

APPENDIX 9

PARKING STANDARDS

Table A
Car, Cycle and Motorcycle Parking

To be read in conjunction with Policy A1S



Type of development	Maximum standard for car parking provision (see Table B for car parking provision for disabled people)	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
A1 - Shops Food retail <900 sq.m	1 per 25 sq.m	For 1 cycle per 200 sq.m – minimum provision for 2 cycles	Individual consideration
Food retail >900 sq.m	1 per 16 sq.m	For 1 cycle per 200 sq.m	1 per 600 sq.m, minimum of 2 spaces
A1 - Shops Non-food retail <900 sq.m	1 per 30 sq.m	For 1 cycle per 200 sq.m – minimum provision for 2 cycles	Individual consideration
Non-food retail >900 sq.m	1 per 22 sq.m	For 1 cycle per 200 sq.m	1 per 900 sq.m, minimum of 2 spaces
A2 - Financial & professional services	1 per 25 sq.m	For 1 cycle per 400 sq.m, minimum provision for 2 cycles	Individual consideration
A3 - Food & drink Restaurants	1 per 7 sq.m Public Floor Area, excluding toilets	For 1 cycle per 140 sq.m public floor area – minimum provision for 2 cycles	1 per 280 sq.m public floor area- minimum of 2 spaces
Fast Food – Drive Through	1 per 8.5 sq.m Gross Floor Area		

Type of development	Maximum standard for car parking provision (see Table B for car parking provision for disabled people)	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
B1 - Business Stand alone offices Business Parks	1 per 35 sq.m 1 per 40 sq.m	For 1 cycle per 400 sq.m – minimum provision for 2 cycles	1 per 1,400 sq.m – minimum of 2 spaces
B2 - General industry	1 per 60 sq.m	For 1 cycle per 700 sq.m – minimum provision for 2 cycles	1 per 2,800 sq.m – minimum of 2 spaces
B8 - Storage or Distribution	1 per 100 sq.m	For 1 cycle per 850 sq.m – minimum provision for 2 cycles	1 per 4,000 sq.m – minimum of 2 spaces
C1 - Hotels	1 per bedroom including staff	For 1 cycle per 10 bedrooms, minimum provision for 2 cycles	1 per 40 bedrooms – minimum of 2 spaces
C2 - Residential Institutions Hospitals	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment
Care / nursing homes	1 per 4 beds	For 1 cycle per 40 beds, minimum provision for 2 cycles	1 per 160 beds – minimum of 2 spaces

Type of development	Maximum standard for car parking provision (see Table B for car parking provision for disabled people)	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
C3 - Dwelling Houses* Up to 3 bedrooms	1 per dwelling	No standard	No standard
4+ bedrooms	2 per dwelling	No standard	No standard
Flats/apartments 2+bedrooms outside town centres	1.5 per dwelling	1 locker or other secure cycle storage space per dwelling.	Individual consideration
Single bed dwellings, and flats/apartments in town centres Sheltered housing	1 per dwelling 1 per 3 dwellings		
D1- Non-residential institutions Medical or health facility	1 per 2 full time equivalent staff + 3 per consulting room	For 1 cycle per 10 full time equivalent staff, minimum provision for 2 cycles	1 per 40 full time equivalent staff, minimum of 2 spaces
Crèche, day nursery or day centre	1 per full time equivalent staff. Adequate drop off provision for parents would also need to be considered	For 1 cycle per 10 full time equivalent staff	No standard

Type of development	Maximum standard for car parking provision (see Table B for car parking provision for disabled people)	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
Schools	1.5 spaces per classroom. Adequate drop off provision for parents would also need to be considered	For 1 cycle per 10 full time equivalent staff + 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces
Higher or further education	1 per 2 full time equivalent staff	For 1 cycle per 10 full time equivalent staff + 1 per 10 students	1 per 40 full time equivalent staff + 1 per 200 students
D1- Non-residential institutions Art gallery, museum, exhibition hall or library	1 per 30 sq.m public floor area	For 1 cycle per 300 sq. m public floor area, excluding toilets – minimum provision for 2 cycles.	1 per 1200 sq.m public floor area, excluding toilets – minimum of 2 spaces
Public hall or place of worship	1 per 5 sq.m public floor area	For 1 cycle per 50 sq.m public floor area, excluding toilets – minimum provision for 2 cycles	1 per 200 sq.m public floor area, excluding toilets – minimum of 2 spaces
D2 - Assembly & Leisure Cinema, bingo hall or casino, concert hall	1 per 8 seats	For 1 cycle per 80 seats – minimum provision for 2 cycles	1 per 320 seats – minimum of 2 spaces
Indoor sports or recreation	1 per 25 sq.m	For 1 cycle per 250 sq.m – minimum provision for 4 cycles	1 per 1,000 sq.m – minimum of 2 spaces
Outdoor sports and recreation	Individual consideration	Individual consideration	Individual consideration

Type of development	Maximum standard for car parking provision (see Table B for car parking provision for disabled people)	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
Miscellaneous Stadia/spectator seating	1 space per 18 seats 1 coach parking space per 1000 seats (minimum standard)	For 1 cycle per 150 seats – minimum provision for 2 cycles	1 per 600 seats – minimum of 2 spaces
Miscellaneous Railway/Bus stations	Individual consideration, including facilitating Park & Ride where appropriate.	Minimum 10 lockers per station	Individual consideration.

Table B
Minimum Standards for Car Parking Provision for Disabled People

To be read in conjunction with Policy A1S

Car parking provision for disabled people should be provided in addition to general car parking provision. This applies to all of the land uses included in Table A above, with the exception of individual dwelling houses.

Total number of car parking spaces allowable under the maximum standard for car parking provision in Table A (notwithstanding whether the full provision is being made)	Minimum standard for car parking provision for disabled people
Up to 4 spaces	1 space
5 - 12 spaces	2 spaces
13 - 50 spaces	3 spaces
51 - 200 spaces	6% of total capacity
Over 200 spaces	4 spaces plus 4% of total capacity

Explanatory text

Wigan's Parking Standards are based on Greater Manchester-wide standards developed in partnership with other Greater Manchester districts through the Local Transport Plan process. The car parking standards comply with maximum levels set out in PPG13 'Transport', PPG3 'Housing' and Regional Planning Guidance for the North West. The

standards for car parking for disabled people are based on recommendations in the Department of Transport Advisory Note 'Parking for Disabled People'. The cycle parking standards are based on standards in the National Cycling Strategy. The motorcycle parking standards generally allow for motorcycle parking at 2.5% of maximum car parking provision.

*Garages within a residential curtilage are not regarded as off-street parking spaces for the purpose of applying maximum car parking standards to residential development.