

Gateshead Council Transport Technical Appendices

Levels Of Car Parking In New (Non-Residential) Development

1. Introduction

- 1.1 This document provides guidance on the appropriate levels of car parking to be provided in non-residential development within Gateshead. As such its purpose is to help interpret the policy approach set out in the Newcastle/Gateshead Core Strategy, and in particular Policy CS13.

2. Policy background

- 2.1 Research has illustrated the importance of managing the availability of car parking as a tool to encourage greater use of sustainable travel modes¹. As such it is an essential element in promoting development consistent with the principles of the National Planning Policy Framework (NPPF).
- 2.2 Policy CS13 of the Newcastle/Gateshead Core Strategy reflects this approach, setting out the principle of managing car parking location, supply and pricing in support of sustainable travel choices.

3. Use of the guidelines

- 3.1 These guidelines provide advice on the maximum levels of car parking likely to be permitted in association with different types of non-residential development. They provide neither a target level nor an absolute limit.
- 3.2 More restrictive maxima may be appropriate in response to circumstances in parts of the Borough. Applicants should check with the local planning authority as to whether or not this is likely to affect specific development proposals.
- 3.3 There may be circumstances where additional car parking in excess of guideline figures can be justified,. Where this is the case car parking over and above the stated maxima may be permitted provided any such increase:
- is justified by appropriate evidence and kept to an absolute minimum overall;
 - is linked to challenging travel plan targets;
 - has proposals in place for effective car park management (e.g. charging) which will ensure that additional provision does not lead to unnecessary car dependence.
- 3.4 Where a Transport Assessment and/or [Travel Plan](#) is required as part of any proposal the levels of car parking proposed should always be reconciled with the trip generation and travel plan targets in these.

¹ Research into the use and effectiveness of maximum parking standards, Atkins, 2008.

4. Changes allowed without planning permission

4.1 Certain changes of use are allowed without the need for planning permission. These are usually subject to a 'prior approval process' involving consideration of highways and transport impacts. In such cases these guidelines will be used as part of any assessment of potential impact.

Non- residential Parking Guidelines

ALL USES – Secure motor cycle parking to be provide at a ratio of 1 space per 40 car parking spaces. For developments providing between 10 and 40 car parking spaces at least 1 secure motor cycle parking space should be provided.

PARKING FOR DISABLED PERSONS – at least one space or 5% of total for employees, whichever is the greater, to be reserved for disabled persons. For shops, recreation and leisure facilities at least 6% of visitor spaces to be reserved for disabled persons.

CAR CLUBS – spaces dedicated for car club vehicles may be provided in addition to the maximum levels outlined below. Restrictions may be placed on any planning approval preventing subsequent use of car club spaces for general use.

ELECTRIC CAR CHARGING – any spaces for electric car charging should be provided within the overall provision.

STAFF CAR PARKING – all figures to be calculated on the basis of the maximum numbers required on site at any one time.

FLOORSPACE – all figures are External Gross Floor Area, unless otherwise stated.

TOWN/LOCAL CENTRES – within town and local centres visitor/customer car parking should, wherever possible, be provided within car parks serving the centre as a whole.

ANCILLARY RESIDENTIAL – where residential uses are ancillary to another main use, then maximum 1 car space per unit of accommodation will be permitted.

DESIGN AND LAYOUT - Advice on the layout of car parks and car parking spaces is provided separately

Use class	Maximum Parking Provision	Other requirements
A1. shops		
Small shops (<500m ² retail floor area)	1 space per 25m ² retail floor area	Servicing requirements for general retailing may be reduced or eliminated for small convenience shops serving purely local needs.
Food retail (500-2500m ² retail floor area)	1 space per 17m ² retail floor area	
Food superstores (>2500 m ² retail floor area)	1 space per 20m ² retail floor area	
Non- food retail (>500 m ² retail floor area), including DIY centres, garden centres and builders' merchants where sales to the public take place	1 space per 20m ² retail floor area	

Retail warehouses (<2500 m ² floor area)	1 space per 50m ² retail floor area	
Retail warehouses (>2500 m ² floor area)	1 space per 25m ² retail floor area	
A2. Financial and professional services		
Banks, building society offices etc.	1 space per 25m ² floor area	
A3. Food and drink		
Restaurants and cafés	1 space per 10 m ² floor area	Additional parking may be appropriate to provide for resident members of staff
A4 Drinking establishments		
Pubs and bars	1 space per 10 m ² floor area	Additional parking may be appropriate to provide for resident members of staff
A5 Hot food takeaways		
Hot food take aways	1 space per 25m ² floor area	
B1. Business		
Offices, light industrial premises etc.	1 space per 50m ² floor area	Higher levels of parking provision may be appropriate for proposals specifically for offices uses (B1(a)). In such cases a typical maximum level of 1 per 32m ² floor area will be applied.
B2. Industrial		
General industrial premises	1 space per 50m ² floor area	
Vehicle repair garages	1 space per 25m ² floor area	1 parking space for each breakdown vehicle. 4 parking spaces for each service/repair bay.
B8. Storage or distribution		
Storage and/or distribution warehouses	1 space per 200m ² floor area	

Wholesale cash and carry warehouses <2500 m ² floor area	1 space per 50m ² floor area	
Wholesale cash and carry warehouses >2500 m ² floor area	1 space per 33m ² floor area	
C1. Hotels		
Hotels, boarding houses, guest houses	1 space per bedroom	
C2. Residential institutions		
Residential care homes, nursing homes	1 space per 3 residents for visitors	Space for 1 ambulance
Hospitals and in patient clinics	1 space per bed	
Residential schools, colleges and training centres	1 space per 5 students aged 17 years or over	
C3. Dwelling houses	See separate document	See guidelines on car parking in residential development
D1. Non-residential institutions		
Health centres, doctors' and dentists' surgeries, local clinics, veterinary surgeries etc.	1 space per consulting room for doctors/dentists plus 3 spaces per consulting room for other staff, patients, visitors	
Creches, day nurseries, day centres	1 space per 2 members of staff plus 1 space per 10 children/clients	Dropping off facility may be required.
Primary schools	1 space per 2 members of staff, plus 1 space per 200 pupils for visitors (minimum 2 spaces).	Provision for some parking spaces for picking up/setting down may be appropriate, and should be assessed as part of a Travel Plan for the site.
Secondary schools	1 space per 2 members of staff, plus 1 space per 200 pupils for visitors (minimum 2 spaces)), plus 1 space per 15 full time sixth form students.	Provision for some parking spaces for picking up/setting down may be appropriate, and should be assessed as part of a Travel Plan for the site.

Sixth form colleges, further education colleges, higher education establishments (non residential) etc.	1 space per 2 members of staff, plus 1 space per 15 full time students	Minimum of 2 visitor spaces to be provided.
Art galleries, museums, public halls, exhibition halls	1 space per 3 members of staff plus 1 per 25m ² public floorspace.	
Public libraries and reading rooms	1 space per 3 members of staff plus 1 per 10m ² public floorspace.	If the library serves as a base for a mobile library, a further space will be provided for this vehicle.
Places of worship or religious instruction	1 space per 10 seats	
D2. Assembly and leisure		
Cinemas, concert halls, bingo halls, casinos	1 space per 5 seats	Where facilities for substantial numbers of spectators are to be provided adequate parking for coaches will also be necessary.
Sports stadia	1 space per 15 seats	Where facilities for substantial numbers of spectators are to be provided adequate parking for coaches will also be necessary.
Dance halls, discotheques, night clubs	1 space per 26 m ² floor area	
Sports clubs and centres, sports grounds, swimming baths, skating rinks, bowling alleys, riding schools etc.	Car parking of more than 20 spaces to be justified by the developer and agreed with the Local Planning Authority.	Where facilities for substantial numbers of spectators are to be provided adequate parking for coaches will also be necessary. Arrangements to provide overspill parking may be needed to cater for major events.
Sui generis		
Theatres	1 space per 5 seats	Where facilities for substantial numbers of spectators are to be provided adequate parking for coaches will also be necessary.
Amusement arcades and centres, funfairs	1 space per 26 m ² floor area	
Launderettes	1 space per 25m ² floor area	
Salerooms	1 space per 10m ² floor area for customers, 1 space per 100m ² for staff	
Petrol filling stations	1 space per 25m ² building floor area (excluding forecourts, car washes etc.)	

Car showrooms	Each case to be assessed individually	Manoeuvring space to allow car transporters to be unloaded to be provided within the site.
Social clubs	1 space per 10m ² floor area plus 1 space per resident staff member	
Taxi and private hire offices	2 spaces for operational taxi use	Applicants will need to demonstrate adequate measures are in place to avoid the creation of on street parking/traffic management problems as a result of drivers' cars.
Vehicle hire garages	1 space per 25m ² floor area	
Scrapyards, mineral storage/distribution yards, vehicle dismantlers	Each case to be assessed individually	
Hostels, houses in multiple occupation	1 space per 5 residents for residents plus 1 space per 5 residents for visitors	
Student accommodation, nurses homes	1 space per 5 residents	
Railway and Metro stations	Each case to be assessed individually	
Bus and coach stations	Each case to be assessed individually	
Park and ride facilities and car parks	Each case to be assessed individually	

