



CAR PARKING STANDARDS
FOR
DEVELOPMENT CONTROL
IN
ABERDEENSHIRE

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Revision Record

Revision Number	Date	Section	Revision
1	May 2004	Standards	Change to Hotel and Hostel parking standards from 1.2 spaces per bed to 1.2 spaces per bedroom
2	January 2019	2.3	Note on possible requirement for contribution in lieu of individual parking provision
		3.1	“c) Availability of existing public parking” added
		3.8, 4.1	References to planning policy updated
		4.1	Specific trigger point for traffic assessment deleted
		7.3 a)	Width of disabled parallel-parking bay increased in line with <i>Inclusive Mobility</i> and <i>TSRGD</i>
		Standards	Reduced standards for Housing Association properties deleted

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GUIDELINES FOR OFF-STREET PARKING PROVISION

1 Introduction

- 1.1 This document presents a set of parking standards, and associated guidance for the provision of off-street parking. The standards will be applied to new or modified developments, which are subject of a planning application.
- 1.2 Aberdeenshire Council have taken the opportunity to undertake a review of their parking standards, to take account of the following:-
 - a) the national requirement to develop and implement a set of maximum parking standards;
 - b) opportunities for the implementation of Travel Plans and developer contributions to promote non-car modes to developments; and
 - c) changes in development and travel patterns since 1995 when the parking standards were last reviewed.
- 1.3 The standards and guidance within this document have been derived from local operational experience, national policy guidance and best practice, and a review of parking accumulations experienced at comparable sites across Scotland and the UK. They have been the subject of wide-ranging public consultation, and tested against the results obtained from a series of specially commissioned car park accumulation surveys that were undertaken at key sites across Aberdeenshire.

2 Background

- 2.1 Aberdeenshire Council's Local Transport Strategy aims to reduce dependence on the car, and facilitate greater choice by encouraging environmentally friendly forms of transport and the integration of different modes of transport. However, this must be achieved within a rural context where, for many living outwith the main towns, viable alternatives to the car are non-existent for the majority of trips undertaken.
- 2.2 The availability of car parking is a major influence on the modes that people choose for their journeys. A plentiful supply of free car parking encourages car trips, and discourages non-car modes, even when attractive provision for non car modes is available. Accordingly, the adoption of maximum car parking standards for new developments, extended developments, and changes of land use can, as part of a package of transport measures, promote more sustainable travel patterns.
- 2.3 Where accessibility to non-car modes is greatest, the standards aim to provide an incentive for sustainable transport to and from major trip generators by applying a level of constraint. In these situations, developers will be encouraged to promote means of access to their development for users of non-car modes, in preference to the private car. Developers of individual sites within town centres may also be required to contribute to the overall parking requirement for the centre in lieu of individual parking provision

- 2.4 In locations where there is limited potential to improve accessibility for non-car modes, the standards will aim to provide for the full parking demand, whilst limiting any potential over-provision.
- 2.5 With the advent of maximum parking standards, it is now no longer valid to request commuted payments to compensate for any shortfall in parking provision below minimum parking standards. However, developer contributions may be sought to provide sustainable transport measures to support the proposed development. Further guidance is provided in section 6.
- 2.6 Significant travel generating developments will require to be supported by a detailed Transport Assessment, which may be accompanied by a Travel Plan which will be enforced through planning agreements, where necessary. Guidance is provided in section 4.

3 Implementation

- 3.1 Different urban areas will have different parking demands, and different capabilities to withstand degrees of parking restraint. For the Aberdeenshire area, it is considered that the main factors influencing this will be:-
 - a) size of town;
 - b) availability of existing and planned alternative modes of transport, such as public transport, pedestrian and cycle links,
 - c) availability of existing parking,
 - d) the ability to implement effective measures as part of a Travel Plan; and
 - e) nature and size of a town's hinterland.
- 3.2 It is proposed that more restrictive parking standards be applied where accessibility levels are highest. These will be the town centres (as defined within the Local Plan) of the following towns:-
 - a) Peterhead
 - b) Fraserburgh
 - c) Stonehaven
 - d) Inverurie
 - e) Ellon
 - f) Westhill
 - g) Portlethen
 - h) Banchory.
- 3.3 All other areas of Aberdeenshire, including the remaining towns, will be covered by parking standards that are less restrictive, reflecting the lower levels of accessibility by non-car modes.
- 3.4 The parking standards have been derived for different land uses based on *the Town and Country Planning (Use Classes)(Scotland) Order 1997*. More detailed land use categories within each class have been drawn up for development types that can be reasonably expected to occur within Aberdeenshire.

- 3.5 The parking standards include both an operational parking requirement, and non-operational requirement. Operational parking is defined as the space required for vehicles regularly and necessarily involved in the servicing of the business or particular buildings. It includes space for commercial vehicles delivering goods to or collecting goods from premises, space for loading and unloading and for picking up and setting down passengers. Non-operational parking is defined as the space required for traffic, which does not need to wait or park specifically at the premises. This term includes the cars of commuting employees, visitors, shoppers and commercial callers.
- 3.6 The non-operational components of the parking standards are expressed as maxima, meaning that the stated guidelines shall not be exceeded without detailed justification. The operational components of the parking standards are expressed as minima, meaning that the stated guidelines require to be provided in all cases.
- 3.7 The planning standards for general housing are expressed as guidelines rather than maxima. This reflects the fact that current policy is aimed at promoting alternatives to car use, rather than restricting car ownership. The proposed standards have been set at levels which would cater for anticipated residential demand, and accordingly departures from the stated guidelines may require more detailed justification.
- 3.8 Proposed parking provision within residential areas will also be closely assessed against relevant national planning policy guidelines such as that contained within *Scottish Planning Policy (SPP)*, *Housing and Planning Delivery Framework (HPDF)* and *PAN 75 - Planning for Transport*.
- 3.9 Non-operational parking standards are shown for each land use category identified.

4 Transport Assessments

- 4.1 A Transport Assessment (TA) should support all development proposals that generate a significant level of travel. In cases where a TA is required, the time scale for determination of the planning application may be extended. The scope and content of the TA should be discussed and agreed with the Roads Authority prior to commencement of the study, and should be based on *Scottish Planning Policy* and industry best practice. A scoping report should be submitted to and agreed with Aberdeenshire Council prior to the preparation of the TA.
- 4.2 The TA document will include an assessment of the anticipated Mode Share Targets (MST) for the development. The anticipated MST should then form the basis for an assessment of the parking requirements of the development by all travel modes. If the number of parking spaces proposed differs from the adopted standards, the reasons should be clearly and fully explained and justified.

5 Travel Plans

- 5.1 The Council and Central Government want to raise awareness of the impacts of travel decisions and to promote the widespread use of Travel Plans amongst businesses, and for schools, hospitals and other significant travel-generating uses. Travel Plans are documents prepared by owners and operators of developments, existing or proposed, to set out proposals for delivery of more sustainable travel patterns. They should deal

both with passenger travel and with the business, commercial and freight traffic associated with the development. They should relate to local targets for the reduction of road traffic and the promotion of walking, cycling and public transport as detailed within the Council's Local Transport Strategy.

- 5.2 Travel Plans associated with a planning permission may be subject to a planning agreement, negotiated with the developer, in order to ensure that they are adequately implemented and enforced. The existence of a Travel Plan does not, however, remove the requirement to consider planning applications against the development plan and other material considerations.

6 Developer Contributions

- 6.1 The introduction of maximum parking standards now means that it is no longer appropriate to seek commuted payments in lieu of any shortfall in parking provision associated with development proposals. However, developer contributions will still be sought in the following two instances:-

- a) Provision of parking below the maximum level indicated in standards – An application may be submitted that includes a level of parking provision significantly below the adopted maximum parking standard. Whilst this may be consistent with the objective of seeking to reduce and in certain circumstances constrain travel by the private car, a clear and objective assessment will be required by the applicant to support the level of parking proposed. This will include an assessment of the existing public transport services, cycle and walk facilities within the catchment of the development. Should the existing public transport services, cycle and walk facilities be deemed to be inadequate to meet the anticipated needs of the development, Developer Contributions may be sought to bring the services and facilities up to an agreed standard, to the satisfaction of the Council. A Travel Plan may also be required as part of the planning permission.
- b) Provision of parking in excess of maximum level indicated in standards – In general any planning application which includes a level of parking provision in excess of the adopted maximum parking standards will be refused. However, in exceptional circumstances, certain development types may be permitted a level of parking provision in excess of the adopted standards subject to Developer Contributions being in place to guarantee a level of public transport, cycle and walk facilities to the site, to the satisfaction of the Council. A Travel Plan may also be required as part of the planning permission.

7 Disabled Parking Provision

- 7.1 Disabled and mobility handicapped people are often more reliant on private car travel. The ease with which they can reach their destination is almost always determined by where the car can be parked. Parking bays for disabled people should be conveniently located and clearly signed. Whilst certain land use types may warrant an assessment on a case-by-case basis, as a general rule, a **minimum** provision of 4% of the stated maximum standard, or one parking bay, whichever is the greater, should be reserved for disabled users.

- 7.2 Developments which are open to the general public, and which would be expected to result in a high level of turnover of spaces, such as retail and leisure developments, should, as a general rule, provide a **minimum** provision of 5% of the stated maximum standard, or one parking bay, whichever is the greater.
- 7.3 Parking bays for disabled people should be designed so that drivers and passengers, either of whom may be disabled, can get in and out of the vehicle easily and safely. Bays for disabled users should be longer and wider than standard bays. Easy access from the side and the rear should be provided for those with wheelchairs. The dimensions of off-street parking bays should provide a rectangle at least 5000mm long by 2500mm wide for the vehicle, along with additional space as follows:
- a) where the bays are marked parallel to the access aisle and access is available from the side, an extra length of at least 1600mm and an extra width of at least 200mm, or
 - b) where the bays are marked perpendicularly to the access aisle, an additional width of at least 1100mm along each side. Note: Where bays are adjacent, using the 1100mm "side" area to serve the bays on both sides.

8 Parent and Child Parking Provision

- 8.1 Parents with young children can have specific accessibility needs. The Council encourages the provision of parent and child parking areas within retail and appropriate leisure developments. As a general design guide, a provision of 3-4% of the total parking provision should be reserved for parent and child parking.
- 8.2 The design of parent and child parking bays should be based on the layout for disabled parking bays in order to allow easy access for prams and pushchairs.

9 Cycle Parking

- 9.1 In accordance with the Council's Local Transport Strategy, cycling to all development types will be encouraged from the earliest stages of the planning process. The installation of cycle stands or shelters should be encouraged and where appropriate facilities such as showers or changing rooms should be considered.
- 9.2 Whilst the cycle parking provision for major travel generating developments should be quantified within a TA, as a general rule, a **minimum** provision of 4% of the total parking provision, or one Sheffield type cycle rack, whichever is the greater, should be provided.
- 9.3 Cycle parking should be located closer to a building's entrance than car parking, and be sited in locations that are:
- a) Conveniently located;
 - b) Secure;
 - c) Easy to use;
 - d) Adequately lit;
 - e) In clear view of passers by;
 - f) Well signed and, preferably,
 - g) Sheltered.

- 9.4 Racks or shelters placed in small clusters at frequent intervals will generally be of greater value than larger concentrations at fewer sites. Research has shown that to be well used at a particular location, cycle parking needs to be located within 50m of the destination it is intended to serve.
- 9.5 Sheffield style racks, as preferred by several cycle groups, are recommended. Racks should be 750mm high and a minimum of 700mm long. A desirable minimum distance of 1,000mm should be provided between stands to accommodate two cycles per stand. Stand ends should either be embedded in concrete, bolted to the ground or welded to parallel bars at ground level to form a 'toast rack' system. Adequate space should be provided at either end of the stand to enable cycles to be easily removed. (Desirable minimum 500mm).
- 9.6 For sites with medium to long term cycle parking demand (> 2 hours), consideration should be given to the provision of cycle lockers, cycle stores (compounds) or supervised areas within car parks.

10 Motorcycle and Moped Parking

- 10.1 Whilst the motorcycle parking provision for major travel generating developments should be quantified within a TA, as a general rule, a **minimum** provision of 3% of the total parking provision, or one loop, whichever is the greater, should be provided. For developments with a Travel Plan, annual monitoring of the use of motorcycle parking should be undertaken.

**EXAMPLES OF THE USE OF PARKING STANDARDS
FOR DEVELOPMENT CONTROL**

A 5000m² GFA Food Superstore

A. Within Defined Town Centres

Operational Requirement : 2 loading bays 500m² – 2000m² GFA
1 loading bay for each additional 2000m² GFA

Non-Operational Requirement : The developer can either:
i) provide a maximum of 300 car spaces, or
ii) justify having significantly less or more than
300 car spaces.

B. Elsewhere

Operational Requirement : 2 loading bays 500m² – 2000m² GFA
1 loading bay for each additional 2000m² GFA

Non-Operational Requirement : The developer can either:
i) provide a maximum of 400 car spaces, or
ii) justify having significantly less or more than
400 car spaces.

CASE STUDIES OF THE USE OF PARKING STANDARDS FOR DEVELOPMENT CONTROL

1. Replacement of hotel with retail units and flats

When the car parking standards were applied to the above development, the guidelines indicated that 12 extra spaces could be provided. This would increase the car park size from 32 spaces to 44 spaces.

After discussions with the developer it was apparent that the developer was intending to get rid of the entire car parking on the premises. The developer's argument for this was that there was all ready ample off-street parking available near to the development.

The Transportation & Infrastructure Department carried out parking surveys to determine whether there was off-street parking available. The results showed that this was the case.

In order for Aberdeenshire Council to accept the deduction of all the car parking we required that:

- incentives for alternative transport modes were implemented;
- there were restrictions on eligibility for resident permits.

These terms were agreed with the developer and since then the Planning Application has been approved.

2. Extension to existing dental surgery

When the car parking standards were applied to the above development, the guidelines indicated that 2 extra spaces could be provided.

The developer did not want to provide any extra car parking provision so the developer carried out surveys of on street parking. The results of the developer's surveys showed that there was enough on street capacity available and no loss of amenity.

As the developer was able to demonstrate this, the Planning Application was subsequently approved.

ABERDEENSHIRE COUNCIL CAR PARKING STANDARDS

Retail			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Food Retail (>500m ² GFA)	6 spaces /100m ²	8 spaces / 100m ²	2 loading bays 500m ² – 2000m ² GFA 1 loading bay for each additional 2000m ² GFA
Non Food Retail (>500m ² GFA)	4.5 spaces / 100m ²	5 spaces / 100m ²	1 loading bay/1000m ² GFA
Food/Non Food (<500m ² GFA)	3 spaces /100m ²	3 spaces / 100m ²	Assessed on Merit
Motor Trade <ul style="list-style-type: none"> • Vehicle Display Area • Spares • Servicing • Tyre Exhaust Centres • Car wash 	Customers: 3 spaces / 100 m ² 4 spaces /100 m ² 3 spaces /bay 2 spaces /bay 5 queuing spaces	Customers: 3 spaces /100m ² 4 spaces /100 m ² 3 spaces /bay 2 spaces /bay 5 queuing spaces	5 queuing spaces
Petrol Filling Stations	1 space per 2 staff	1 space per 2 staff	Attached shop assessed separately

Financial, Professional and Other Services			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Building Societies, Banks etc.	2.5 spaces / 100m ²	3.0 spaces / 100m ²	1 loading bay 1000m ² GFA 2 loading bays 1000m ² – 5000m ² GFA 3 loading bays over 5000m ² GFA Provision for security van where necessary

Food and Drink			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Restaurants	5 spaces / 100m ²	8 spaces /100m ²	1 loading bay
Pubs/Clubs/Bars	5 spaces / 100m ²	8 spaces / 100m ²	1 loading bay
Take-Aways	3 spaces / 100m ²	3 spaces / 100m ²	Assessed individually
Drive Through Restaurants	13 spaces / 100m ²	13 spaces / 100m ²	1 loading bay

Business			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Offices	2.5 spaces / 100m ²	3.0 spaces / 100m ²	1 loading bay up to 1000m ² GFA 2 loading bays between 1000m ² & 5000m ² GFA 3 loading bays over 5000m ² GFA

General Industrial			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Industrial Premises	2.0 spaces / 100m ²	3.0 spaces / 100m ²	1 loading bay up to 500m ² GFA 2 loading bays between 500 m ² & 2500m ² GFA 1 loading bay for each additional 2000m ² GFA

Storage and Distribution			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Warehousing (Storage and Distribution)	1 space /100m ²	1.4 spaces /100m ²	1 loading bay up to 500m ² GFA 2 loading bays between 500m ² & 2500m ² GFA
Warehousing (Wholesale Trading)	Refer to values in Retail Section	Refer to values in Retail Section	1 loading bay for each additional 2000m ² GFA

Hotels and Hostels			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Hotel, Boarding House, Bed & Breakfast, Motel, Guest House	1.2 spaces / bedroom Conference facilities assessed separately	1.2 spaces / bedroom Conference facilities assessed separately	<i>Coach Spaces will be required for hotels with more than 50 bedrooms</i> Proprietor spaces based on normal housing requirements 1 loading bay

Residential Institutions			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Old Peoples Homes / Nursing Homes	0.3 spaces / resident / couple + 1 space / staff	0.3 spaces / resident / couple + 1 space / staff	1.0 / resident member of staff 1.0 / doctor or surgeon Provision for ambulances
Hospitals	Assess on merit 1 space / doctor + 1 space / 4 other staff + 1 space / 2 beds .	Assess on merit 1 space / doctor + 1 space / 4 other staff + 1 space / 2 beds .	

Housing			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
General Housing	2 spaces / dwelling (3 or less bedroom); 3 spaces / dwelling (4 or more bedroom)	2 spaces / dwelling (3 or less bedroom); 3 spaces / dwelling (4 or more bedroom)	
Flats (up to 2 bedroom)	1.5 spaces/dwelling	1.5 spaces/dwelling	
Special Needs	1 space / warden plus 1.25 spaces / dwelling	1 space / warden plus 1.25 spaces / dwelling	1.0 / warden's flat
Sheltered Housing	1 space / warden plus 1 space / 3 units	1 space / warden plus 1 space / 3 units	1.0 / warden's flat
Student Accommodation	1 space / warden plus 1 space / 5 beds existing (1 space/10 if no out of term conference is agreed as planning condition)	1 space / warden plus 1 space / 5 beds existing (1 space/10 if no out of term conference is agreed as planning condition)	1.0 / warden's flat

Non Residential Institutions			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Day Nursery	1.2 spaces / staff	1.2 spaces / staff	Pick up / Set down facilities for parents
Primary School	1 space / staff Require school travel plan	1 space / staff Require school travel plan	Pick up / Set down facilities for school buses and cars
Secondary School	1 space / staff Require school travel plan	1 space / staff Require school travel plan	Pick up / Set down facilities for school buses and cars
College/ University	0.5 spaces / staff + 1 space / 15 students as guide. Travel plan required.	0.5 spaces / staff + 1 space / 15 students as guide. Travel plan required.	
Public library	3 spaces / 100 m ²	3 spaces / 100 m ²	Space for mobile library van as appropriate
Public Hall/Function room	5.5 spaces/100 m ²	5.5 spaces/100 m ²	Provision for a coach
Religious Institutions	5.5 spaces/100 m ²	5.5 spaces/100 m ²	
Health Centre/Doctors	1 space / doctor plus 3 / consulting room	1 space / doctor plus 3 / consulting room	
Vets/Dentists	4 spaces / consulting room	4 spaces / consulting room	

Assembly and Leisure			
Land Use	Defined Town Centres	Elsewhere	Operational Parking Requirement
Conference Centre	1 space / 5 delegates	1 space / 3 delegates	1 coach space / 50 seats
Cinema/Concert Hall/Theatre/Bingo Hall	1 space / 5 seats	1 space / 5 seats	Space for coaches / cars to pick up and set down as appropriate
Indoor/Outdoor stadia	1 space / 17 seats as a guide	1 space / 15 seats as a guide	Provision for coaches
Sports Centre/facility	1 space / 2 staff; 1 space / 2 players; 1 space / 10 spectator seats	1 space / 2 staff; 3 spaces / 4 players; 1 space / 10 spectator seats	Provision for coaches
Football/Hockey Pitches	10 spaces / pitch	10 spaces / pitch	Provision for coaches
Rugby Pitches	12 spaces / pitch	12 spaces / pitch	Provision for coaches
5 a side pitches	9 spaces / pitch	9 spaces / pitch	
Ten pin bowling	2 spaces / lane	2 spaces / lane	Provision for coaches
Swimming pool	1 space / 2 staff; 10 spaces / 100sqm pool	1 space / 2 staff; 10 spaces / 100sqm pool	Provision for coaches
Golf Course	30 spaces / 9 holes 60 spaces / 18 holes	30 spaces / 9 holes 60 spaces / 18 holes	Provision for a coach
Golf Driving Range	1 space / bay	1 space / bay	