

Parking Guidelines for new developments in Norfolk

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Norfolk County Council

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Definitions

- Gross Floor Area (gfa): Gross Floor Area (gfa) is ascertained by the external measurement of the building. Corridors, stairwells, sanitary accommodation, etc. are included within this measurement.
- Staff: the maximum number of people on duty in any shift period.

Introduction

The purpose of this document is to provide a consistent set of parking guidelines for application within new developments throughout Norfolk. Local Planning Authorities will need to include policy in their Local Plans to determine local parking guidelines and a policy context for their application. These policies will accord with Government advice, Regional Planning advice, Structure Plan policies and other relevant transport policies and strategies. **It is expected that Local Planning Authorities will refine and modify the parking guidelines in their Local Plans to reflect local circumstances. Please be aware that district authorities in Norfolk may have their own parking standards.**

The guidelines cover those vehicular modes of transport commonly in use, e.g. bicycles, powered two wheelers, cars, buses, coaches, servicing vehicles and electric vehicles.

Generally, developers should not be expected to provide more spaces than they themselves wish but sufficient spaces must be provided to avoid on-street parking and road safety problems as well as fully catering for disabled drivers and/or disabled passengers and non-car modes. Sufficient spaces must be provided for development in areas of poor accessibility to public transport where the car will continue to be the dominant form of transport.

New development should contain all its associated parking and servicing requirements within the curtilage of the development site and allow vehicle access and egress to and from the adjacent public highway in forward gear. All parking and servicing areas should be available for use at all times and in all weather conditions. Local Planning Authorities will be expected to condition non-residential planning permissions to prevent the obstruction of parking and servicing areas. On-site storage of materials and waste is a frequent reason for obstruction of parking and servicing areas.

The Parking Guidelines document is part of a suite of transport policy and guidance documents that sit below the Local Transport Plan. The Norfolk Local Transport Plan describes the council's strategy and policy framework for transport and is used as a guide for investment priorities as well as being considered by other agencies when determining their planning or delivery decisions. The Local Transport Plan strategy covers the period 2020-2036.

This document is split into three sections:

1. Parking guidelines
2. Vehicle modes
3. Land use classes

This document will be reviewed every two years or sooner if there are significant policy changes.

Parking Guidelines

Retail

Shops include: Hairdressers, Undertakers, Travel and Ticket Agencies, Post Offices, Pet Shops, Sandwich Bars, Domestic Hire Shops, Dry Cleaners and Funeral Directors etc.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

The development may require a condition or a section 106 agreement limiting the retail use to suit the available parking.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Shops (Less than 1,000sqm)	1 space per 30sqm (covered & uncovered areas)	2 spaces per 200 m2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicles bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total Capacity
Non-food retail (1,000sqm and above)	Covered area = 1 space per 20sqm plus Uncovered areas = 1 space per 30sqm	2 spaces per 200 m2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicles bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total Capacity
Food retail (1,000sqm and above)	1 space per 14sqm	2 spaces per 200 m2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total Capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Garden Centres	1 space per 40sqm (retail area covered and uncovered)	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total Capacity
Car Boot Sales	Dependent upon individual requirement (in region of 1 space per stall/ pitch for sellers plus 3 spaces per stall /pitch for customers)	4 spaces per 500sqm gross display area	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Shopping Centres & large Dept. Stores	Considered individually as part of a transport assessment.	Considered individually as part of a transport assessment.	Considered individually as part of a transport assessment.	Considered individually as part of a transport assessment.

Financial and Professional Services

Financial and professional services include: Banks, Building Societies, Estate and Employment Agencies, Professional and Financial Services and Betting Offices.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Banks & Building Societies etc	1 space per 20 sqm	2 spaces per 300 m ²	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle spaces or less = 1 bay or 6% of total capacity, whichever is greater. Over 200 vehicle spaces = 6 bays plus 2% of total capacity

Restaurants, Cafes and Drinking Establishments

Places where the primary purpose is the sale and consumption of food and light refreshment on the premises.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Restaurants Snack bars & Cafes Excluding Transport cafes	1 space per 2 seats Plus 1 space per 5sqm of the public floor area (to represent bar use)	1 space per 100sqm for staff plus 1 space per 100sqm for customers	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 vehicle bays = 4 bays plus 4% of total capacity
Transport Cafes	1 lorry space per 2 sqm	1 space per 200 m2	Not applicable	Not applicable
Public Houses & Wine Bars Excluding Nightclubs	1 space per 5sqm public areas	1 space per 100sqm for staff plus 1 space per 100sqm for customers	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Fast food drive-through takeaway	The level of provision is heavily dependent on the operator. Individual assessments should be carried out for developments of this type which must include an adequate assessment of queue lengths and provision for staff parking.	The level of provision is heavily dependent on the operator. Individual assessments should be carried out for developments of this type which must include an adequate assessment of queue lengths and provision for staff parking.	The level of provision is heavily dependent on the operator. Individual assessments should be carried out for developments of this type which must include an adequate assessment of queue lengths and provision for staff parking.	The level of provision is heavily dependent on the operator. Individual assessments should be carried out for developments of this type which must include an adequate assessment of queue lengths and provision for staff parking.
Hot food takeaway Excluding drive-through	1 space per 3sqm of the public area	1 space per 100sqm for staff plus 1 space per 100sqm for customers	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Business Use

Business includes: Offices, Research, Light Industry, Storage and Distribution.

HGV parking provision should be based on operational requirements. Consideration should also be given to the requirement for any overnight parking and facilities.

There is an increasing trend for developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases. For developments such as this, additional customer parking should be allocated, for the floor space that has public access.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Offices, Research & Light Industry	1 space per 30sqm	1 space per 100sqm for staff plus 1 space per 200sqm for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
General Industrial	1 space per 30m2	1 space per 250sqm for staff plus 1 space per 500sqm for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
Storage and Distribution (includes open air storage)	1 space per 150sqm	1 space per 500sqm for staff plus 1 space per 1000sqm for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
Storage and Distribution with retail element	1 space per 150sqm +1 space per 20sqm retail area for customer parking	1 space per 500sqm for staff plus 1 space per 1000sqm for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Hotels and Hostels

Hotels and Hostels include: Motels, Boarding or Guest Houses where no significant element of care is provided.

The modern-day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Hotels, Motels, Boarding Houses & Guest Houses	1 space per Bedroom plus 1 space per full time equivalent	1 space per 5 staff plus 1 space per 10 bedrooms	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Hostel	1 space per full time staff equivalent	Individual merits	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater. Over 200 vehicle bays = 4 bays plus 4% of total Capacity.

Health Provision

Health Provision includes: Residential Care Homes, Hospitals, Health Centres, Surgeries and Day Care Centres.

With regard to Hospital parking, it should be acknowledged that particular needs of hospitals arising from their 24-hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly.

The impact of hospital parking on the surrounding area should be considered and if necessary, provide appropriate traffic management measures (e.g. resident parking scheme) to prevent illicit parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients, and visitors play an important role in traffic reduction and especially encourage modal shift for staff.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Residential Care Home	1 space per full time equivalent staff + 1 visitor space per 3 beds	1 space per 5 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	Dependent on individual merit, although expected to be significantly higher than business or recreational requirement
Hospitals	To be considered on a case by case basis	1 space per 4 staff Visitors - to be considered on a case by case basis	1 space + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	Dependent on individual merit, although expected to be significantly higher than business or recreational requirement
Health Centres and Surgeries (eg dentist, chiropodist & doctors etc)	1 space per full time equivalent staff + 2 per consulting room Plus ambulance space	1 space per 4 staff plus 1 space per consulting room	1 space + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	Dependent on individual merit, although expected to be significantly higher than business or recreational requirement
Day care centres (non-residential)	1 space per full time equivalent staff + 1 space per 4 persons attending Plus drop off/pick up facilities for clients	1 space per 4 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater

Secure Residential Accommodation

Secure Residential Accommodation includes use as a: Prison, Young Offenders Institution, Detention Centre, Secure Training Centre, Custody Centre, Short-Term Holding Centre, Secure Hospital, Secure Local Authority Accommodation and Military Barracks.

These guidelines must be flexible and applications should be looked at on a case-by-case basis.

Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Secure Residential Institution	1 space per full time equivalent staff, Visitor – individual merit	1 space per 5 staff plus Visitor space on individual merit	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Residential Dwelling Houses

Residential Dwelling Houses include: Family houses, including a household where care is provided for residents, Houses in Multiple Occupation and Retirement Homes.

Dwellings are predominantly travel origins as opposed to destinations. Previously parking guidelines have attempted to reduce car use by restricting parking spaces at origin and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not discourage people from owning a car. Therefore, parking guidelines for origins should be used as a minimum standard. Reductions of the vehicle standard may be considered if there is development within an urban area (including town centre locations) that has good links to sustainable transport.

For visitor parking on new residential developments there should be 1 space for every 5 dwellings. It is strongly encouraged that enhanced visitor provision be provided in areas such as bus routes, close to amenities, near schools and near high density residential/flats. Developers should consider this as part of their layout, preferably as part of the highway in lay-bys and spread across all roads within a development.

Part M Building regulations, 2.12 and 3.12 provide further statutory guidance.

For travel destinations the standard will continue to be a maximum.

Flats and Houses are to be treated the same.

Standards exclude garages under 7m x 3m (internal dimensions) as a parking space but can include undercroft parking and car ports providing, they have no other use. In residential developments garages are frequently used for purposes other than parking vehicles, resulting in significant on-street / footway parking that can cause an obstruction to the adjacent footway / carriageway and is detrimental to highway safety, if alternative provision is not provided. Therefore, all dwellings with one, two or three bedrooms will be expected to meet their parking requirement without the use of garages. All dwellings with a minimum of four bedrooms will also be expected to provide a minimum of two parking spaces excluding any garage, which can only be considered as a parking space to meet any additional requirement. The standard minimum internal dimensions of a garage to fulfil these functions is 7.0m x 3.0m, which also provides some additional storage space.

Consideration should also be given to the surfaces for car parking to improve accessibility.

Mobility Scooter spaces should be secure and covered with charging facilities.

Cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development.

In relation to retirement accommodation for the over 55's. Many residents are car owners and parking should be provided for each unit unless there is the evidence

base to support a reduction in the standard. The age restriction of 55 years offers no barrier to driving. People over 55 years still have active lifestyles in which mobility and access play a major role. They are used to the convenience and flexibility which the car provides in order to maintain that lifestyle. This is the essence of what has been called automobility and there is no realistic expectation that over 55's in a rural area will give up using a car.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
1 bedroom unit	1 space per dwelling	2 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	Not applicable	Dependent on individual merit
2- or 3-bedroom unit	2 spaces per dwelling	2 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	Not applicable	Dependent on individual merit
4 or more-bedroom unit	3 spaces per Dwelling	2 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	Not applicable	Dependent on individual merit
Houses in multiple occupation (HMO)	0.5 space per bedroom rounded up to the nearest whole number	1 space per bedroom	Not applicable	Dependent on individual merit

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Retirement Housing (e.g. warden assisted independent living)	1 space per Dwelling 0.25 spaces per dwelling (unallocated) for visitors	2 space per 8 units (visitors)	1 space per 2 dwellings for mobility scooters	Dependent on individual merit

Education

Education includes: Crèches and Nursery Schools, Primary and Secondary Schools, Further and Higher Education and residential education.

Where a crèche is located at a school, the parking standards for a crèche is added to the school's requirement.

A lower vehicle provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel.

The relationship between a school and the residential area is important and falls within the operational requirements of the school. Schools should represent the heart of the community and community facilities should be considered within the school site.

Special schools can be varied in their requirements and should be looked at on their own merits. Special Schools parking/drop off arrangements must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car.

Coach parking and facilities must be considered.

In relation to primary schools there should be 1 scooter space per 10 pupils.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Crèches and Nursery Schools	1 space per full time equivalent staff + 1 space per classroom Plus drop off/pick up facilities for clients	1 space per 5 staff plus 1 space per 30 child places	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Dependent on individual merit, although expected to be significantly higher than business or recreational requirement
Primary & Secondary Schools	1 space per 1 full time teaching staff + 1 space per 1 space per classroom Plus provision for public/school transport	1 space per 5 staff plus 1 space per 6 pupils (secondary only) 1 space per 10 pupils (for Primary)	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater
Further & Higher Education	1 space per 2 teaching daytime staff + 1 space per 15 students for student parking Plus provision for public/school transport	1 space per 5 staff plus 1 space per 3 pupils	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Residential Education – Primary & Secondary	1 space per full time equivalent staff	1 space per 5 staff + 1 space per 3 Students	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater
Residential Education – Further & Higher	1 space per full time equivalent staff + 1 space per 5 students	1 space per 5 staff + 1 space per 3 Students	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater

Places of Assembly and Leisure

Places of Assembly and Leisure includes: Places of Worship, Art Galleries, Museums, Exhibition Halls, Libraries, Community Centres, Village Halls, Theatres, Bingo Halls, Cinemas, Conference Centres, Gyms, Sports Halls, Swimming Pools, Team sports (outdoor sports pitches), Golf Clubs, Golf Driving Range, Other Sports facilities, Marina, Stadia and Nightclubs.

Sports England provides some further car park and landscape design guidance around accessible parking provision for sports facilities.

Coach parking and facilities must be considered. Multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, considering cross visitation. A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

For stadia, sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.

If conference facilities are in rural/semi-rural locations, standards should be considered on individual merits, subject to a Transport Assessment.

For theatres shared parking for evening events should be considered on daytime parking sites and adequate coach parking should be considered.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Places of worship	1 space per 10sqm or 1 space per 5 fixed seats	1 space per 5 seats	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater
Art Galleries, Museums & Exhibition Halls	1 space per 30sqm plus coach drop-off/ pick up point	1 space per 4 staff plus visitor parking (individual merits)	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Libraries	1 space per 30sqm + space for mobile library van as appropriate	1 space per 4 staff plus visitor parking (individual merits)	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Theatres & Bingo Halls	1 space per 22sqm plus coach drop-off/ pick up point	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Cinemas	1 space per 5 fixed seats plus coach drop-off/ pick up point	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Conference Centres	1 space per 5 fixed seats plus coach drop-off/ pick up point	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Swimming Pools	1 space per 10sqm of public area plus bus coach drop-off/pick up	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Team sports (outdoor sports pitches)	20 spaces per pitch plus 1 space per 10 spectator seats 1 coach space per 4 pitches	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Golf Clubs	3 spaces per hole + 1 space per 22sqm of any clubhouse	Individual merit	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Other Sports facilities	Individual merit	Individual merit	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Marina	1 space per 2 mooring berths	1 space per 10 moorings	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Stadia	1 space per 15 spectators	10 spaces plus 10% of vehicle parking provision	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Nightclubs	1 space per 50sqm	1 space per 4 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Motor Trade

Motor Trade includes: Fuel Stations, Motor Vehicle Service Centres (including MOTs) and Motor Vehicle Showrooms.

For Motor Vehicle Showrooms show areas should include space inside and outside, used for the display of cars. Layout must be considered for car transporters to load/unload off the highway.

For Petrol Filling Stations consideration should be given to the layout of the forecourt to include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Fuel Station	1 space per 20sqm retail space	1 space + 1 space per 5 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Motor Vehicle Service Centres (including MOTs)	1 space per full time staff equivalent + 1 space per 35sqm	1 space per 5 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
Motor Vehicle Showrooms	1 space per 45sqm show area	1 space per 5 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Miscellaneous

When a use forms part of a shared use facility, parking guidelines must be looked at for all uses and the appropriate amounts supplied. For example, when conference facilities are included in a hotel facility, appropriate parking guidelines must be applied for each use. However, cross-visitation must be considered.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Bus Stations	None unless justified	5 spaces per bus bay	Individual merit	Individual merit

Vehicle modes

Cycle Parking

Cycling is encouraged as a sustainable travel mode and a healthy lifestyle option. Cycle parking will therefore need to be provided at all new development. The standards are the minimum provision that should be made.

The provision of convenient secure parking and related facilities is fundamental to attracting modal shift to cycling. Cycle theft and fear of cycle theft are major deterrents to increased cycle usage. Providing secure cycle parking is a key factor in deterring both opportunistic and organised cycle thefts. In addition to the provision of secure cycle parking developers will be expected to provide for the additional needs of cyclists such as lockers, changing and shower facilities as appropriate to the development.

The type of facilities provided is dependent mainly upon the expected duration of anticipated cycle parking. The cycle parking standards within this document have been divided into two categories:

- Visitors: Short stay up to 4 hours
- Staff or residents: Medium to long stay over 4 hours

Location and Design

When considering the location and design of cycle parking facilities various requirements should be investigated:

General requirements for all facilities are set out below along with location requirements:

- Should not present a hazard to pedestrians (especially those who are pushing prams or wheelchairs, have impaired vision/mobility or are frail) as well as cyclists both in terms of location and personal injury. Guard railing/barriers for the safety of people with sight loss/vision impairment may be required.
- In well-used thoroughfare, have a warning surface surrounding the facility to aid those whose sight is impaired.
- Enhance, or at least blend into, the surroundings to demonstrate the benefits of catering for cycles.
- Be more convenient than car parking, so that motorists are encouraged to cycle, especially for short journeys.
- Have appropriate surveillance such as CCTV.
- Be kept clean, tidy under cover with a lock for access.
- Be where motor vehicle access is limited to reduce risk of organised theft.

Essential cycle parking requirements for **visitors** are:

- Near to entrance
- Weather protection
- Passing Surveillance
- Good lighting
- Obvious and well signed
- Clear, unobstructed cycle route to parking facility

Desirable requirements are:

- Visible and attractive
- CCTV / High level security
- Off street with controlled access (e.g., cycle lockers or secure compound)

Essential cycle parking requirements for **residents or staff** are:

- Weather protection
- Passing Surveillance
- Good lighting
- CCTV / High level security
- Off street with controlled access (e.g., cycle lockers or secure compound)
- Obvious and well signed
- Clear, unobstructed cycle route to parking facility

Desirable requirements are:

- Near to entrance
- Visible and attractive

Parking equipment requirements

Parking equipment should be: -

- Easy to use
- Support cycles without damage
- Vandal proof
- Good finish, clean with no sharp edges.
- Allow cyclists to use their own locks.

The 'Sheffield' design of cycle stand (Figure 1 and 2) is the preferred stand for cyclists. They provide two parking spaces per stand and meet the above requirements. The shape of the stand could have an 'art' influence or utilise the shape of the company logo if the above, basic requirements are not compromised. Cycle stands do not have to be in serried lines but can be echelon, snake circle, semi-circle patterns. Other types of cycle stand can be considered on their merits but those that support or grab just the wheel are not suitable.

Where both staff and visitors share the stands, the visitors' stands should be clearly signed.

A shelter for the stands is an essential facility. These are available 'off the shelf' in a range of designs. Those with clear roofs offer a light, airy, non-intrusive feel. They utilise natural light and other illumination sources. The use of art intervention or architectural designs can enhance the appearance of both the shelter and building.

Security is a major factor to consider in the location of any cycle parking facility. For staff that generally leave their bikes unattended for long periods of time greater security is required. Lockers or secure compounds offer this but visibility and passing surveillance are just as important. Where there is expected to be little passing surveillance CCTV should be provided.

Visitors generally want a short-term facility. This should be easy to use in a convenient location to the main entrance and subject to passing surveillance.

Routes to the parking facility should be direct and clearly signed within the development. Wide footways should be constructed for shared use paths and these should have priority over motor vehicles where possible. Routes that involve using roads within the development should have some form of traffic calming to reduce traffic speeds.

Retail stores have the problem of shoppers' trolleys finding their way into the cycle shelter. This must be avoided by careful positioning of trolley and cycle parking facilities.

Cycle parking for individual residential dwellings can normally be provided within the curtilage of the dwelling (e.g. in a garage, garden shed etc). For flats, maisonettes, dwellings with no garden, garage or only communal areas dedicated facilities will be required for both visitors and residents.

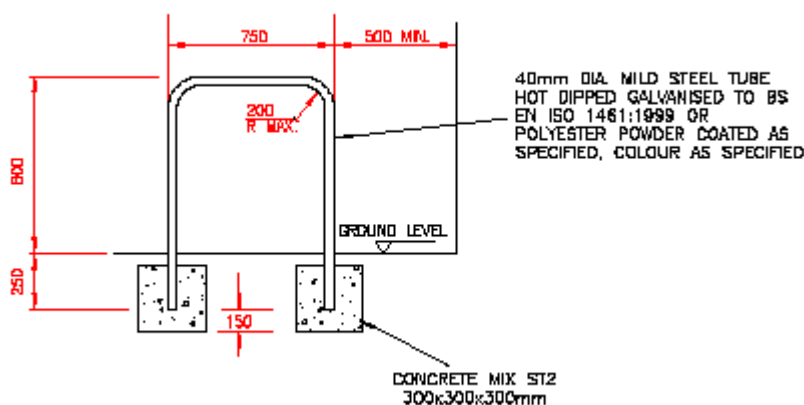


Figure 1: Cycle Parking - Minimum Dimensions "Sheffield" Type Cycle Stand

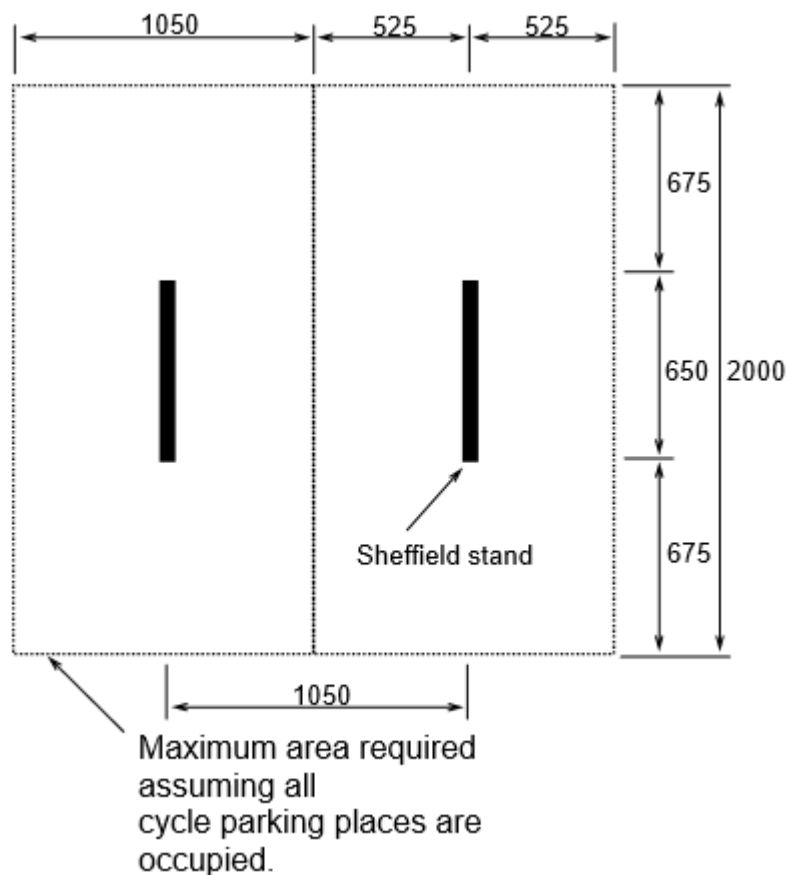


Figure 2: Minimum Dimensions for 90-degree angled parking

Accessible parking provision

The integration of disabled people is encouraged, and therefore a minimum specific car-parking requirement is included for disabled people. This requirement will be at least 6% of the car parking standard. All parking areas will have at least one space for disabled people. Accessible parking allocations may be altered depending on specific circumstances. The requirement for parking provision for disabled people does not apply to residential development except where communal parking areas are used.

Accessible parking spaces should be located close to an accessible entrance, preferably the main entrance and not more than 50m from the designated parking spaces and at an acceptable gradient. Suitable parking surface materials should also be used to strengthen consideration for disabled people.

Further information can be found in Building Regulations, Part M. The section on access to buildings other than dwellings sets out the size and layout of accessible parking spaces and should be referred to for the current guidance. Further detailed guidance for best accessibility can be found in BS8300.

Parking Provision for Powered Two Wheelers

Motorcycles, mopeds and scooters are collectively described as Powered Two Wheelers (PTWs). There are a number of benefits that accrue from the use of PTWs. Motorcycling is a convenient form of personal transport for some, causes less congestion, uses less parking space than other motor vehicles and generally produces less air pollution.

Provision should be made for safe, secure, and convenient parking in new developments. Spaces should be in well-lit locations and sheltered wherever practicable. They should be flat and level, and firm enough to prevent stands sinking into the ground. Consideration should also be given to appropriate fixtures to which machines may be locked and secured. It is also desirable to minimise four-wheeled vehicular access to such areas to help reduce the ease of theft.

A single parking space should measure a minimum of 2.5m x 1.2m. Designated PTW parking spaces should be provided in new developments at the rate of 1 PTW space per 20 car-parking spaces (at the maximum car standard) with a minimum of 1 space. In addition to the provision of secure parking developers will be expected to provide for the additional needs of PTW users such as lockers, changing and shower facilities as appropriate to the development. The requirement for PTW parking spaces does not apply to residential development except for where communal parking areas are used.

Bus and Coach Pick-up and Drop-off Points

Spaces allocated for buses and coaches should be capable of accommodating the maximum dimensions of the largest public service vehicle currently permitted under British legislation. Where pick-up/drop-off is in a designated bus bay set into the kerb/footway, or immediately between designated car parking areas on the highway, make allowance for adequate space for entry and exit taper.

- Touring coach: length 12.0m x 2.5m width (although articulated vehicles can be up to 15.0m long). Where straight kerbside parking is available and no other parking is designated either before or after the bus bay, a minimum pick-up/drop-off space required is 13.0m x 2.5m. (see **Figure 3**) If more than one bus will be at the pick-up/drop-off point at the same time 12.0m should be added to the overall length required for each additional bus/coach.
- Where pick-up/drop-off is in a designated bus bay set into the kerb/footway, or immediately between designated car parking areas on the highway, a minimum length of 19.0m is required (inc. 3.0m taper in and 3.0m taper out) with the central length of 13.0m x 2.5m (see **Figure 4**). If more than one bus will be at the pick-up/drop-off point at the same time 12.0m should be added to the overall length required for each additional bus/coach.

- Where possible, all new bus pick-ups and drop-off points should be fitted with kerbing set at a height of 150 – 180mm. Minimised vertical stepping distance lessens the resultant gradient for any ramps used for wheelchair and mobility aid users, and provides ease of access for wheelchair users, in addition to prams and pushchairs etc.

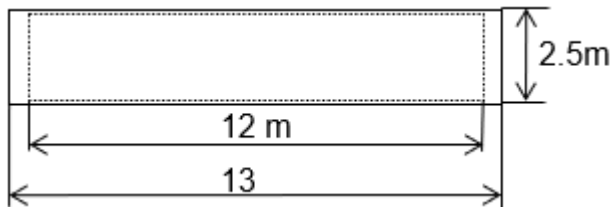


Figure 3: Minimum Dimensions for a bus or coach.

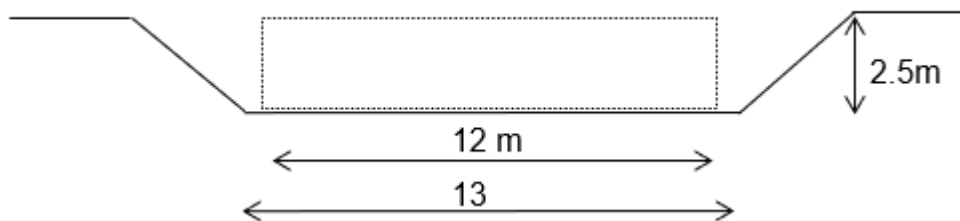
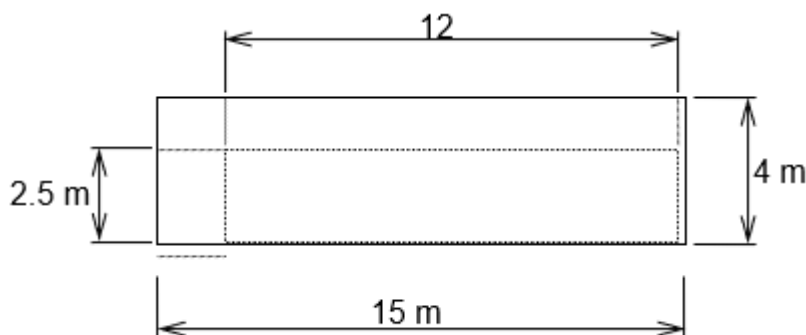


Figure 4: Bus or Coach pick-up/drop-off point parking space.



Maximum dimensions of coach is 12 metres x 2.5 metres width. The 4 metres width is the minimum necessary to allow passengers to disembark.

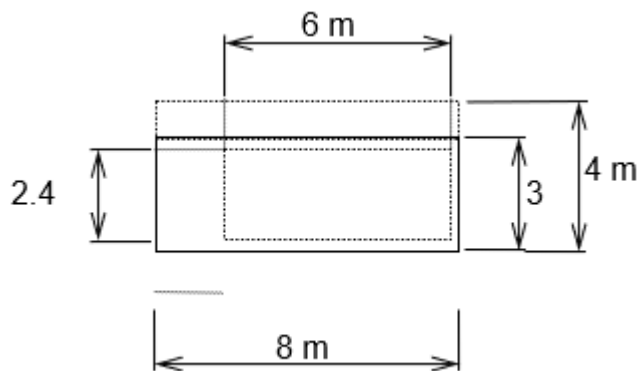
NB. Further advice may be obtained from the bus & coach Councils publication “Urban Planning & Design for Road Public Transport”.

Figure 5: Coach parking spaces.

Non-Public Service Vehicle Minibus Parking

Spaces allocated for minibuses should be capable of accommodating at least an average sized minibus. Consideration should be given to whether space may be required for hoists on minibus, as per BS8300, 6.1.

Minibus: length 6.0m x 2.4m width (some minibuses can be up to 8.0m long). Minimum standing space required is 8.0m x 4.0m (32m²) - see **Figure 6**. (4.0m width is the minimum necessary to allow passengers to disembark other than at a kerbside.)



Minibus (average) size is 6 metres length x 2.4 metres width. Parking space should be increased to 4 metres width if passengers are to embark.

Figure 6: Minibus parking space.

Car Parking

Size and Layout of Car Parking

These standards assume a residential car parking space of minimum dimensions 5.0m x 2.5m (**Figure 7**). However, this needs to be widened to 3.0m, where the parking space is adjacent to any wall or fence. Additionally the parking space would need to be lengthened to 6.0m where there is a wall, fence or garage at the end of the space.

When parking is provided at right angles to the access roadway, a minimum aisle width of 6.0m is required to enable vehicles to enter and leave the parking spaces with minimum manoeuvring. It is assumed that car parking layouts will be designed to make the most efficient use of available land and include suitable landscaping. Diagrammatic examples of some possible parking arrangements are included in **Figures 8-11**.

Parking spaces must be well located to the main pedestrian entrance, preferably either to the side or front of the associated dwelling. Parking spaces located to the rear of dwellings are less likely to be used, resulting in on-street parking. Whilst sometimes unavoidable, shared parking courts should also be avoided wherever possible, as they are rarely fully utilised resulting in significant levels of on-street parking. The use of tandem spaces in parking courts will not be considered to provide an acceptable layout.

Provision of roadside lay-bys within the adopted highway will be supported and encouraged in locations most likely to be subject to on-street parking. Appropriate locations for lay-bys are adjacent to dwellings reliant on rear parking, adjacent to apartments, adjacent to public open space and near junctions where on-street parking is likely to be detrimental to highway safety.

Parking areas should be constructed and drained to an adequate standard so that the spaces provided are available at all times, e.g. they are not subject to flooding.

Advice on the layout, construction and drainage of residential parking areas can be sought from Norfolk County Council.

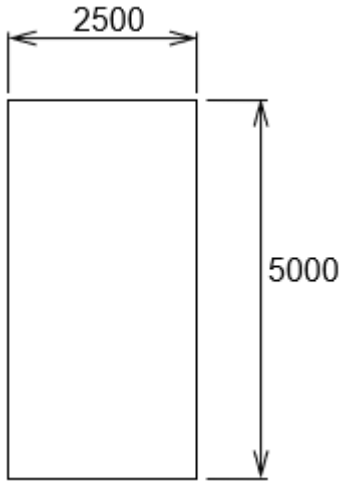


Figure 7: Car parking spaces- minimum dimensions.

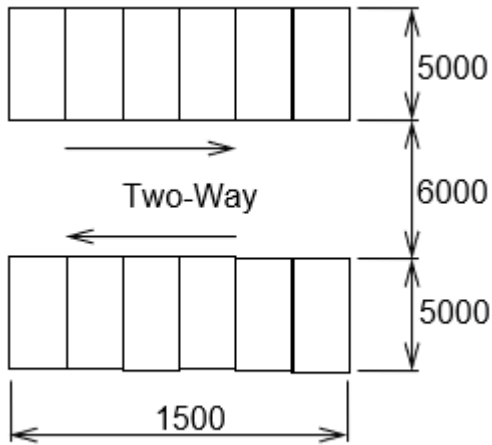


Figure 8: Two-way flow.

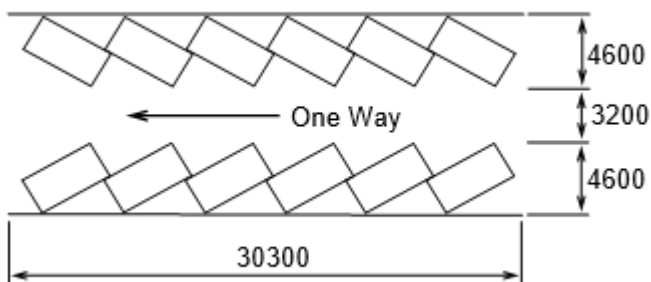


Figure 9: One-way flow- 30-degree angled parking.

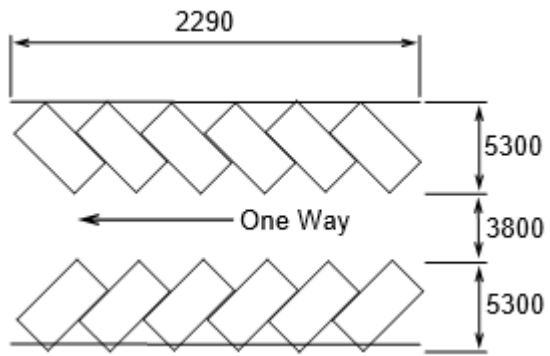


Figure 10: One-way flow- 45-degree angled parking.

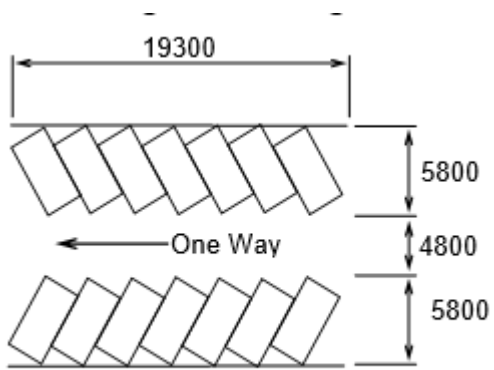


Figure 11: One-way flow- 60-degree angled parking.

Electric Vehicle Parking

Electric Vehicle charging infrastructure is essential to facilitate the Government's Road to Zero goal of ending the sale of new petrol and diesel vehicles by the year 2030. In November 2021, Government announced that new homes in England would need electric car chargers by law. Government's recently published [Taking Charge: The Electric Vehicle Infrastructure Strategy](#) states that from June 2022, Government are requiring all new homes with associated parking, including those undergoing major renovation, to have chargepoints installed at the point of construction. Charging infrastructure will also be required in new non-residential properties. Further details can be found in the Strategy and published Government guidance on meeting the new regulations can be found in [Approved Document S](#).

The County Council will recommend and incorporate new legislation, standards, and guidance as it is published.

As part of the County Council's Electric Vehicle Strategy published in 2021, it expects that suitable charging infrastructure will be provided as part of all new developments.

Local research has indicated that around 80% of charging will be home-based. Access to suitable, nearby infrastructure is therefore essential to support the needs of electric vehicle users.

Please refer to the local authority planning policies to determine any specific requirements for provision of EV charge infrastructure. All charging related equipment must be fully compliant with Building Regulations and certified with the relevant British Standards.

Residential

- New developments are in scope. From June 2022, Government are requiring all new homes with associated parking, including those undergoing major renovation, to have chargepoints installed at the point of construction.
- All new dwellings with an allocated parking space should have an EV charge point.
- All new residential developments with more than 10 unallocated off-street spaces to have 10% provision now and be future proofed for an additional 20%. NCC would not adopt off-street unallocated parking.

Non-residential

- Where non-food retail is less than 800 sqm Gross Floor Area (GFA) then it is assumed that the dwell time is such that an EV point is not required. All non-food retail greater than 800 sqm GFA should provide at least 10% of the parking provision as EV.
- Charge point rating must be appropriate for the expected typical vehicle dwell time and travel distances for customers and/or employees. Shorter dwell

times and/or longer travel times will more likely require rapid (50kW+) chargers, where fast chargers (7kW) may be sufficient for overnight fleet charging for example.

- New non-residential developments and some conversions such as a warehouse to shops are also in scope.
- All new non-residential buildings with less than 10 car parking spaces should have at least one charging point.
- Some charge points may need to be publicly accessible and/or have units that operate only by RFID cards that are accessible to employees depending on the type of business.
- All new non-residential buildings with 10 or more car parking spaces should have active provision for at least 10% of spaces. Passive provision 20%. Provision may vary in certain circumstances, for example: Retail establishments where visitors/customers have a maximum of 3 hours parking would be required to offer public charge points. Depots with charge points would not need to be publicly accessible but would likely require a higher passive percentage.
- At least one charging unit should be provided for every five accessible parking spaces. Passive provision 20%. This would need to meet the current standards for accessibility.
- Included in the provision above a minimum of one rapid charging unit (minimum 43kW) shall be provided per 50 parking spaces.

Passive provision refers to the installation of cable routes/ducting only.

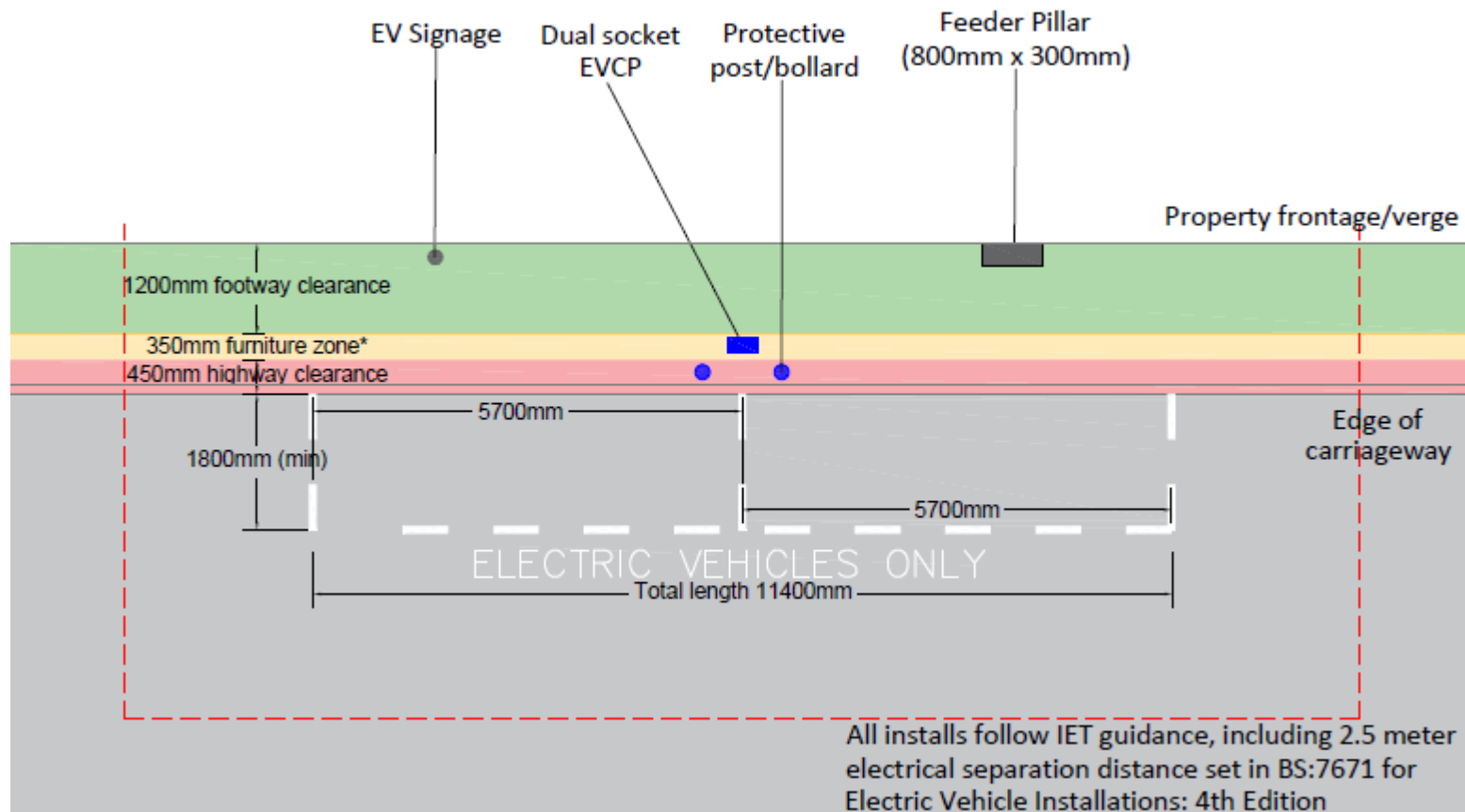
Active provision refers to fully installed and ready to use provision in accordance with the charge point specifications below.

Charge point specifications

- Meets latest, relevant Office for Zero Emission Vehicle charge point standards
- Minimum 7kW charge point for both residential and non-residential buildings.
- Most new homes have a 100 Amp, single phase connection as standard, and in most cases, it will be possible to accommodate a 7kW charge point within this connection.
- Capable for at least Mode 3 charging, to enable smart charging. The Automated and Electric Vehicles Act 2018 mandates out that all new charging points should be smart-capable.
- Untethered connections (i.e., type 2 socket, no built-in cable).
- Location of the charge point must comply with relevant accessibility standards and the Equality Act 2010. In partnership with national disability charity

Motability, the Department for Transport (DfT) has commissioned the British Standards Institution (BSI) to develop accessibility standards for EV charge points across the country. These standards will provide industry with guidance and drivers with a new clear definition of 'fully accessible', 'partially accessible' and 'not accessible' public EV charge points. The standards will provide industry with guidance on how to make individual charge points more accessible by summer 2022 and the guidance will consider aspects such as kerb height, adequate space between bollards and charge points being of a height suitable for wheelchair users.

- Meet relevant safety standards.
- On-street charge points should be designed to ensure a minimum of 1.5m footway working width clearance is maintained, either through provision of suitably wide footways or by provision of footway buildouts to accommodate charge points.

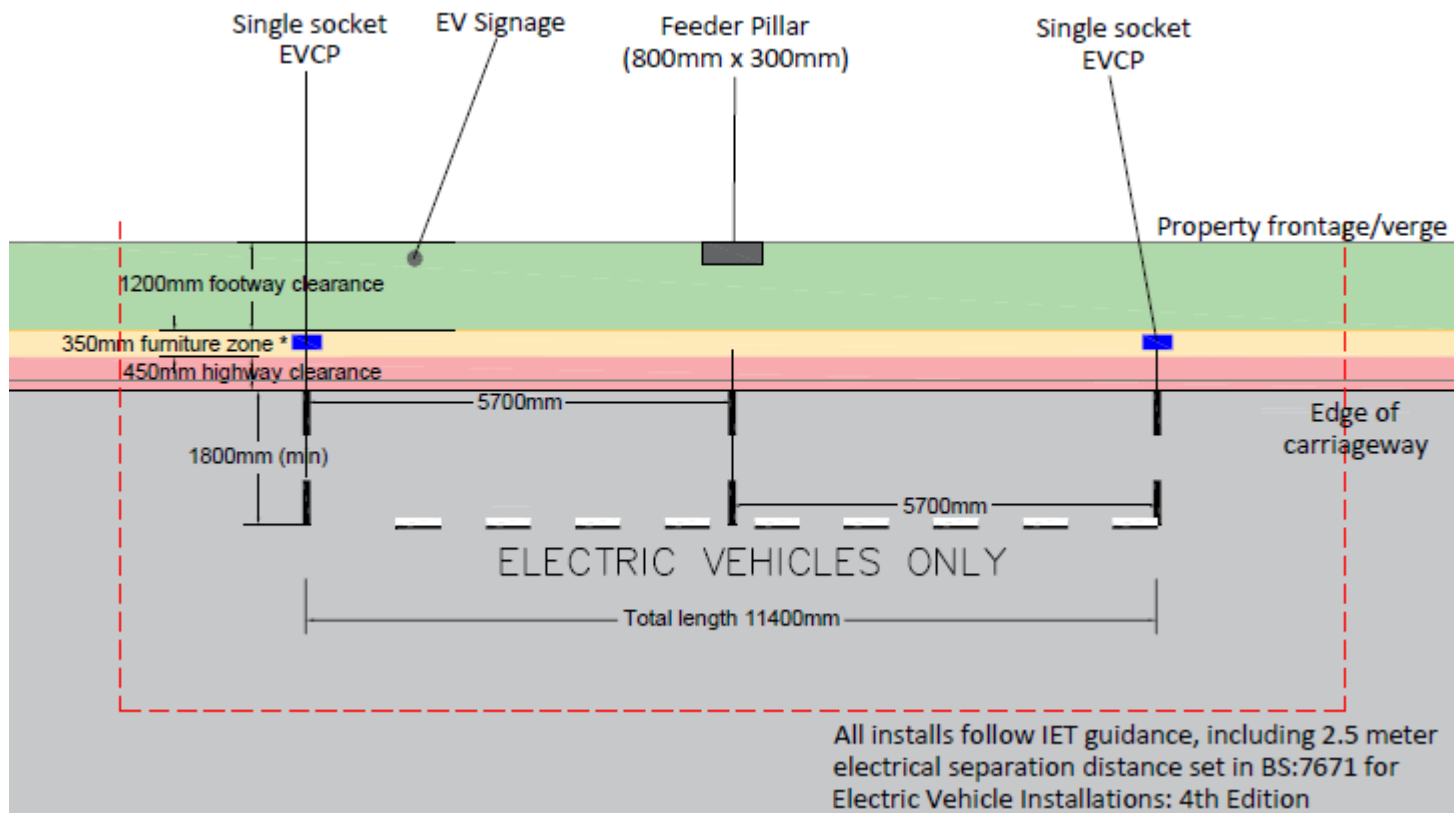


Single dual-socket charger, median example - 2000mm Footway width.

The absolute minimum (footway width), where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres.

If there are local restrictions or obstacles causing this sort of reduction in width, they should be grouped in a logical and regular pattern to assist visually impaired people.

Figure 12: EV Dual- socket charger

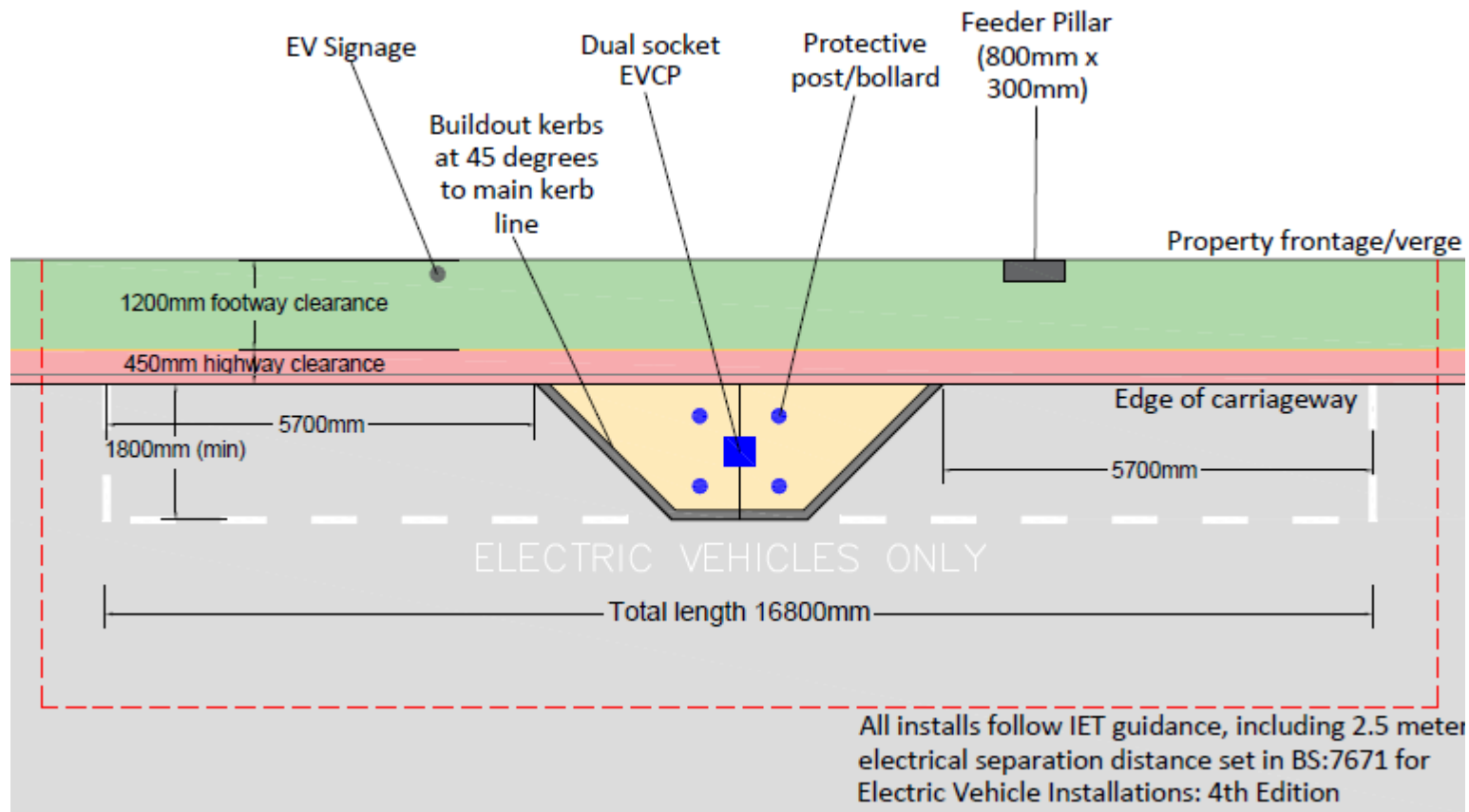


Two single-socket chargers, median example - 2000mm Footway width

The absolute minimum (footway width), where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres.

If there are local restrictions or obstacles causing this sort of reduction in width, they should be grouped in a logical and regular pattern to assist visually impaired people.

Figure 13: Separate single-socket chargers



Restrictive example - 1650mm Footway width

The absolute minimum (footway width), where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres.

If there are local restrictions or obstacles causing this sort of reduction in width, they should be grouped in a logical and regular pattern to assist visually impaired people.

Figure 14: 45-degree kerbed buildout

Service Vehicles

Service vehicles are regarded as those vehicles delivering goods to or removing goods from a development. It is recognised that servicing requirements will be unique to a particular site. For this reason, no parking standards for service vehicles are included. Developers should analyse the requirements of the development in terms of size, numbers and types of commercial vehicles visiting and should demonstrate to the local authority that sufficient service vehicle provision is being made. Non-residential development will be subject to planning conditions to ensure that servicing areas are always available for that purpose.

Service areas should be designed to make the most efficient use of the available area within a development. However, it is essential that all goods vehicles should access and leave the public highway in forward gear. Such provision should be clearly signed and laid out to avoid the area being used as an overflow car parking area. The area should also not be used for materials storage etc.

Calculation of the number of parking spaces

The number of parking spaces for any given development is related to gross floor area (gfa), unless otherwise stated. Thus, for a development that has a gross floor space of 450m² and where the car parking standard is 1 space per 20m² gfa, the calculation gives a nominal provision of 22.5 spaces (450/20). This figure would be rounded down for car parking to the nearest whole number, to give a provision of 22 spaces.

Assessment of appropriate parking provision

To reduce the reliance on the private car the standards should be applied to minimise car parking without threatening the viability or operation on new development.

The standards provided in the table should provide the starting point for assessing the parking requirements of an individual development. Determination of the appropriate parking provision for each mode should not be a formulaic process. It is important to take a wider view of the development, its location, and operational characteristics. An informed approach to the flexible application of these standards is seen as vital to maintain their integrity as a demand management tool that Government policy requires whilst reflecting the travel needs of a largely rural county, where the car remains an important way of accessing jobs and services.

Reductions in parking provision should be sought in areas with good access to jobs and services, whether by walking, cycling or public transport. The adjustment to be applied will follow a site-specific assessment of accessibility that in the case of larger sites will form part of a transport assessment. Where a development produces a travel plan, the provision of parking spaces for all modes will need to be fully integrated to support the aims of the travel plan.

Similarly, there may be cases where restriction of parking can lead to operational problems both on and off site. Inappropriate off-site parking can lead to local nuisance, can have an adverse impact on traffic flow and public transport reliability on adjacent roads and be detrimental to highway safety.

Local Plans will need to set a clear policy context sufficiently flexible to ensure car parking provision appropriate to the needs individual sites are met.

Land use classes

The [Town and Country Planning \(Use Classes\) Order 1987](#) puts uses of land and buildings into various categories known as 'Use Classes'. The current Use Classes were last updated on 1 September 2020 and are set out below.

Class B

- **B2 General industrial** - Use for industrial process other than one falling within class E(g) (previously class B1) (excluding incineration purposes, chemical treatment or landfill or hazardous waste)
- **B8 Storage or distribution** - This class includes open air storage.

Class C

- **C1 Hotels** - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels)
- **C2 Residential institutions** - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres
- **C2A Secure Residential Institution** - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks
- **C3 Dwelling houses** - This class is formed of three parts
 - C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child
 - C3(b) covers up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems
 - C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger
- **C4 Houses in multiple occupation** - Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

Class E - Commercial, Business and Service

In 11 parts, Class E more broadly covers uses previously defined in the revoked Classes A1/2/3, B1, D1(a-b) and 'indoor sport' from D2(e):

- **E(a)** Display or retail sale of goods, other than hot food
- **E(b)** Sale of food and drink for consumption (mostly) on the premises
- **E(c)** Provision of:
 - **E(c)(i)** Financial services,
 - **E(c)(ii)** Professional services (other than health or medical services), or
 - **E(c)(iii)** Other appropriate services in a commercial, business or service locality
- **E(d)** Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink,)
- **E(e)** Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)
- **E(f)** Creche, day nursery or day centre (not including a residential use)
- **E(g)** Uses which can be carried out in a residential area without detriment to its amenity:
 - **E(g)(i)** Offices to carry out any operational or administrative functions,
 - **E(g)(ii)** Research and development of products or processes
 - **E(g)(iii)** Industrial processes

Class F - Local Community and Learning

In two main parts, Class F covers uses previously defined in the revoked classes D1, 'outdoor sport', 'swimming pools' and 'skating rinks' from D2(e), as well as newly defined local community uses.

- **F1 Learning and non-residential institutions** – Use (not including residential use) defined in 7 parts:
 - **F1(a)** Provision of education
 - **F1(b)** Display of works of art (otherwise than for sale or hire)
 - **F1(c)** Museums
 - **F1(d)** Public libraries or public reading rooms
 - **F1(e)** Public halls or exhibition halls
 - **F1(f)** Public worship or religious instruction (or in connection with such use)
 - **F1(g)** Law courts
- **F2 Local community** – Use as defined in 4 parts:
 - **F2(a)** Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres
 - **F2(b)** Halls or meeting places for the principal use of the local community
 - **F2(c)** Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)
 - **F2(d)** Indoor or outdoor swimming pools or skating rinks

Sui Generis

'Sui generis' is a Latin term that, in this context, means 'in a class of its own'.

Certain uses are specifically defined and excluded from classification by legislation, and therefore become 'sui generis'. These are:

- theatres
- amusement arcades/centres or funfairs
- launderettes
- fuel stations
- hiring, selling and/or displaying motor vehicles
- taxi businesses
- scrap yards, or a yard for the storage/distribution of minerals and/or the breaking of motor vehicles
- 'Alkali work' (any work registerable under the Alkali, etc. Works Regulation Act 1906 (as amended))
- hostels (providing no significant element of care)
- waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste
- retail warehouse clubs
- nightclubs
- casinos
- betting offices/shops
- pay day loan shops
- public houses, wine bars, or drinking establishments – *from 1 September 2020, previously Class A4*
- drinking establishments with expanded food provision – *from 1 September 2020, previously Class A4*
- hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises) – *from 1 September 2020, previously Class A5*
- venues for live music performance – *newly defined as 'Sui Generis' use from 1 September 2020*
- cinemas – *from 1 September 2020, previously Class D2(a)*
- concert halls – *from 1 September 2020, previously Class D2(b)*
- bingo halls – *from 1 September 2020, previously Class D2(c)*
- dance halls – *from 1 September 2020, previously Class D2(d)*

Other uses become 'sui generis' where they fall outside the defined limits of any other use class.

For example, C4 (Houses in multiple occupation) is limited to houses with no more than six residents. Therefore, houses in multiple occupation with more than six residents become a 'sui generis' use.