

## CAR PARKING STANDARDS

The Parking Standards are based on:

- Hillingdon's Interim Parking Standards adopted for planning decision purposes 2002;
- National Planning Guidance Planning Policy Guidance Note 3: Housing (revised) 2000;
- London Plan (2004); and
- Town and Country Planning (Use Classes) (Amendments) (England) Order 2005.

- All car parking standards are maximum, unless otherwise stated
- Visitor parking forms part of the standard unless otherwise stated
- All cycle parking standards are minimum unless otherwise stated

London Plan parking standards to be used unless a specific London Borough of Hillingdon standard is listed in the appendix and this should be applied.

USE CLASS	DESCRIPTION	HILLINGDON CAR PARKING STANDARD	LONDON PLAN STANDARD (FEBRUARY 2004)	CYCLE PARKING STANDARD
<b>RETAIL AND SERVICES</b>				
<b>A1 Shops (including retail warehouses)</b>	Shops		Between 1 space per 15 sq.m and 1 space per 75 sq.m depending on retail format and PTAL	Non Food: 1 space per 25 sq.m. 1 space per 100 sq.m
<b>A2 Financial &amp; professional</b>	Offices (Business & Professional)	Minimum: 1 space per 50 sq.m		1 space per 25 sq.m
<b>A3 Food &amp; drink</b>	Cafes and Restaurants, etc	1 space per 50 sq.m (1)		1 space per 25 sq.m
<b>A4</b>	Public Houses and wine	1 space per 50 sq.m (1)		1 space per 25 sq.m

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	bars			
A5	Takeaways	1 space per 50 sq.m (1)		1 space per 25 sq.m
SG	Mini Cab Offices	2 spaces		No standard. To be considered on their merits
<b>BUSINESS</b>				
B1(a) B1 (unrestricted)	Offices	1 space per 100 sq.m (2)		1 space per 50 sq.m
B1 (b), B1(c), B2 and B8	Research and development, light industry, general industry, warehousing	2 spaces plus 1 space per 100 sq.m for all floorspace in excess of 235 sq.m (2)		B1 (b), B1 (c) and B2; 1 space per 75 sq.m B8: 1 space per 250 sq.m
<b>RESIDENTIAL</b>				
C3	a. Flats and houses without individual curtilages with communal parking in garages or open car parking areas  b. Dwellings with curtilage	1.5 spaces per dwelling (3,4)  2 spaces per dwelling		Dwellings with 1-2 bedrooms: 1 space  Dwellings with 2+ bedrooms: 2 spaces  1-2 bedroom dwellings: 1 space

	parking	(3,4)		2+ bedroom dwellings: 2 spaces
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<b>OTHER RESIDENTIAL</b>				
<b>SG</b>	Hostels	1 space per 2 resident bedspaces. (5).  1 space per 20 resident bedspaces. (5).		1 space per 2 resident bedspaces.
<b>SG</b>	Houses in Multiple Occupation (HMOs).	1 space per 2 habitable rooms. (6).		1 space per 2 habitable rooms.
<b>C1</b>	Hotels (30 beds and over) and motels.		On an individual basis but a benchmark of 1 space per bedroom for hotels on key arterial roads outside central locations. (7)	1 space per 20 bedrooms.  1 space per 3 staff.
<b>C1</b>	Guest Houses and small hotels (less than 30 rooms).		On an individual basis but a benchmark of 1 space per bedroom for hotels on key arterial roads outside central locations. (7, 8)	1 space per 4 bedrooms.  1 space per 3 staff.

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C2	Boarding Schools/ and Residential Colleges.		On an individual basis using a transport assessment and travel plan.	1 space per student.
	Student Halls of Residence		On an individual basis using a transport assessment and travel plan.	1 space per student.
C2	Children's Homes, Elderley Persons Homes and Nursing Homes		On an individual basis using a transport assessment and travel plan (9).	1 space per 2 staff.
C3	Sheltered Housing	1 space per four dwelling units, minimum 2 spaces, plus 1 space for warden.		1 space per 4 units. 1 space per 2 staff.
<b>EDUCATION AND HEALTH</b>				
C2	Hospitals		On an individual basis using a transport assessment and travel plan.	1 space per three staff. 1 space per three bedspaces.
D1	Day Centres		On an individual basis using a transport assessment and travel plan.	1 space per 2 staff.

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D1	Adult Training Centres		On an individual basis using a transport assessment and travel plan.	1 space per 25 sq.m.
D1	Higher and Further Education establishments (vocational and academic)		On an individual basis using a transport assessment and travel plan.	1 space per 2 students.
D1	Pre-school play and Nursery provision		On an individual basis using a transport assessment and travel plan.	1 space per 2 staff.
D1	Schools (day): nursery, primary, secondary and Special.		On an individual basis using a transport assessment and travel plan.	0.3 spaces per child between 5-12 years. 0.6 spaces per child over 12 years.
D1	Medical and other Health Practices, including dental, veterinary and alternative medicine.		On an individual basis using a transport assessment and travel plan.	2 spaces per consulting room.
SG	Health Practitioners working from their own homes, including		On an individual basis using a transport assessment and travel plan.	2 spaces per consulting room.

	dental, veterinary, and alternative medicine.			
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LEISURE				
D1	Places of worship		On an individual basis using a transport assessment and travel plan.	1 space per 8 sq.m.
D1	Community Centres		On an individual basis using a transport assessment and travel plan.	1 space per 20 sq.m.
D2	Theatres and Cinemas		On an individual basis using a transport assessment and travel plan.	1 space per 3 seats.
D2	Nightclubs		On an individual basis using a transport assessment and travel plan.	No standard; to be considered on their merits.
D2	Health Clubs, Licensed Clubs and Sports facilities with or without a licensed club house.		On an individual basis using a transport assessment and travel plan.	1 space per 15 sq.m of floorspace plus 1 space per 10 spectator seats.

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D2	Swimming Pools		On an individual basis using a transport assessment and travel plan.	1 space per 5 sq.m of pool and poolside area.

## Footnotes

- (1) Any change of use to Class A3, A4, A5 would be subject to Policy S6
- (2)
  - I. Conditions may be applied to prevent an unacceptable number of parking spaces arising from changes in the size or number of units;
  - II. All proposals for parking must take account of other material considerations;
  - III. Development will only be permitted where it provides off-street parking, turning, loading and unloading for service vehicles to the satisfaction of the local planning authority.
- (3) Precise level of provision may be dependent on household and housing type and location. Provision above the maximum level will only be considered in exceptional circumstances and where the development is related to measures to improve public transport or manage the supply of on-street parking. Contributions towards the creation/extension of CPZs, traffic reduction initiatives and/or public transport may be sought in some locations where the assumed demand is greater than the level of parking being provided.
- (4)
  - I. Where a space within a curtilage is a garage, a condition will normally be applied, preventing the garage from being used as a habitable room to ensure it remains as a parking space. Garages will be required to maintain an internal width of 3000mm.
  - II. Any variation of the above standard is at the discretion of the local planning authority. Material considerations could include noise, amenity, highway circumstances and accessibility.
- (5) The level of parking provision required will depend on the type of hostel proposed, owing to the wide variation in parking demand generated by different types of hostels.
- (6) Excluding communal living rooms.
- (7) 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 is likely to require planning permission. Any planning applications will be considered on, among other factors, the need to maintain sufficient off-street parking for the main hotel use of the site.
- (8) Function and dining rooms include any of the following: ballrooms, conference and meeting rooms, exhibition space, restaurants, cafés and bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings or for eating/drinking.
- (9) On basis of level of care requiring 1 employee per 3 residents.

## **General notes on the use of the parking standards**

### **Application of the Standards:**

The Council's Hillingdon Unitary Development Plan Saved Policies (2007) require that new development will only be permitted where it accords with the Council's adopted car parking standards (Policy AM14). The following standards have been revised in the light of revised government and regional planning guidance, which seeks to reduce traffic generation and reliance on the car. The parking standards apply to new buildings, extensions and changes of use, and developers should seek to provide car, motorcycle and bicycle parking provision based on the standards set out below. All of the standards are maximum (unless otherwise stated) allowing for flexibility to enable developers to provide fewer car parking spaces where this is appropriate, particularly in locations which are accessible to those walking, cycling or arriving by public transport. Whilst all planning applications will be considered on their merits, proposals should generally conform with the level of parking provision set out in these standards as well as the other transport and road safety policies in the UDP.

### **Cycle parking**

Provision should be made for secure parking for bicycles based on the standards set out alongside the car parking standards and located in a safe, secure and accessible location. Covered parking should be provided where possible and, where no specific standard exists, cycle parking will be negotiated specifically for each application. 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. 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; shared stands will generally be accepted as long as a 1000 minimum width is provided between stands. Where pavement widths are limited, wall loops or locking rings, set at least 1800mm apart, may be considered as an acceptable alternative

### **Motorcycle, moped and scooter parking**

Parking spaces for motorised two-wheelers are in addition to those for cars and bicycles and should be provided at sites requiring 20 or more car parking spaces at the rate of 1 space per 20 car parking spaces. The parking 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 motorcyclists and moped and scooter users.

### **New Buildings, Extensions and Changes of Use**

The standards apply to new buildings and extensions to buildings. For changes of use, the standards will apply only if there is a change in the parking requirement, including the possibility of a reduction in the amount of parking where the new use

requires fewer spaces than the existing use of the site. Where standards differ between uses in the same Use Class (Town and Country Planning (Use Classes) Order 1987) or between uses which are allowed as permitted development under the Town and Country Planning (General Permitted Development) Order 1995, conditions may be applied to planning permissions restricting rights to change the use of the site without the consent of the LPA.

### **Floorspace**

The floorspace in all cases refers to the whole gross floor area, including the thickness of walls, unless otherwise indicated.

### **Parking bay sizes**

The minimum dimensions of a standard car parking bay are 2400mm x 4800mm and for a wheelchair accessible car parking bay 3600mm x 4800mm. The minimum dimensions of motorcycle/moped/scooter parking bay are 1400mm x 2500mm. The minimum dimensions for a bicycle space are 600mm x 1800mm; single garages will be accepted as parking space for bicycles if their internal width exceeds 3500 mm or their length 5300 mm.

### **Mixed Use Development**

Where a scheme consists of more than one distinct land use, the parking requirement will normally be calculated separately for each use. However, where mixed uses clearly generate demands at different times of day, consideration will be given to a level of parking provision based on the maximum amount of parking space required at any one time. Ancillary floorspace (e.g. for example, canteen space within a factory) will, however, be treated as part of the main use.

### **Parking for wheelchair users and people with disabilities**

10% of all parking spaces shall be provided to the mobility standard of 3.6m x 4.8m with these spaces specifically marked out and positioned as near as possible to the entrance of the building. Further design guidance is available from the Council.

### **Development with no LPA parking standard**

Applicants will need to demonstrate, for those developments with no LPA parking standard, that sufficient operational car parking is provided. Each case will be considered on its merits within the context of the LPA's transport and road safety policies and objectives.

### **Multiple use of parking facilities**

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). The multiple use of parking facilities may require planning

permission and applicants should contact the LPA to discuss their proposals before proceeding.

### **Employee Parking**

In larger developments, where parking is primarily provided for visitors or customers, a condition may be applied to planning permissions requiring a proportion of spaces to specifically marked out and permanently retained for use by employees.

### **Uses likely to generate coach traffic**

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). Development layouts should allow for coaches to enter and leave the site in a forward gear.

### **Loading Arrangements**

Sufficient space for the standing and manoeuvring of all goods vehicles likely to serve the development at any one time is essential. At least 50m<sup>2</sup> should be provided, laid out to accommodate the largest vehicle likely to be accommodated (2.5m x 16.5m). Development layouts should allow all vehicles to enter and leave the site in a forward gear.

### **Car parking layouts**

Large, unbroken expanses of car parking are generally unattractive. All surface car parks should be adequately screened and landscaped and where possible, laid out in small groups of parking spaces. Attention should be paid to "Secure by Design" considerations; detailed design guidance on car parking layouts is available from the Council. For exceptionally large developments, the cycle parking standards may be subject to a maximum level of provision to avoid prejudicing the overall design of a development through the provision of an excessive number of cycle parking spaces.

### **Front garden and garage parking**

Hard surfacing of front gardens to provide new or additional off-street parking can be detrimental to the local streetscape and character of an area. Where new or additional parking is unavoidable, design advice should be sought from the Council. Similarly, the conversion of garages to provide additional accommodation can have a harmful effect, particularly if the subsequent alteration is out of keeping with the original dwelling. Again, design guidance should be sought from the Council. New dwellings permitted in the borough will generally have their Permitted Development rights removed in respect of the provision of hardstanding across front gardens and the conversion of garages to habitable rooms.