

Parking Standards C



C Parking Standards

Appendix C: Parking Standards

- C.1** The North Norfolk Parking Standards below supplement Core Strategy policy CT6 and are based on guidance contained in PPG13, PPS3 and the East of England Plan, policy T14 Parking. The purpose of the standards is to ensure developers are aware of the required level of parking provision for different uses and to promote good design and efficient use of land. Developers and their agents are encouraged to engage in pre-application discussion with the Planning Authority and Norfolk County Council, the Highway Authority before finalising their proposals. The standards set out are the maximum provision that will normally be permitted, except for residential uses which are a minimum and maximum requirement subject to the flexibility outlined below.
- C.2** Given the rural nature of the district it is likely that the car will continue to be the dominant form of transport in North Norfolk and so it is important that sufficient parking is provided at all new development. The 2001 Census found that over 80% of households in North Norfolk have one or more cars, and over a third have two or more. Given the limited public transport available, a car is a necessity in most parts of the district. PPS3 notes that when preparing parking standards, Local Authorities should take account of expected car ownership in different locations, the importance of promoting good design and the need to use land efficiently. In the context of North Norfolk it is only in town centres where there is sufficient local services and access to acceptable levels of public transport that a reduction in the standard parking requirements for residential uses may be considered. A reduced provision may also be appropriate in Conservation Areas if this would result in an improved building design which better enhances the character of the built environment. Variation on the standards shown to provide additional parking may also be considered where there is no realistic alternative in remote rural areas.
- C.3** Although parking is required to ensure that on-street parking, road safety and local amenity problems do not arise, developers should also consider how parking facilities can be used to aid good design and reduce the dominance of cars in public spaces. There are a number of publications developers should refer to in ensuring that parking is provided in a way that maximises good urban design, including the Norfolk Residential Design Guideⁱⁱ. Design issues will be covered in Design and Access Statements required for most planning applications since August 2006. Reduced provision may be considered if a travel plan clearly indicates car- alternatives are to be provided and used. In some instances it may be appropriate to consider shared use of parking facilities. Also, a limited amount of car parking in excess of the standards may be provided at retail or leisure developments in town centres, provided that the Planning Authority is satisfied that the parking facilities will genuinely serve the town centre as a whole, encourage town centre vitality and viability, the scale is in keeping with the size of the centre, and an agreement has been secured to this end before planning permission is granted.
- C.4** Developers should ensure the following principles are taken into account:
- car parking should make the most efficient use of land;
 - car parks should be well integrated with the landscaping, including adequate space for trees;
 - standard non-residential car parking spaces should be 5m x 2.5m;
 - Garages will be counted as car parking spaces where they have a minimum internal dimension of 7m x 3m;
 - pedestrian routes should be clearly defined and not restricted by vehicular movement requirements;

i Norfolk Residential Design Guide, Norfolk County Council 1998. See also Car Parking - What Works Where, English Heritage 2005, and Manual for Streets, DCLG and Dept for Transport 2007.

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- on-street parking should have layouts to maximise 'natural' traffic calming;
- basement car parking allows for street frontage of buildings to be maintained and should be considered in appropriate locations;
- where servicing / delivery yards are required these should be at the rear and framed with building;
- cycle parking should be secure, under effective surveillance and conveniently located to the entrance or buildings with safe and direct routes to the surrounding road network;
- Parking for motorcycles, mopeds and scooters should be provided in all new non-residential developments at a rate of 1 space per 20 car parking spaces with a minimum of one space. They should be safe, secure and convenient with fixtures so that vehicles can be locked and secured. A single parking space should measure a minimum of 2.5 m x 1.2m;
- Provision should be made for people with Disabilities as at least 6% of the maximum car parking standards, provided over and above the agreed general car parking provision for non-residential developments. All parking areas will have at least one space of people with disabilities; and
- Parking areas should be adequately drained so that they are not subject to flooding or increase the risk of flooding elsewhere. Where appropriate Sustainable Drainage Systems (SUDS) should be used.
- Where the development is a mixed-use development, the parking provision should be calculated separately for each use.
- Where it is agreed that a lower parking provision is appropriate, commuted sums may be required to contribute to transport improvements or public parking provision within the settlement.

Table 7 Car Parking Standards

Use Class	Car parking requirements (gross floor area unless stated otherwise)	Cycle parking requirements
Class A1: Shops		
Shops (including 'cash and carry' and non-food retail warehouses, but excluding free-standing food superstores with an area above 1,000sqm).	1 space / 20sqm	Visitors: 1 space / 200sqm Staff: 1 space / 100sqm
Free-standing food superstore with an area above 1,000sqm.	1 space / 14sqm	Visitors: 1 space / 100sqm Staff: 1 space / 100sqm
Class A2: Financial and Professional Services		
Financial services: banks, building societies & bureau de change. Professional services (other than health or medical services): estate agents & employment agencies. Other services which it is appropriate to provide in a shopping area: betting shops. (Where the	1 space / 20sqm	Visitors: 1 space / 200sqm Staff: 1 space / 100sqm

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services are provided principally to visiting members of the public.)		
Class A3: Restaurants and Cafes		
Restaurants & cafés (i.e. places where the primary purpose is the sale and consumption of food and light refreshment on the premises).	1 space / 5sqm public area	Visitors: 1space / 25sqm public area Staff: 1space / 4 staff
Class A4: Drinking Establishments		
Public House, Wine Bar or other Drinking Establishments (i.e. premises where the primary purpose is the sale and consumption of alcoholic drinks on the premises).	1 space / 5sqm public area	Visitors: 1 space / 25sqm public area Staff: 1 space/4 staff
Class A5: Hot Food Take-away		
Take-aways (i.e. premises where the primary purpose is the sale of hot food to take away).	1 space / 3sqm public area	Visitors: 1 space / 25sqm public area Staff: 1 space / 4 staff
Class B1: Business		
a) Offices, other than a use within Class A2 b) Research and development of products and processes c) Light industry	1 space / 30sqm	Visitors: 1space / 100sqm Staff: 1space / 50sqm
Class B2: General Industrial		
General Industry: use for the carrying out of an industrial process other than one falling within Class B1.	1 space / 50sqm	Visitors: 1 space / 200sqm Staff: 1 space / 50sqm
Class B8: Storage and Distribution		
Storage or Distribution Centres: Wholesale warehouses, Distribution Centres & Repositories.	1 space / 150sqm	Visitors: 1 space / 400sqm Staff: 1 space / 100sqm

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Class C1: Hotels		
Use as a Hotel, Boarding House or Guesthouse, where no significant element of care is provided.	1 space / bedroom (guest or staff)	Visitors: 1 space / 10 beds Staff: 1 space / 4 staff Residents: 1 space / 10 beds
Class C2: Residential Institutions		
Hospitals, Nursing Homes and Education and Training Centres and other uses for the provision of residential accommodation and care to people in need of care (excluding hospitals and nursing homes).	1 space / 3 beds or dwelling units plus 1 space / resident staff and 1 space / 4 staff	Visitors: 1 space / 20 beds Staff: 1 space / 4 staff Residents / students: 1 space / 10 beds
Class C3: Dwelling Houses		
Use as a Dwelling House (whether or not as a sole or main residence)	Average of 1.5 spaces / 1 bedroom unit 2 spaces / unit for 2 or 3 bedroom unit min 3 spaces and max 4 spaces / unit for 4 or more bedroom unit (depending if double garage) In designated town centres the standard may be reduced if justified by improved accessibility and/or to enhance a Conservation Area. In these cases, an average of 2 spaces / unit or less will be provided over the development site.	None for individual houses with garages or rear gardens for a garden shed. For flats and developments with communal parking: Residents: 1 space / unit Visitors: 1 space / 4 units
Sheltered housing and other housing designed for those with even higher dependency and support needs.	1 space / 3 beds or dwelling units plus 1 space / resident staff and 1 space / 4 staff. All developments must have a designated space for a visiting doctor or nurse.	Visitors: 1 space / 10 units Staff: 1 space / 4 staff

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Class D1: Non-residential Institutions		
Clinics, Health Centres and Consulting Rooms (not attached to the Consultant's or Doctor's house)	1 space / FTE ^(m) staff plus 2 spaces / consulting room, plus designated ambulance space.	Visitors: 1 space / consulting room Staff: 1 space / 4 staff
Day Centres	1 space / 1 FTE staff plus 1 space / 4 persons attending. drop off/ collection point	Visitors: 1 space / 200sqm Staff: 1 space / 4 staff
Creches and Day Nurseries	1 space / FTE staff plus drop off/ collection point.	Visitors: 1 space / 30 children Staff: 1 space / 5 staff
Education (Primary and Secondary Schools)	1 space / 1 FTE staff plus provision for school transport	Children: 1 space / 6 children (secondary only) Staff: 1 space / 5 FTE staff
Education (Higher and Further)	1 space / 1 FTE staff plus 1 space / 15 students, plus provision for school transport	Students: 1 space / 3 students Staff: 1 space / 5 FTE staff
Art Galleries, Exhibition Halls	1 space / 30sqm plus bus / coach drop-off / pick-up point	Visitors: 1 space / 35sqm Staff: 1 space / 4 staff
Public Libraries	1 space / 30sqm plus bus / coach drop-off / pick-up point	Visitors: 3 spaces for a Branch Library Staff: 1 space / 4 staff
Places of Worship, Religious Instruction and Church Halls	1 space / 10sqm	Visitors: 1 space / 20 seats
Class D2: Assembly and Leisure		
Cinemas, and Bingo, Dance and Concert Halls	1 space / 5 seats or / 22sqm plus coach drop off point	Visitors: 1 space / 20 seats or 1 space / 100sqm Staff: 1 space / 4 staff

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Swimming-pools and other indoor / outdoor sports uses, not involving motor vehicles and firearms.	1 space / 22sqm plus coach drop off point	Visitors / players: 1 space / 4 visitors Staff: 1 space / 4 staff
Community and Village Halls	1 space / 22sqm plus coach drop off point	Visitors: 1 space / 100sqm
<p>Sui Generis</p> <p>This term means "unique" in a UK legal context and refers to a number of different types of development for which any change of use will require planning permission. Of particular relevance to North Norfolk are the following:</p>		
Petrol Filling Stations	1 space / 20sqm of shop	Visitors: 1 space Staff: 1 space / 5 staff
Motor Service Centres	1 space / staff plus 1 space / 35sqm	1 space / 5 staff
Motor Vehicle Showrooms	1 space / staff plus 1 space / 5sqm of display area	1 space / 5 staff
Launderette	See Shops above	See Shops above
Garden Centres: includes all retail areas, but not outside growing and storage areas	See Shops above	See Shops above

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