

Supplementary Planning Guidance

Policy Note: 3

September 1988

PARKING GUIDELINES

1. Introduction

- This document sets out the Planning and Environment Department's guidelines for the provision of parking according to land use and type of development. It has been prepared by the Planning Department in consultation with the Parish of St. Helier and Department of Public Building and Works.
- The purposes of the document are:-
 - (i) to guide all concerned with drawing up submitting and processing planning and development applications which require provision of parking space;
 - (ii) to achieve a consistent approach in processing applications;
 - (iii) to ensure, in appropriate circumstances, that sufficient parking and manoeuvring space for private cars and service vehicles are provided to serve a particular form of development and the traffic which it is likely to generate;
 - (iv) to avoid the need for unnecessary on-street parking, which interferes with the free flow of traffic, causes danger to pedestrians and other road users and is often visually intrusive.
- The Island Plan recognises the need for formal parking guidelines which hitherto, have never been published.
- The standards set out in this document have been prepared in the light of recent trends in vehicle ownership and usage, changing demands of development, current experience in applying parking standards and the comprehensive transport policies set out in the Island Plan.
- **The standards are set down for guidance only and it is not the intention to produce a set of inflexible rules, which are unnecessarily restrictive.** Although it is expected that the standards will normally be met, there may be circumstances where they should not or cannot be rigidly followed. There will be occasions where it will be necessary to balance normal parking requirements for a proposed development against the need to meet other planning policies with regard to building density, design space about buildings and landscaping etc. In such cases, the applicant will be advised by the Planning Officer on variations to the specified standards which may either increase or decrease the level of provision.
- It is intended that these guidelines will be kept under periodic review to take on board changing circumstances.
- Additional information and advice regarding layout, use, design and landscaping of vehicle parking spaces is available from the Planning Department.

2. Areas to which standards apply

2.1 The parking guidelines for each main use, with the exception of offices, are subdivided into three area categories

AREA 1

2.2 This includes the main shopping and business zone at the heart of St. Helier. The Policies of the Island Plan seek to discourage non-essential vehicle journeys into and out of the area, in order to secure environmental improvements. Provision for non-operational vehicles will therefore normally be catered for in publicly controlled parking areas.

2.3

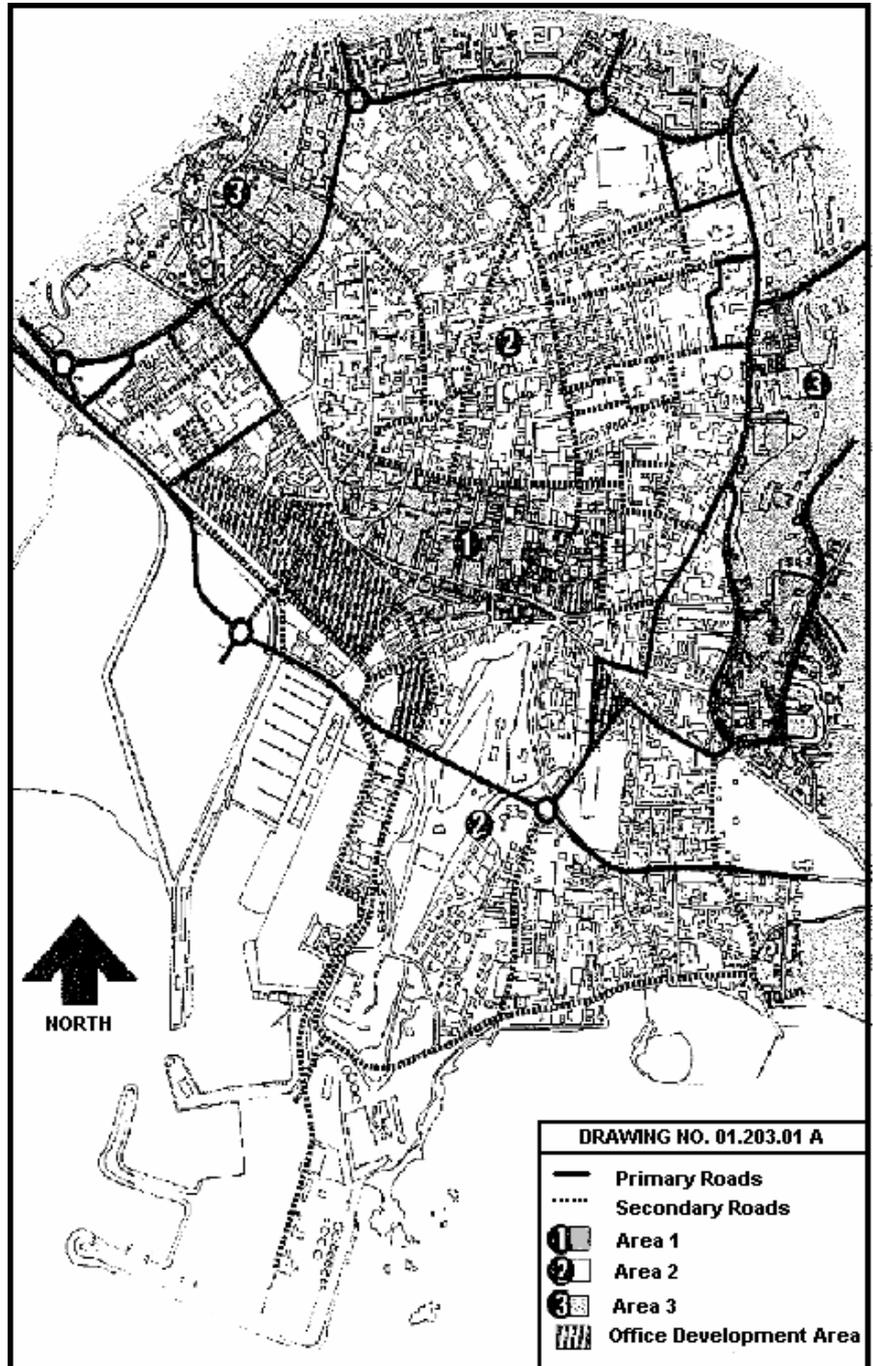
It will remain necessary however for essential vehicles (i.e. refuse collection and emergency vehicles) to have access to premises and provision must also be made for delivery of goods, etc. Developers will be expected to provide space for operational parking within their curtilage, where no suitable space exists. Furthermore, every effort should be made in assessing development proposals to achieve rear service areas, where possible, in an attempt to aggregate shoppers and pedestrians from delivery vehicles. It is appreciated however, that in many cases, this will not be possible.

AREA 2

2.4 This generally incorporates the remaining area within the Ring Road. The area includes land zoned for future office development in the Island Plan and the reclamation site west of the Albert Pier, but is largely residential and consists of a number of 'Environment Protection and Improvement Areas'. As the name implies the Planning and Environment Department's main policy objective is to improve the residential environment, not least by the exclusion of through traffic and restrictions on the level of on-street parking. It will normally be appropriate to provide adequate parking spaces within individual sites for new residential development. The amount of car parking facilities provided for other uses however will depend on essential need and the public parking facilities provided or proposed in the vicinity of the development. The provision of operational parking will remain essential.

AREA 3

2.5 This area includes the remainder of the built-up area and the rural areas. It will be expected that under normal circumstances, full operational and non-operational standards will be provided within the curtilage of the site.



**Parking Guidelines
PLAN OF TOWN, ROADS AND
PARKING ZONES**

3. General Notes for Application of Guidelines

- the following points should be borne in mind when applying the parking guidelines:-
 - (i) These are minimum standards.
 - (ii) The notes should be read in conjunction with the tables where appropriate:
 - (iii) It must not be assumed that parking provision will not be required if a particular land use is not included in these guidelines;
 - (iv) The standards are applicable to new development and where practicable to redevelopment, extensions and/or conversions;
 - (v) Modifications may be necessary to these guidelines to achieve overriding planning policies, including the need to protect the quality of the environment.
 - (vi) On-street parking in association with new development will not normally be permissible on Primary or Secondary Routes in the Town, or on other main roads throughout the Island. Where there is a requirement for on-site parking to serve new development with access onto such roads, additional space should be provided for turning vehicles, to avoid hazardous reversing manoeuvres on or off the site.
 - (vii) In all cases, provision for servicing and for storage and collection of refuse will be made to the satisfaction of the Planning and Environment Department in consultation with the Town Surveyor or the Parish Authorities. In order to maintain efficiency, it is particularly important to minimise 'carrying' distances for refuse collection. Refuse bin stores should preferably be provided adjacent to public roads, subject to detailed design and siting requirements. It will not normally be appropriate to provide space for refuse collection vehicles within the curtilage of properties in the built-up areas, because of the increased likelihood of early morning disturbances to residents caused by reversing and manoeuvring heavy vehicles, and because of the hazards associated with reversing into narrow openings.
 - (viii) The operational space provided for loading and unloading is very often totally inadequate for its intended purpose. The recommendation scale of provision does not specify size of space in all instances. Operational space requirements must in all cases be designed to cater for the maximum number and size of vehicles likely to serve the development at any one time.
A space size of 20m² will normally be sufficient for access parking and manoeuvring a car or a small van, and guidance on provision for other vehicles is given in the Appendix.
In Area 1 (Central Area) operational space need not necessarily be within the curtilage, provided it is conveniently positioned clear of the highway. The Highway Authority may in certain instances (for example in the town centre) impose restrictions on the size of vehicles used to service a development. However, in certain areas it might be considered that one trip by a large lorry would be preferable to several trips by smaller vehicles.
 - (ix) Non-operation space in Area 1 (Central Area) will be catered for in publicly controlled car parks;
 - (x) The Planning and Environment Department reserves the right to treat all applications on their merits and in appropriate circumstances may modify their normal requirements.
 - (xi) Guidelines for specific areas will be assessed as part of intended local planning studies, where appropriate.

4. Definitions

- A. **Operational Parking Space** - The space for those vehicles which are necessary for the operation of the business. Adequate space should be provided for loading, unloading and manoeuvring of the number and size of vehicles likely to serve the development at any one time.
- B. **Non-Operational Parking Space** – The space occupied by vehicles not necessarily used for the operation of the business, including long-term commuter parking and short-term shopper and visitor parking.
- C. **Gross Floor Area** – All areas are gross unless specifically stated otherwise (i.e. the sum of all the floor space including external walls).

A RESIDENTIAL (1) & (9)

	AREA 1 (2)		AREA 2		AREA 3 (10 (11))	
	Residents Requirements (3)	Visitor Requirements	Residents Requirements (3)	Visitor Requirements (4)	Residents Requirements (3)	Visitors Requirements (4)
(1) Normal Housing including houses, bungalows, flats, maisonettes and bedsits) (5) Potential occupancy						
1 Person	1 space	No provision	1 space	1 space/ 5 dwellings	1 space	1 space/3 (2-5) dwellings
2 Person	1 space	No provision	1 space	1 space/5 dwellings	1 space	1 space/3 (2-5) dwellings
3 Person	1 space	No provision	1.5 spaces	1 space/5 dwellings	2 spaces	1 space/3 (2-5) dwellings
4 Person	1 space	No provision	2 spaces	1 space/5 dwellings	3 spaces	1 space/3 (2-5) dwellings
5 Person	1 space	No provision	2 spaces	1 space/5 dwellings	3 spaces	1 space/3 (2-5) dwellings
6 Person	1 space	No provision	2.5 spaces	1 space/5 dwellings	4 spaces	1 space/3 (2-5) dwellings
(ii) Sheltered Accommodation Self-contained old People's dwellings (6)	N/A	N/A	Residents: 1 space per 4 dwelling units. Residential Staff/ Warden: Accommodation to be Treated as normal residential units.	Visitors To share facilities with residents. To use empty staff places. To use public car parks. Non-Residential Staff: 1 space for each member present at peak periods.	Residents: 1 space per 3 (2-4) dwelling units. Residential Staff/Warden: Accommodation to be treated as normal residential unit.	Visitors: 1 space per 3 (2-4) dwelling units plus use of empty staff places. Non-Resident Staff: 1 space for each member present at peak periods.
Homes for the elderly, children and handicapped (7)	N/A	N/A	Residential Staff: Accommodation to be treated as normal residential unit.	1 space per 4 residents (other than staff).	Residential Staff: Accommodation to be treated as normal residential unit.	1 space/3 (2-4) residents (other than staff).
(iii) Old People's Housing	N/A	N/A	1 space per 2 dwellings units.	1 space per 4 dwelling units.	1 space per 1 (1-2) dwelling units	1 space per 3 (2-4) dwelling units.
(iv) Residential Hostels (8)	N/A	N/A	Residents: 1 space per 2 occupants. Residential Staff: 1 space for each member.	1 space per 6 occupants.	Residents: 1.5 (1-2) space per occupant. Residential Staff: 1 space for each member.	1 space per 5 (4-6) occupants.

NOTES: (to be read in conjunction with the general notes for application of guidelines, set out in Section 3)

<p>(1) There is a general presumption that all new housing development should provide adequate off-street parking for all the cars that the occupants are likely to use, in order to avoid unnecessary parking in the street, which causes danger, impedes flow, hinders refuse collection and street cleaning and looks unsightly. Provision for development within the ring road and especially the central area (areas 1&2) will however be restricted, particularly for visitors, for the overriding reasons outlined earlier in the report.</p> <p>It is considered that the best way of assessing realistic provision is by basing estimates on the potential occupancy of each dwelling, which in turn is based on proposed bed space provision.</p> <p>The previously established universal standard of 1 space per 2 bed spaces has proven not to be adequate in all circumstances; as evidenced by the level of evening parking in most suburban estates throughout the Island. The 'sliding scale' now put forward should account for these discrepancies.</p> <p>(2) The Planning and Environment Department will not expect any on-site parking provision properties which are served by full pedestrianised areas only.</p> <p>(3) Resident's parking spaces should normally be provided within the curtilage of the dwelling, but in exceptional cases this may not be practical, and consideration must be given to provision of convenient parking immediately adjacent to the dwelling. Grouped parking provision may be the only possibility in some inner residential town areas, but these will normally only be considered appropriate, where they are convenient and can be kept under casual observation by residents and passers by.</p> <p>Normally all new family houses where there is a requirement for two or more residents spaces, should have a garage for at least one car within the site, in addition to the remaining parking requirement. In considering applications to convert garages the Planning and Environment Department will have regard to the inadequacy of the remaining on-site parking provision.</p> <p>(4) Parking for visitors should normally only be provided within the curtilage adjacent to the property or in communal lays-bys, etc.</p> <p>On-street visitor parking should only be permissible for new infill developments where carriageway widths are a minimum of 6.1m for cul-de-sacs and 6.75m for other access roads, to ensure sufficient free flow of traffic, consistent with the nature of the street.</p>	<p>(5) Where it is intended to develop a large number of 4, 5 and 6 person flats and maisonettes, it may be appropriate to relax the standards for residents' parking to 1.5 spaces per unit in town and 1.5 to 2 spaces per unit elsewhere.</p> <p>(6) In applying these guidelines it will be particularly important to assess the age and status of the likely residents, and the provision of public car parking space in the vicinity. Provision must also be made for special passenger vehicles with a tail lift, etc.</p> <p>(7) The standard does not provide for residents' cars (visitors and staff only considered).</p> <p>(8) Such accommodation is not normally considered suitable for permanent residential use. It may be necessary to modify the provision for residents, visitors and to cater for residential staff, dependent on the purpose of the hostel.</p> <p>(9) It will not always be practical or environmentally acceptable to implement normal parking guidelines, where it is proposed to extend or redevelop certain existing properties, or sub-divide large houses into smaller units. In such cases it will be necessary to balance the need for the proposed accommodation against the environmental costs of not providing adequate on-site parking. (NB It is intended that the Planning and Environment Department will shortly be issuing a separate guidance note on parking in front gardens).</p> <p>(10) Parking space requirements for developments in Area 3 may vary considerably according to location/accessibility and for this reason the guidelines also include a range of figures in brackets for assessing parking provision to meet individual circumstances.</p> <p>(11) There are a number of roads immediately outside the ring road, which experience severe parking problems including Roussel Street, Undercliffe Road, Queen's Lane, Raleigh Avenue, Upper Midvale Road, Upper Clarendon Road, Dongola Road, etc. In assessing future development applications, the Planning and Environment Department will seek to avoid any exacerbation of these problems.</p>
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B OFFICES

	AREA 1 (3)			OFFICE DEVELOPMENT AREA			OTHER AREAS (10)		
	OPERATIONAL REQUIREMENT (5)		NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT (5)			OPERATIONAL REQUIREMENT (5)		NON-OPERATIONAL (6) (7)
Offices (1) (2) (4)	Gross Floor Space (m ²)	Min Space (m ²)	No provision	Gross Floor Space (m ²)	Min Space (m ²)	Staff: 1 space per 58m ² (625) sq ft) gross floor area Visitors: 10% of staff parking provision. (Minimum - 2 spaces)	Gross Floor Space (m ²)	Min Space (m ²)	Staff & Visitors: Each case to be determined on its individual merits having regard to the size and nature of the operation, location, on-site conditions and constraints, proximity to public car parks, townscape consideration and other planning requirements.
	>100	1 spaces		>100	1 space		>100	1 space	
	>500	2 spaces		>500	2 spaces		>500	2 spaces	
	>1000	3 spaces		>1000	3 spaces		>1000	3 spaces	
	Each additional 1000	+ 1 space		Each Additional 1000	+1 space		Each Additional 1000	+ 1 space	

NOTES: (to be read in conjunction with the general notes for application of guidelines, set out in Section 3)

<p>(1) Office development is a major generator of vehicles in the town. It is essential to adopt a firm approach to the provision of parking for office sites.</p> <p>Most new office development is expected to take place in the area specifically zoned in the Island Plan. Outside these areas there should only be isolated cases.</p> <p>In any event, many of the individual sites in the town centre which are zoned for office development are very restricted, being often long and narrow. In most cases therefore there will clearly be insufficient capacity on the site to practically or economically provide adequate on-site parking provision to meet likely traffic generation, especially given policies restricting plot ratios/densities.</p> <p>Clearly, unless adequate parking is provided and traffic problems in the surrounding areas are likely to be exacerbated. For sound practical and traffic management reasons it may sometimes be considered that all non-operational traffic is catered for in publicly controlled car parks.</p> <p>Many sites however, will have suitable access roads to allow on-site parking. In most instances it will not be possible to provide adequate parking space on site for staff and visitors. Every effort however must be made to maximise the amount of parking space on site, where access roads are suitable, provided care is taken to avoid prejudicing the townscape and other important planning considerations.</p>	<p>(3) The Planning and Environment Department will not expect any on-site parking provision for properties which are served by fully pedestrian areas only.</p> <p>(4) Redevelopment, extensions and/or conversions should normally adopt the same parking standards as for new offices.</p> <p>(5) The nature of certain businesses may necessitate ready accessibility to the office for certain senior managerial staff, or for staff who are constantly in and out. The success of the business operation may therefore be dependent on the provision of additional spaces, and each case will be determined on its merits.</p> <p>(6) The occupancy rate for new office development can range from approximately 4 or 5m², of net floor area per person to 14m² depending on the nature / size of the establishment.</p> <p>The recommended allowance for a completely integrated office with all activities under one roof is an average of 9.3m² to 11.6m² of net floor space per person. A survey of banks in St. Helier, conducted jointly by the Parish and the Planning Department revealed a similar average figure of 12(m² net floors pace per person for the vast majority</p> <p>This survey also revealed that approximately 51% of bank employees own and travel to work by car (i.e. one in every 2 employees).</p> <p>In order to fully meet likely staff parking requirements on-site, the figures outlined above would suggest a standard of 1 space per 20m² net floor area. This is clearly not feasible in the Office Development Area and the actual requirements reflect the practicalities of</p>
<p>(2) All new office accommodation must be necessity have an appropriate level of provision for loading/servicing, etc.</p>	

			on-site provision
(7)	Careful considerations can be given to provision of subterranean parking areas and provision behind street frontages. In this regard, it should be remembered that plot ratio restrictions will not normally take account of subterranean parking provision and may not include alternative methods of parking provision, provided the development fits in well with the townscape and meets all other planning requirements.	(9)	In certain built-up areas of the town for example, it may be undesirable to encourage a high level of on-site parking space provision, because of the likely generation of traffic along unsuitable roads, or through residential areas, or because adequate public parking provision is available nearby. Conversely, where access is good, there are known parking problems locally, and/or there are no multi-storey car parks within a reasonable walking distance, the Panel will normally seek to maximise on-site provision.
(8)	Additional visitor space will be required for offices with high visitor attraction characteristics, to be determined on its merits. For development outside the 'Office Development Area' parking requirements may vary considerable according to the size and nature of the operation, location, accessibility, etc.	(10)	There are a number of roads immediately outside the ring road, which experience severe parking problems. In assessing future development applications the Planning and Environment Department will seek to avoid any exacerbation of these problems.

NOTES: (to be read in conjunction with the general notes for application of guidelines, set out in Section3)

<p>(1) Hotels and guest houses operations incorporate a number of different functions which have implications for parking provision.</p> <p>The assessment of car parking requirements for hotels and guests houses must be determined on the basis of the needs of each function undertaken on the premises, including resident and non-resident staff, resident guests, any public bar guests, any public restaurant customers, etc.</p> <p>(2) The long established policy in practice for the provision of guest accommodation is 1 car parking space per 4 bed spaces.</p> <p>From the information available, it would appear that purely as an average this ratio is approximately correct, when one compares availability of hire cars and non-residents' cars, with the numbers of visitors staying on the Island.</p> <p>However, it has been extremely rare that these standards have ever been achieved. Most hotels especially in built-up areas have historically been developed well in excess of the normal density of the site if not all is covered by development.</p> <p>Furthermore, whilst the average requirement may be correct for visitor parking generally there are a number of factors which might affect the individual requirements of each establishment, including:-</p> <p>(a) registered occupancy;</p> <p>(b) quality of accommodation;</p> <p>(c) location;</p> <p>(d) type of operation (i.e. whether the hotel concentrates on package holidays, conference trade, luxury accommodation, etc);</p> <p>(e) proximity of publicly provided parking space;</p> <p>(f) the likely future trends in the tourism industry with particular regard to (c) and (d) above.</p> <p>Each case must be assessed against the guidelines having regard to these requirements</p>	<p>(3) The current guidelines will apply mostly to proposals to redevelop or extend existing hotels, and every effort must be made where practical opportunities exist to bring modernised hotels into lien with the new standards. In many instances however, proposals to increase the level of accommodation would only serve to compound problems arising from existing inadequate parking provision and the Planning and Environment Department will have to consider whether it should refuse such development.</p> <p>(4) The Planning and Environment Department will not expect any on-site parking provision for properties which are served by fully pedestrianised areas only.</p> <p>(5) An Area 1 (Central Area) non-operational parking should be severely restricted to avoid the generation of additional unnecessary traffic congestion.</p> <p>(6) In addition to the requirements set out in the guidelines, adequate facilities should be provided for dropping off and picking up guests either within the curtilage of the site, or where this is not feasible, conveniently positioned clear of the highway. In assessing larger development schemes, particularly on the ring road, careful consideration will be given to the possibility of providing lay-bys.</p> <p>(7) Hotels may provide non-operational parking for resident guests/owners accommodation.</p> <p>(8) Non-operational requirements will vary depending on the exact nature and location of the operation (see Note 2). For this reason the guidelines also include a range of figures in brackets for assessing parking provision to meet individual circumstances. For example, in rural locations the proportion of car borne trade for public houses will be much higher than in suburban locations. Similarly, luxury hotels in outlying parishes will require much more parking than lower grade package holiday accommodation in urban areas.</p> <p>(9) It is generally recognised that the biggest change in tourist accommodation is likely to arise from the introduction of such accommodation. Tourists who patronise self-catering apartments now tend to have higher disposable incomes than the average holidaymaker and often compromise small family groups. It is assumed that wherever located, each household is likely to use a car.</p> <p>(10) There are a number of roads immediately outside the ring road, which experience severe parking problems, including; Roussel Street; Undercliffe Road; Queen's Lane; Raleigh Avenue; Upper Midvale Road; Upper Clarendon Road; Dongola Road, etc. In assessing future development applications, the Planning and Environment Department will seek to avoid any exacerbation of these problems.</p>
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D RETAILING (5)

	AREA 1 (2) (3)		Area 2		Area 3 (8)			
	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (5) (7)	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (7)	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (6) (7)		
(Shops (1) (4))	Space for 1 commercial vehicle/500 m ² retail sales and display area (min 1 space)	No provision	Gross Floor Space m ² <200 <1000 <2000	Min Space (m ²) 1 commercial vehicle space. 50 (m ²) 2 commercial vehicle spaces (100m ²) 3 commercial vehicle spaces (150m ²)	Staff: 1 space/100m ²) or if known, 1.space / managerial staff and 1 space / 4 other staff employed during peak periods. Customers: Less than 200m ²) – no provision. More than 200m ²) – 1 space/25m ²) for shops/groups of shops.	Gross Floor Space m ² <200 <1000 <2000	Min Space m ² 1 commercial vehicle space (50m ²) 2 commercial vehicle spaces (100m ²) 3 commercial vehicle spaces (150m ²)	Staff: 1 space/50m ² (25m ² - 100m ²) or if known 1 space / managerial staff and 1 space/2 (1-4) other staff employed during peak periods Customers: Minimum of 4 (3-5) spaces for single shops less than 100 m ² floor area 1 space/15m ² (10m ² – 25m ² for other shops/groups of shops
Retail Warehousing (Cash & Carry)	Same as shop of similar size	No Provision	Same as shop of similar size		Staff: 1 space/30 or if known, 1. space / managerial staff and 1 space / 4 other staff employed during peak periods. Customers: Same as shop of similar size	Same as shop of similar size		Staff: 1 space/25m ²) or if known. 1. space / managerial staff and 1 space / 4 other staff employed during peak periods. Customers: Same as shop of similar size

NOTES: (to be read in conjunction with the central notes for application of guidelines, set out in Section3)

(1)	For the purposes of this document @shops@ include:- Post Offices: Off-Licences: Launderettes: TV Rental Shops: Hairdressers	(6)	For development in area 3 (outside the @Ring Road) customer and staff parking requirements may vary considerably according to location and the nature of the goods sold. For example large numbers of customers and staff will walk to a shop in an urban / suburban location, whereas a development in a completely rural area might necessitate all customers and staff arriving by car. Furthermore, where a shop sells bulky expensive luxury items which require special arrangements for delivery (i.e. carpets) the parking requirements should be scaled down accordingly. For these reasons the guidelines also include a range of figures in brackets for assessing parking provision to meet individual circumstances.
(2)	It is intended in the Island Plan that the majority of new retail development will take place within the traditional shopping area.	(7)	Consideration should be given to the dual use of large car parks provided in association with new retail developments, consistent with the desire to use all land efficiently as possible (i.e. therefore available to other users outside shopping hours).
(3)	The Planning and Environment Department will not expect any on-site parking provision for properties which are served by fully pedestrianised areas only.	(8)	There are a number of roads immediately outside the ring road, which experience severe parking problems. In assessing future development applications, the Planning and Environment Department will seek to avoid any exacerbation of these problems.
(4)	There are no shops in the Island at present with a gross retail / floor space in excess of 930m ² (10,000 sq.ft).		
(5)	Extensions and conversions should normally adopt the same parking standards as for new retail development.		

E INDUSTRY AND WAREHOUSES (9)

	AREA 1 (2)		Area 2		Area 3 (4) (11)			
	OPERATIONAL REQUIREMENT (1)	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT (1)		NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT (1)	NON-OPERATIONAL REQUIREMENT (10)	
(i) Industry (3)	Space for 1 commercial vehicle per 1000m ² floor area (50m ²) (min 1 space)	No provision	Gross Floor Space m ² <100 <250 <500 <1000 <2000 Each additional 1000	Min Space (m ²) 1 commercial vehicle space (70) 1 additional operational space (140) 1 additional operational space 1 additional operational space 1 additional operational space 1 additional operational space	Staff: 1 space/50m ² or if known, 1. space / managerial staff and 1 space / 4 other staff (min 2 spaces). Visitors: 10% of staff parking provision.	Gross Floor Space m ² <100 <250 <500 <1000 <2000 Each additional 1000	Min Space (m ²) 1 commercial vehicle space (70) 1 additional operational space (140) 1 additional operational space 1 additional operational space 1 additional operational space	Staff: 1 space/25m ² (1.25m ² - 50m ²) or if known 1 space/managerial staff and 1 space/2 (1-4) other staff (min 2 spaces) Visitors: 10% of staff parking provision.
(ii) Warehouses / storage (3) (6) (7) (a) Normal	Space for 1 commercial vehicle per 500m ² floor area (50m ²) (min 1 space)	No Provision	Same as industrial development of similar size		Staff: 1 space/100m ² or if known, 1. space / managerial staff and 1 space / 4 other staff (min 2 spaces).	Same as industrial development of similar size		Staff: 1 space/90m ² or if known, 1. space / managerial staff and 1 space / 4 other staff (min 2 spaces).
	(b) Other (5)	Space for 1 commercial vehicle per 500m ² floor area (50m ²) (min 1 space)	No Provision		Same as industrial development of similar size	Staff: 1 space/80m ² or if known, 1. space / managerial staff and 1 space / 4 other staff (min 2 spaces).	Same as industrial development of similar size	
(iii) Wholesale Warehousing (3) (6) (8) (a) Normal	Space for 1 commercial vehicle per 500m ² floor area (50m ²) (min 1 space)	No Provision	Same as industrial development of similar size		Staff and Visitors: 1 space/80m ²	Same as industrial development of similar size		Staff and Visitors: 1 space/70m ²
	(b) Other (5)	Space for 1 commercial vehicle per 500m ² floor area (50m ²) (min 1 space)	No Provision		Same as industrial development of similar size	Staff and Visitors: 1 space/60m ²	Same as industrial development of similar size	

NOTES: (to be read in conjunction with the central notes for application of guidelines, set out in Section3)

<p>(1) Relaxation may be permitted for operational space when special servicing arrangements are made</p>	<p>(7) Where a warehouse is purely for 'dead storage' for long periods with minimal levels of activity and / or no permanent managerial, administration or warehouse staff are to be present, consideration should be given to relaxing the standards for non-operational space.</p>
<p>(2) The Planning and Environment Department will not expect any on-site parking provision for properties which are served by fully pedestrianised areas only.</p>	<p>(8) These standards relate to operations which sell in bulk to traders only and are not intended for operations which include selling to the general public. In the latter instance the appropriate standards for retail warehouses should be applied.</p>
<p>(3) Where incidental office floor space exceeds 25% of the gross floor area of 150 m² the car parking requirement should be calculated at standards applicable to offices</p>	<p>(9) Extensions and conversions should normally adopt the same parking standards as for new development.</p>
<p>(4) Manoeuvring space will normally be required on-site, but this requirement may be dependant on the traffic importance of the road to which the premises have access (Standards can be relaxed within industrial estate service roads)</p>	<p>(10) For developments in Area 3 (outside the 'Ring Road') staff and visitor parking requirements may vary considerably according to location and the exact nature of the business activity. For these reasons the guidelines include a range of figures in brackets for assessing parking provision to meet individual circumstances.</p>
<p>(5) Where the premises are to be used as a distribution depot or are otherwise 'active' the non-operational parking should be increased to that shown.</p>	<p>(11) There are a number of roads immediately outside the ring road which experience severe parking problems. In assessing future development applications the Planning and Environment Department will seek to avoid any exacerbation of these problems.</p>
<p>(6) Adequate space must be provided to accommodate commercial vehicles that are likely to be parked overnight.</p>	

F RESTAURANTS AND CAFES

	AREA 1 (3)		Area 2		Area 3 (6)		NON-OPERATIONAL REQUIREMENT (4)	
	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (2)	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (4)		
Restaurants / Cafes / Non-resident restaurants in hotels etc. (1) (5)	Space for 1 commercial vehicle	Diners: No provision Residential Staff: 1 space per household.	Gross Floor m ²	Min Space (m ²) 1 commercial vehicle space (50m ²) 1additional operational space (75m ²) 1additional operational space	Diners: No provision Residential Staff: 1 space per household.	Gross Floor Space m ²	Min Space (m ²) 1 commercial vehicle space (50m ²) 1additional operational space (75m ²) 1additional operational space (100m ²)	Diners: 1 space/ 3 seats in dining area or 1 space / 4m ² (3m ² - 6m ²) of dining area. Residential Staff: 1 space / household or if known Non-Residential Staff: 1 space/2 (1-4) staff members employed during peak periods Take-away Customers: Minimum of 3 spaces

NOTES: (to be read in conjunction with the general notes for application of guidelines, set out in Section3)

(1)	For the purposes of this document @shops@ include:- Post Offices: Off-Licences: Laundrettes: TV Rental Shops: Hairdressers	(4)	For development in area 3 (outside the @Ring Road) customer and staff parking requirements may vary considerably according to location and for this reason the guidelines also include figures in brackets for assessing parking provision to meet individual circumstances.
(2)	Restaurants and cafes in established shopping areas are normally considered 'incidental' to the shopping area and no non-operational space will be required for patrons. Where restaurants are used largely in the evening adequate publicly controlled parking should exist.	(5)	In addition to the requirements set out in the guidelines adequate facilities may be required for dropping off and picking up customers either within the curtilage of the site or where this is not feasible, conveniently positioned clear of the highway.
(3)	The Planning and Environment Department will not expect any on-site parking provision for properties which are served by fully pedestrianised areas only.	(6)	There are a number of roads immediately outside the ring road, which experience severe parking problems. In assessing future development applications, the Planning and Environment Department will seek to avoid any exacerbation of these problems.

G EDUCATIONAL ESTABLISHMENTS

	AREA 1		Area 2		Area 3	
	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT
(i) Private Nurseries (2)	No provision	No provision	No provision	Staff: 1 space / member of staff normally present	No provision	Staff: 1 space / member of staff normally present
(ii) Primary Schools (1) (3) (4)	Minimum of 1 operational space (30m ²)	Staff: 1 space / member of staff normally present Visitors: No provision Pupils: Appropriate provision for bicycles.	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / member of staff normally present Visitors: Min of 3 spaces. Pupils: Appropriate provision for bicycles	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / member of staff normally present Visitors: Min of 3 spaces. Pupils: Appropriate provision for bicycles
(iii) Secondary Schools / Sixth Form Colleges (1) (3) (4)	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / member of staff normally present Visitors: No provision. Pupils: Appropriate provision for bicycles and motorcycles	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / member of staff normally present Visitors: Min of 4 spaces. Pupils: Appropriate provision for bicycle Students over 17 years of age: 1 space / 10 students normally present	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space/member of staff normally present. Visitors: Min of 4 spaces Students/Pupils: Appropriate provision of bicycles and motorcycles. Students over 17 years of age: 1 space / 10 students normally present
(iv) Colleges of Higher and Further Education (1) (3)	N/A	N/A	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / member of staff normally present at peak periods Visitors: Min of 5 spaces. Students: 1 space / 5 students normally present plus provision for bicycles and motorcycles	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / member of staff normally present at peak periods Visitors: Min of 5 spaces. Students: 1 space / 5 students normally present plus provision for bicycles and motorcycles
(v) Special Schools, Day Care Centres and Adult Training Centres	Minimum of 1 operational space (30m ²) plus accommodation for special passenger vehicles	Staff: 1 space / member of staff normally present at peak periods Visitors: No provision. Attendees: (5)	Minimum of 1 operational space (30m ²) plus accommodation for special passenger vehicles	Staff: 1 space / member of staff normally present at peak periods Visitors: No provision. Attendees: (5)	Minimum of 1 operational space (30m ²) plus accommodation for special passenger vehicles	Staff: 1 space / member of staff normally present at peak periods Visitors: Min of 3 spaces Attendees: (5)

NOTES: (to be read in conjunction with the central notes for application of guidelines, set out in Section3)

<p>(1)</p> <p>(2)</p> <p>(3)</p>	<p>Consideration must also be given to providing within the site, or where unfeasible conveniently adjacent and clear of the highway for cars, buses and coaches to set down and pick up pupils. In certain circumstances it may be appropriate to combine the area with hard playground surfaces.</p> <p>Such uses will not normally be permitted where there are likely to unduly prejudice adjacent property owners or where the setting down or collection of children will unduly disrupt traffic flows.</p> <p>Hard surface play areas can provide accessible facilities:</p> <p>(a) for over-flow car parking where a school is used for dual social and adult educational purposes.</p> <p>(b) for additional parking where a school is used for dual social and adult educational purposes.</p>	<p>(4)</p> <p>(5)</p>	<p>Road safety problems occur as a result of people picking up their children at a number of town schools including Ladies College (bottom of La Pouquelaye) Ladies College (bottom of Trinity Hill, Wellington Hill, St Christopher's School Stopford Road / Byron Lane, Antrim Road School, Brighton Road School, etc. in assessing development applications for these schools and others with similar problems the Islands Development Committee will consider whether space can be allocated to cater the collection of children away from the public road</p> <p>Attendees</p> <p>In many circumstances these will be transported to the centre.</p> <p>For certain centres for the physically handicapped allow one space for special or adapted self-drive vehicles per 4 attendees (other space provision for attendees to be determined on its merits having regard to the exact nature of the establishment)</p>
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H HOSPITALS AND SIMILAR COMMUNITY FACILITIES

	AREA 1		Area 2		Area 3	
	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (5)
(i) Hospitals and Nursing Homes (1) (3)	N/A	N/A	Essential vehicles as required	Staff: 1 space for each doctor, surgeon, consultant and where appropriate essential medical personnel. 1 space / 3 ancillary staff Residential Staff: Based on the requirements for residential hostels Visitors 1 space / 3 beds	Essential vehicles as required	Staff: 1 space for each doctor, surgeon, consultant and where appropriate essential medical personnel. 1 space for every 2 (1-3) ancillary staff Residential Staff: Based on the requirements for residential hostels Visitors 1 space / each 2 (1-3) beds
(ii) Health Centres, doctors and dental Surgeries. Opticians, Chiropodists, veterinary Surgeries etc. (2) (3) (4)	N/A	N/A	Essential vehicles as required	Staff: 1 space / practitioner, health officer, and essential medical personnel. 1 space / 2 ancillary staff Patients: No provision	Essential vehicles as required	Staff: 1 space / practitioner, health officer, and essential medical personnel. 1 space each (1-2) ancillary staff Patients: 2 (2-3) spaces / practitioner, health officer

NOTES: (to be read in conjunction with the general notes for application of guidelines, set out in Section3)

(1)	Additional visitor car spaces will be required where there is an outpatients department.	(4)	The establishment of new surgeries, etc which require on-site parking provision will not generally be considered favourably in area 1 (the Cordon Area), where policies are geared to discouraging non-essential vehicle journeys.
(2)	If necessary space should be provided in addition for a special vehicle for non-ambulant patients.	(5)	For developments in Area 3, outside the 'Ring Road', parking requirements for staff, visitors and patients may vary significantly according to location. Therefore the guidelines also include a range of figures in brackets for assessing parking provision to meet individual circumstances.
(3)	In addition to the requirements set out in the guidelines consideration should be given where appropriate to providing adequate facilities for vehicles to set down and pick up persons.		

I Social Assembly Halls

	AREA 1 (2)		Area 2		Area 3 (5)	
	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (3)	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (3)	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (3) (4)
(i) Hospitals and Nursing Homes (1) (3)	Minimum of 1 commercial vehicle (50m ²)	Staff: No provision Patrons: No provision	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / each 3 members normally present Patrons: No provision	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / each 2 (1-3) members normally present Patrons: 1 space / 3 (2-4) seats or 1 space / 4m ² (2.5m ² - 5m ²) floor area
Youth Clubs, Scout Huts and similar	Minimum of 1 commercial vehicle (50m ²)	Staff: No provision Patrons: No provision	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / each 3 members normally present Patrons: No provision	Minimum of 1 commercial vehicle (50m ²)	Staff: 1 space / each 2 (1-3) members normally present Patrons: 1 space / 12.5m ² (10m ² - 15m ²) floor area

NOTES: (to be read in conjunction with the general notes for application of guidelines, set out in Section3)

(1)	Wide variations are possible in the requirements of the various activities within this use class. It is particularly important therefore that the level of parking provision is determined on the merits of each case, having regard to the type of establishment, the location of the site and the existing parking facilities available in the area.	(4)	For developments in Area 3, outside the 'Ring Road', parking requirements for staff, visitors and patients may vary significantly according to location. Therefore the guidelines also include a range of figures in brackets for assessing parking provision to meet individual circumstances.
(2)	The Planning and Environment Department will not expect any on-site parking provision for properties which are served by fully pedestrianised areas only.	(5)	There are a number of roads immediately outside the ring road, which experience severe parking problems. In assessing future development applications the Planning and Environment Department will seek to avoid any exacerbation of these problems.
(3)	Provision should be made for bicycles and motorcycles appropriate to the type of use.		

J COMMERCIAL ASSEMBLY HALLS

	AREA 1 (2)		Area 2 (2)		Area 3 (6)	
	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (5)
(i) Dance Halls / Discotheques (1) (4)	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	Managerial Staff: 1 space / member Other Staff: 1 space / 2 (1-3) member s employed at peak periods Performers: 1 space / each solo performer and group expected at peak periods Min 3 spaces Patrons: 1 space / 7m ² (5m ² - 10m ²) of public floor area
(ii) Licensed Clubs (3) (4)	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	Residential Staff: 1 space / household Non-Residential Staff: 1 space / 2 (1-3) member s employed at peak periods Performers: 1 space / each solo performer and group expected at peak periods Min 3 spaces Patrons: 1 space / 3 (2-4) seats or 1 space / 4.5m ² (3m ² - 6m ²) of potential seating floor area (Separate bar areas or restaurants to be provided for at the appropriate scales)
(iii) Cinemas (4)	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	Managerial Staff: 1 space / member Other Staff: 1 space / 2 (1-3) member s employed at peak periods Patrons: 1 space / 4 (3-5) seats
(iv) Theatres (4)	Min of 2 commercial vehicle space (100m ²)	No Provision	Min of 1 commercial vehicle space (100m ²)	No Provision	Min of 1 commercial vehicle space (100m ²)	Managerial Staff: 1 space / member Other Staff: 1 space / 2 (1-3) member s employed at peak periods Patrons: 1 space / 3 (2-4) seats
(v) Bingo Halls (4)	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	Managerial Staff: 1 space / member Other Staff: 1 space / 2 (1-3) member s employed at peak periods Patrons:

NOTES: (to be read in conjunction with the general notes for application of guidelines, set out in Section3)

(1)	The nature of clubs and dancehalls varies enormously and the parking requirements should be determined on the merits of each case, having regards to the type of establishment, its location and the existing parking facilities in the area.	(5)	For development in Area 3 (outside the 'Ring Road') parking requirements for staff and patrons may vary according to location. For this reason the guidelines also include a range of figures in brackets for assessing non-operational parking provision to meet individual circumstances.
(2)	It is considered that non-operational requirements can be largely catered for in publicly controlled parking areas.	(6)	There are a number of roads immediately outside the ring road, which experience severe parking problems. In assessing future development applications the Planning and Environment Department will seek to avoid any exacerbation of these problems.
(3)	Space allowance may vary slightly according to types of seating and service		
(4)	In addition to the requirements set out in the guidelines, adequate facilities should be provided by the main entrance for dropping off and picking up patrons, either within the cartilage, or where this is not feasible, conveniently positioned clear of the highway. This should allow for a minimum of two cars to pick up and set down patrons.		

K OTHER COMMUNITY FACILITIES

	AREA 1 (2)		Area 2 (2)		Area 3 (6)	
	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT	OPERATIONAL REQUIREMENT	NON-OPERATIONAL REQUIREMENT (5)
(i) Places of worship (2) (3)	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	Worshippers: 1 space / 6 (4-8) seats or 1 space / 7.5 m ² (5m ² - (10m ²))
(ii) Libraries (4)	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	Staff: 1 space / 2 (1-3) members normally on duty Borrowers: 1 space / 25 m ² (20m ² - (30m ²)) public floorspace (min of 3 spaces) If there are separate reference facilities, provide an additional space / 7 (5-10) seats
(iii) Swimming Baths (5)	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	Staff: 1 space / 2 members present Patrons: 1 space / every 10 bathers Spectators: 1 space / 5 spectators	Min of 1 commercial vehicle space (50m ²)	Staff: 1 space / each (1-2) members present Patrons: 1 space / every 7 (4-10) bathers Spectators: 1 space / 4 (3-5) spectators
(iv) Sports Facilities / Clubs and Playing fields (5) (6) (7)	Min of 1 commercial vehicle space (50m ²)	No Provision	Min of 1 commercial vehicle space (50m ²)	Staff: 1 space / 3 members normally present	Min of 1 commercial vehicle space (50m ²)	Staff: 1 space / 2 (1-3) members normally present Patrons: 1 space / 2 (1-4) players able to use the facility at any one time Spectators: 1 space / 4 (3-5) spectators where necessary

NOTES: (to be read in conjunction with the general notes for application of guidelines, set out in Section3)

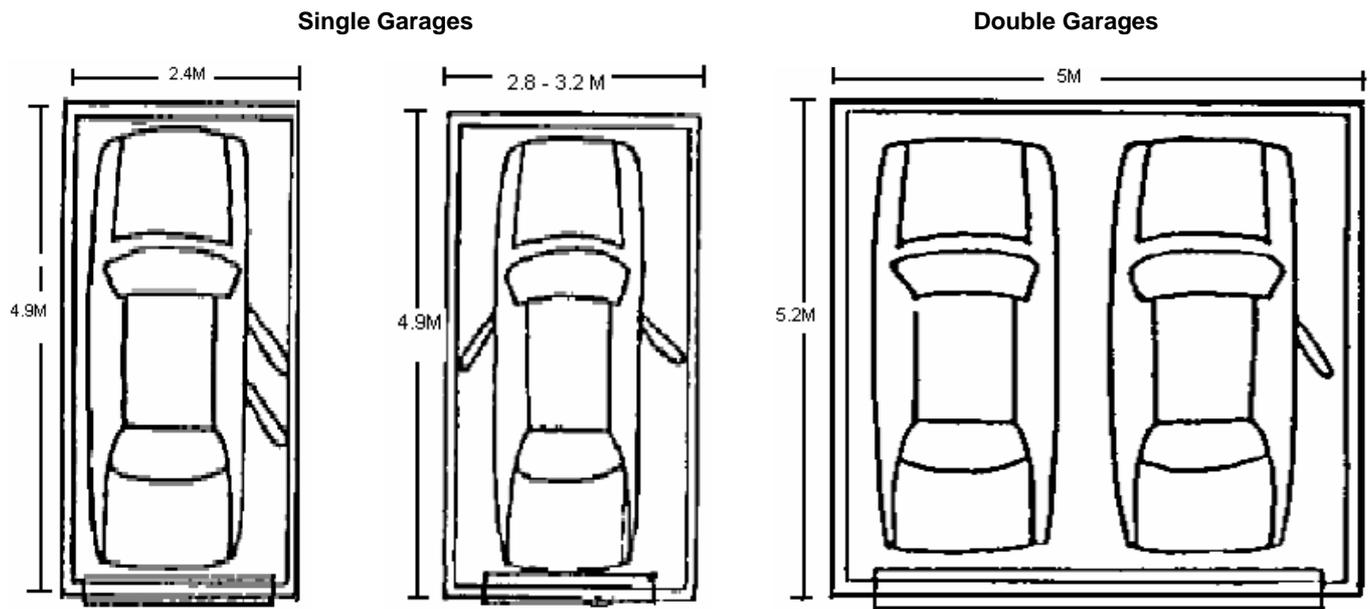
(1)	The Planning and Environment Department will not expect any on-site parking provision for properties which are served by fully pedestrianised areas only.	(6)	If the sports club is licensed, the bar floor area should be related to the public house standard.
(2)	In addition to the requirements set out in the guidelines, operational space is required within the site by the main entrance for a minimum of 2 cars to set down and pick up worshippers.	(7)	In the case of sports facilities such as squash courts, tennis courts, etc, parking provision should relate to the maximum number of participants, plus an allowance for waiting participants and in some instances for spectators.
(3)	Where churches and church halls are on the same site, the higher applicable standard should be used.	(8)	For development in Area 3 (outside the 'Ring Road') non-operating parking requirements can vary significantly according to location. The guidelines therefore, also include a range of figures in brackets for assessing provision to meet individual circumstances.
(4)	If the library is used as a base for a mobile library, additional operational parking space is required.	(9)	There are a number of roads immediately outside the ring road, which experience severe parking problems. In assessing future development applications, the Planning and Environment Department will seek to avoid any exacerbation of these problems.
(5)	In addition to the requirements set out in the guidelines, consideration should also be given to the provision of an adequate parking and manoeuvring space for coaches.		

Chief Executive Officer: Andrew Scate BA (Hons), Dip TP, MRTPI, MinstLM

Director of Planning: Peter Thorne, M.R.T.P.I., M.C.M.I.

**APPENDIX
DESIGN OF PARKING AREAS**

A STANDARD DIMENSIONS OF DOMESTIC GARAGES FOR PRIVATE CARS



Minimum dimensions

Allows for improved passenger access

B STANDARD DIMENSIONS OF CAR PARKING SPACES

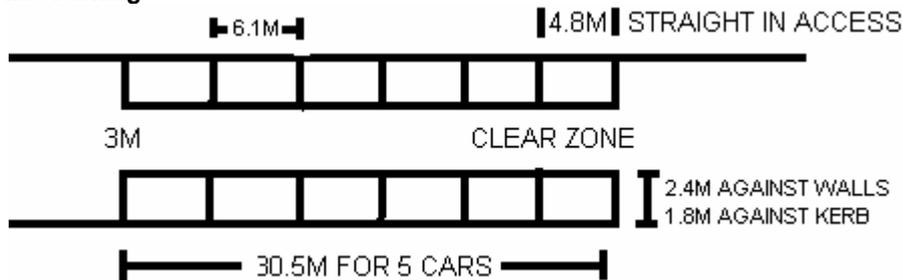
A space of 4.8 x 2.4 metres can contain most European cars.

C GROUPED CAR PARKING

In grouped parking areas the average requirement for car (including space for access) is 20m²

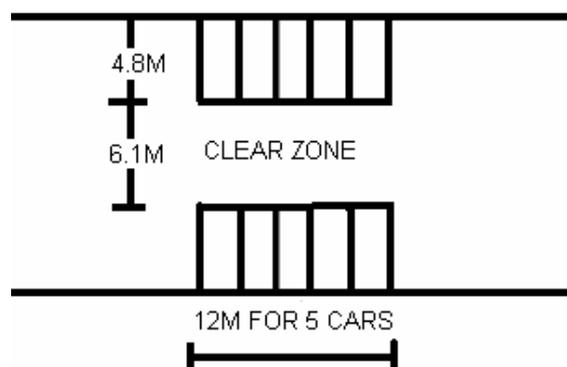
The following diagrams demonstrate alternative methods of arranging 10 car parking spaces (areas do not include access gangways):-

(i) In-line Parking



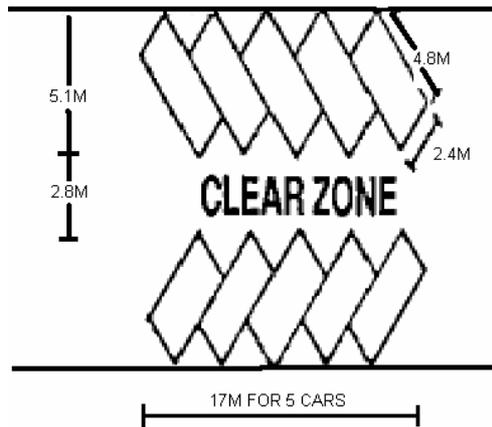
The area per car: 20.1m² against kerb
23.8 m² against kerb

(ii) Head-on Parking



The area per car: 18.8 m²

(iii) Echelon Parking (45°)



The area per car: 22.1m^2
 19.2m^2 (where interlocking in adjacent rows)

D. COMMERCIAL VEHICLES

This layout for commercial vehicle parking must take account of the maximum dimensions of commercial vehicles permitted on the Island:-

Articulated vehicles: normally 35' (10.7m) x
Rigid vehicles: 7'6" (2.29m)

- a number of larger refrigerated container lorries are also currently in use around the Island under licence from the Motor Traffic Office. A permitted trailer length of 33' means that vehicles can have an overall length up to 45' (13.7m) x 8'2" x 8'2" (2.5m) width.
- the Defence Committee has decided not to extend the granting of exemptions to allow more 33' trailers to be operated on the Island's roads and is not minded to allow the continuation of exemptions already granted to 'cool chain' operators, after the erection of a 'cool transfer shed' in the harbour area.
- in exceptional circumstances even larger container lorries are allowed for use at La Collette, although these cannot circulate on the Island's roads.

JMT buses: - 30'9" (9.4) x 7'3" (2.21m)

Normally all vehicles should enter and leave the site in forward gear.

Having determined the scale of provision required, the arrangement/ layout will depend on the size and shape of the available space and the type of vehicle expected. The onus will be on the applicant to demonstrate that the vehicle/s can be manoeuvred within the site.

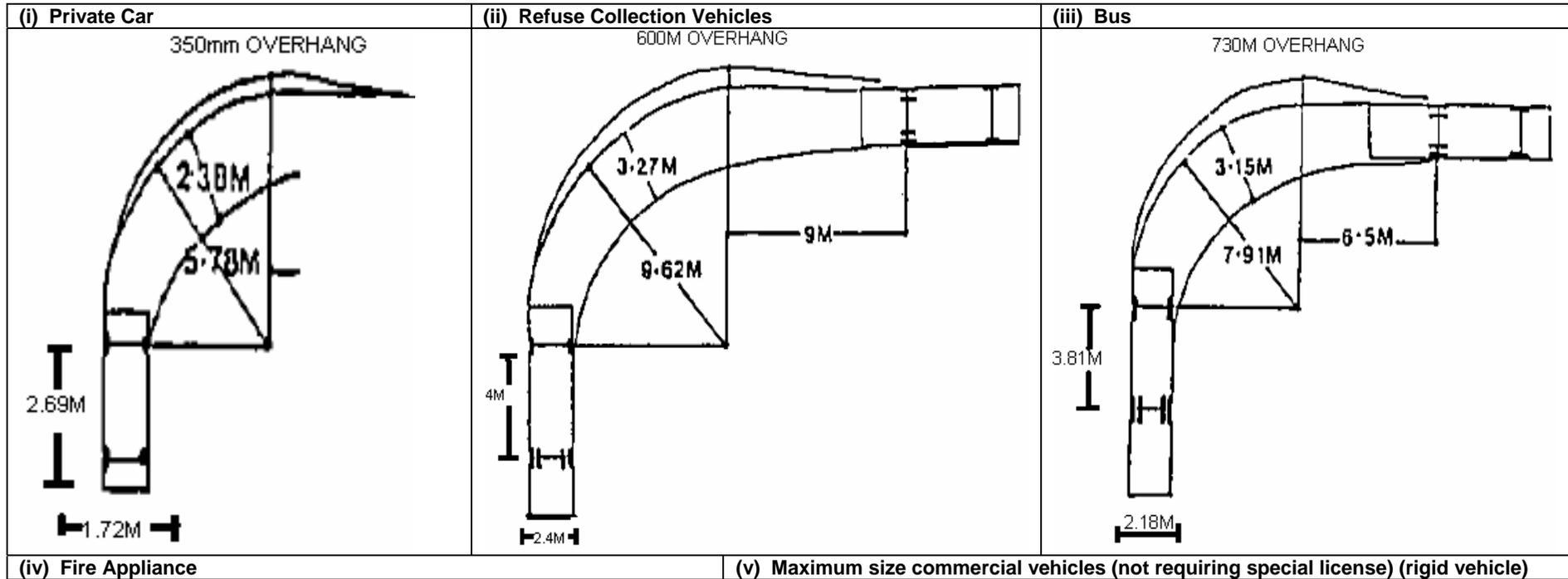
In addition to knowing the physical dimensions of the vehicles concerned, it is also necessary to understand the critical characteristics of vehicular movement, especially when manoeuvring to park/load.

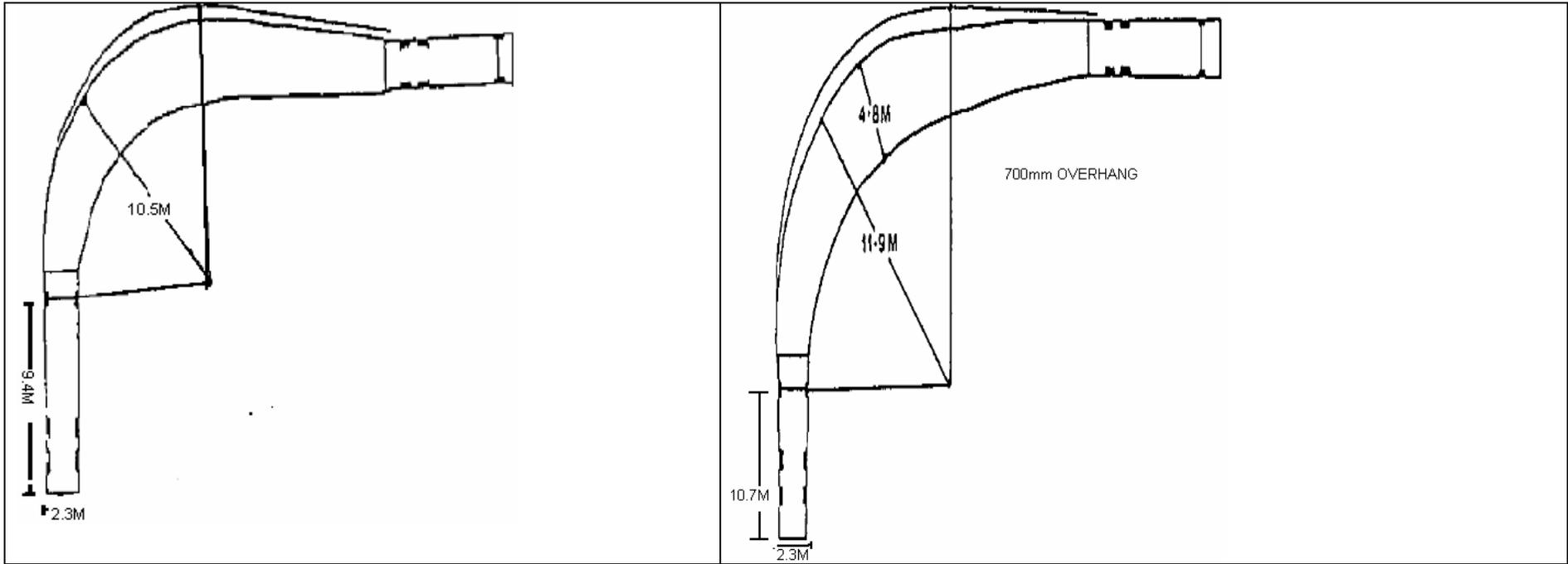
Examples are given below indicating:-

- (i) 90° turns for some common vehicles; and
- (ii) various facilities for parking/unloading.

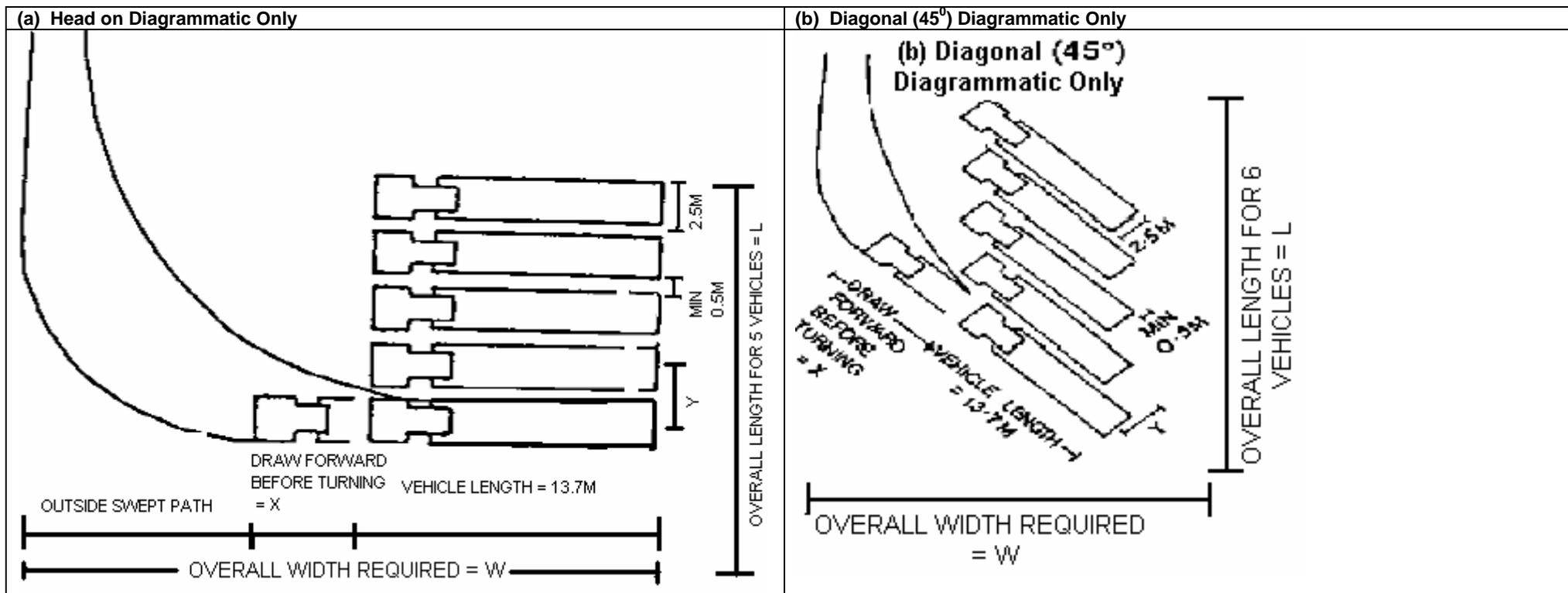
These should be seen purely as a guide and are useful in highlighting the variables involved in providing sufficient space.

Typical Vehicular Swept Paths (turning through 90°)





(vi) Lorry parking and loading bays for largest Vehicles in regular use on Jersey Roads (under license)



X	Y	W	L	Approximate Area per Vehicle (m ²)
Approximate Draw Forward m	Centres	Overall width	Overall length for 5	
1	5.0	26.1	22.5	117.5
2	4.4	27.1	20.1	109
3	4.0	28.1	18.5	104
4	3.7	29.1	17.3	101
5	3.4	30.1	16.1	97
6	3.0	31.1	14.5	90

SOURCE: New Metric Handbook (Amended to Meet Jersey Conditions)

X	Y	W	L	Approximate Area per Vehicle (m ²) gross (including empty triangles) at each end
Approximate Draw Forward m	Centres	Overall width	Overall length for 5	
4	4.8	17.5	39.5	138
5	4.5	18.2	37.8	137.5
6	4.2	18.9	36.1	136.5
7	3.9	19.6	34.4	135
8	3.6	20.3	32.7	133
9	3.4	21.0	31.6	133
10	3.2	21.7	30.5	132
11	3.1	22.5	29.9	135
12	3.0	23.2	29.3	136

SOURCE: New Metric Handbook (Amended to Meet Jersey Conditions)