

**Durham County Council**  
**Regeneration and Economic Development**  
**Highways Development Management**  
**Parking and Accessibility Guidelines**

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1.0 This guidance is based on research of parking provision for similar type of non residential development throughout the Country using The TRICS<sup>i</sup> database and local knowledge of County Durham developments. Different standards have been used depending on locality and accessibility to different forms of transport. Residential Parking standards are not included as they are subject to separate guidance.

## **2.0 General requirements.**

2.1 Demand for travel by car can be influenced by the availability of parking space for all modes of vehicles at the place of destination. Requirements for parking space following this guidance should provide the correct balance between demand to travel by private car and the need to encourage active and sustainable travel. The requirements for parking are a general guide which in some cases may be varied to suit local circumstance with the agreement of the Development Management Officers. In the first instance developers should design using this guidance. Where the intention is not to follow this guidance, early engagement with Development Management Officers is essential. When applying these guidelines the focus will be on the resultant planning unit(s) as a whole. Therefore the extension or adaptation of an existing development will not necessarily result in allowing an increase in car parking if the original site layout exceeded the standards outlined in this report

## **3.0 Background and policy context**

3.1 Durham County Council Parking and Accessibility standards date back to development policies from the mid 1990's with its publication in 2003. That guidance set the standard for both non residential and residential development based on maximum criteria. A separate standard with minimum parking requirements for new residential development was produced in 2013 and residential parking standards are not contained within this document.

3.2 The 2001 guidelines were prepared to accord with the governments Planning Policy Guidance 13 (PPG13) which sought to encourage use of more sustainable forms of transport by limiting the opportunity to park. Application of the maximum standards met with different degrees of success depending on the development location and use. Over the past two decades the consequences of the previous standards are apparent throughout the County. In particular, as with residential development, the maximum standard has restricted provision and in some areas resulted in lack of adequate parking space to meet demand. This in turn has resulted in vehicles displacing to adjacent carriageways, footways, and verges resulting in inconvenience to road users, road safety issues, obstruction and in some cases damage to the highway.

3.3 Since the publication of PPG 13 and the policy which aims to restrict parking, it has been acknowledged that little impact on car ownership and use has been achieved. It is recognised that restricting parking at the origin of a journey is less

effective than restricting parking at the destination. Whilst car ownership has increased and impacted on development areas, the target now moves towards addressing car use and how this can be controlled.

3.4 A revision of PPG 13 was published in 2011 the most significant difference being the removal of requirement for “maximum” parking standards for residential developments and the deletion of the reference to the influence of parking supply on mode choice. The revised guidance also deleted a statement claiming that reducing parking supply is essential to promote sustainable travel choices

3.5 The National Planning Policy Framework (NPPF) was published in March 2012 and supersedes guidance offered in PPG 13.

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

The framework guides authorities to take a more pragmatic view at the local level when considering setting parking standards. It is recommended authorities consider:-

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles

3.6 Taking into account the guidance in the NPPF these new parking and accessibility guidelines have been prepared by the Council’s Highways Development Management Section.

3.7 The guidelines have been subject to extensive internal and external consultation. Internal consultation has been undertaken within the Planning Service and Neighbourhood Services, and external targeted consultation has been undertaken with Durham Constabulary, and a wide range of other consultees who have participated in the consultation on the County Durham Plan including planning consultants and other commercial and employment businesses including major retailers. In particular, support has been expressed by The Police and Neighbourhood Services colleagues who address day to day issues resulting from parking conflicts.

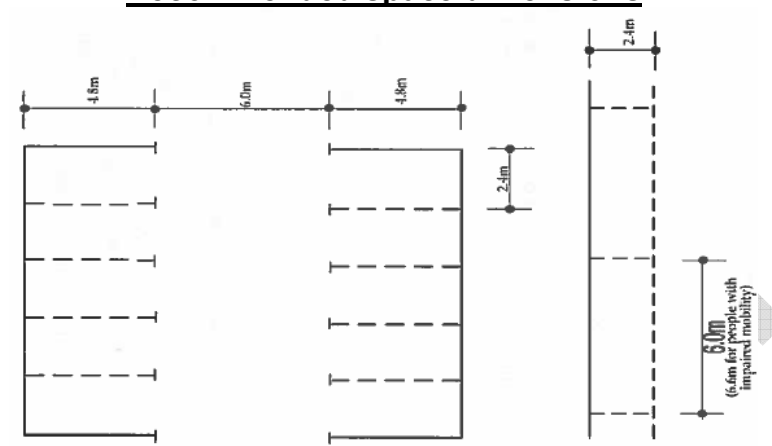
#### **4.0 General parking space design**

4.1 All developments must be designed with useable parking space providing adequate length and width to manoeuvre and park without conflict with other vehicles. Minimum bays sizes 2.4m wide and 4.8m in length must be provided. Longer bays are required for longitudinal bays (6.0m). Clearance of at least 6m in front of a bay must be provided to permit reversing into space where 90 degree parking provision is made. This dimension may be reduced where bay widths are increased above 2.4m and it can be demonstrated a vehicle can manoeuvre from the space. Echelon or angled parking may be provided where a one way system is adopted in the car park. One way systems must be clearly signed and marked within

car parks. The area to the front of the echelon bay (Forecourt) may be reduced as follows where bay widths are varied.

Formation	Bay depth	Forecourt depth
60 degrees	5.4m	4.2m
45 degrees	5.1m	3.6m
30 degrees	4.5m	3.6m

**Recommended space dimensions**



4.2 No parking space should be designed within 15m of an access point to a development and sufficient space must be provided to allow a vehicle to enter the public highway in a forward direction.

4.3 In shops and buildings to which the public have access and public car parks (where more than 100 spaces are being provided overall) spaces should be reserved where appropriate for people needing to transfer children to and from the car.

**5.0 Electric Vehicle (EV) Charging Infrastructure and Car Sharing bays**

5.1 It is very important that we plan to enable the adoption of alternative fuel vehicles and also actively discourage the number and frequency of single occupancy car journeys through the provision of parking for car sharing and car clubs. This is because passenger cars are often the only practical choice for residents living in some parts of the County, particularly rural areas. Electric vehicle charging infrastructure and car sharing bays will be required where 100 parking spaces or more are being provided.

5.2 We are proposing 2<sup>ii</sup> electric parking spaces per 100 created because it is anticipated that most owners of electric vehicles will be able to charge at home overnight but this number of charging points will provide the facility for those individuals that need to re-charge while they are away from home. Where development providing accommodation (hotels etc) is permitted, we are proposing 1

electric parking space per 20 spaces in order to provide visitors with the infrastructure to charge vehicles overnight away from home.

5.3 We are proposing 15% car sharing bays at longer stay commuter parking destinations because the National Travel Survey undertaken in 2010 states that there is only one person in the vehicle for 80% of commuting trips. Since not all these journeys will be officially car sharing journeys, other factors have been taken into consideration. The document entitled Making Travel Plans Work (Department of Transport, 2002) states that overall levels of car sharing are around 16%, slightly above local levels. It is therefore felt that 15% is a realistic figure that introduced alongside an effective Travel Plan should encourage more sustainable travel.

5.4 No upper limit will be applied to the total number of EV/ Car share or Car club parking provision that is placed on a development provided such space is clearly designed for the vehicle class. Applicants must be able to demonstrate how such space will be managed and controlled to restrict use by non EV, car share or car club users.

## **6.0 Pedestrians in car parks**

6.1 In larger car parks where space is designed in rows or blocks consideration must be given to drivers, as pedestrians, or pedestrian visitors and how they walk through the car park to their destination. Providing pedestrian facilities on desire lines with clear guidance for pedestrians may be required. This may be in the form of signed pedestrian walkways through blocks of parking at regular spacing with zebra crossing provisions and tactile paving at access roads. Consideration should also be given to cyclists and how they access facilities through parking areas and the potential requirement for shared facilities with pedestrians or where possible segregated routes.

## **7.0 Mobility Impaired persons space**

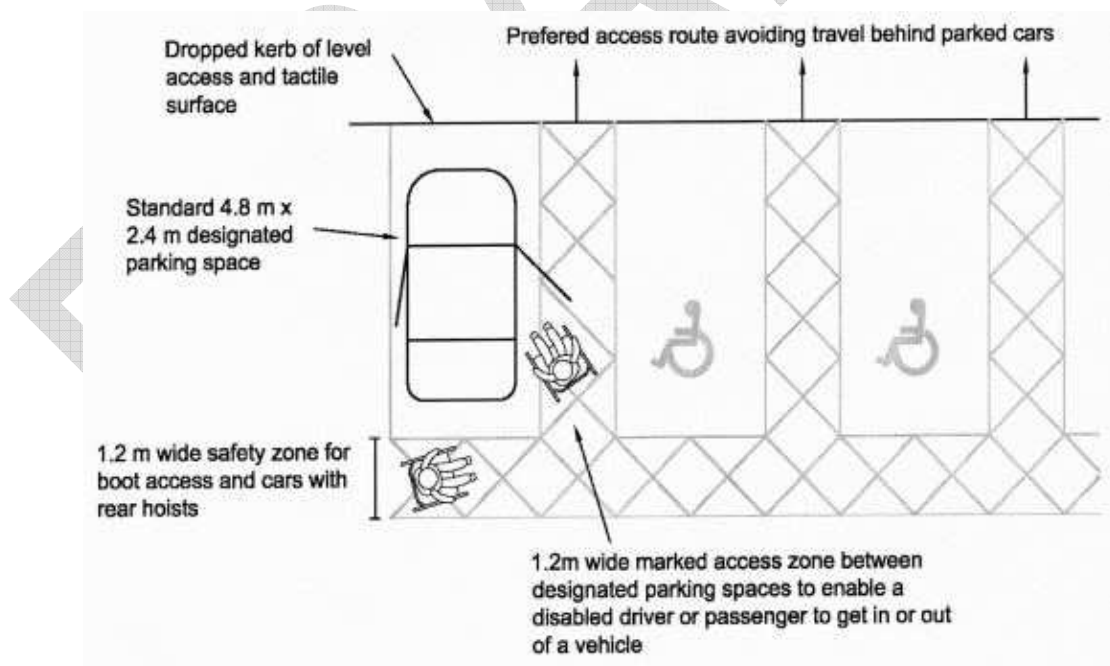
7.1 Parking provision for persons with mobility impairment must be considered as part of any proposal. It is the responsibility of the site occupier to make provision under the Disability Discrimination Act 2005. More information can be found at:-

<http://www.nidirect.gov.uk/the-disability-discrimination-act-dda>

7.2 Disabled persons bays should be the nearest bays to a building main entrance. A minimum of two bays must be provided for car parking in excess of 10 spaces, with a minimum 5%<sup>iii</sup> of car park bays being provided in car parks and a minimum of 6% of bays in car parks where shopping, leisure and recreation activities take place. This is included within the overall vehicle parking standard listed in the tables following

7.3 It is important that wheelchair users can access and egress vehicles with space available to manoeuvre a wheelchair. The following diagram shows minimum requirements. Disabled persons bays should be clearly marked and signed in accordance with DfT Traffic Signs and General Directions (TSRGD) <http://www.legislation.gov.uk/ukxi/2002/3113/contents/made>

### **Recommended dimension for bays for mobility impaired.**



7.4 Guidance on the design and location of parking for mobility impaired people can be found in the Department for Transport (DfT) Traffic Advisory Leaflet 5/95: Parking for Disabled People, DETR, 1995 <http://tsrgd.co.uk/pdf/tal/1995/tal-5-95.pdf5/95> and the DfT report 'Inclusive Mobility'

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3695/inclusive-mobility.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf)

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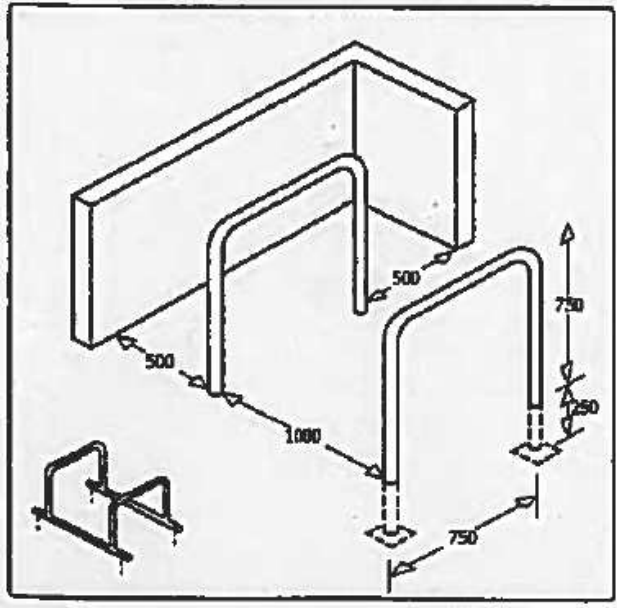
## **8.0 Cyclist and P2W provision**



8.1 Cycle space requirement is given in the tables and should be read as the minimum requirement. Cycle parking is to be covered and secure at or near the front of premise. Placing cycle or P2W parking as an afterthought to the rear of premises at insecure positions which are not observed or within sight of regular users will not be accepted. Cycle or P2W parking beneath stair wells or behind buildings away from the central access to buildings will not be accepted. Where cycles are expected to be unattended for periods in excess of 8 hours, provision of long stay cycle storage will be required in the form of secure cycle shelters. This type of facility should be discussed with the Highways Development Management Officer and would be subject to a planning condition.

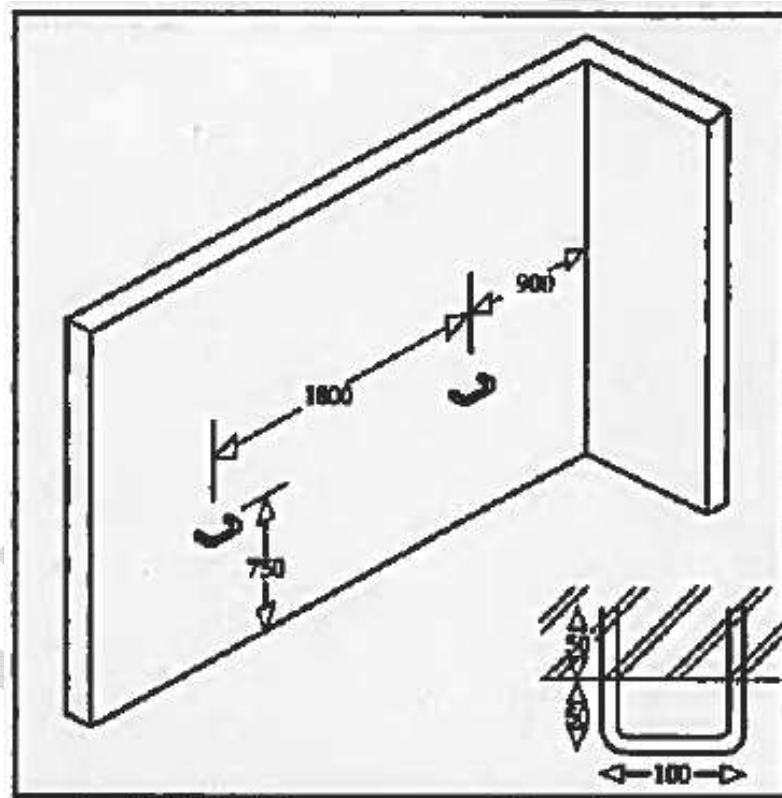
8.2 Sheffield stand cycle loops or similar approved should be provided to secure cycles for short stay parking. Wall mounted butterfly loops to fasten cycle wheels to will not be accepted. Each loop can provide for two cycles if designed to the following dimensions. Stands should be provided in well lit open areas where casual observance by passers by may increase security.





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8.3 Parking provision for Powered two wheel (P2W) vehicles (motorcycles/ scooters) should be at a level 3% in addition to the vehicle parking space provision or a minimum of 2 spaces for car parks up to 30 spaces. The provision for P2W should preferably be under cover and provide a secure anchor point at 600-750mm from ground level onto which a wheel can be chained. An example is shown below.



8.4 Stands should be provided in well lit open areas where casual observance by passers by may increase security. Surfaces on which motorcycles are to park should be flat and level and constructed with concrete to avoid surface failure from puncture by stands.

## 9.0 Accessibility Guidance

9.1 These guidelines are designed to encourage travel by more sustainable modes of travel, which is walking, cycling and use of public transport.

All new development needs to provide for access by a range of means of travel. Design is important to encourage the use of the more sustainable forms of transport. When considering the design of all forms of development designers are required to adopt a hierarchy which requires the needs of different transport users to be considered in the following order:

- pedestrians (including mobility impaired people);
- cyclists;
- public transport users and essential freight access;
- car drivers

9.2 Regard should also be given to minimising the potential for and perception of crime as personal safety is major determinant in how people choose to travel. Developers may find it beneficial to consult the Durham Constabulary Architectural Liaison Officer with regard to this issue. Further information can be found on the website [www.securedbydesign.com](http://www.securedbydesign.com).

9.3 Potential will often exist to encourage accessibility by foot, cycle or public transport as opposed to the private car through the provision of off-site improvements. These may include, for example, the provision of cycle paths, a contribution towards the construction of new public transport infrastructure or services for a number of years until they are viable. The provision of appropriate infrastructure and services can benefit developers in a number of ways, such as:

- enabling higher density development through reduced needs for car parking;
- being accessible by a greater proportion of the population;
- -broadening the potential labour pool for employers to include those without access to a car;
- reducing potential highway problems and local objections to developments; and
- reducing the likelihood of policy objections to developments on the grounds of their probable car dependency.

9.4 The design of new development should provide for access for different modes in line with the hierarchy set out in Policy LTP46 of the Local Transport Plan. This gives priority to providing for the needs of pedestrians, cyclists and public transport before the private car. In order to assist in the assessment of accessibility issues proposals for residential development should provide the following basic information:

- location of nearest shop (general local/convenience shopping, excluding specialised shops);

- location of nearest post office;
- location of nearest public house;
- location of nearest doctors/GP surgery;
- bus stop(s) in the vicinity of the site;
- location of nearest primary school.

## **10.0 Public transport**

10.1 The benefits of providing public transport links to and/or through the development should be considered at an early stage. Early contact with the County Council's Public Transport Group will assist in giving an indication of whether this is likely to be required. Bus routes through the site should be direct, well related to the development as a whole, easily negotiable by appropriate sized buses and accommodate suitably sized stopping areas. To be attractive to residents and other users bus routes within residential estates are not to 'loop' the estate, entry and exit from/to the estate must be at different points that reassure passengers that progress is being made in the journey. Public transport infrastructure should be provided at an early stage in the development, even if a site is only part occupied. Infrastructure in terms of road widths and potential stopping areas will be required where there is potential for small housing developments to be linked into a neighbouring future development that cumulatively will require the development of a penetrative bus route.

10.2 Higher density housing should be located close to public transport routes, with lower densities in more remote parts of the site. The maximum walking distance to the nearest bus stop from any residential property should not be greater than 400m. The extent of local rail network in County Durham means that opportunities to provide direct links to rail stations are limited. Major development proposals in the vicinity of existing or proposed rail stations will need to provide for safe walking and cycling routes to/from the station. Additional access arrangements by public transport may also be needed. Where necessary a contribution towards the improvement or construction of rail routes and/or facilities will be sought. Major residential developments may require financial contributions from developers to enable the setting up of public transport services at an early stage in the development. Contributions will be paid to subsidise services until such time as they are likely to become commercially viable.

County Durham Parking and Accessibility Standards for Non Residential Development 2014

Land Use	Use Class	Maximum Car Park Provision		Minimum Cycle Parking	Other requirements
		Town Centres*	Rest of County Durham		
<b>A. RETAIL</b>					
1. General Retail	A1/A2/A5	1 space per 25m <sup>2</sup> GFA	1 space per 25m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff. Minimum of 2 covered spaces for visitors up to 100m <sup>2</sup> then 1 space per 400m <sup>2</sup> .	Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces. 50m <sup>2</sup> of service area per 500m <sup>2</sup> GFA
2. Supermarkets / discount food stores( up to 4000m2)	A1	1 spaces per 12.5m <sup>2</sup> GFA	1 space per 12.5m <sup>2</sup> GFA	1 enclosed, covered space for 5 full time staff members. Minimum of 2 covered spaces for visitors up to 100m <sup>2</sup> then 1 space per 400m <sup>2</sup> .	Minimum of 2 Electric Vehicle charging point for the first 100 spaces of car parking (inclusive) then 1 space per 100 car park spaces above the first 100.  50m <sup>2</sup> of service area per 1000m <sup>2</sup> GFA Public transport link within 100m of the main entrance with waiting shelter. .
3. Superstores ( above 4000m2)	A1	1 space per 15m <sup>2</sup> GFA	1 space per 15m <sup>2</sup> GFA	1 enclosed, covered space for 6% of staff numbers 1 covered space per 400m <sup>2</sup> .for general parking	Minimum of 2 Electric Vehicle charging point for each 100 spaces of car parking (inclusive) then 1 space per 100 car park spaces above the first 100.  50m <sup>2</sup> of service area per 500m <sup>2</sup> GFA  Public transport link within 100m of the main entrance with waiting shelter. .  Midi Bus access designed into the scheme layout
4. Non food retail warehouse ( Cash and Carry)	A1	1 space per 25m <sup>2</sup> GFA	1 space per 25m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff	Minimum of 2 Electric Vehicle charging point for each 100 spaces of car parking (inclusive) then 1 space per 100 car park spaces above the first 100. 50m <sup>2</sup> of service area per 1000m <sup>2</sup> GFA

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5. DIY stores	A1	1 space per 25m <sup>2</sup> GFA	1 space per 25m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff	Minimum of 2 Electric Vehicle charging point for each 100 spaces of car parking (inclusive) then 1 space per 100 car park spaces above the first 100. 50m <sup>2</sup> of service area per 1000m <sup>2</sup> GFA Public transport link within 100m of the main entrance with waiting shelter.
6. Garden Centres	Suis generis	2 spaces per 25m <sup>2</sup> GFA	2 spaces per 25m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff	Minimum of 2 Electric Vehicle charging point for each 100 spaces of car parking (inclusive) then 1 space per 100 car park spaces above the first 100. 50m <sup>2</sup> of service area per 1000m <sup>2</sup> GFA
7. Retail park including food	A1	1 space per 15m <sup>2</sup> GFA	1 space per 15m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff. Minimum of 2 covered spaces for visitors up to 100m <sup>2</sup> then 1 space per 400m <sup>2</sup> .	Minimum of 2 Electric Vehicle charging point for each 100 spaces of car parking (inclusive) then 1 space per 100 car park space GFA above the first 100.  50m <sup>2</sup> of service area per 1000m <sup>2</sup>
8. Retail park excluding food	A1	1 space per 25m <sup>2</sup> GFA	1 space per 25m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff. Minimum of 2 spaces for visitors up to 100m <sup>2</sup> then 1 space per 400m <sup>2</sup> .	Minimum of 2 Electric Vehicle charging point for each 100 spaces of car parking (inclusive) then 1 space per 100 car park spaces above the first 100.  50m <sup>2</sup> of service area per 1000m <sup>2</sup>
9 Builders merchants	Suis Generis	1 space per 100m <sup>2</sup> GFA	No maximum	1 enclosed, covered space per 5 members of staff	50m <sup>2</sup> of service area per 1000m <sup>2</sup>
10 Factory Outlet shops	A1		1 space per 15m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff	50m <sup>2</sup> of service area per 1000m <sup>2</sup>
11. Car sales	Suis Generis	1 space per 25m <sup>2</sup> for back office and sales display area  (Standard is minimum requirement not maximum)	1 space per 25m <sup>2</sup> back office and sales display area  (Standard is minimum requirement not maximum)	1 enclosed, covered space per 5 members of staff	Minimum of 1 Electric Vehicle charging points. A dedicated area must be allocated for turning and parking of a car transporter vehicle. With space to offload and manoeuvre within the site.



County Durham Parking and Accessibility Standards for Non Residential Development 2014

12. PFS with retail	A1	3 spaces per 100m2GFA	3 spaces per 100m2 GFA	1 space per 5 members of staff	No requirement for EV charging A dedicated area must be allocated for turning and parking of a petrol tanker vehicle. within the site.
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County Durham Parking and Accessibility Standards for Non Residential Development 2014

<b>B Employment</b>					
1. Stand alone B1 office development	B1	1 space per 25m2 GFA	1 space per 25m2 GFA	1 enclosed, covered space per 300m2 GFA	Minimum of 2 Electric Vehicle charging points. Adjustment to maximum standard will be considered for shift working (e.g. call centres) Minimum 15% car share space 50m <sup>2</sup> of service area per 1000m <sup>2</sup> GFA
2. Business Parks (B1 office)	B1	1 space per 25m2 GFA	1 space per 25m2 GFA	1 enclosed, covered space per 300m2 GFA	Minimum of 2 Electric Vehicle charging points. Adjustment to maximum standard will be considered for shift working (e.g. call centres) Minimum 15% car share space 50m <sup>2</sup> of service area per 1000m <sup>2</sup> GFA
3. Industrial Estates	B2	1 spaces per 50m2	No maximum	1 enclosed, covered space per 5 members of staff	Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces  50m <sup>2</sup> of service area per 1000m <sup>2</sup> GFA
4. Warehousing / storage	B8		1 space per 100m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff	Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces  50m <sup>2</sup> of service area per 500m <sup>2</sup> GFA
5. Distribution	B8		3 spaces per 100m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff	No requirement  50m <sup>2</sup> of service area per 500m <sup>2</sup> GFA
6. Industrial Unit	B2	1 space per 50m2	No maximum	1 enclosed, covered space per 5 members of staff	Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces  50m <sup>2</sup> of service area per 500m <sup>2</sup> GFA
7. Garage Repair/ servicing	B1	1 space per staff member plus 1 space 25m <sup>2</sup> GFA	1 space per staff member plus 1 space 25m <sup>2</sup> GFA	1 enclosed, covered space per 5 members of staff	A dedicated area must be allocated for turning and parking of a recovery vehicle . with space to offload and manoeuvre within the site.

County Durham Parking and Accessibility Standards for Non Residential Development 2014

<b>C Leisure</b>					
1.Hotels/ Motels/Guest Houses	C1	1 space per 5 members of staff plus 1 space per 5 bedrooms	1 space per bedroom 'Minimum'	Minimum 2 covered and enclosed space for 25 bedrooms for guests space. 1 enclosed, covered space per 5 members of staff	Minimum of 2 Electric Vehicle charging points for establishments with 30-100 bedrooms and above. 1 additional charging point for each additional 100 rooms. 50m <sup>2</sup> for servicing per 100 rooms
2.Pub/Restaurant	A4	No requirement in Town Centres	1 space per 8m <sup>2</sup> of public space	1 enclosed, covered space per 5 members of staff	Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces 50m <sup>2</sup> for servicing per 100 rooms
3.Hot Food takeaway	A5	No requirement in Town Centres	1 space per two members of staff. 1 space per 25m <sup>2</sup> for customers	None	Service area depends on constraints within the adjacent highway and will be assessed on an individual basis
4.Fitness clubs and sports facilities	D1	No requirement for parking provision	No Maximum	Minimum 1 enclosed, covered space per 5 visitors 1 space per 5 members of staff	Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces. Where facilities for substantial numbers of spectators are to be provided adequate parking for coaches will be necessary  Minimum 50m <sup>2</sup> for servicing
5.Places of Worship	D1	1 space per member of staff. No provision within town centre for visitors.	No maximum	Minimum of 1 space per 5 visitors/ participants 1 enclosed, covered space per 5 members of staff	No requirement for EV parking. Minimum 15% car share space
6.Cinemas/ Concert Halls.	D2	No requirement for parking provision	1 space per three members of staff. 1 space per 12.5m <sup>2</sup> of public space	Minimum of 1 enclosed covered space per 5 members of staff.	Minimum of 2 Electric Vehicle charging points for establishments with 100 seats or above  50m <sup>2</sup> of service area per 500m <sup>2</sup> GFA
7.Libraries	D2	1 space per 20m <sup>2</sup> of public open space.	1 space per 20m <sup>2</sup> of public open space.	1 enclosed, covered space per 5 members of staff Minimum 4 spaces per	Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces

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				100m2 of public space.	50m2 of service area per 500m2 GFA
8.Caravan/ camp sites	Sui Generis	N/A	1 space per pitch 1 staff space per 2 members of staff. 1 visitor space per 10 pitches	1 space per pitch	Minimum of 1 Electric Vehicle space per 50 pitches

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<b>D Health</b>					
1.Hospitals	C2	2 space per consultation / treatment room. 1 space per 10 members of staff	1 space per 33m <sup>2</sup> of public space plus 1 space per 5 members of staff	1 enclosed, covered space per 50 beds	Minimum of 2 Electric Vehicle charging points for establishments with 100 bedrooms. Then one EV charging point for each 100 spaces above the first 100. Minimum 15% car share space  Minimum 50m <sup>2</sup> per 500m <sup>2</sup> GFA for servicing
2.Doctors/ Dentist/ other health practitioners	D1	1 space per 5 members of staff plus 1 space per consultation/ treatment room.	1 space per 2 members of staff plus 1 space per treatment room.	1 enclosed, covered space per 5 members of staff plus 1 space per 5 consulting rooms	Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces

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<b><u>E Social and Education</u></b>					
1. Further education colleges	D1	1 space per five members of staff. 1 visitor space per 50 pupils. Space for 5% of pupil numbers	1 space per member of staff. 1 visitor space per 50 pupils. Space for 5% of pupil numbers	1 enclosed, covered space per 20 pupils plus 1 covered space per 5 members of staff	Minimum of 2 Electric Vehicle charging point for each 100 spaces of car parking (inclusive) then 1 space per 100 car park spaces above the first 100. Minimum 15% car share space  Minimum 50m <sup>2</sup> per 500m <sup>2</sup> for servicing
2. Secondary Schools	D1	1 space per five members of staff. 1 visitor space per 50 pupils. Space for 5% of 6 <sup>th</sup> form pupil numbers	1 space per member of staff. 1 visitor space per 50 pupils. Space for 5% of pupil numbers	1 enclosed, covered space per 20 pupils plus 1 enclosed, covered space per 5 members of staff	Minimum of 2 Electric Vehicle charging point for each 100 spaces of car parking (inclusive) then 1 space per 100 car park spaces above the first 100. Minimum 15% car share space  Minimum 50m <sup>2</sup> per 500m <sup>2</sup> for servicing
3. Primary schools/ Nurseries	D1	1 space per five members of staff. 1 visitor space per 50 pupils.	1 space per member of staff. 1 visitor space per 50 pupils.	1 enclosed, covered space per 20 pupils plus 1 enclosed covered space per 5 members of staff	Minimum of 1 Electric Vehicle charging point.  Minimum 50m <sup>2</sup> per 500m <sup>2</sup> for servicing
4. Community Centres - Galleries- Exhibition halls	D2	No requirement.	1 space per 16m <sup>2</sup> of public space. 1 space for two members of staff.	1 space per 100m <sup>2</sup> GFA (minimum of 4 spaces)	Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces  Minimum 50m <sup>2</sup> per 500m <sup>2</sup> for servicing
<b><u>F Other</u></b>					
<b><u>Student accommodation</u></b>	C2	1 per 5 members of staff. Disabled persons parking only No requirements if in the Controlled Parking Zone for Students	1 per 5 members of staff. 1 space per 6 students.	Minimum of 1 enclosed covered space per 5 students plus 1 short stay space per 20 students for visitors.	Provision must be made for student drop off pick up points at term ends. Provision must be made for taxi drop off/ pick up. Provision must be made for service vehicle loading/ unloading. Minimum 1 Electric Vehicle Charging point for car parks 30-100 spaces Minimum 15% car share space



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					Minimum 50m <sup>2</sup> per 500m <sup>2</sup> for servicing
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* Town centres means within 800m of the main transport hub of the following :-					
Durham City					
Chester le Street					
Stanley					
Consett					
Peterlee					
Bishop Auckland					

## County Durham Parking and Accessibility Standards for Non Residential Development 2014

### **Notes**

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<sup>i</sup> Trip Rate Information Computer System (TRICS) is a database of trip rates for developments used in the United Kingdom for transport planning purposes, specifically to quantify the trip generation of new developments. ...

<sup>ii</sup> Projected levels of EV use as a total estimate of the fleet can be found in : Global EV Outlook : Understating the Electric Vehicle Landscape to 2020 : April 2013

<sup>iii</sup> Desirable design for mobility impaired including parking provision for wheelchair users can be found in 'Inclusive Mobility : UK Gov.'

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3695/inclusive-mobility.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf)

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