

# PARKING GUIDELINES

*Part Three  
Parking*

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***FOREWORD***

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(i) **Foreword**

- 1.0. These Guidelines have been taken from the Parking Guidelines which were first published by the County Surveyor, in association with the District Planning Officers in Dorset, in March 1995.

## *1 - INTRODUCTION*

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- 1.1. Dorset County Council is the highway authority for over 4500 km of public highways. New developments place an increasing traffic load on that network, and the layout of new development, the access and parking provision must be designed with care to avoid safety problems.
- 1.2. This edition of Dorset's parking guidelines incorporates two significant changes. Firstly, the parking guidelines themselves are based on up to date survey data from TRICS, a national database, and other survey sources. TRICS is a trip-rate information and computer system, which provides data on the traffic effects of different types of development. Secondly, the new transportation policies for the Poole/Bournemouth conurbation recognise that limiting parking space in certain new development will be an important factor in controlling traffic growth. This is also a major feature of the government advice in PPG13, issued in March 1994. Thus parking restraint areas will be an exception to the normal parking guidelines, and are discussed in Section 2.
- 1.3. For most development types, the vast majority of vehicle movements will be cars, and this document concentrates on the minimum number of car parking spaces to be provided. However, requirements are also set for cycle and goods vehicle parking where appropriate.
- 1.4. The parking guidelines in this document will be applied by the Local Planning Authorities in consultation with the Local Highway Authority, and will be used in assessing development proposals. Professional judgement will be required to assess when departures from these guidelines are in the public interest. The Authorities may oppose developments which deviate significantly from these guidelines.
- 1.5. It should be noted however that, in those areas where there are current adopted Local Plans there may be some variance in these parking guidelines and those in the Local Plans. In those instances the guidelines set out in the Local Plan will have precedence and guidance should be sought from the Local Planning Authority.

## ***2 – BASIS FOR GUIDELINES AND SIGNIFICANT EXCEPTIONS***

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- 2.1. The basic premise in the setting of minimum parking guidelines is to ensure that all developments can accommodate the vehicles they attract on site, and no parking on the highway should occur.
- 2.2. Car parking must accommodate all frequent peaks in demand but will not be expected to cope with exceptional circumstances. Thus, for example, the parking guidelines for golf courses should provide for typical good weather weekends, but would not allow for an international golf tournament. Certain events which occur for less than 14 days per year do not require planning permission, and the same general approach is used by the highway authority in setting these parking guidelines.
- 2.3. In assessing the needs of a development, an allowance is made for likely growth in traffic attracted over the first ten years. Most new buildings will last for longer than this, but traffic forecasts for the distant future are unreliable. Traffic using retail developments in particular may fluctuate due to competition.
- 2.4. Planning permission is usually given for the type of development rather than a specific occupier. Where a specific occupier has non-standard parking requirements it may be possible for the development to be designed to meet them, but the highway authority would request appropriate conditions to be attached to the planning permission. Thus in order not to constrain the future use of the buildings it is usually preferable to adopt normal parking guidelines.
- 2.5. The main exceptions to the basic premise of paragraph 2.1 are as follows :
  - (i) Developments with major shared parking areas : These usually occur in town centres, often with major public car parks controlled by the local authority. Provided that any development proposals can be accommodated by the shared parking, individual parking spaces for the new or redeveloped site will not be required. Typical exceptions that could be considered are restaurants, bars, some leisure facilities and similar developments.
  - (ii) Education establishments: The parking provision (based on previous standards), at schools has proved to be totally inadequate to accommodate the demand of parents for short term parking to set down and pick up students. This demand is concentrated into two short periods of the day and can lead to unacceptable levels of traffic congestion and reductions in road safety on the highway network in the vicinity of the school. Due to the often restricted nature of school sites it is recognised that the total demand for short term parking cannot always be satisfied without serious detrimental effects on the provision of other necessary educational facilities at the school and that a level of on street parking will have to be accepted at some locations. However provision should be made for the operational parking for staff and general visitors at all schools.
  - (iii) Parking restraint areas: In these areas, parking provision at B1 and some other land use types will be restricted to operational needs only and parking for those with a mobility handicap (see Section 3). Developers may be required to provide, or contribute to the provision of, parking space elsewhere, which may be at a park and ride site on the periphery of the urban area. For B1 the parking for operational purposes is one tenth of the normal parking requirement.
  - (iv) Conservation areas and Historic Buildings: Parked vehicles may spoil the setting of special or historic buildings thus normal parking requirements may be relaxed in these areas provided that safety is not compromised.

- 2.6. For the purposes of the application of these principles, "Gross Floor Area" is defined as the total area of a building, as measured externally. In calculating the scale of car parking provision, due allowance has been made for the parts of buildings which are not available for the predominant use, e.g. lift shafts, stairwells, plant rooms, circulation space. etc.
- 2.7. Where a building is used for a number of separate or mixed uses, (e.g. shops and flats), the appropriate car parking requirement will be considered in each case. Where, however, a number of uses occur ancillary to a main use in a single planning unit (e.g. office and store ancillary to a shop), the appropriate car parking requirement for the whole development will be that attributable to the main use.
- 2.8. For the purposes of calculating the appropriate provision of car parking, fractions of car spaces shall be ignored and the requirements rounded up to the nearest whole number.
- 2.9. Where a development involves multi-storey or underground car parking, the proposed layouts should conform with "Design Recommendations for Multi-storey and Underground Car Parks" published by the Institute of Structural Engineers.
- 2.10. The dimensions of parking and turning facilities for Heavy Goods Vehicles shall be provided in accordance with the Freight Transport Association's publication "Design for Deliveries".
- 2.11. Full landscaping proposals for parking areas must be submitted with all applications. Planting should be used in parking areas to relieve the monotony of large tarmac/paved areas; and to provide visual features. Grass, ground cover plants, shrubs and trees should be pollution-resistant varieties, and in the case of trees should not be liable to heavy leaf-fall, fruit dropping or branch shredding. Care should be taken that planting does not obscure sight lines at junctions or reduce the effective length or width of the parking spaces.
- 2.12. Cycle parking facilities should be provided at locations such as shopping centres, transport interchanges, office complexes, public buildings and tourist attractions. They must be located in a secure environment where they are highly visible and frequently observed. Good lighting is important and the location of stands should be clearly signposted.
- 2.13. The provision of cycle parking facilities should
  - \* help to eliminate the haphazard chaining of cycles to railings and lampposts
  - \* remove unsightly clutter and reduce inconvenience to pedestrians and the blind
  - \* assist greater utilisation of cycle routes by removing one of the factors which discourage cycling: lack of a safe place to leave a cycle at the end of a trip.
  - \* reduce the incidence of theft of cycles and accessories.
- 2.14. Cyclists needs will vary between short, medium and long stay requirements.
  - \* Short/Medium Term Parking (visits up to 2 hours in duration)

A small number of racks at frequent intervals will be better used than a large group and should ideally be placed no more than 30m from the destination.
  - \* Long Term Parking (visits longer than 2 hours)

Long term parking should be located so as to enable formal supervision. Where possible, it should be protected from weather and provide secure locking systems. Ideally it should be located no more than 70m from the destination. There may be a demand for shower facilities.

2.15. The preferred cycle stands are shown in Figures 1 and 2 of Appendix 2. The "Sheffield Type" (Figure 1) design supports the cycle frame, takes locks easily and enables both wheels to be secured against theft without risking damage to the cycle and should be used for all long term parking. Given judicious spacing this type of stand can accommodate 2 cycles per stand (1 on either side) and Figures 3 and 4 show typical parking stand layouts. The wall stand is primarily for short term parking or where space is limited.

### ***3 – PARKING AND ACCESS FOR THOSE WITH A MOBILITY HANDICAP***

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3.1. Car parking for the disabled must be provided in any situation where the public are likely to use a building. It should be close to the main pedestrian access to the building and laid out in accordance with the dimensions indicated in Figure 1 of Appendix 1. By avoiding the use of steps and steep gradients, access to buildings will be facilitated for the elderly and parents with young children, as well as the disabled. If a proposed development is of a type likely to be visited by disabled people, special parking and access arrangements will need to be shown as part of the detailed application for planning permission. Developers and designers are reminded of the requirement of Building Regulations - Part M - to provide satisfactory access for disabled people to certain buildings.

3.2. **Car Parking for Disabled People should be:**

- \* Provided at developments likely to be visited by Disabled People in accordance with the following guidelines.

**For Employment Premises including Schools and Colleges:**

Up to 200 spaces - ratio of 5% of all spaces (minimum of 2 spaces)

Over 200 spaces - minimum of 6 spaces plus a ratio of 2% of all spaces

**For Public Parking at Shopping, Leisure and Recreational Premises:**

Up to 200 spaces - ratio of 6% of all spaces (minimum of 3 spaces)

Over 200 spaces - minimum of 4 spaces plus ratio of 4% of all spaces

- \* Located close to an accessible entrance.
- \* Ideally under cover.
- \* In pedestrianised areas, located within 50 metres of destination if the route is uncovered, or 100 metres if the route is covered.
- \* Via dropped kerbs and ramps in order that wheelchair access from the parking bay to the building can be achieved.

**Parking Bays should be:**

- \* Wide enough for wheelchair transfer to and from the car.
- \* Clearly designated for use by disabled people and signposted at the car park entrance.



**4 – RESIDENTIAL DEVELOPMENT**

**4.1. General Residential**

		<i>In Curtilage</i>	+	<i>Nearby Unassigned</i>
1 Bedroom House or Flat	-	1	+	1
		2	+	0
		0	+	1.5
2 Bedroom House or Flat	-	1	+	1.5
		2	+	0.5
	Garage + 1		+	0.5
3 Bedroom House or Flat	-	2	+	1
			+	1
	Garage + 1	3	+	0
4/5 Bedroom House or Flat	-	Double Garage	+	0
		Garage	+	1

**4.2. Flat Conversions**

As appropriate guidelines above

**4.3. Elderly Persons' Rest Homes and Nursing Homes**

The bed space calculation will be based on the standards adopted by Dorset County Council Social Services Department for single and double rooms for elderly residents and likewise the Area Health Authority standard for nursing homes. Owner's bed space provision will be based on the Council's flat conversion standard.

1 space per 4 Bed spaces  
 +1 per Resident Staff Member  
 +1 per 2 Non-resident Staff Member

**FOOTNOTE**

Disabled parking provision must be included (see Section 3).

**4.4. Sheltered Flats [with wardens' accommodation]**

Car parking for sheltered flats will be on the same basis as ordinary flats where developers insist on the minimum age of purchasers to be of state retirement age or less, such parking standards will not be relaxed except where the age group of purchasers is restricted to the extent that the following lower provision is justified.

1 space per 2 Units  
+2 spaces per Wardens' Flat

**4.5. Houses with Multiple Occupancy**

1 space per 2 Habitable  
Rooms

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**FOOTNOTE**

Disabled parking provision must be included (see Section 3).

## ***5 – COMMERCIAL AND RETAIL DEVELOPMENT***

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### **5.1. Use Class A1 - Retail Development**

#### **5.1.1. Food and Non-food Retail**

500 m<sup>2</sup> GFA or less

1 space per 20 m<sup>2</sup>  
 +1 staff space per 100 m<sup>2</sup>  
 +1 HGV space per 500 m<sup>2</sup>

#### **5.1.2. Food Retail**

500 m<sup>2</sup> - 5000 m<sup>2</sup> GFA

1 space per 10 m<sup>2</sup>  
 +1 staff space per 100 m<sup>2</sup>  
 +1 HGV space per 500 m<sup>2</sup>

5000 m<sup>2</sup> - 10000 m<sup>2</sup> GFA

1 space per 10 m<sup>2</sup>  
 +1 staff space per 100 m<sup>2</sup>  
 +1 HGV space per 750 m<sup>2</sup>

Over 10000 m<sup>2</sup> GFA

1 space per 10 m<sup>2</sup>  
 +1 staff space per 100 m<sup>2</sup>  
 +1 HGV space per 1000 m<sup>2</sup>

#### **5.1.3. Non-food Retail**

Over 500 m<sup>2</sup> GFA

1 space per 20 m<sup>2</sup>  
 +1 staff space per 100 m<sup>2</sup>  
 +1 HGV space per 1000 m<sup>2</sup>

#### **5.1.4. Garden Centres**

Covered Area (GFA)

1 space per 20 m<sup>2</sup>

Outside Area

+1 space per 30 m<sup>2</sup>  
 +1 HGV space per 500 m<sup>2</sup>

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### **FOOTNOTE**

*Disabled parking provision must be included (see Section 3).*

**5.2. Use Classes A2 & B1 - B8 - Commercial Development**

**5.2.1. Offices, Banks, Building Societies, Estate Agents, etc**

First 300 m <sup>2</sup> GFA	1 space per 20 m <sup>2</sup>
Remainder GFA over 300 m <sup>2</sup>	+1 space per 30 m <sup>2</sup>
	+10% for visitor parking

**5.2.2. Light Industrial, Hitech**

First 300 m <sup>2</sup> GFA	1 space per 20 m <sup>2</sup>
Remainder GFA over 300 m <sup>2</sup>	+1 space per 30 m <sup>2</sup>
	+10% for visitor parking
	+1 HGV space per 500 m <sup>2</sup>

**5.2.3. General Industrial**

First 300 m <sup>2</sup> GFA	1 space per 20 m <sup>2</sup>
Remainder GFA over 300 m <sup>2</sup>	+1 space per 30 m <sup>2</sup>
	+10% for visitor parking
	+1 HGV space per 200 m <sup>2</sup>

**5.2.4. Storage and Distribution**

This standard is only used for stand alone units not located on industrial estates.

1 space per 100 m <sup>2</sup> GFA
+1 HGV space per 225 m <sup>2</sup> GFA

**5.3. Motor Repair Garages, Car Showrooms and Service Stations**

5.3.1. Showrooms 1 space per 90 m<sup>2</sup> GFA

5.3.2. Workshops 1 space per 15 m<sup>2</sup> GFA

5.3.3. Stores 1 space per 35 m<sup>2</sup> GFA

5.3.4. Offices 1 space per 30 m<sup>2</sup> GFA

5.3.5. Shops 1 space per 20 m<sup>2</sup> GFA

5.3.6 Motorist Centres (tyre and exhaust fitting etc non-appointment system) 2 spaces per repair bay  
+1 space per 2 staff members

5.3.7. Filling Stations Space for 5 cars to wait per car wash  
+1 space per 2 staff members  
+1 space per 20 m<sup>2</sup> GFA for Shop

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**FOOTNOTE**

*Disabled parking provision must be included (see Section 3).*

## 6 – LEISURE FACILITIES

### 6.1. Places of Worship

1 space per 5 m<sup>2</sup> GFA

### 6.2. Libraries

Where a library is sited in a shopping centre, the public would be expected to make use of existing public car parking facilities and the only parking required for the library would be for operational purposes. The only exception would be where the library was sited apart from shopping facilities and there was no safe parking nearby, in these cases a visitor parking provision of 1 space per 25 m<sup>2</sup> will be required.

Minimum number of car parking spaces to be provided:

GFA	<150 m <sup>2</sup>	<200 m <sup>2</sup>	<300 m <sup>2</sup>	<400 m <sup>2</sup>	>400 m <sup>2</sup>
Visitors	5	8	11	15	20
Disabled	1	1	2	2	3
Staff	1	2	2	3	4

### 6.3. Public Houses and Licensed Clubs

For the predominant drinking area

1 space per 2.5 m<sup>2</sup> GFA

For the restaurant/lounge area

1 space per 5 m<sup>2</sup> GFA

### 6.4. Restaurants

1 space per 5 m<sup>2</sup> GFA

### 6.5. Hotels and Guest Houses

1 space per Bedroom

+ provision for Managerial  
Staff

[Bar and Restaurant parking is to be calculated using the appropriate standards]

### 6.6. Theatres, Assembly Halls, etc

#### 6.6.1. Theatres, Cinemas

1 space per 3 seats  
+1 space per 3 staff members

#### 6.6.2. Bingo Halls

1 space per 10 seats  
+1 space per 3 staff members

#### 6.6.3. Discos

1 space per 10 m<sup>2</sup> GFA  
+1 space per 3 staff members

#### 6.6.4. Community Centres, Halls

1 space per 5 m<sup>2</sup> GFA  
+ Staff parking to be judged  
on individual merit

## FOOTNOTE

*Disabled parking provision must be included (see Section 3).*

6.6.5. Conference Centres	1 space per 3 seats or 1 space per 10 m <sup>2</sup> GFA +1 coach space per 50 seats +1 space per 3 staff members
<b>6.7. Sports/Leisure</b>	
6.7.1. Sports Halls	1 space per 20 m <sup>2</sup> GFA
6.7.2. Football, Hockey, Rugby, Cricket Pitches	1 space per 2 players/ officials +1 coach space per 4 pitches
6.7.3. 10 Pin Bowling [Bar and Restaurant parking is to be calculated using the appropriate standards]	4 spaces per lane
6.7.4. Bowls	4 spaces per rink
6.7.5. Tennis Courts	4 spaces per court
6.7.6. Squash Courts	3 spaces per court
6.7.7. Swimming Pools/Ice Rinks	1 space per 10 m <sup>2</sup> pool/rink  +1 space per 2 staff members
<i>Note.</i> Spectators [this is for centres that expect large numbers of spectators]	1 space per 4 seats or 1 space per 8 m <sup>2</sup> GFA [spectator area]
6.7.8. Health Clubs, Gymnasiums	1 space per 7 m <sup>2</sup> GFA
6.7.9. Golf Courses [Bar and Restaurant parking is to be calculated using the appropriate standards]	4 spaces per hole
6.7.10. Golf Driving Range	1.5 spaces per tee
6.7.11. Marinas	1.5 spaces per berth +1 trailer space per 10 berths
[Bar and Restaurant parking is to be calculated using the appropriate standards]	
6.7.12. Camping Sites	1 space per pitch [on pitch] +1 visitor space per 10 pitches [adjacent to office] +1 space per 2 staff members
[Bar and Restaurant parking is to be calculated using the appropriate standards]	

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**FOOTNOTE**

*Disabled parking provision must be included (see Section 3)*

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## 7 – HEALTH ESTABLISHMENTS

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### 7.1 Doctor's, Dentist's and Veterinary Surgeries

1 space per GP  
+1 space per Ancillary  
Medical Staff  
+1 space per 2.5 Ancillary  
Staff [non-medical]  
+2 spaces per consulting  
room [appointment  
system]  
or 4 spaces per consulting  
room [no appointment  
system]

#### Notes

- 1) *The car parking provision should be available for professional staff, ancillary/support staff and patients.*
- 2) *A nurse room should be counted as a consulting room.*

### 7.2. Hospitals

7.2.1. Inpatient 1.25 spaces per bed  
7.2.2. Day Surgery 1.5 spaces per bed  
7.2.3. Outpatient 5 spaces per suite  
7.2.4. Accident Units Minimum of 5 spaces  
+1 additional space for  
every 5,000 attendances  
planned per annum  
7.2.5. Diagnostic X-ray 5 spaces per X-ray room

### 7.3. Private Hospitals and Hospices

2 spaces per bed

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#### FOOTNOTE

*Disabled parking provision must be included (see Section 3).*

*Notes*

- 1) *At a preliminary planning stage, prior to detailed consideration, health care provision on-site to a standard of 2 spaces per bed would be appropriate.*
- 2) *The above standards include parking for staff, hospital administration, management, visitors and patients.*
- 3) *These standards represent those which the Highway Authority would wish to achieve as a County Standard. It is recognised that in applying these standards to a particular site sensitivity will be required, according to the merits and constraints of the site.*
- 4) *The Highway Authority will wish to ensure that long stay car parking spaces are allocated for staff parking requirements and that suitable parking is available for patients and visitors. Overall, long stay parking for staff should be displaced to more remote parts of the site, whilst parking for visitors and patients should be located within easy walking distance of health care facilities.*
- 5) *Whilst not wishing to prescribe the exact proportion of staff spaces allocated, the Highway Authority would expect this to approximate to half the total car parking provision.*
- 6) *Areas should be allocated not only for ambulances but also taxis, hospital helpers and relatives to pick up/set down patients close to entrances.*
- 7) *For non-hospital administration and management the appropriate office or educational establishment standard should be applied. This includes:-*
  - \* *Regional and District Health Authorities*
  - \* *Consultants Offices*
  - \* *Social Services Offices (Community Hospitals only)*
  - \* *Post Graduate Medical Centres (General Hospitals only)*
  - \* *Nurse Colleges*
  - \* *Research Units*
  - \* *Community Health Units*
- 8) *Whilst it is not intended to apply the above standards retrospectively to a whole site, a proposal to redevelop part of an existing site should not result in a loss of parking available to the other facilities on-site.*



## **8 – EDUCATIONAL ESTABLISHMENTS**

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### **8.1. Schools**

1 space per FTE(Teaching)  
Staff Member  
+10% for Visitor Parking

1 space per 10 pupils for  
setting down and picking  
up

1 space per 10 pupils for  
Student parking  
(For Students over the  
age of 17 years)

### **8.2. Colleges, Language Schools**

1 space per FTE  
(Teaching) Staff Member  
+ 10% for Visitor parking

1 space per 4 Students

**Note.**

*Where it can be shown that there is a high usage of public transport by students or they are bussed to the establishment, then the level of parking required for setting down or picking up or for student parking will be reviewed.*

### **8.3. Halls of Residence**

1 space per 2 Habitable  
Rooms

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#### **FOOTNOTE**

*Disabled parking provision must be included (see Section 3).*

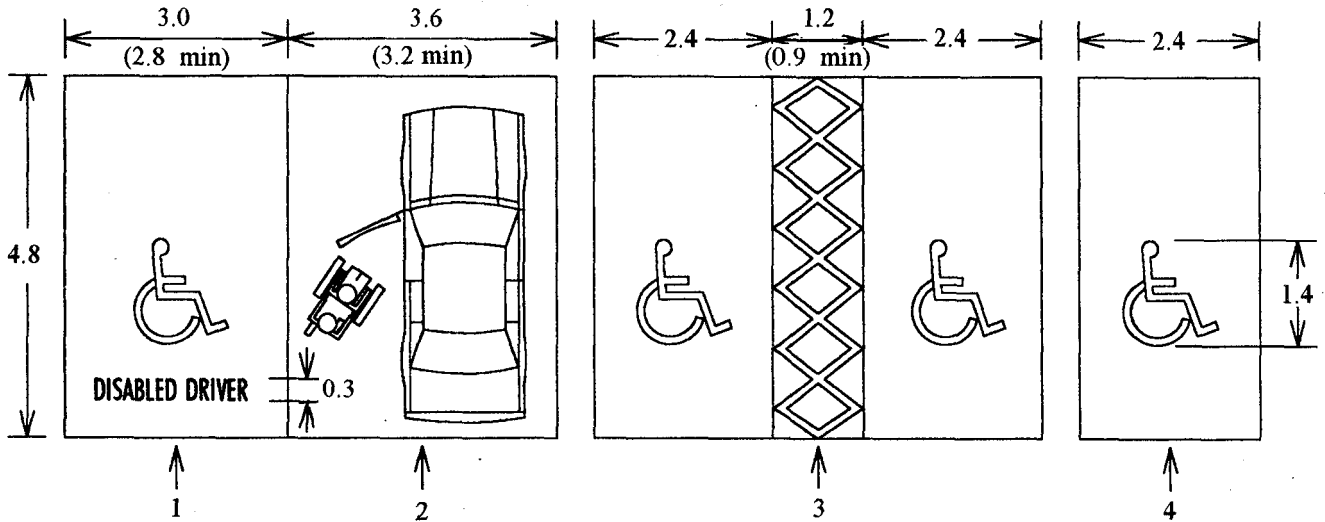
## 9 – CYCLE PARKING

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- |  |  |
|--|--|
| 9.1. General Retail                                | 1 space per 45 m <sup>2</sup> GFA<br>+ 1 staff space per 45m <sup>2</sup> GFA        |
| 9.2. General Office                                | 1 space per 1000 m <sup>2</sup> GFA<br>+ 1 staff space per 200 m <sup>2</sup><br>GFA |
| 9.3. General Industrial                            | 1 space per 45 m <sup>2</sup> GFA  |
| First 200 m <sup>2</sup>                           | +1 space per 250m <sup>2</sup> GFA   |
| Up to 1000m <sup>2</sup>                           | +1 space per 400m <sup>2</sup> GFA   |
| Up to 5000m <sup>2</sup>                           |  |
| 9.4. Storage and Distribution                      |  |
| First 200m <sup>2</sup>                            | 1 space per 45m <sup>2</sup> GFA   |
| Up to 1000m <sup>2</sup>                           | +1 space per 250m <sup>2</sup> GFA   |
| Up to 5000m <sup>2</sup>                           | +1 space per 800m <sup>2</sup> GFA   |
| 9.5. Libraries, Museums                            |  |
|  | 1 space per 100m <sup>2</sup> GFA  |
|  | +1 staff space per 200m <sup>2</sup> GFA   |
| 9.6. Public Houses, Restaurants and Licensed Clubs |  |
|  | 1 space per 10m <sup>2</sup> GFA   |
| 9.7. Hotels and Guest Houses                       |  |
|  | 1 space per 10 beds  |
|  | +1 staff space per 10 beds   |
| 9.8. Theatres, Cinemas, Assembly Halls etc         |  |
|  | 1 space per 50 seats   |
|  | +1 staff space per 100 seats   |
| 9.9. Sport, Leisure Centres etc                    |  |
|  | 1 space per 10 players   |
|  | +1 staff space per 4 staff<br>members  |
| 9.10. General Health Establishments                |  |
|  | 1 space per 10 beds  |
| 9.11. Educational Establishments                   |  |
|  | 1 space per 5 students   |

PARKING SPACE DIMENSIONS AND LAYOUT

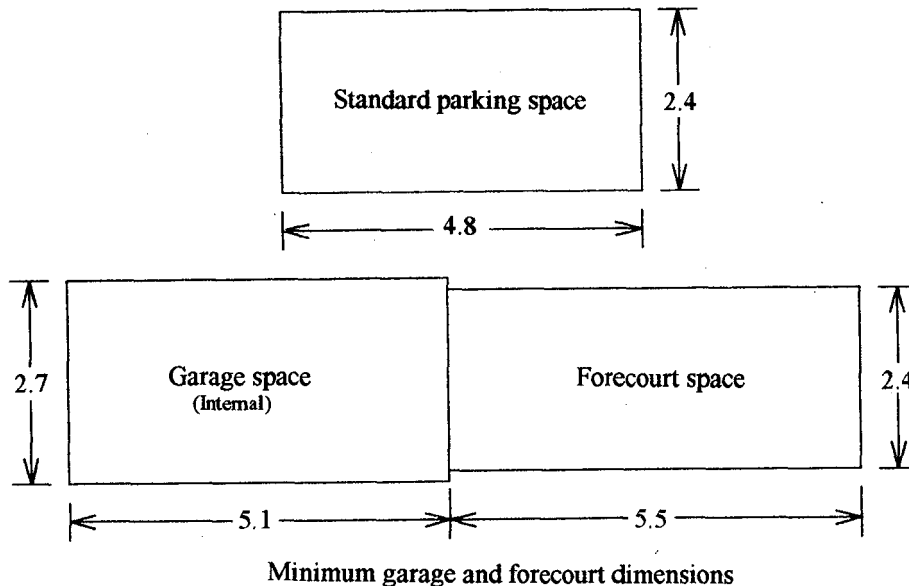
APPENDIX 1



Dimensions shown in metres.

1. Ambulant disabled user - only where space is limited. Full width for wheelchair user preferred, particularly in public car parks.
2. Wheelchair user.
3. Marked out shared space between two standard bays.
4. Standard end bay with long side open for access.

FIGURE 1. - PARKING SPACES FOR THOSE WITH A MOBILITY HANDICAP

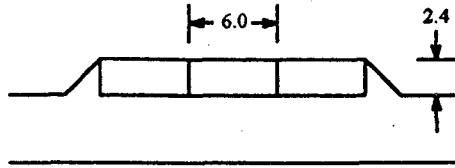


Scale 1:100

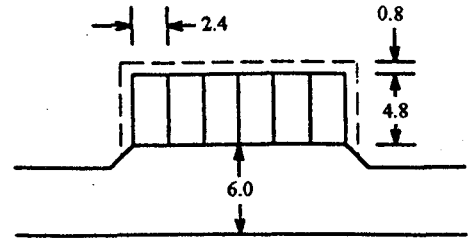
FIGURE 2. - PARKING SPACE, GARAGE AND FORECOURT DIMENSIONS

**FIGURE 3 - PARKING AREAS**

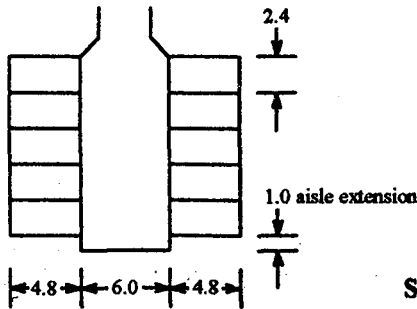
Note: All dimensions in metres



**MINIMUM PARALLEL PARKING BAYS**

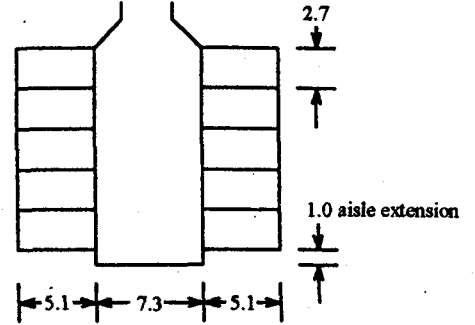


**MINIMUM PERPENDICULAR PARKING BAYS**



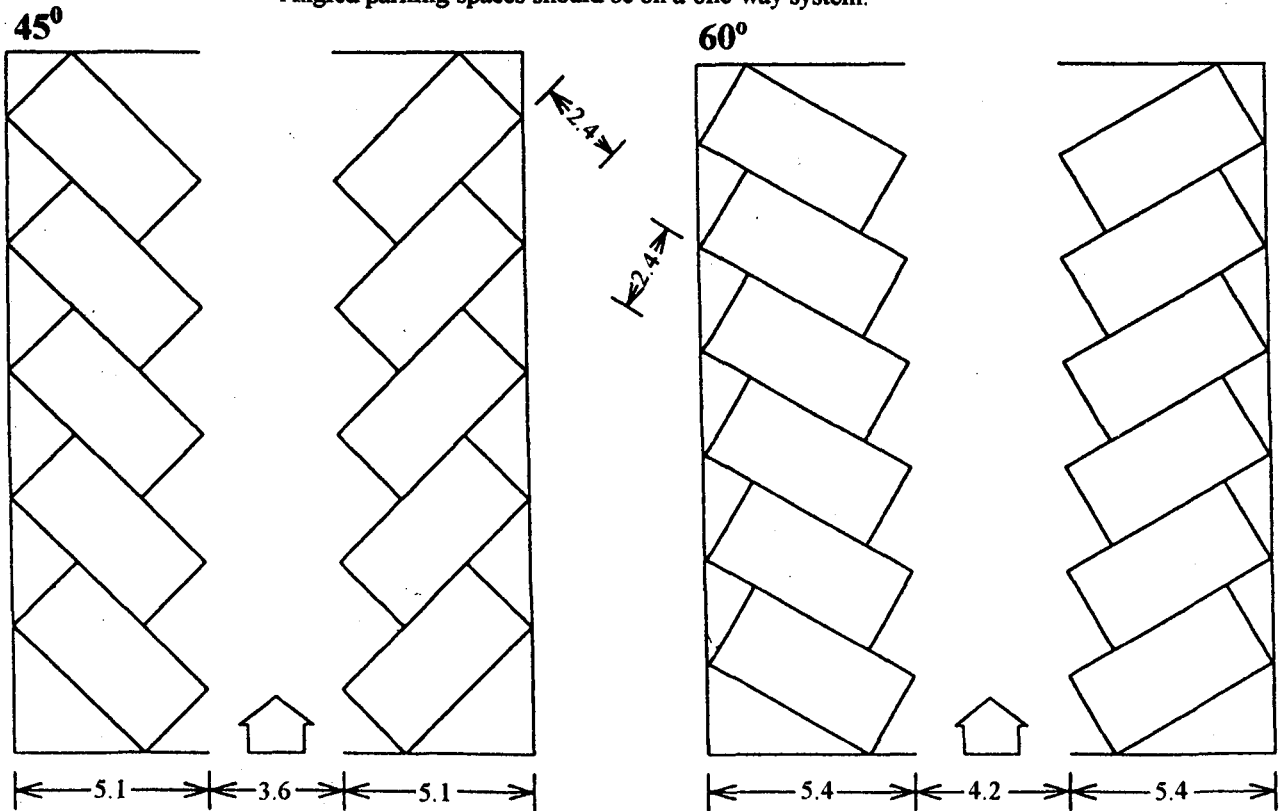
**MINIMUM GROUPED PARKING AREA**

Scale: 1:500



**MINIMUM GARAGE COURT AREA**

Note: Car spaces can only be interlocked properly at 45°. Angled parking spaces should be on a one-way system.



**ANGLED PARKING SPACES**

Scale: 1:200

Note: Landscaping proposals should be submitted with all applications in accordance with details indicated in Section 2.11

CYCLE PARKING FACILITIES

(All dimensions in millimetres)

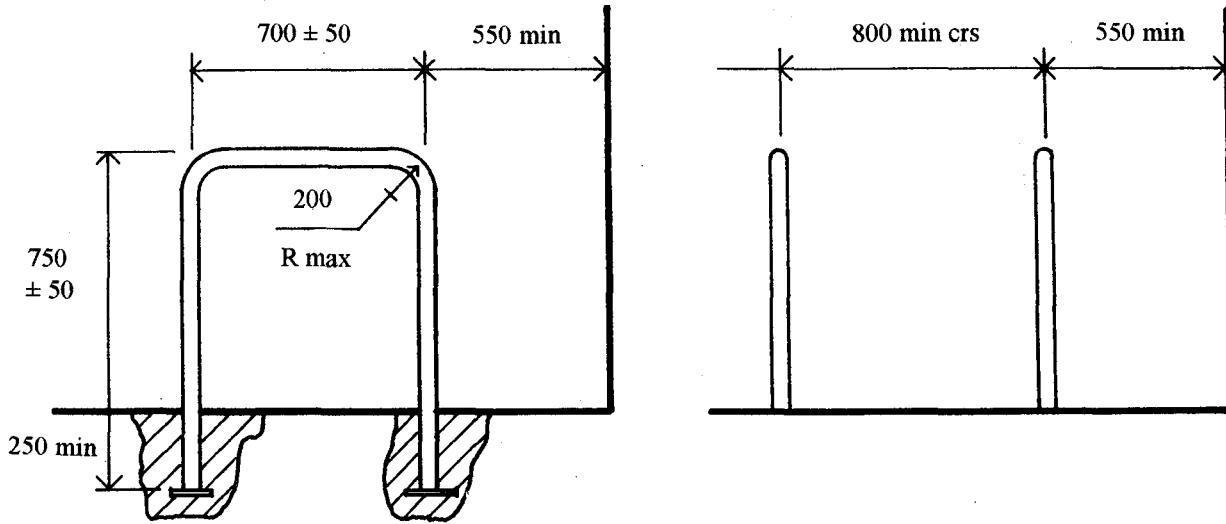


DIAGRAM 7.2 - "SHEFFIELD" TYPE STAND

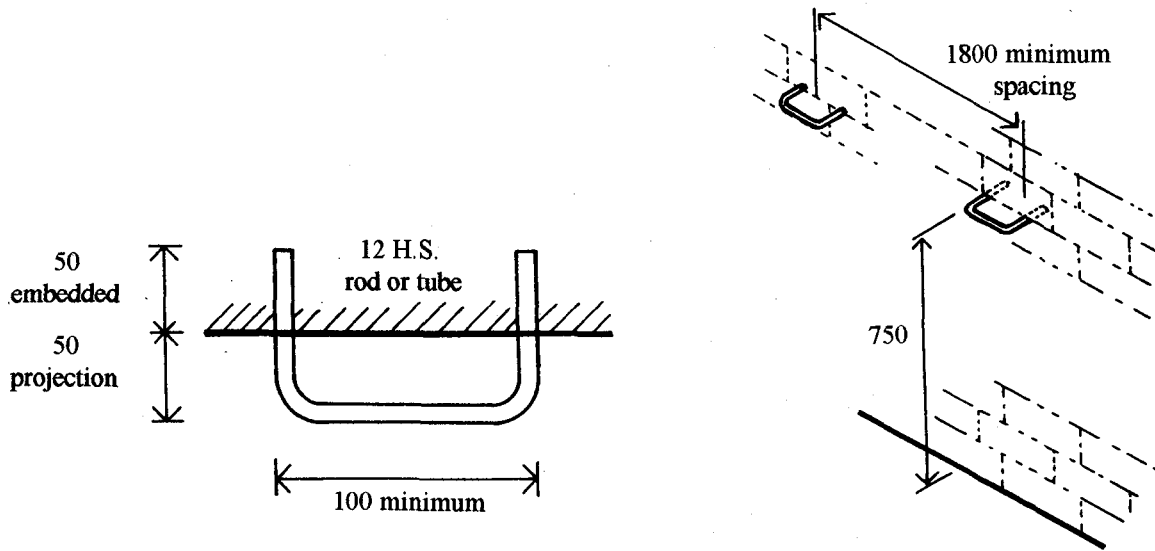


DIAGRAM 7.3 - WALL STAND

**TYPICAL CYCLE PARKING STAND LAYOUT**

**Note**

The dimensions given in Figures 3 and 4 will give an optimum use of space. If closer spacing is used, problems may arise because of carelessly parked cycles obstructing some stands. Dimensions may be increased where space is not limited.

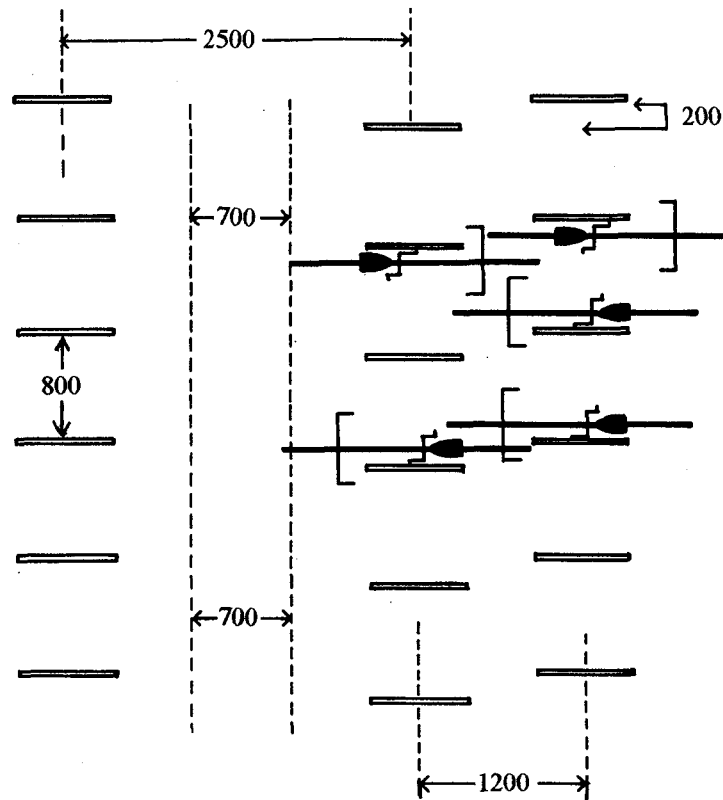
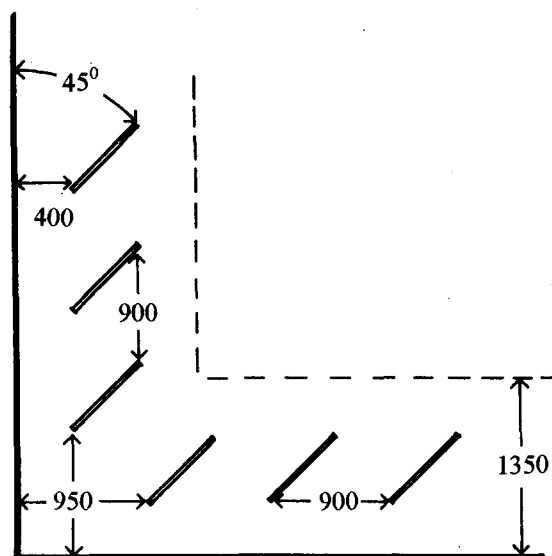


DIAGRAM 7.4



*All dimensions given in millimetres*

DIAGRAM 7.5