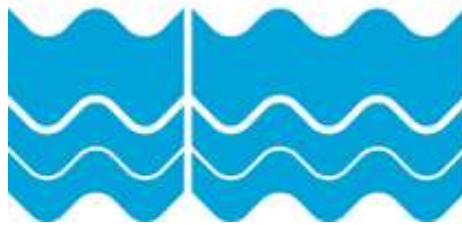


East Sussex
County Council



Guidance for Parking at Non-Residential Development

The purpose of this document is to provide a revision to the County Council's previously adopted Supplementary Planning Guidance (SPG) contained within the "Parking Standards at Development" document, dated February 2002. The proposed amendments reflect the changes in both national and local policy and will enable the Districts and Boroughs of East Sussex to apply local factors and characteristics when formulating parking provision at new non-residential development. It is considered that this Guidance will offer a more flexible approach to defining optimum levels of car parking provision and will replace the non-residential section of the previous document "Parking Standards at Development (February 2002)".

1. Introduction

In January 2011, the Coalition Government decided to remove maximum parking standards with regard to both residential and non-residential parking. The Government concluded that previous policies have directly resulted in an increased level of on-street parking consequently causing congestion and potential hazards for pedestrians.

While the emphasis remains on local planning and highway authorities to set parking standards for their areas, it is recognised that due consideration should be given to local circumstances, accessibility and local car ownership levels.

The recently published National Planning Policy Framework (NPPF) echoes these sentiments with paragraph 39 stating: "If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles"

2. The Optimum Approach for East Sussex

It is important to understand the characteristics of East Sussex before identifying appropriate parking standards. East Sussex consists of three Districts (Wealden, Rother and Lewes) and two Boroughs (Hastings and Eastbourne). While the two Boroughs could be classed as urban, the three Districts are predominantly rural with urban settlements located throughout.

Therefore, it is clear that the advice specified in the National Planning Policy Framework needs to be carefully considered for each individual Local Authority area and that a level of flexibility should be accepted when recommending a specified level of parking provision.

Careful consideration should be given to parking associated with non-residential development and it is important to differentiate the travel behaviour compared with parking at residential development. Parking at non-residential development is likely to be destination based and therefore it is likely that a number of vehicles will be travelling to the development at similar times which emphasises the need to provide appropriate levels of parking.

3. Non-Residential Parking Guidelines

The existing non-residential parking standards described within the recently rescinded Parking Standards at Development (2002) document will continue to provide the base for this guidance document. Experience since 2002 has shown that the non-residential parking standards work well however, a number of local characteristics and other considerations should be assessed before an optimum level of parking is decided upon.

It is essential that non-residential development is provided with the appropriate level of car parking provision to avoid car parking from spilling out onto the neighbouring streets which could have a detrimental effect on road safety. It is also important that excessive parking is not provided to ensure that the use of the private car is not attractive to the individual. Non-residential development will be subject to relevant planning conditions to ensure that car parking spaces are always available for the desired purpose.

The car parking guidelines and service provision are detailed in Appendix A. However, it is important to understand that these figures are a guide and there should be a degree of flexibility depending on

the local characteristics and other relevant considerations in relation to the specific site. These considerations are discussed in more detail below.

4. Local Characteristics and Other Considerations

There are a number of additional considerations that will need to be considered in order to achieve the desired optimum level of parking provision at non-residential development. These considerations will be site specific and therefore it is essential that each site is assessed on its own merits. In some circumstances, it may be considered appropriate to adjust the parking guidelines suggested in Appendix A. While this will need to be clearly and robustly demonstrated at the design stage, there are other relevant factors that need to be carefully considered that such as:

- Local Characteristics

Whether the site is located within an urban or rural settlement will have a significant impact on the level of parking provision that will need to be provided.

- High levels of accessibility

Whether the site is located within appropriate walking distance of frequent bus and rail services to allow the use of non-car modes to travel to the proposed development.

- Travel Plans

Has a travel plan been submitted with realistic targets aimed at reducing car ownership levels to help promote other forms of sustainable transport?

- Car Clubs / Pool Cars

Access to a vehicle that can be shared by users / employees of the development, as well as a designated parking bay at a convenient and accessible location to help promote the use. Incentives should also be provided to encourage users / employees to share car journeys to the development.

- Controlled Parking Zones

Proposals that will have an impact on existing Controlled Parking Zones (CPZ) or existing on-street parking restrictions will need to be carefully considered.

- Availability of Public Car Parks in close proximity

The use of other car parks in close proximity will give an indication of whether additional parking is

required. Similarly, if the existing public car parks are significantly under utilised then an argument could be constructed that less parking provision could be provided.

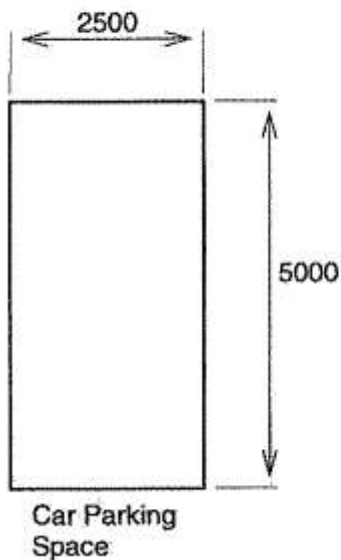
5. Design and Layout

It is considered that the design and layout of the proposed parking provision will be dictated by the size of the development. Developers are advised that while it is acknowledged that car parking layouts should be designed to make the most efficient use of available land, due consideration should be given to the likely vehicle manoeuvres associated with the chosen design.

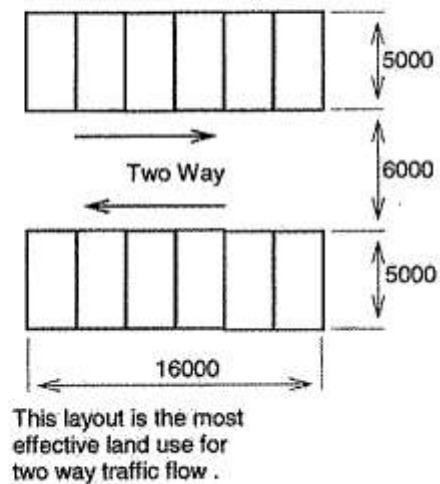
The design and layout will also be determined depending on whether there is likely to be a single flow or two-way flow of vehicles. While right angle parking represents the most efficient land use for two-way vehicle flows, it is evident that echelon parking can offer a realistic alternative as shown in the figure below and has significant manoeuvrability benefits.

Car Parking

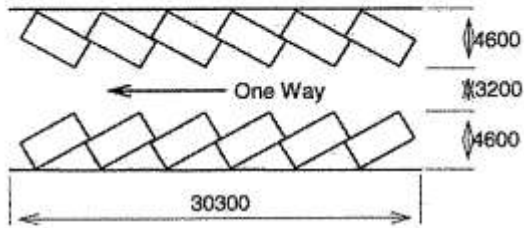
Minimum Dimensions



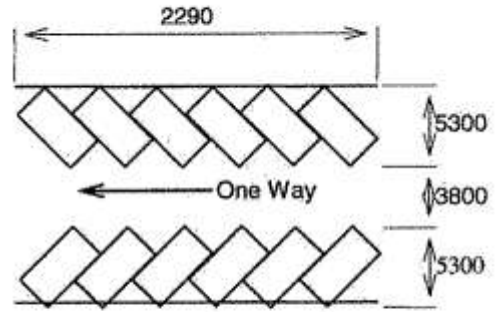
Two Way Flow



-30 degree angle parking



-45 Degrees one way flow



-60 Degree Angled Parking

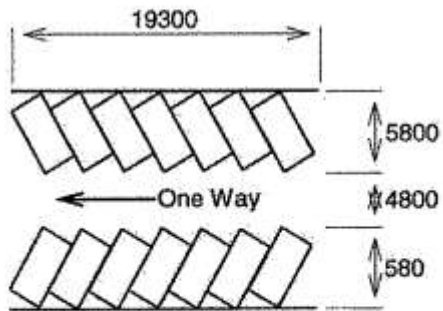


Figure 1 – Examples of possible parking arrangements

6. Parking Provision for People with Disabilities

It is important that adequate parking provision for people with impaired mobility is provided in convenient locations. In terms of actual numbers, adequate parking provision for people with impaired mobility should be in accordance with the DfT Traffic Advice Leaflet 5/95 – Parking for Disabled People. In terms of these Guidelines, the appropriate level of disabled parking provision is detailed in Appendix A.

The location of the disabled parking bays should be no more than 50m from the development entrance and at an acceptable gradient. The figure below gives an indication of the expected dimensions and likely design of disabled parking.

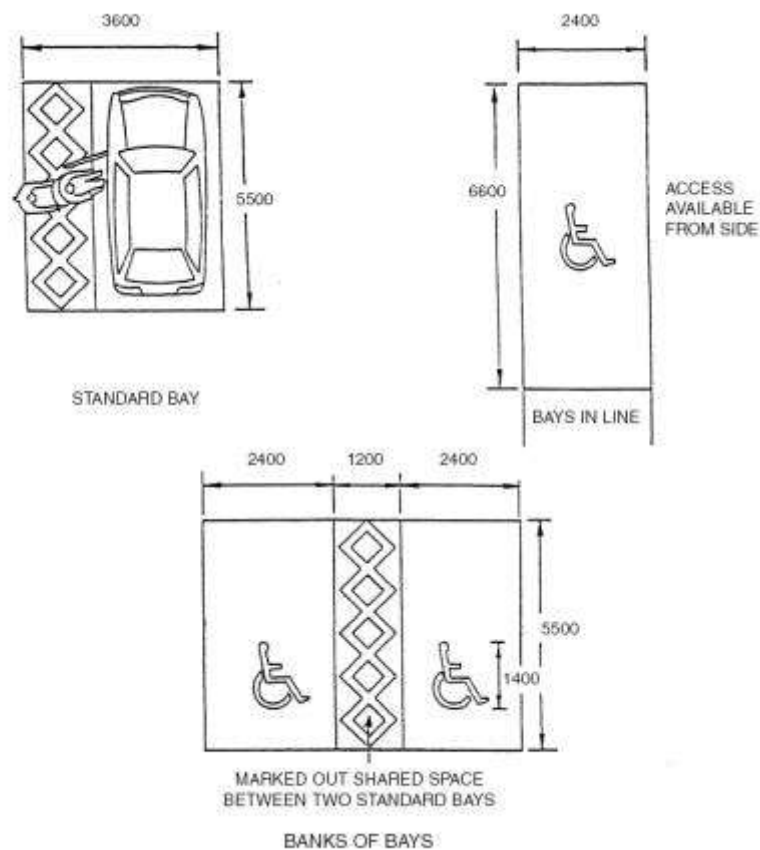


Figure 2 – Examples of possible disabled parking arrangements

7. Powered Two-Wheeler Parking Provision (PTWs)

For the purposes of this document motorcycles, mopeds and scooters are all classed as powered two-wheelers (PTWs). While the previous 'Parking Standards at Development' document did offer some limited guidance on parking for PTWs, it is widely recognised that the use of PTWs are increasing.

The guidance from the Institute of Highway Engineers (IHIE) – Guidelines for Motorcycling (2005) provides detail regarding design, location and provision of PTW parking. It suggests that appropriate parking standards are based upon a percentage of the overall parking provision which is typically 5%, or a minimum of one space at all development. This figure can be reasonably increased dependant on the likely use of the development, particularly at Colleges.

The size and design of the PTW parking space(s) should be in accordance with the guidance provided in Manual for Streets and the DfT Traffic advisory Leaflet 2/02 – Motorcycling Parking (2002).

Wherever possible, PTW parking spaces should be provided within 50m of their destination to avoid informal or ad-hoc parking which often causes obstruction or hazards to other road users.

The provision of PTW parking should be provided in addition to an appropriate level of cycle parking.

8. Cycle Provision

Cycle provision continues to offer a realistic alternative to the private car, particularly in urban settlements. However, the likelihood of an individual selecting the cycle as their mode of choice is dependant on a number of factors which can be influenced by the development such as:

- Safe, secure and covered cycle parking stands
- Provided in a prominent and convenient location
- On-site facilities including shower and changing rooms to encourage cycle use.

The location and design of cycle parking should be in alignment with the guidance outlined in Manual for Streets. Minimum cycle parking provision has been included in Appendix A.

9. Conclusion

Due to a change in both national and local policy with regards to parking standards it has become necessary to undertake a parking review of the existing standards within East Sussex. At present the current parking standards and in particular the 'Parking Standards at Development (2002)' document does not reflect current national planning policy. This guidance document has been designed to offer planning officers and developers a flexible approach in order to ascertain the optimum levels of both car and cycle parking provision at non-residential development whilst not compromising road safety for all road users.

The 'accessibility' zones that previously formed Appendices B – G within the former Parking Standards at Development (2002) document have been removed from these guidelines. However, local characteristics (section 4 of this document) will be considered when determining parking provision for individual sites and its proposed use.

APPENDIX A: OPTIMUM PARKING GUIDELINES AT NON-RESIDENTIAL DEVELOPMENT

Tables also include:

- ◆ Guidance on operational parking for service vehicles
- ◆ Minimum cycle parking standards

Minimum car parking standards for disabled people

Guidance on parking for 'powered two-wheelers'

Notes:

Car Parking

- a. gfa = gross floor area
- b. rf a = retail floor area

Cycle Parking

- ◆ Space = space to park 1 bicycle
- ◆ l/t = long term
- ◆ s/t = short term

◆ f/t = full-time staff equivalents

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
A1 Shops	Individual shops up to 500m ² gfa, shopping parades, indoor & outdoor markets	1 space per 30m ² gfa plus 50m ² of usable space per unit for loading & unloading (for indoor markets this can be reduced to 50 m ² for 3 units)	1 s/t space per 150m ² gfa plus 1 l/t space per 10 f/t staff
	Food supermarkets exceeding 500m ² gfa but not exceeding 2,500m ² rfa (excludes discount food-stores)	1 space per 18m ² gfa plus 50m ² of usable space for loading & unloading for each 750m ² gfa	
	Food superstores- hypermarkets exceeding 2,500m ² rfa and all discount food-stores irrespective of rfa size	space per 15m ² gfa plus 50m ² of usable space for loading & unloading for each 750m ² gfa	1 s/t space per 250m ² gfa plus 1 l/t space per 10 f/t staff
	Cash and Carry wholesale and Clubs	1 space per 25m ² gfa plus 50m ² gfa of usable space for loading & unloading for each 750m ² gfa	1 s/t space per 350m ² gfa plus 1 l/t space per 10 f/t staff
	Non-food retail warehouses (including DIY stores) with garden Centres	1 space per 25m ² gfa plus 50m ² gfa of usable space for loading & unloading for each 750m ² gfa	
	No-food retail warehouses	1 space per 35m ² gfa plus 50m ² gfa of usable space for loading &	

	(including DIY stores) without garden centres.	unloading for each 750m ² gfa	
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
A1 Shops (continued)	Garden centres up to 4,000/5,000m ² gfa	1 space per 25m ² overall display area (inside & out) plus provision of usable space for loading & unloading – to be agreed on a site by site basis	1 s/t space per 350m ² gfa plus 1 l/t space per 10 f/t staff
	Garden centres exceeding 4,000/5,000m ² gfa	to be decided in each case on individual merits (less parking provision is likely to be required than for smaller garden centres, pro-rata to gfa)	1 s/t space per 350m ² gfa (up to 4,000/5,000m ² gfa with requirements for additional s/t parking to be decided in each case on individual merits) plus 1 l/t space per 10 f/t staff
	Retail parks	Based on individual uses (shared parking & an overall reduction in provision, taking into account linked trips on site); subject to surveys	Based on individual uses, taking into account shared parking

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
A2 Financial & Professional Services	Banks, building societies, estate agencies & other agencies, betting shops, etc.	1 space per 30m ² gfa	1 s/t space per 200m ² gfa plus 1 l/t space per 10 f/t staff note: A2 offices should be treated as B1 offices
A3 Food & Drink	Restaurants, cafés	1 space per 5m ² of public area plus 1 space per 2 f/t equivalent staff members	1 s/t space per 100m ² gfa plus 1 l/t space per 10 f/t staff
	Public houses, licensed clubs	1 space per 2.5m ² of net bar area plus 1 space per 2 f/t equivalent staff members	
	Take-away hot food shops (excluding fast food drive-thru restaurants)	1 space per 5m ² of public area plus 1 space per 2 f/t equivalent staff members	
	Fast food drive-thru restaurants	1 space per 8m ² gfa	
	Pub restaurants	1 space per 10m ² gfa	
	Roadside restaurants	1 space per 2 seats plus 1 space per 2 f/t equivalent staff members	
	Roadside service areas	To be decided individually in each case, based on transport assessment	
	Motorway service areas		
	Transport cafés	50m ² of usable space for parking per seat plus 1 space per 2 f/t equivalent	1 l/t space per 10 f/t staff

		staff members	
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
B1 Business	B1a offices	1 space per 30m ² gfa	1 s/t space per 500m ² gfa plus 1 l/t space per 10 f/t staff
	B1b research & development, studios, laboratories, high tech/B1c light industry	1 space per 35 – 40m ² gfa usable space for loading & unloading to be agreed on a site by site basis	
B1 Business Parks/Science Parks	Mixture of B1 categories a/b/c	1 space per 35 – 40m ² gfa usable space for loading & unloading to be agreed on a site by site basis	
	Mixture of Use Classes not Known (range dependent on nature of Park envisaged e.g. B1/B2 or B2/B8)	1 space per 40 – 60m ² gfa usable space for loading & unloading to be agreed on a site by site basis	
B2 General Industry	General indoor processes	1 space per 50m ² gfa plus 50m ² of usable space for loading & unloading per 200m ² gfa	
B8 Storage & Distribution	Wholesale distribution, builders merchants, storage (under cover or open)	1 space per 100m ² gfa plus 1 space per 30m ² gfa for associated office accommodation usable space for loading & unloading/lorry parking to be agreed on a site by site basis (a benchmark figure of 1 space per 200m ² gfa to 1 space per 500m ² gfa (1 lorry space minimum) will be used as a guide)	

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
B8 Storage & Distribution (continued)	Cash and Carry wholesale and Clubs	See Use Class A1	See Use Class A1
	Wholesale garden nurseries	1 space per 35m ² gfa plus 1 space per 30m ² gfa for associated office accommodation	1 l/t space per 10 f/t staff

Use Class	Description	Car Guidelines Standards & Service Provision	Minimum cycle parking standards
C1 Hotels, boarding & guest houses	Hotels, motels, guest houses, Residential cubs, holiday camps	1 space per bedroom plus 1 space per resident staff plus 1 space per 2 non-resident staff plus (where appropriate) 50m ² of usable space for loading & unloading	1 l/t space per 10 beds plus 1 l/t space per 10 f/t staff
C2 Residential Institutions	Residential schools	1 space per resident staff plus 1 space per 2 other f/t staff on duty at any one time plus 1 space per 10 students over 17 years old	1 s/t space per 10 f/t staff plus 1 l/t space per 3 students
	Residential colleges and training Centres	1 space per bed plus 1 space per 2 staff on duty at any one time note: training centres for the handicapped must have sufficient ambulance or minibus space for picking up and setting down	
	Hospitals	1 space per bed plus 1 space per 2 staff (maximum on duty at any one time) plus suitable ambulance bays	1 s/t space per 20 beds plus 1 l/t space per 10 staff on duty at any one time
	Hospices	1 space per 2 beds for staff and visitors plus a minimum of 1 ambulance bay	
	Nursing homes	1 space per 2-3 beds (for staff and visitors) plus 1 space per resident proprietor, plus ambulance bay	
	Residential care homes (rest homes including houses for the elderly & the mentally/physically	1 space per 4 beds for staff and visitors plus 1 space per proprietor or	

	handicapped)	resident staff	
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D1 Non-residential Institutions	Health centres, clinics, doctors, dentists, veterinary and other medical surgeries	4 spaces per consulting room plus 1 space per 2 auxiliary staff on duty at any one time note: where surgeries are attached to dwelling houses, the appropriate residential standard should be added	1 s/t space per consulting room plus 1 l/t space per 10 staff on duty at any one time
	Patch offices, day centres	2 spaces per 3 staff members plus 3 spaces for visitors note 1: additional visitor parking may be required for large establishments employing in excess of 20 staff note 2: minibus setting down and picking up areas will be required for day centres	1 l/t space per 10 staff on duty at any one time
	Libraries, art galleries, museums, tourist information centres, citizens' advice bureaux	1 space per 2 f/t equivalent staff plus 1 space per 30m ²	1 l/t space per 10 f/t staff plus 1 s/t space per 100m ² gfa
	Community centres, church halls, public halls	1 space per 5 seats	1 s/t space per 200m ² gfa plus 1 l/t space per 10 staff on duty at any one time
	Places of worship (including crematoria chapels)	1 space per 5 seats	
	Private nurseries	1 space per 2 f/t equivalent members of staff plus 1 space per 4 children	1 l/t space per 10 f/t staff

		for parents' delivery/collection	
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Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D1 Non-residential Institutions (continued)	Educational establishments: i) Nursery, infant, primary, junior schools ii) Secondary schools, community colleges, sixth form colleges iii) Further and higher educational establishments (including tertiary colleges)	1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2 spaces for visitors note: on-site area for setting down and collection 1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2 spaces for visitors plus 1 space per 10 pupils over the age of 17 note: on-site area for setting down and collection that should be able to accommodate school buses as well as parents' cars 1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2 spaces for visitors plus 1 space for every 15 students	1 l/t space per 10 f/t staff plus primary and junior schools: 1 l/t space per 15 students Secondary schools, community colleges, sixth form colleges: 1 l/t space per 5 students Further and higher education: 1 l/t space per 5 student

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Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D1 Non-residential Institutions (continued)	(iv) special schools, day care centres (v) Language schools	1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2 spaces for visitors note: on-site area for setting down and collection and for ambulances 1 space per teaching member of staff plus 1 space per 3 non-teaching staff members plus 2 spaces for visitors	1 1/t space per 15 students 1 1/t space per 5 students
	Notes for all educational establishments 1. Travel Plans, Safe Routes to School and School Safety Zone schemes should be considered for all appropriate educational establishments 2. Overspill parking for uses outside of the school day should be accommodated through the use of dual purpose surfaces (e.g. all-weather		

	<p>play areas, courts, etc) as appropriate.</p> <p>3. 50m² of usable space for service loading and unloading should be provided (except for language schools).</p>	
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Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D2 Assembly & Leisure	Cinemas, bingo halls, concert halls	1 space per 5 seats plus 1 space per 3 staff employed at the busiest times plus suitable space for service loading & unloading	up to 500 seats: 1 s/t space per 20 seats plus 1 l/t space per 10 staff on duty at any one time
	Theatres	1 space per 5 seats plus 1 space per 3 staff employed at the busiest times plus suitable space for service loading & unloading	over 500 seats: 25 s/t spaces plus 1 s/t space per 100 seats in excess of 500 plus 1 l/t space per 10 staff on duty at any one time
	Conference facilities	1 space per 5 seats	
	Dance halls, clubs	1 space per 2.5m ² bar area plus 1 space per 2 f/t equivalent staff members	1 s/t space per 50m ² gfa plus 1 l/t space per 10 f/t staff
	Swimming pools, ice rinks, sports centres	1 space per 10m ² of pool/rink area or sports facility plus 1 space per 10 spectator seats plus 1 space per 3 staff normally present plus coach stopping	

		area and coach parking as appropriate	
	Racquet clubs	4 spaces per court (tennis- badminton) 2-4 spaces per court (squash)	
	Laser-Quest type centre	1 space per 22m ² gfa	
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D2 Assembly & Leisure (continued)	Historic houses and gardens open to the public.	1 space per 400 visitors per annum (60% all-weather, 40% overflow) plus 1 coach space per 5000 visitors per annum. note 1: these standards include staff parking note 2: there may be circumstances where the standard for visitor attractions is more appropriate.	1 l/t space per 10 f/t staff plus s/t visitor space based on transport assessment.
	Leisure parks	Based on individual uses (shared parking & an overall reduction in provision, taking into account linked strips on site); subject to surveys	Based on individual uses, taking into account shared parking
	Golf i) 18 hole golf course ii) 9 hole golf course iii) Driving range (20-30bays) iv) Courses larger than 18holes and/or where international, national & significant local events take	100 spaces 50 spaces 50 spaces to be decided in each case on a site by	10 l/t spaces per 18 holes 5 l/t spaces per 9 holes 5 s/t spaces per 20/30 bay driving range

	place	site basis	Note for all courses/ranges: Additional spaces may be required for associated facilities (i.e. restaurant, swimming pool, snooker room etc) and these will be assessed individually.
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
D2 Assembly & Leisure (continued)	Marinas	1 space per berth plus 10% extra for visitors (plus relevant standard for other Uses and operational requirements)	1 l/t space per berth
	Sports pitches	1 space per 2 players at the busiest period plus 1 space per 5 spectator positions Note: professional or semi-professional proposals will be assessed individually	1 s/t space per 10 players at busiest period
	Riding centres, equestrian uses	2 spaces per loose box or horse (whichever is the greater)	1 s/t space per 6 loose boxes or horses, whichever is the greater
	Private stables	1 space per loose box or horse (whichever is the greater)	
	Indoor bowls, bowling alleys	2 spaces per lane plus 1 space per 10 spectator seats	1 s/t space per 3 lanes, 1 s/t space per 25 seats plus 1 l/t space per 10 f/t staff
	Touring caravan sites, camp sites	1 space per pitch plus 1 space per f/t staff member	1 l/t space per pitch plus 1 l/t space per 10 staff on duty at any one time

	Visitor attractions, theme parks, country parks	1 space per 200 visitors per annum (60% all-weather, 40% overflow) plus 1 coach space per 5000 visitors per annum note: these standards include staff parking	1 l/t space per 10 f/t staff plus s/t visitor space based on transport assessment
Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
Other Uses	Courts	1 space per magistrate and f/t employee plus 6 spaces per courtroom note: secure facilities will also be required	2 l/t spaces per courtroom plus 1 l/t space per 10 f/t staff
	Ambulance and fire stations	1 space per staff member on duty at any one time plus an additional 25% to allow for the shift changeover period and for visitors plus space for operational vehicles	1 l/t space per 10 staff on duty at any one time plus 25 per cent extra for shift changes/visitors
	Petrol filling stations	1 space per employee note 1: additional spaces will be required if a shop is provided note 2: standing room within the site for a minimum of 1 extra vehicle per pump in addition to those using the pumps note 3: adequate routing and standing facilities for petrol tankers so that normally no reversing is necessary note 4: in addition, where car wash facilities are provided, there should be sufficient room to allow for 3 further vehicles to wait, additional to the vehicle	1 l/t space per 10 f/t staff plus 5 s/t spaces if shop included

		using the facility	
	Tyre, exhaust and windscreen fitting workshops	1 extra space per bay plus 1 space per employee plus 50m ² of usable space for loading & unloading	1 l/t space per 10 f/t staff

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
Other Uses (continued)	Garage and vehicle repairs	1 space per employee plus 3 extra spaces per bay plus 50m ² of usable space for loading & unloading note: this does not allow for the storage of damaged vehicles, etc	1 l/t space per 10 f/t staff
	Car sales (excluding car auctions)	1 space per 50m ² of indoor and outdoor sales area plus 1 space per employee note: where appropriate, off-street space may be required for loading & unloading (e.g. by car transporter)	
	Car hire establishments	1 space per hire car plus 1 space per 2 f/t equivalent staff	
	Catteries and kennels	1 space per 5 animal units note: this includes an allowance for staff parking	

Use Class	Description	Car Parking Guidelines & Service Provision	Minimum cycle parking standards
Other Uses (continued)	Resource centres	<p>2 spaces per 3 staff (excluding any residential care staff) plus 6 spaces for visitors plus 1 space per 4 units of accommodation for the residential element</p> <p>note 1: additional space will need to be provided for picking up and setting down (by car and minibus), an ambulance bay, delivery vehicles</p> <p>note 2: where the staff complement includes a significant number of Home Visitors who would attend the Centre only on an infrequent basis (e.g. for one meeting per week or less) the staff parking requirement is likely to be less</p>	<p>1 s/t space per 200m² gfa</p> <p>plus</p> <p>1 l/t space per 10 staff on duty at any one time</p>
	Rail stations	To be decided individually in each case, based on transport assessment	5 l/t spaces per peak period train
	Bus stations		1 l/t spaces per 100 peak period passengers

Use Class	Description	Minimum Car Parking Standards
Parking for Disabled Motorists	<p>Employment generating development (employees & visitors to business)</p> <p>i) up to 200 space car park (demand based as calculated from above standards)</p> <p>ii) more than 200 space car park (demand based as calculated from above standards)</p> <p>Shops/premises to which the public have access/recreation & leisure</p> <p>i) up to 200 space car park (demand based as calculated from above standards)</p>	<p>Individual spaces for each disabled employee plus 2 spaces or 5% of total capacity, whichever is greater</p> <p>6 spaces plus 2% of total capacity</p> <p>3 spaces or 6% of total capacity, whichever is greater</p>

	ii) more than 200 space car park (demand based as calculated from above standards)	4 spaces plus 4% of total capacity
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Guidance on parking for ‘Powered Two-Wheelers’ (PTW’s)

Secure parking for powered two wheelers should be considered on its merits for all new developments. The guidance from the Institute of Highway Engineers (IHIE) Guidelines for Motorcycling (2005), suggest the following:

- ◆ “as a guide, local authorities should provide around 5% of the total car parking provision for PTW’s with a minimum of 1 to 2 spaces”
- ◆ “local authorities should also take steps to ensure that workplaces, new developments and other parking not under their direct control, includes sufficient provision to ensure pressure is not simply concentrated on local authority provision”
- ◆ “parking facilities should be provided within 50m of the intended destination”
- ◆ “users should be given the opportunity to park their machines at secure parking places equipped with robust fixed anchor points to make theft a less attractive proposition”