vehicle space/500sq.m. GFA	Staff: 1 space/100sq.m. GFA Customers: 1 space/30sq.m. GFA	2
b	Supermarkets (under 5,000sq.m. GFA)	A1 1 service vehicle space/500sq.m. GFA	Staff: 1 space/100sq.m. GFA Customers: 1 space/10sq.m. GFA	2

<i>Land use</i>	<i>Use Class</i>	<i>Operational Requirement</i>	<i>Non Operational Requirement</i>	<i>Source Ref.</i>
c Superstores (5,000 -10,000sq. m. GFA)	A1	1 service vehicle space/750sq.m. GFA	Staff: 1 space/100sq.m. GFA Customers: 1 space/10sq.m. GFA	2
d Hypermarkets (over 10,000sq. m. GFA)	A1	1 service vehicle space/1000sq.m. GFA	Staff: 1 space/100sq.m. GFA Customers: 1 space/10sq.m. GFA	2 2
e DIY Stores	A1	1 service vehicle space/500sq.m. GFA	Staff: 1 space/100sq.m. GFA Customers: 1 space/15sq.m. GFA	2
f Garden Centres	A1	1 service vehicle space/1000sq.m. GDA (Gross Display Area)	Staff: 1 space/100sq.m. GDA Customers: 1 space/25sq.m. GDA	2/4c
g Retail Warehousing	A1	1 service vehicle space/1000sq.m. GFA	Staff: 1 space/ 100sq.m. GFA Customers: 1 space/25sq.m. GFA	2
h Regional Centres	A1	1 service vehicle space/1000sq.m. GFA	To be assessed as combination of different uses.	

Notes:

- 1 In town centres operational parking should be provided on site. However, due to specific site circumstances, it may not be possible to provide all, or indeed any, non operational parking on site. In such circumstances, the balance should be made up through commuted payments.
- 2 The above standards relate to stores without a petrol filling station. If a petrol filling station is to be provided, the customer car parking requirement should be increased by 10%.
- 3 Retail Floor Area (RFA) can be assumed to be 60% of the Gross Floor Area (GFA).

Residential - Non Special

a Dwelling 5 or more bedrooms	C3		Residents: 2 garage spaces on plot Visitors: 2 visitors spaces on plot	2/3
b Dwelling 4 bedrooms	C3		Residents:1 garage space on plot Visitors: 2 visitor spaces on plot	2/3
c Dwelling 2 or 3 bedrooms	C3		Residents: 1 garage space on/near plot Visitors: 1 visitor space on/near plot	2/3
d Dwelling 1 bedroom	C3		Residents: 1 garage space on/near plot Visitors: 1 space/2 flats on/near plot	2/3
e Flat conversions/ Houses in multiple occupation/Bedsitters	C3		Residents/Visitors: 1 parking space/bedroom	2/3

Note: The visitor requirement may be waived in central urban situations where site constraints make the provision of the full space requirements difficult to achieve and where car ownership is likely to be relatively low and use of public transport relatively high as compared with suburban or rural situations.

<i>Land use</i>	<i>Use Class</i>	<i>Operational Requirement</i>	<i>Non Operational Requirement</i>	<i>Source Ref.</i>
Residential - Special				
a Frail Elderly/Nursing Homes (restricted to elderly 60/65+)	C2	Staff: 1 space/resident member of staff	Staff: 1 space/2 non resident staff Visitors: 1 space/5 resident old people	2/3
b Sheltered Accommodation (restricted to elderly 60/65+ and restricted to 1 bedroom units)	C2	Staff: 1 space/resident member of staff	Staff: 1 space/2 non resident staff Residents/Visitors: 1 space/2 units	2/3
c Semi Retirement Accommodation (where individual units are self contained)	C2		Staff: 1 space/2 non resident staff Residents/Visitors: 1 space/unit	2/3
d Student Accommodation	C2		Residents: 1 space/3 students Visitors: 1 space/10 Students	2/3
e Community Housing for the Handicapped	C2	Staff: 1 space/resident member of staff	Staff: 1 space/3 non-resident staff Resident: 1 space/4 residents (physically handicapped only) Visitors: 1 space/4 residents	2/3

Notes:

- 1 Operational parking space is defined as the space required for cars and other vehicles regularly and necessarily involved in the operation of the business of particular buildings. It includes space for commercial vehicles delivering goods to or collecting them from the buildings, space for loading and unloading and for picking up and setting down of passengers.
- 2 Where no operational requirement is specified, adequate provision for servicing must be provided with sufficient space to allow the maximum number and size of vehicles likely to serve the development at any one time to manoeuvre with ease and stand for loading and unloading without inconvenience to other users of the site.
- 3 Staff requirements as quoted refer to the likely maximum number of staff to be present on site at the busiest time.
- 4 These standards may be varied if local car ownership is known.
- 5 In a number of cases, new development will incorporate more than one use. In these circumstances, the standards applicable to each use simultaneously will be demanded.
- 6 Consideration may be given to the application of lesser standards on site in view of the need to preserve the special nature of specific areas. However, the balance will be made up through commuted payments.