

Parking Standards for Norfolk 2007
(with September 2020 revised use class references added)

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Introduction

The purpose of this document is to provide a consistent set of parking standards for application throughout Norfolk. Local Planning Authorities will need to include policy in their Local Development Frameworks to determine local parking standards 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 standards in their Local Development Frameworks to reflect local circumstances.

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

The standards take the form of maximum standards for car parking and minimum standards for all other vehicle types to accord with the latest Government advice as set out in PPS 3 - Housing (November 2006), and PPG 13 –Transport (March 2001). 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 car drivers with disabilities 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.

Generally, 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.

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/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:

- 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.
- 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.
- Be under effective surveillance
- Be kept clean, tidy and free of broken glass, overgrown shrubs and preferably under cover
- Be where motor vehicle access is limited to reduce risk of organised theft

Location requirements:

<u>Convenience</u>	Visitor	Resident / Staff
Near to entrance	essential	desirable
Weather protection	essential	essential
Visible and attractive	desirable	desirable
<u>Security</u>		
Passing Surveillance	essential	desirable
Well Lit	essential	essential
CCTV / High level security.	desirable	essential
Off street with controlled access (e.g. cycle lockers or secure compound)	desirable	essential
<u>Signing</u>		
Obvious and well signed	essential	essential
Clear, unobstructed cycle route to parking facility.	essential	essential

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 (diag. 1a and 1b) 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 (e.g. McDonalds could be their arch logo) as long as 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 considered 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 considered. 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.

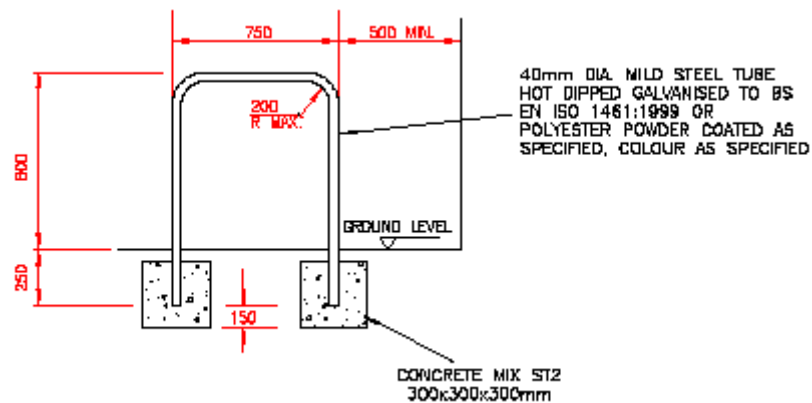
Routes to the parking facility should be direct and clearly signed within the development. Wide footways should be constructed for shared use paths and these should have priority over motor vehicles where possible. Routes that involve using roads within the development should have some form of traffic 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 or maisonettes dedicated facilities will be required for both visitors and residents (e.g. Sheffield stands and cycle lockers).

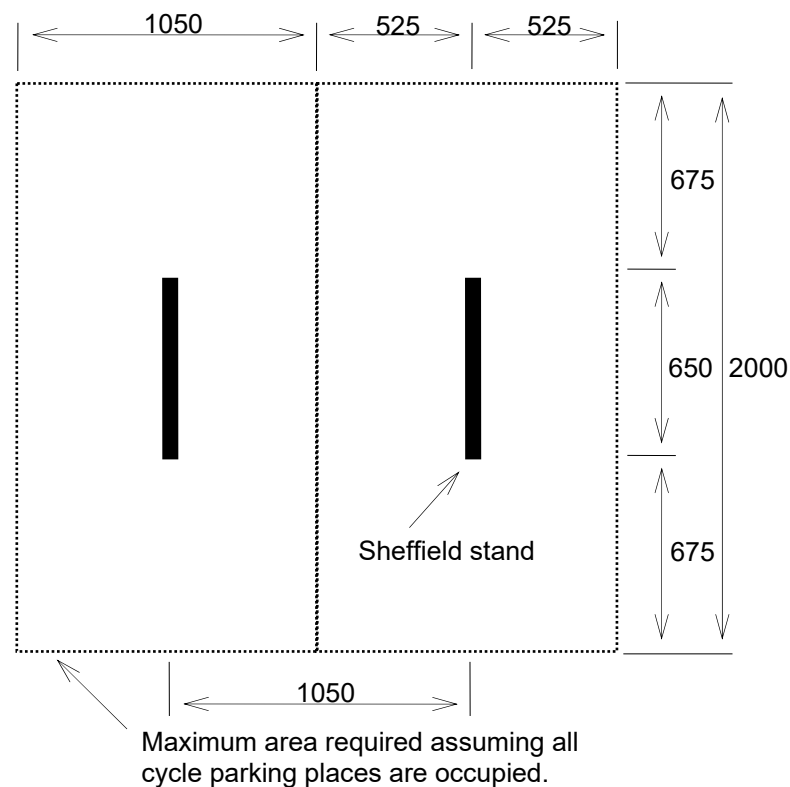
Diag. 1a

Cycle Parking - Minimum Dimensions "Sheffield" Type Cycle Stand



Diag. 1b

Minimum Dimensions for 90° Angled Parking



Parking Provision for People with Disabilities

The integration of people with disabilities is encouraged, and therefore a minimum specific car-parking requirement is included for people/drivers with disabilities. This requirement will be at least 6% of the maximum car-parking standard and will be provided over and above any agreed general car parking provision. All parking areas will have at least one space for people/drivers with disabilities. The requirement for parking provision for people with disabilities does not apply to residential development except where communal parking areas are used.

Car parking spaces for people with disabilities should be located close to an accessible entrance, preferably the main entrance. The entrance should ideally be under cover, clearly signed and not more than 50m from the designated parking spaces and at an acceptable gradient.

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 disabled parking spaces and should be referred to for the current guidance.

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.

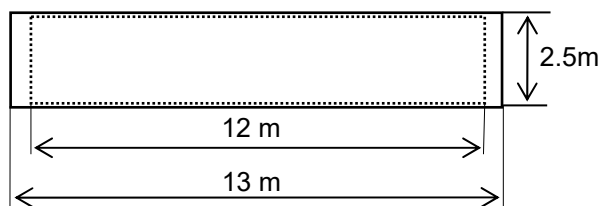
Bus and Coach Pick-up/Drop-off Points

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 diag. 1) 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 diag. 2). 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. This height gives ease of access for the mobility impaired (especially those using wheelchairs, prams, pushchairs etc).

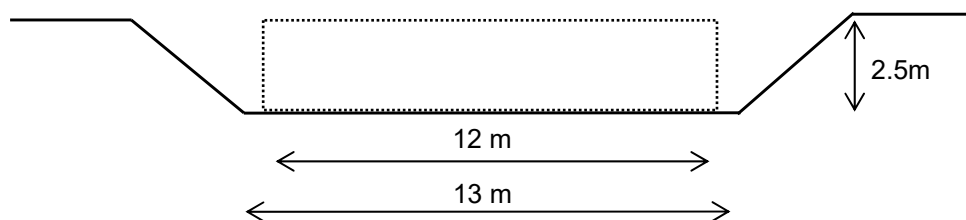
Diag. 3

Minimum
Dimensions



Diag. 4

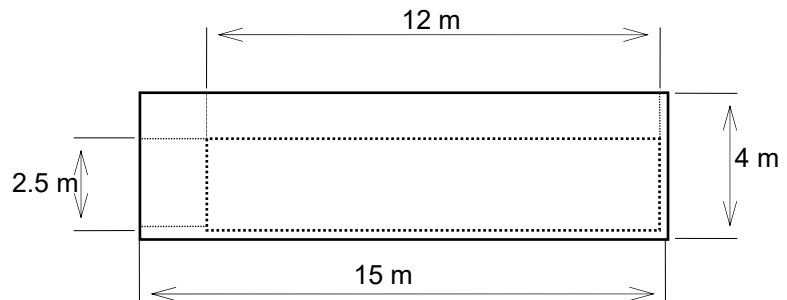
Pick-up/
Drop-off Point



Diag. 5

Coach Spaces

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".

Non PSV Minibus Parking

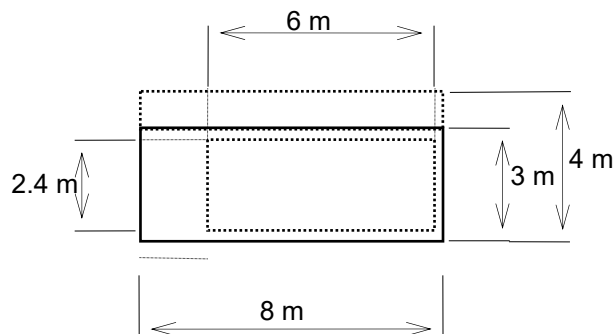
Spaces allocated for minibuses should be capable of accommodating at least an average sized minibus.

- 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 diag. 4. (4.0m width is the minimum necessary to allow passengers to disembark other than at a kerbside.)

Diag. 6

Minibus

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.



Car Parking

Size and Layout of Car Parking

In residential development garages will be counted as car parking spaces where they are large enough to function as a car parking space and provide some domestic storage. It is considered that the minimum internal dimensions of a garage to fulfil these functions is 7.0m x 3.0m.

These standards assume a car parking space of dimensions 5.0m x 2.5m for spaces with short term/high frequency of turnover. For communal residential parking and for longer term/low frequency of turnover parking a minimum space size of 4.8m x 2.4m will be accepted as recommended by Design Bulletin 32.

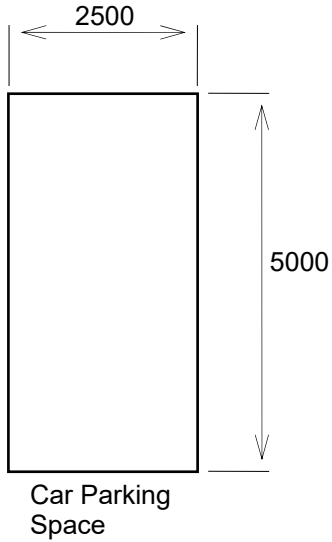
When parking is provided at right angles to the access roadway, a minimum aisle width of 6.0m is required to enable vehicles to enter and leave the parking spaces with minimum manoeuvring. It is assumed that car-parking layouts will be designed to make the most efficient use of available land, and include suitable landscaping. Diagrammatic examples of some possible parking arrangements are included as diag. 7a -7d.

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 found in the Norfolk Residential Design Guide.

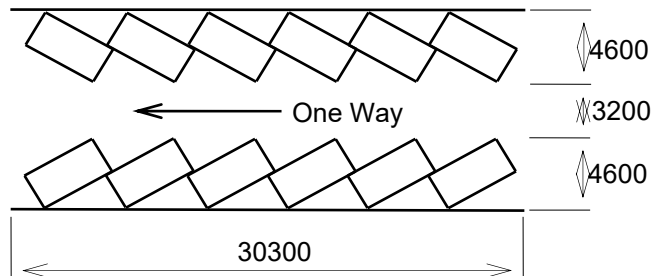
Diag. 7

Car Parking Spaces
- Minimum Dimensions



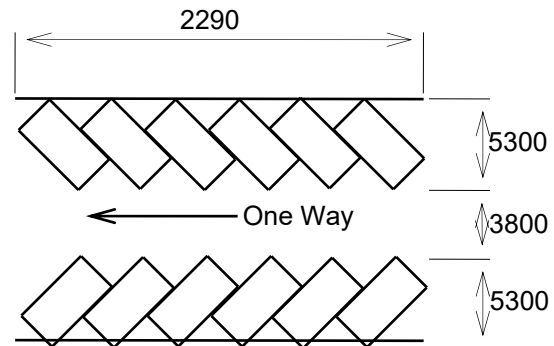
Diag.7b

One Way Flow
- 30° angle parking



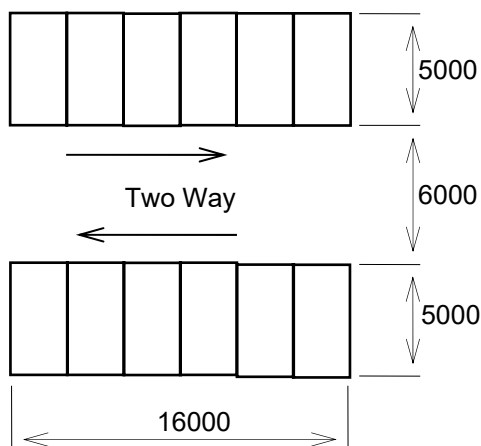
Diag. 7c

One Way Flow
- 45° Angled Parking



Diag. 7a

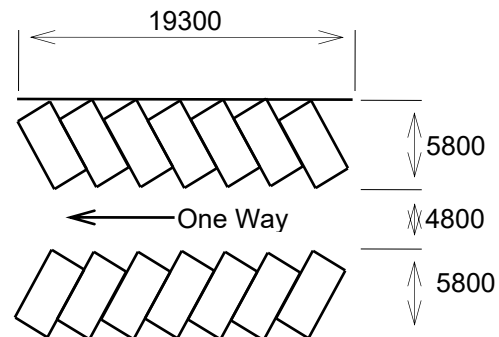
Two Way Flow



This layout is the most effective land use for two way traffic flow.

Diag. 7d

One Way Flow
- 60° Angled Parking



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. Advice on service vehicle provision can be found in The Freight Transport Association's publication 'Designing for Deliveries'.

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

The parking provisions given for private cars are a maximum. In accordance with the principles of PPG 13 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 seen as 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 Development Frameworks will need to set a clear policy context sufficiently flexible to ensure car parking provision appropriate to the needs individual sites are met.

Definitions

The following definitions are used within these standards:

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

Development to Which the Parking Standards Apply

The following Parking Standards are listed according to 'The Town & Country Planning (Use Class) Order 1987' as shown below with 'The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020' revised use class references shown bracketed in bold:

USE CLASS (September 2020 Revision)	PAGE
A1: (E & F2) Shops	16
A2: (E) : Financial & Professional Services	16
A3: (E) Restaurants and Cafes	16
A4: (Sui Generis) Drinking Establishments	17
A5: (Sui Generis) Hot Food Takeaways	17
B1: (E) Business	17
B2: General Industrial	17
B8: Warehousing	17
C1: Hotels, Boarding and Guest Houses	18
C2: Residential Institutions	18
C3: Dwelling Houses	19
D1: (E, F1 & F2) Non Residential Institutions	19
D2: (E, F2 & Sui Generis) Assembly & Leisure	21
Sui Generis	21

In view of the fact that a variety of alternative names can exist for a single land use or development, an alphabetic list of developments is set out below with a key to the applicable standard in each case. The list is not exhaustive and where an appropriate alternative name and therefore, applicable standard is not evident, a developer is advised to consult either the Local Planning Authority or the County Council.

DEVELOPMENT OR LAND USE	USE CLASS	PAGE
Art Gallery	D1 (F1)	20
Assembly, Place of	D2 (F2)	21
Badminton Club	D2 (E)	21
Bank	A2 (E)	16
Bingo Hall	D2 (Sui Generis)	21
Building Society	A2 (E)	16
Cafe	A3 (E)	16
Car Auction	Sui Generis	21
Car Sales Showroom	Sui Generis	21
Caravan Site (Residential or Permanent)	C3	19
Casino	D2 (Sui Generis)	21
Children's Home	C2	18
Chiropodist's Surgery	D1 (E)	19
Cinema	D2 (Sui Generis)	21
Clinic	D1 (E)	19
College of Further Education	D1 (F1)	20
College, Sixth Form	D1 (F1)	20
Community Centre/Hall	D2 (F2)	21

DEVELOPMENT OR LAND USE	USE CLASS	PAGE
Concert Hall	D2 (Sui Generis)	21
Crèche	D1 (E)	20
Cultural Building	D1 (F1)	20
Dance Hall	D2 (Sui Generis)	21
Day/Care Centre for Elderly People	D1 (E)	19
Day/Care Centre for Mentally Handicapped	D1 (E)	19
Day/Care Centre for Physically Handicapped	D1 (E)	19
Dentist's Surgery	D1 (E)	19
Discotheque	D2 (Sui Generis)	21
Doctor's Surgery	D1 (E)	19
Dwelling Houses	C3	19
Elderly Persons' Day/Care Centre	D1 (E)	19
Elderly Persons' Home	C2	18
Elderly Persons' Sheltered Housing	C3	19
Estate Agent	A2 (E)	16
Exhibition Hall	D1 (F1)	20
Financial and Professional Services	A2 (E)	16
Garage (Vehicle Repair)	B2	17
Garden Centre	Sui Generis	22
Guest House	C1	18
Gymnasium	D2 (E)	21
Health Centre	D1 (E)	19
High Tech Units	B1 (E)	17
Hospital	C2	18
Hostel	C1 (Sui Generis)	18
Hotel	C1	18
House	C3	19
Housing with Communal Parking	C3	19
Industry, General	B2	17
Industry, Light	B1 (E)	17
Launderette	Sui Generis	21
Leisure Centre	D2 (E)	21
Library	D1 (F1)	20
Licensed Club	A3 (E)	16
Lorry Services	A3 (E)	16
Marina	Sui Generis	22
Mentally Handicapped Persons' Day/Care Centre	D1 (E)	19
Mentally Handicapped Persons' Home	C2	18
Motel	C1	18
Motorist Services	A3 (E)	16
Museum	D1 (F1)	20
Nursery	D1 (E)	20
Nursing Home	C2	18

DEVELOPMENT OR LAND USE	USE CLASS	PAGE
Office	B1 (E)	17
Petrol Filling Station	Sui Generis	21
Physically Handicapped Persons' Day/ Care Centre	D1 (E)	19
Physically Handicapped Persons' Home	C2	18
Public Hall	D1 (F2)	20
Public House	A4 (Sui Generis)	17
Residential Caravan	C3	19
Residential Care Home	C2	18
Residential Training Establishment	C2	18
Restaurant	A3 (E)	16
Retail Superstore, Food	A1 (E)	16
Retail Warehouse Parks	A1 (E)	16
Retail Warehouse, Non-Food	A1 (E)	16
Retirement Housing	C3	19
Schools, Primary And Secondary	D1 (F1)	20
Schools, Higher And Further	D1 (F1)	20
Shared Accommodation	C3	19
Sheltered Housing	C3	19
Shop	A1 (E & F2)	16
Showroom (Motor Vehicles)	Sui Generis	21
Snooker Club	D2 (E)	21
Sports Centres, Indoor	D2 (E)	21
Sports Centres, Outdoor	D2 (F2)	21
Squash Club	D2 (E)	21
Starter Units	B1 (E)	17
Storage Units	B8	17
Superstore	A1 (E)	16
Surgery	D1 (E)	19
Swimming Pool	D2 (F2)	21
Take-Away Restaurant	A5 (Sui Generis)	17
Tertiary Education	D1 (F1)	20
Theatre	D2 (Sui Generis)	21
Veterinary Surgery/Clinic	D1 (E)	19
Village Hall	D1 (F1)	20
Warehousing	B8	17
Wholesale Warehouse	A1 (A1)	16
Worship, Place Of	D1 (F1)	20

LAND USE	CYCLE PARKING	CAR PARKING*
Class A1 (E & F2) - Shops		
SHOPS	<u>Visitors:</u> 1 space / 200m ² <u>Staff:</u> 1 space / 100m ²	1 space / 20m ² gfa
FOOD RETAIL SUPERSTORES Free standing food superstore, with gfa above 1,000m ²	<u>Visitors:</u> 1 space / 100m ² <u>Staff:</u> 1 space / 100m ²	1 space / 14m ² gfa
CASH and CARRY, NON-FOOD RETAIL WAREHOUSES,	<u>Visitors:</u> 1 space / 200m ² <u>Staff:</u> 1 space / 100m ²	1 space / 20m ² gfa
Class A2 (E) - Financial and professional services		
BANKS, BUILDING SOCIETIES, ESTATE AGENTS, ETC.	<u>Visitors:</u> 1 space / 200m ² <u>Staff:</u> 1 space / 100m ²	1 space / 20m ² gfa
Class A3 (E) - Restaurants and Cafes		
RESTAURANTS AND CAFES	<u>Visitors:</u> 1 space / 25m ² <u>Staff:</u> 1 space / 4 staff	1 space / 5m ² gfa

LAND USE	CYCLE PARKING	CAR PARKING*
Class A4 (Sui Generis) - Drinking Establishments		
PUBLIC HOUSE, WINE BAR	<u>Visitors:</u> 1 space / 25m ² <u>Staff:</u> 1 space / 4 staff	1 space / 5m ² public area
Class A5 (Sui Generis) - Hot Food Takeaway		
TAKE-AWAY OUTLETS	<u>Visitors:</u> 1 space / 25m ² <u>Staff:</u> 1 space / 4 staff	1 space / 3m ² public area
Class B1 (E) - Business		
LIGHT INDUSTRY AND OFFICES OTHER THAN A2	<u>Visitors:</u> 1 space / 100m ² <u>Staff:</u> 1 space / 50m ²	1 space / 30m ² gfa
Class B2 - General Industry		
INDUSTRIAL PROCESSES OTHER THAN B1	<u>Visitors:</u> 1 space / 200m ² <u>Staff:</u> 1 space / 50m ²	1 space / 50m ² gfa
Class B8 - Warehousing		
STORAGE AND DISTRIBUTION	<u>Visitors:</u> 1 space / 400m ² <u>Staff:</u> 1 space / 100m ²	1 space / 150m ² gfa

LAND USE	CYCLE PARKING	CAR PARKING*
Class C1 - Hotels, Boarding and Guest Houses		
HOTEL, MOTEL, BOARDING HOUSE, GUEST HOUSE, For restaurants and function rooms open to non-staying guest see A3 Food and Drink	<u>Visitors:</u> 1 space / 10 beds <u>Staff:</u> 1 space / 4 staff <u>Residents:</u> 1 space / 10 beds	1 space / bedroom (guest or staff)
Class C2 - Residential Institutions		
RESIDENTIAL CARE HOME	<u>Visitors:</u> 1 space / 20 beds <u>Staff:</u> 1 space / 4 staff	1 space / 3 beds or dwelling unit plus 1 space / resident staff plus 1 space / 3 staff present during the busiest period
HOSPITALS	<u>Visitors:</u> 1 space / 20 beds <u>Staff:</u> 1 space / 4 staff	1 space / 3 beds plus 1 space / 4 staff
RESIDENTIAL EDUCATIONAL ESTABLISHMENTS	<u>Visitors:</u> 1 space / 20 beds <u>Staff:</u> 1 space / 4 staff <u>Residents / students:</u> 1 space / 10 beds	1 space / resident staff plus 1 space / 2 other staff plus 1 space / 3 beds for students

LAND USE	CYCLE PARKING	CAR PARKING*
Class C3 - Dwelling Houses		
<p>The car parking standards set out a maximum per unit. Over a LPA area the average parking provision will reflect car ownership.</p> <p>The accessibility of a site will be determined from a site specific assessment of access to employment and services by walking, cycling and public transport. This will be used to determine the appropriate local parking provision.</p>	<p>None for individual houses with garages or rear gardens for a garden shed.</p> <p>For flats and developments with communal parking:-</p> <p><u>Residents</u> 1 space / unit</p> <p><u>Visitors:</u> 1 space / 4 units</p>	<p>General requirement</p> <p>1 space for a 1 bed unit</p> <p>2 spaces for a 2 or 3 bedroom unit</p> <p>3 spaces for a 4 or more bedroom unit</p>
Class D1 (E, F1 & F2) - Non-Residential Institutions		
HEALTH CENTRES, MEDICAL CENTRES AND FAMILY CENTRES	<p><u>Staff:</u> 1 space / 4 staff</p> <p><u>Visitors:</u> 1 space / consulting room</p>	<p>1 space / full time equivalent staff</p> <p>plus</p> <p>2 spaces / consulting room</p> <p>Plus</p> <p>ambulance space</p>
DAY CARE CENTRES	<p><u>Staff:</u> 1 space / 4 staff</p> <p><u>Visitors:</u> 1 space / 200m²</p>	<p>1 space / full time equivalent staff</p> <p>plus</p> <p>1 space / 4 persons attending</p> <p>Plus</p> <p>a dropping off / collection point for clients</p>

LAND USE	CYCLE PARKING	CAR PARKING*
CRECHES, NURSERIES	<u>Visitors:</u> 1 space / 30 children <u>Staff:</u> 1 space / 5 staff	1 space / full time equivalent staff plus 1 space / classroom Plus a dropping off / collection point for clients
SCHOOLS (PRIMARY & SECONDARY)	<u>Children</u> 1 space / 6 children (secondary only) <u>Staff:</u> 1 space / 5 staff	1 space / 1 full time equivalent staff plus 1 space / classroom Plus provision for public / schools transport
SCHOOLS (HIGHER AND FURTHER)	<u>Students:</u> 1 space / 3 students <u>Staff:</u> 1 space / 5 staff	1 space / 2 daytime teaching staff plus 1 space / 15 students Plus provision for public / schools transport
ART GALLERIES, MUSEUMS, PUBLIC OR EXHIBITION HALLS, INCLUDING COMMUNITY AND VILLAGE HALLS	<u>Visitors:</u> 1 space / 35m ² <u>Staff:</u> 1 space / 4 staff	1 space / 30 m ² gfa Plus bus / coach drop-off / pick-up point
LIBRARIES	<u>Visitors:</u> 10 spaces for a Main Library (3 for a Branch) <u>Staff:</u> 1 space / 4 staff	1 space / 30m ² gfa Plus bus / coach drop-off / pick-up point
PLACES OF WORSHIP	<u>Visitors:</u> 1 space / 5 seats	1 space / 10m ² gfa or 1 space / 10 seats

LAND USE	CYCLE PARKING	CAR PARKING*
Class D2 (E, F2 & Sui Generis) - Assembly and Leisure		
CONCERT HALLS, THEATRE, BINGO HALLS, CASINOS, DANCE HALLS, DISCOTHEQUE	<u>Visitors:</u> 1 space / 100m ² gfa <u>Staff:</u> 1 space / 4 staff	1 space / 22m ² gfa plus bus / coach drop-off / pick-up point
CINEMAS, CONFERENCE CENTRES	<u>Visitors:</u> 1 space / 20 seats <u>Staff:</u> 1 space / 4 staff	1 space / 5 seats plus bus / coach drop-off / pick-up point
SWIMMING POOLS, INDOOR / OUTDOOR SPORTS (except motor sports and firearms)	<u>Visitors / players:</u> 1 space / 4 visitors <u>Staff:</u> 1 space / 4 staff	1 space / 22m ² gfa plus bus / coach drop-off / pick-up point
Sui Generis		
PETROL FILLING STATION	<u>Visitors:</u> 1 space <u>Staff:</u> 1 space / 5 staff	1 space / 20m ² gfa of shop
MOTOR SERVICE CENTRES	1 space / 5 staff	1 space / staff plus 1 space / 35m ² gfa
MOTOR VEHICLE SHOWROOMS	1 space / 5 staff	1 space / staff plus 1 space / 45m ² of display area
LAUNDERETTE	<u>Visitors:</u> 1 space / 200m ² <u>Staff:</u> 1 space / 100m ²	1 space / 20 m ² gfa

LAND USE	CYCLE PARKING	CAR PARKING*
MARINA	1 space / 10 moorings	1 space / 2 mooring berths
STADIA	<u>Visitors:</u> 1 space / 75 seats	1 space / 15 seats plus sufficient coach parking
GARDEN CENTRES Includes all retail areas but not outside growing and storage areas	<u>Visitors:</u> 1 space / 200m ² <u>Staff:</u> 1 space / 100m ²	1 space / 20 m ² gfa
BUS STATIONS	4 spaces / bus bay	Provision of passenger drop off / pick-up point

* Standards changed from proposed 2006 standards are highlighted in **bold**.