

## **Information Sheet 3**

### **Car Parking Guidelines**

This leaflet offers advice and guidance to developers on providing for car parking within new developments. It should be read in parallel with similar leaflets covering bicycle and motorcycle parking.

The provision of car parking is important to many developments for operational and commercial reasons. However, the over provision of car parking can be wasteful of expensive land, cost a lot of money to build and maintain, encourage unnecessary car use and does not always look attractive.

Car parking should be designed with the needs of people in mind. After all everyone needs to walk from their car to their destination. Therefore priority should be given to pedestrians through the use of well-designed, accessible attractive and direct pedestrian routes separated from vehicles to main building entrances. The car park should be designed to keep traffic speeds as low as possible and the needs of other users, such as cyclists and service vehicles, considered.

The appearance of the car park should be given careful thought at the design stage. Landscaping is very important to enhance the quality of the setting and the value of a new development, thought needs to be given to the mature height of mature planting and the adverse effect this can have on security. Lighting is important in the winter and in the evening. It is also essential that hidden corners and secluded parking be avoided; otherwise crime may become a problem. Theft from cars can be a bigger problem than cars stolen. For larger car parking areas the use of CCTV should be considered and public car parks should be designed to achieve the "Secured by Design" Gold Award standard.

Parking bays should be no smaller than 5.0m long and 2.5m wide. A 6.0m aisle width between bays should be provided. The needs of disabled people are important; accessible parking bays and drop off areas should be located directly adjacent to building entrances and exits, avoiding the need to negotiate kerbs/steps. Accessible parking bays parallel or perpendicular to the kerb or aisle should comply with figures 1, 2, and 3 of BS 8300 'Design of buildings and their approaches to meet the needs of disabled people – Code of practice' as applicable. Access zones need to be provided on both sides of bays perpendicular to the kerb or aisle. Enlarged standard spaces should comply with paragraph 4.2.1.1 of BS 8300. Drop off areas should be modelled on figure 1 of BS 8300. There must be a minimum headroom of 2.6m to these bays and the vehicle routes to and from them to accommodate disabled people's vehicles.

The Council has reviewed its 'Interim Car Parking Guidelines' (which were set in response to "Planning Policy Guidance Note 13 – Transport"). Set out below is a summary of the revised guidelines which are to be interpreted as maximum standards, in accordance with policy CS53 of the adopted Core Strategy of the Sheffield Development Framework. There is some flexibility in the standards but higher parking levels will be assessed on a



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site by site basis, following the national guidance set out in PPG13. For any shortfall in parking the Council will need to be satisfied that this will not cause a problem, or can be otherwise managed.

The following tables provide further details of the required parking number of parking spaces.

Use	City Centre Location	Threshold	Outside City Centre	Threshold
Food A1 Retail	Operational only	Up to 2,500m <sup>2</sup>	1 space/20m <sup>2</sup>	Up to 2,000m <sup>2</sup>
	1 space/30m <sup>2</sup>	Above 2,500m <sup>2</sup>	1 space/18m <sup>2</sup>	2,000 - 7,000m <sup>2</sup>
			Please discuss	Above 7,000 m <sup>2</sup>
Non-Food Retail (excl DIY) A2	Operational only	Up to 2,500m <sup>2</sup>	1 space/35m <sup>2</sup>	Up to 1,000m <sup>2</sup>
	1 space/60m <sup>2</sup> for the first 2,500m <sup>2</sup> and then 1 space per each additional 30m <sup>2</sup>	Above 2,500m <sup>2</sup>	As above plus 1 space per additional 20m <sup>2</sup>	1,000 – 2,000m <sup>2</sup>
			As above plus 1 space per additional 10m <sup>2</sup>	Above 2,000 m <sup>2</sup>
DIY	1 space/25m <sup>2</sup>	Above 2,000m <sup>2</sup>	1 space/25m <sup>2</sup>	Above 2,000m <sup>2</sup>
Cinemas	Operational only	Above 2,000m <sup>2</sup>	1 space/5 seats	Above 2,000m <sup>2</sup>
Other D2 uses	Operational only	Above 2,000m <sup>2</sup>	1 space/50m <sup>2</sup>	Above 2,000m <sup>2</sup>
B1 inc. Offices & Business Parks	1 space/100m <sup>2</sup> (edge of CC)	Subject to location	1 space/60m <sup>2</sup>	Above 2,000m <sup>2</sup>
	1 space/175m <sup>2</sup> (core area)			
B2 General Industry			1 space/3 staff on duty at busiest time or 1 space/75m <sup>2</sup>	Above 2,000m <sup>2</sup>
B8 Warehouse			1 space/3 staff on duty at busiest time	N/a
Higher Education	Operational only	N/a	1 space/2-4 staff + 1 space/15 students	N/a
Housing	Up to 1 space per dwelling	N/a	1 space 2 spaces 2-3 spaces negotiated. In addition 1 visitor space per 4 houses should be provided	1 bedroom 2-3 bedroom 4-5 bedroom 6+ bedroom
Student Housing	Up to 1 space per 5-10 residents	N/a	2 spaces 3 spaces	4-8 bedrooms 9-16 bedrooms



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Parking spaces for disabled people should be provided at least in accordance with the provisions of BS 8300. This is in addition to the general parking provision. The following minimum disabled parking standards apply: -

Use categories	Accessible spaces	Enlarged standard spaces
Retail*/Recreation/Leisure Religious buildings and crematoria	A minimum of 3 accessible spaces or 6% of the overall capacity, whichever is greater.	A minimum of 4% of the overall capacity.
Sports facilities	A minimum of 3 to 8 accessible spaces, or 6% or 8% of the overall capacity, depending on the sports facilities provided, whichever is greater. See table 2 of Sport England's 'Accessible Sports Facilities' for where standards greater than BS 8300 apply.	A minimum of 4% of the overall capacity.
Hotels Student accommodation	A minimum of 3 accessible spaces, or 1 accessible space for each accessible bedroom, or 6% of the overall capacity, whichever is greater.	A minimum of 4% of the overall capacity.
Workplaces	A minimum of 1 accessible space for each employee who is a disabled motorist plus 2 accessible spaces, or 5% of the overall capacity, whichever is greater.	A minimum of 5% of the overall capacity.
Staff car parks at other use categories	A minimum of 1 accessible space for each employee who is a disabled motorist.	
Railway car parks	A minimum of 3 accessible spaces or 5% of the overall capacity, whichever is greater.	A minimum of 5% of the overall capacity.
An accessible drop off area should also be provided at workplaces and all buildings used or visited by members of the public.		

*N.B. \*In addition to parking spaces for disabled people, parent and child spaces may also be required. These will need to be agreed with the appropriate Development Control Officer.*

For other uses, and where you wish to seek a flexible interpretation of the parking standards applied, please enquire by contacting 0114 273 6130 or email [HighwaysDC@sheffield.gov.uk](mailto:HighwaysDC@sheffield.gov.uk)

