



# Medway Council Parking Standards

**(Adopted May 2001)**  
**Second edition**  
**September 2004**

# Integrated Transport Team – who to contact

For further information on Medway Council's  
Parking Standards please contact the Integrated  
Transport Team :



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This information is available in other  
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If you have any questions about this leaflet and you want to speak  
to someone in your own language please ring **(01634) 335577**

এই লিফলেট সম্পর্কে আপনার যদি কোন প্রশ্ন থাকে এবং এ ব্যাপারে আপনার নিজের  
ভাষায় কারো সাথে আলাপ করতে চান, তাহলে দয়া করে এই নম্বরে টেলিফোন করুন: **331780  
(Bengali)**

如果你對這本小冊的內容有任何疑問，且想與會說你的語言的某人談  
話，請打這個電話號碼 **331781  
(Chinese)**

જો તમને આ પત્રિકા વિશે કોઈ પ્રશ્નો હોય અને તમે તમારી માતૃભાષામાં કોઈની  
સાથે વાત કરવા માગતા હો તો કૃપા કરીને આ નંબર ઉપર ફોન કરો **331782  
(Gujarati)**

यदि आपने इस लीफलेट के बारे में कुछ पूछना है और उस व्यक्ति के साथ आप अपनी  
भाषा में बात करना चाहते हैं, तो कृपया निम्नलिखित नंबर पर टैलीफोन करने करें: **331783  
(Hindi)**

ਜੇ ਤੁਸੀਂ ਇਸ ਲੀਫਲੈਟ ਦੇ ਬਾਰੇ ਕੁੱਝ ਪੁੱਛਣਾ ਚਾਹੁੰਦੇ ਹੋਵੋ ਅਤੇ ਤੁਸੀਂ ਉਸ ਵਿਅਕਤੀ ਦੇ ਠਲ  
ਆਪਣੀ ਬੋਲੀ ਵਿੱਚ ਗੱਲ ਕਰਨੀ ਚਾਹੁੰਦੇ ਤੋ, ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਅੱਗੇ ਲਿਖੇ ਨੰਬਰ ਤੇ ਟੈਲੀਫੋਨ ਕਰੋ: **331784  
(Punjabi)**

اگر آپ اس کتابچے کے بارے میں کوئی سوال پوچھنا چاہتے ہیں اور آپ کسی فرد سے اپنی زبان میں بات کرنے  
کے خواہشمند ہیں تو براہ مہربانی اس نمبر پر فون کیجئے۔ **331785  
(Urdu)**

Elinizdeki bu yazılı duyuru ile ilgili herhangi bir sorunuz varsa ve dilinizi  
bilen birisi ile konuşmak istiyorsanız, lütfen 331786 numaraya telefon edin. **331786  
(Turkish)**

# Medway Council parking standards

## (Adopted May 2001)

### Introduction

Medway's Local Transport Plan 2000-2005 aims to reduce the use of car travel and encourage cycling, walking and public transport as alternative modes. Vehicle parking standards help achieve this by limiting the number of parking spaces in new developments.

This approach is fully supported by national, regional and local government policies such as the Medway Local Plan (Adopted Version 2003). The following policies from the MLP (2003) are applicable to parking standards:

- T1: Impact of development
- T2: Access to the highway
- T4: Cycle facilities
- T11: Development funded transport improvements
- T13: Vehicle parking standards
- T14: Travel Plans
- T15: Parking strategy
- T16: Rainham town centre parking
- T17: Park and ride
- T22: Provision for people with disabilities
- BNE2: Amenity Protection
- R18: Take away hot food shops, restaurants, cafes, bars and public houses

## Parking standards for people with a disability

Parking for people with a disability must be provided in addition to maximum parking standards. The minimum number of parking spaces required for disabled motorists is given in the table below.



Minimum number of parking spaces for motorists with a disability		
Land use category	Car park size	
	Up to 200 spaces	Over 200 spaces
<b>Business premises - employees</b>	One for each registered disabled employee	One for each registered disabled employee.
<b>Business premises - visitors</b>	Two or 5% of the maximum parking standard (whichever is greater)	Six or 2% of the maximum parking standard (whichever is greater)
<b>Shopping and recreation</b>	Three or 6% of the maximum parking standard (whichever is greater)	Four or 4% of the maximum parking standard (whichever is greater)
<b>Hotels with specially designed rooms</b>	One space for each specially designed room	

## Parking standards for new development

The parking standards for private cars for land use classes A1, B1, C3, D1 and D2 were adopted in May 2001 as interim parking standards and take account of the guidance in PPG13, PPG3 and RPG9. It is hoped that Kent County Council and the District Councils in Kent will be able to work in partnership with Medway Council to agree common standards across Kent. The remaining vehicle parking standards for private cars and commercial vehicles are based on Kent County Council adopted standards.



Cycle parking standards are taken from the Medway Council's *Strategy to encourage walking and cycling and to assist people with restricted mobility*, which is a supporting document to the council's Local Transport Plan. The following tables show parking standards for new developments. A transport assessment will be required if the proposed development is above a certain threshold (and in some cases if requested) and this is indicated in the tables.

Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. of cycle parking spaces	
<b>A1 retail</b>				
Food retail, including cold food take-away	One per 18m <sup>2</sup> GFA	One per 500m <sup>2</sup> GFA	One per 250m <sup>2</sup> GFA for staff and customers (refer to note 6)	1000m <sup>2</sup>
Non food retail warehouses	One per 20m <sup>2</sup> GFA	One per 500m <sup>2</sup> GFA		
Garden centres	One per 10m <sup>2</sup> of area open to public	(refer to note 1)		(refer to note 3)

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Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. of cycle parking spaces	
<b>A2 Financial and professional services</b>				
Accountants, betting offices, banks or building societies, solicitors, etc.	One per 18m <sup>2</sup> GFA plus one space per member of staff	Nil	One per 400m <sup>2</sup> GFA for staff	Over 500 trips per day
<b>A3 Food and drink</b>				
Public houses and licensed bars	One per 4m <sup>2</sup> GFA, plus one per 8m <sup>2</sup> GFA for off-licence	(refer to note 1)	One per 250m <sup>2</sup> GFA for staff and customers (refer to note 6)	(refer to note 3)
Restaurants, cafes and banqueting halls	One per 6m <sup>2</sup> GFA, plus one per member of staff			
Transport cafes	(refer to note 8)	One per 5m <sup>2</sup> GFA		
Hot food take-aways	Six per unit (refer to note 4)	Nil		

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Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. of cycle parking spaces	
<b>B1 Business</b>				
Offices, research and development of products and processes, industrial processes	One per 30m <sup>2</sup> GFA	(refer to note 1)	One per 400m <sup>2</sup> GFA for staff	2500m <sup>2</sup>
<b>B2 General industrial</b>				
General industrial	One per 50m <sup>2</sup> GFA	(refer to note 1)	One per 500m <sup>2</sup>	3000m <sup>2</sup>
<b>B3 – B7 (Refer to note 3)</b>				
<b>B8 Storage and distribution</b>				
Storage and distribution	One per 110m <sup>2</sup> GFA (refer to note 10)	One per 1500m <sup>3</sup> GBV	One per 500m <sup>2</sup>	(refer to note 3)
Wholesale trade distribution	One per 35m <sup>2</sup> GFA (refer to note 10)	One per 500m <sup>2</sup> GFA		

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Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. of cycle parking spaces	
<b>C1 Hotels and hostels</b>				
Residential hostels	One per two occupants plus one space per member of staff	Nil	(refer to note 8)	Over 500 trips per day
Hotels	One per bedroom	Nil	(refer to note 8)	Over 50 bedrooms
<b>C2 Residential institutions</b>				
Nursing homes with attendant care	One per six residents (for visitors) plus one space per member of staff	One space (refer to note 5)	(refer to note 8)	Over 500 trips per day
Hospitals	Two per three beds plus four for each consulting room			
Residential schools, colleges or training centres	Visitor/student parking (refer to note 11) plus one space per member of staff	(refer to note 1)		

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Areas of <b>high</b> transport accessibility (refer to note 12) - any no. of bedrooms	Average of one and a half per dwelling across site	Nil	One per five dwellings (refer to note 7)	Over 50 households
Areas of <b>medium</b> or <b>low</b> transport accessibility (refer to note 13) - one bedroom	One and one third per unit (refer to note 2)			
Areas of <b>medium</b> or <b>low</b> transport accessibility (refer to note 13) - two or three bedrooms	Two per unit (refer to note 2)			
Areas of <b>medium</b> or <b>low</b> transport accessibility (refer to note 13) - four or more bedrooms)	Three per unit (refer to note 2)			
Sheltered housing and warden-controlled homes for the elderly	One per unit (refer to note 2) plus one per staff member		(refer to note 8)	

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Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. of cycle parking spaces	
<b>D1 Non-residential institutions</b>				
Places of worship	One per five seats	Nil	(refer to note 8)	Over 500 trips per day
Schools (non-residential) - primary and secondary	One per member of staff plus drop off area (refer to note 9)	(refer to note 1)		
Schools (non-residential) - sixth form college	One per member of staff plus 10% casual parking plus one per seven students plus drop off area (refer to note 9)			
Further and higher education	One per 15 full time students plus one per two staff members			2500m <sup>2</sup>

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Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. of cycle parking spaces	
<b>D1 Non-residential institutions - continued</b>				
Libraries	One per 60m <sup>2</sup> GFA	Nil	(refer to note 8)	Over 500 trips per day
Clinics	Four per consulting/ treatment room plus one per member of staff			
Crèches/ playschools or nurseries – includes day nursery and day centre	One per two staff members plus one per four children for parents			
Art galleries, museums	(refer to note 3)			
<b>D2 Assembly and leisure</b>				
Cinemas, ballrooms, bingo, church halls, community centres	One per five seats	Nil	(refer to note 8)	1000m <sup>2</sup>
Sports facilities	(refer to note 3)			
Night clubs, social halls	One per 20m <sup>2</sup>	Nil		

For notes see page 12

Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. of cycle parking spaces	
<b>Unclassified</b>				
Vehicle sales	One per 50m <sup>2</sup> of site area	(refer to note 1)	(refer to note 8)	(refer to note 3)
Petrol filling stations	One per 20m <sup>2</sup> of site area			
Car servicing and repairs	Four per service bay	Nil		
Open commercial uses	One per member of staff	(refer to note 3)		
Boating facilities, marina	One per berth			
Touring caravan sites	1.1 per unit plus one per member of staff	Nil		
Amusement arcades	One per member of staff			
Car hire	One per four cars in service plus one per member of staff			
Theatre	One per five seats			

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## Parking space dimensions

The following table shows Medway Council's minimum and optimum dimensions for parking spaces and aisle widths.

	Minimum size	Optimum size
Car parking space	2.4m x 4.8m	2.4m x 5.5m
Car parking space for motorists with a disability	3.2m x 4.8m	3.6m x 5.5m
Car parking spaces laid end to end	2.4m x 6m	–
Van parking space	3.5m x 7.5m	–
Articulated lorry space	3.5m x 16m	–
Rigid lorry space	3.5m x 12m	–
Width of aisle giving direct access to 90° parking	6m	–
Single garage size (for the purpose of parking assessment)	13.2m <sup>2</sup> (See note 2)	
Double garage size (for the purpose of parking assessment)	26.4m <sup>2</sup> (See note 2)	

## Additional information

Additional information to justify the standards can be found in the following documents:

- Central government's white paper on the future of transport - *A New Deal for Transport*.
- PPG3, PPG13 and RPG9.
- *Reducing Mobility Handicaps* (IHT, London, 1991).
- *Strategy to encourage walking and cycling and to assist people with restricted mobility* - Medway Council.

## Notes

1. Space for deliveries off the public highway required.
2. A single garage with a GFA of less than 13.2m<sup>2</sup> is not included in the parking assessment. A double garage with a GFA of less than 26.4m<sup>2</sup> but greater than 13.2m<sup>2</sup> is treated as a single garage. Multiple longitudinal parking per plot will be assessed as a maximum provision of two spaces irrespective of combined length of driveway and garage. Communal spaces should not be located more than 20m from the dwellings they serve.
3. Assessment on an individual basis.
4. Drive-in or drive through facilities must provide sufficient on-site waiting space for vehicles to stand clear of the highway.
5. Separate provision must be made for ambulances and delivery vehicles.
6. Cycle parking for GFA below threshold to be determined on individual merits.
7. Applicable only to high density developments sharing common facilities.
8. To be determined on individual merits.
9. Space should be provided for the setting down and picking up of children away from the highway.
10. Plus car space provision for site offices up to maximum B1 (office) standard.
11. One space per two students of driving age, one space per ten resident pupils below driving age for visitors.
12. Urban areas where good public transport links exist together with attractive amenities within the vicinity.
13. Suburban and rural areas where public transport opportunities are limited and schools, shops and places of recreation are not provided locally.

## Glossary

- GFA** Gross Floor Area (internal)  
**GBV** Gross Building Volume  
**PPG3** Planning Policy Guidance 3 - Housing  
**PPG13** Planning Policy Guidance 13 – Transport  
**RPG9** Regional Planning Guidance 9

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