

LPSPG2

Vehicle Parking Standards

INTRODUCTION

Growth in motor traffic, particularly the ownership and use of private cars, has led to greatly increased levels of congestion and pollution. As a result there has been a shift in national transport policy and planning towards a more sustainable approach. Local authorities are expected to promote this by encouraging alternative forms of transport to the car, mainly public transport, walking and cycling.

Whereas previous parking guidance advocated a minimum benchmark for the number of spaces permitted, the new standards set a maximum limit on the number of spaces provided. Adopting the principle of maximum parking standards is a means of promoting sustainable development. The application of such car parking standards is a key means of contributing to the reduction of traffic levels in the district.

Parking standards for cycles and motorcycles are included separately. It should be noted that these standards are the minimum permitted provision, rather than the maximum. This reflects the sustainable nature of these types of travel.

The note also includes guidance on the provision of parking for people with disabilities

POLICY BACKGROUND

The purpose of this Supplementary Planning Guidance note is to set out the car parking standards that are to be applied throughout the district. This will assist developers in the preparation of plans and ensure that planning applications are submitted with an acceptable level of parking provision. The car parking standards contained within this note are in accordance with Planning Policy Guidance (PPG) published by the government in PPG3 Housing (March 2000), PPG 13 Transport (March 2000) and the Essex and Southend-on-Sea replacement Structure Plan, policy T12-Vehicle Parking.

The parking standards are based on those proposed by the Essex Planning Officer's Association (EPOA) in "Vehicle Parking Standards" August 2001.

THE APPLICATION OF CAR PARKING STANDARDS

Whilst this note is intended to provide consistency across the district, there are locations where the guidelines may need to be varied. Town centres that have good access to public car parking facilities and alternative forms of transport will need minimal provision. Rural areas where the car is the only realistic means of getting about may be permitted to include greater levels of parking.

The Parking Standards are based on the Town & Country Planning (Use Classes) Order Act 1987. All standards relate to the gross floorspace of new or extended development unless otherwise stated. All references to parking spaces refer to car spaces.

Calculation of Parking Requirements

Most of the standards are related to floorspace area. Thus, where the standard is, for example, one car parking space for every 4m² of floorspace, and a development has a relevant floorspace of 19m, a calculation of 4 into 19 gives 4.75 spaces which is rounded down to the nearest whole number to give a total requirement of 4 spaces.

Where a development incorporates two or more land uses to which different parking standards are applicable, the standards appropriate for each use should be simultaneously applied in proportion. For example, where a development incorporates housing and offices, each use should be assessed separately according to the appropriate standard. The aggregated number of resulting parking spaces will be the maximum number of spaces that should be provided.

Shared Use Provision

Where shared use of parking areas can be achieved without conflict (i.e. where uses are clearly separated in terms of time of day or day of the week) this is highly desirable, provided that the provision is within the most demanding standard applicable. This may result in a reduction of the number of parking spaces that a developer provides.

Operational and Non-operational Parking

No distinction is made between operational and non-operational car parking in the standards set out in this document. Operational parking space is defined as the space required for vehicles regularly and necessarily involved in the operation of the business for which the premises are used. This includes space for commercial vehicles and for loading and unloading goods, but does not include space for vehicles to be stored, except where this is necessary as part of the business being carried on in the building. Non-operational parking space is reserved for vehicles that do not need to park on site. It has been decided not to follow this format in the present document but to distinguish instead between car parking provision and provision for service vehicles delivering goods to premises or removing goods therefrom. Therefore the guidance includes reference to the provision of space for the loading and unloading of service vehicles for each Use Class where applicable.

Service Vehicles

Service vehicles are regarded as those vehicles delivering goods to or removing goods from a premises. It is recognised that servicing requirements may be unique to a particular site. Service traffic varies with the type of enterprise within a given use class (e.g. the traffic serving a furniture shop may be very different in frequency and character from that supplying a supermarket). For this reason, no standard dimensions are provided for parking and turning spaces for service vehicles. It is considered that commercial enterprises should analyse their own requirements in terms of the size, numbers and types of commercial vehicles visiting their premises and should demonstrate to the local authority that any development proposal includes sufficient service vehicle provision to meet normal requirements. Such service provision should be clearly signed and marked to avoid being utilised as an overflow parking area.

Although mention is made of the need for provision for service vehicles under relevant Use Classes within the car parking standards, this need should be assumed to exist in all

developments visited by service vehicles. The onus is placed on applicants/developers to demonstrate that adequate provision has been made on site for loading, unloading and turning of service vehicles.

Provision for Cycle and Motorcycle Parking

The parking standards for cycle and motorcycles are expressed as minimum standards to reflect the sustainable nature of these modes of travel. Guidance on the application of these standards is provided.

Developer Contributions

In order to assist the change away from private cars, developers are expected to make contributions to enhance the local transport infrastructure in appropriate planning applications. These contributions will enable any increase in traffic to be accommodated and will support the provision of alternative forms of travel at sites where activity exceeds the maximum parking provision identified.

Transport Assessments and Travel Plans

A Transport Assessment will be required where large-scale development is proposed, particularly where this will have a significant effect on the demand for travel. Development that is likely to create additional employment will be expected to include the adoption of a Travel Plan.

MAXIMUM VEHICLE PARKING STANDARDS

USE CLASS A1 – Shops

retail of goods (other than hot food)
pet shops/stores
display of goods for sale
post office
ticket sales or a travel agency
sandwiches or cold food take-away
hairdressing
funeral direction
hire of domestic or personal goods
washing or cleaning of clothes/fabrics on the premises
reception of goods to be washed, cleaned or repaired (where sale, display or services is to visiting members of the public)

Standard:

1 space per 20m². An absolute maximum standard of 1 space per 14m² may be applied to food retail developments.

Note: In all cases, adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises. For Cash & Carry and other Retail Warehouses, including Garden Centres, see Other Standards on Page 11. A Transport Assessment may also be required.

Justification:

PPG13 recommends the above standard over a threshold of 1,000m². Previous Essex standards for such uses below this threshold were tighter, but represented minimum provision. This standard should therefore be applied to all developments.

USE CLASS A2 - Financial & Professional Services

financial services
professional services (other than health or medical)
any other services (including betting offices) which it is appropriate to provide within a shopping area, where services are principally provided to members of the public

Standard:

1 space per 20m²

Justification:

1987 Essex Standards/PPG13 Retail standard

USE CLASS A3 - Food & Drink

sale of food and/or drink for consumption on the premises
sale of hot food for consumption off the premises

Note: 'Drive-through' outlets should be considered under the heading of Roadside restaurants.

Standard:

Take-away outlets	1 space per 20m ²
Pubs and Clubs	1 space per 5m ²
Restaurants	1 space per 5m ²
Roadside restaurants	1 space per 5m ²
Transport cafes	1 lorry space per 2m ²

Note: A lower provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities.

Justification:

Take-away outlets standard based on that for shops (Use Class A1).

USE CLASS B1 – Business

offices other than a use within Use Class A2 (financial or professional services)
research and development of products or processes any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Standard:

1 space per 30m². A Transport Assessment (including a Travel Plan) is likely to be required for new or extended development of 2,500m or above.

Note: In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.

Justification:

PPG13. 1987 Essex Standards for Industry uses were tighter but represented minimum provision.

USE CLASS B2 – General Industrial

industrial processes other than those falling within Use Class B1 above.

Standard:

1 space per 50m². A Transport Assessment will be required for developments of 5,000m² or above.

Note: In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.

Justification:

As per Use Class B1 above

USE CLASS B8 – Storage or Distribution

use for storage or as a distribution centre (not including use as a shop)

Standard:

1 space per 150m². A Transport Assessment will be required for developments of 10,000m² or above.

Note: In all cases adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.

Justification:

1987 Essex Standards were tighter but represented minimum provision.

USE CLASS C1 – Hotels

use as a hotel or boarding or guest house where, in each case, no significant amount of care is provided (including Motels).

Note: For hostels, see Standards outside Use Classes Order on page 11.

Standard:

1 space per bedroom (guest or staff). Provision is expected to be less in town centre locations.

Note: A lower provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities.

Justification:

1987 Essex Standards represented as maximum provision.

USE CLASS C2 – Residential Institutions

for the provision of residential accommodation and care to people in need hospital or nursing home
residential school, college or training centre

Standard:

Residential care home	1 space per resident staff + 1 space per 3 be spaces/dwelling units
Hospitals	1 space per 4 staff 1 space per 3 daily visitors
Residential education establishments	1 space per resident staff + 1 space per 2 other staff
(any parking for students with vehicles should be provided within this figure)	

Note: A Transport Assessment may be required for new or extended development of 2,500m² and above.

Justification:

Residential care home: 1987 Essex Standards represented as maximum

Hospitals: PPG13 standard. To be applied above AND below recommended threshold (2,500m²) particularly where developments below this figure are extensions to existing premises.

Residential education establishments: Adapted from PPG13 standard for further and higher education.

USE CLASS C3 – Dwelling Houses

use as a dwelling house (whether or not as sole main residence):

- (a) by a single person or by people living together as a family
- (b) by residents living together as a single household

Standard/Justification:

PPG3 advocates an average off-street parking provision of 1.5 spaces per dwelling as a maximum that should be provided, particularly in urban locations. With high density developments in high accessibility areas such as town centres, local authorities are encouraged to allow development with little or no off-street parking, subject to the safe-guarding of the character and appearance of the area.

The plan area is of a diverse nature and to impose a uniform standard would not be possible or desirable. It also has to be acknowledged that government statements do not seek to restrict the ownership of private cars but offer alternatives to their use. This raises other issues that need to be taken into account when applying the standards.

Too rigid application of maximum standards, in existing residential areas, could result in on-street parking raising issues of pedestrian safety and possible obstruction for emergency services. Also, the impact on the living environment must be considered.

Nonetheless, local authorities would be expected to apply restraint where possible. In the case of major new developments, an average of 1.5 spaces over an estate may be possible.

For main urban areas and locations where access to public transport is good, a maximum of 1 space per dwelling is appropriate. Where an urban location has poor off-peak public transport services, a maximum of 2 spaces per dwelling is appropriate. This standard will apply to the sub-division of single dwellings into smaller units of accommodation.

In rural or suburban locations where services are poor, a maximum of two spaces for three bedroom properties and a maximum of three spaces for four bedroom properties is appropriate. For the sub-division of single dwellings into smaller units of accommodation, in these locations, a maximum of two spaces per unit is appropriate unless circumstances dictate otherwise, the spaces to be provided within the curtilage of the original dwelling or conveniently adjoining it and located clear of the carriageway, footway and site splays.

USE CLASS D1 – Non-residential Institutions

provision of any medical or health services except the use of premises attached to the residence of the consultant or practitioner
crèche, day nursery or day centre
the provision of education
museums, including the display of works of art (other than for sale or hire)
public libraries or reading rooms
public or exhibition halls
for, or in connection with, public worship or religious instruction

Standard:

Medical centres	1 space per full-time staff + 2 spaces per consulting room
Day care centres	1 space per full-time staff + 1 space per 4 persons attending +
Crèches/Nurseries	An area reserved for collection and delivery of clients
Schools	1 space per full time staff + waiting facilities where appropriate
(Primary and Secondary education)	On merit, but as a general guide: 1 space per 2 daytime teaching staff. Consideration also to be given to waiting facilities and provision for public / school transport at schools as appropriate
Schools (Further and her education)	On merit, but as a general guide: 1 space per 2 daytime teaching staff 1 space per 15 students Waiting facilities where appropriate, including priority area for Public / school transport
Art galleries	} 1 space per 25m ²
Museums/Public or Exhibition halls	
Places of Worship	} 1 space per 10m ²
Libraries/Reading rooms	

Note regarding Schools: Developments in urban locations are expected to achieve a lower maximum provision in order to promote more sustainable ways of travelling to school. Transport Assessments and Travel Plans (including Safer Journeys To School) are likely to be required for most applications for development.

Justification:

Medical centres/Day care centres: Adapted from 1987 Essex Standards. Spaces for staff are more lenient than PPG13 guidance for Hospitals due to economies of size in relation to uses.
Crèches/Nurseries: 1987 Essex Standard represented as maximum. Provision of waiting facilities may be provided in the form of a lay-by.
Schools (Primary and Secondary): Use of PPG13
Art galleries/Museums and Public or Exhibition halls: 1987 Essex Standards were tighter, but represented minimum provision. PPG13 standards for Use Class "D2 including leisure" have been adapted for these uses.

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Libraries/Reading rooms and Places of Worship: 1987 Essex Standards were tighter but represented minimum provision. Similarities have been drawn with Restaurants and Pubs and Clubs, which are often of similar size and people gather socially for short periods of time.

USE CLASS D2 – Assembly & Leisure

cinemas

concert halls

bingo halls and casinos

dance hall

swimming bath, skating rink, gymnasium or other area

for indoor or outdoor sports or recreations, not involving motorised vehicles or firearms

Note: Conference facilities and Stadia are included in Standards outside Use Class order at the bank

Standard:

Cinemas – 1 space per 5 seats

Other uses – 1 space per 22m²

Justification:

PPG13. Provision at such uses will be expected to be lower within urban areas where other parking is located nearby.

OTHER STANDARDS

The table below outlines standards for uses which are not contained within the Town & Country Planning (Use Class) Order 1987.

Use:	Standard:
Cash & Carry and other Retail Warehouses, and Garden Centres	1 space per 20m ² . A Travel Assessment will be required for developments of 5,000m ² and above.
Petrol Filling Stations	1 space per 20m ² retail space. Adequate space should be provided for the requirements of servicing vehicles.
Motor Service Centres	1 space per staff + 1 space per 35m ² .
Motor Vehicles Showrooms	1 space per 45m ² display area.
Taxi or Vehicle Hire	1 space per staff member permanently deployed at registered base site + one space per 5 registered vehicles.
Recycling Centre	1 space per staff + waiting facilities for users of the site.
Hostel	1 space per residential staff + 1 space per 2 other staff.
Caravan Parks	1 space per pitch + 1 space per residential staff + 1 space per 2 other staff.
Marina	1 space per 2 mooring berths.
Transport Interchange	On merit, in relation to location and level of service.
Conference Facilities & Theatres	1 space per 5 seats. A Transport Assessment may also be required.
Stadia	1 space per 15 seats. A Transport Assessment and travel Plan will be required.

CYCLE PARKING STANDARDS

The provision of convenient, secure parking for cyclists together with related facilities is fundamental to enabling more people to use cycling as a means of transport. This is particularly important in trying to encourage people away from single occupancy, short car journeys that are made on a regular basis.

The parking standards for cycling represented the minimum provision required. In addition to the provision of secure parking, developers will be required to demonstrate that they have considered additional needs for cyclists, such as locker, changing and shower facilities.

The standards outlined below will be applied to all applications for new or extended development. Where it is not possible to provide cycle parking spaces on-site, developers will be expected to make financial contribution towards public provision of such facilities.

Use Class:	Description of Land Use:	Minimum Cycle Parking Standard:
A1*	Shops – food non-food	1/100m ² for staff, 1/100m ² for customers, 1/100m ² for staff, 1/200m ² for customers.
A2	Financial and Professional Services	1/100m ² for staff, 1/200m ² for customers.
A3	Pubs, Clubs and Restaurants	1/4 staff, 1/25m ² for customers.
A3	Roadside Restaurants and Transport Cafes	1/4 staff, 1/25m ² for customers.
B1	Hi-Tech Industry/Offices	1/50m ² for staff, 1/100m ² for visits.
B2*	Industry	1/50m ² for staff, 1/200m ² for visits.
B8*	Warehousing	1/100m ² for staff, 1/400m ² for visits.
C1	Hotels and Motels	1/4 staff, 1/10 beds, 1/25m ² restaurant/entertainment area.
C2	Sheltered Housing	1/4 staff, 1/20 beds.

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C2	Hospitals	1/4 staff, 1/20 beds
Use Class:	Description of Land Use:	Minimum Cycle Parking Standard
C3	Residential	None if garages provided. 2/dwelling (two beds or more), 1/dwelling (one bed), + 1/8 units (for visitors)
D1	Plans of Worship	1/5 seats.
D1	Health Centres, Surgeries	1/4 staff, 1/consulting room
D1	Day Care Centres	1/4 staff, 1/200m ² for visitors.
D1	Family Centres	1/5 staff, 1/consulting room.
D1	Cultural Buildings	1/4 staff, + 1/35m ² .
D1	Public Entertainment Buildings	1/4 staff, 1/20 seats.
D1	Schools and Colleges	1/5 staff, 1/3 students.
D1	Day Nurseries	1/5 staff, 1/30 children.
D1	Libraries	1/4 staff, 3 at Branch Library, 10 at Main Library.
D2	Places of Assembly	1/10m ² .
D2	Sports Grounds	1/4 staff, 1/4 players.
D2	Indoor Sport Centres	1/4 staff, 1/4 visitors.
–	Garden Centres	1/100m ² for staff, 1/200m ² for customers.

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–	Petrol Station	1/5 staff, 1/100m ² shop floor where applicable.
–	Service Garages	1/5 staff.
Use Class:	Description of Land Use:	Minimum Cycle Parking Standard
–	Car Sales showrooms	100m ² for staff, 200m ² for customers.
–	Camping Sites	1/4 staff, 1/10 pitches
–	Marinas	1/10 moorings
–	Car Parks	1/10 parking spaces.
–	Park and Ride Sites	1/10 parking spaces.
–	Rail Stations	10/Morning peak service.
–	Bus Stations	4/bus bay.

MOTORCYCLE PARKING STANDARDS

Encouraging the use of powered two-wheeled vehicles (PTW) is a contentious issue. However, the use of such vehicles for short regular journeys also creates significant benefits, most notably in the form of reduced congestion and reduced land use for parking.

Parking standards for PTWs are represented as the minimum provision required, which reflects the advantages they have over the car and single occupancy vehicles in particular. As with cycle parking, these standards represent a basis for helping to provide sufficient PTW parking facilities throughout the district. In addition to the provision of secure parking, developers will be required to demonstrate that they have considered additional needs for PTW users, such as locker, changing and shower facilities.

Standard:

One space, plus an additional space for every 10 car parking spaces

DISABLED PARKING STANDARD AND PROVISION

Disabled parking spaces should be at least 3.3m wide and 6.6m long in order to allow the driver or passenger to get in and out of the vehicle safely, and to provide access to the rear of the vehicle for wheelchair storage. Where direct access is provided to a footway at the side or rear, spaces should be at least 2.7m or 4.8m respectively (see diagram below).

Parking standard for disabled car parking:

Standard:

Employees/Visitors to Business Premises

For Car Parks up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is the greater

For Car Parks over 200 Bays - 6 bays plus 2% of total capacity

Standard:

Shopping, Recreation and Leisure

For Car Parks up to 200 Bays - 3 bays or 6% of the total **capacity**, whichever is the greater

For Car Parks over 200 Bays - 4 bays plus 4% of total capacity

Diagram

DESIGN AND LAYOUT

As well as providing an appropriate level of car parking, it is important that new or extended developments incorporate good design for the layout, landscaping and lighting of parking. This should be user-friendly, and not interfere with the public highway or access adjacent to the parking area.

Planning for Pedestrians

The needs of pedestrians should be taken into account when designing the layout of car parks. This includes both those who have parked in the car park and those accessing the development on foot. Pedestrian access should be provided along identified preferred routes rather than simply relying on the vehicular access.

Within the car park, provision should be made so that pedestrians walk through it easily and safely. The provision of raised footways through the car park and crossing points across main vehicle routes will help to alleviate conflict between pedestrians and vehicles.

A tactile distinction should be made between pedestrian areas and vehicular areas, in order that people with visual impairment can distinguish between the two. The provision of raised areas, footway areas and tactile paving at all dropped kerbs should achieve this.

Environmental Considerations

Car parking areas are rarely attractive visually and should always be located in such positions so as to minimise their impact on the townscape, whilst at the same time encouraging their use. They should be designed so that people feel comfortable using them after dark.

It is desirable that additional land should be provided so that car parking areas may be suitably screened and landscaped. Such additional provision of land is a matter for negotiation between the intending developer and the local planning authority.

Parking Bay Size

Standard:	
Garage/Parking Bay Size for Cars	
Preferred Bay Size	5.5m x 2.4m
Minimum Bay Size	4.8m x 2.4m
Minimum Bay Size where spaces laid "end to end"	6.0m x 2.4m
Minimum Garage Size	5.0m x 2.5m

Notes:

The minimum dimensions for garages are in accordance with the Essex Design Guide. Experience has shown that garages are not likely to be used for the parking of a vehicle unless

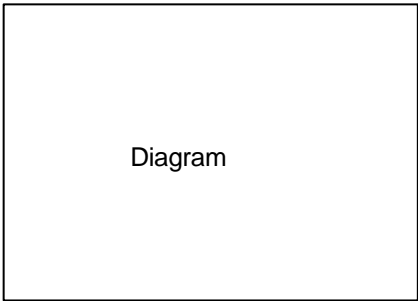
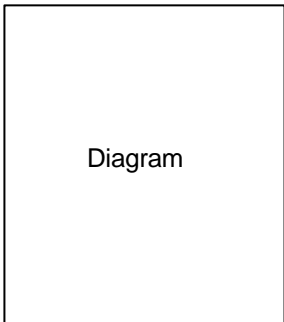
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sufficient space is also incorporated within the garage for storage. Therefore, developers are encouraged to incorporate additional space in garage design.
'End to end' parking relates to parking spaces parallel to, and abutting, a carriageway, aisle or drive to allow vehicles to manoeuvre (or 'parallel park') into the bay when adjoining bays are occupied.

Standard:		
Parking Bay Size for Lorries/Vans		
Minimum Bay Size: Vans		7.5m x 3.5m
Minimum Bay Size: Lorries	Articulated	16.0m x 3.5m
	Rigid	12.0m x 3.5m

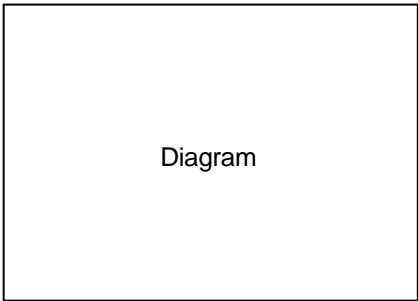
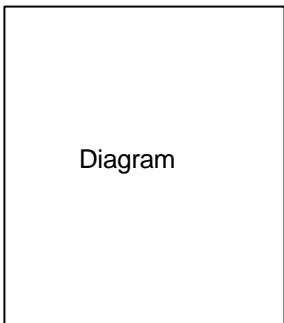
Layout of Parking Areas

The most economical layout in terms of land usage is 90 degree parking with parallel aisles, and this is referred to as angle parking, which can only conveniently be used in car parks with one way aisles. Examples of parking arrangements are shown below.



Where a developer intends to employ a one-way system a clearly marked route for drivers should be set out using suitable signs and surface arrows.

Where entry and exit points are one-way, then appropriate signs will be required, and the planning permission will be conditional on this provision. Continued adherence to the entry and exit directions will be expected. At difficult sites this approach will enable safe



Dimensions of Aisles

A width of 6.0m is required for all aisles giving direct access to 90 degree car parking. Adequate provision must be made clear of the public highway for the movement and turning of lorries as set out in the Freight Transport Association's "Designing for Deliveries".

Layout of PTW Parking Areas

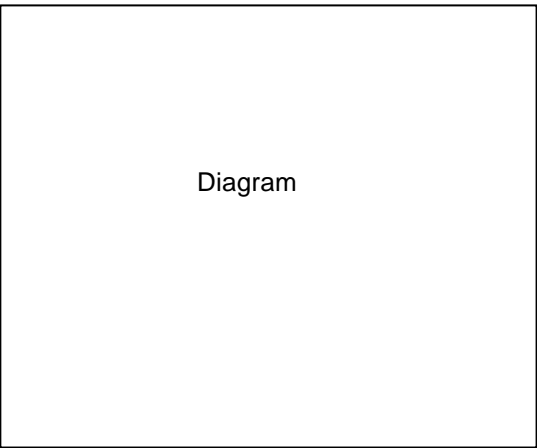
Preferred bay size PTW 2.5m x 1.5m Minimum bay size 2m x 1m With a minimum space of 1m between each bike. Provision should be made in which to secure PTW to, via a number of methods usually requiring some secure fixing to the ground. There are a number of manufacturers of this equipment, and methods chosen may vary with location

Layout and Design of Cycle Parking

Cycle parking within developments must be conveniently located near to the entrances of buildings, adequately lit, well signed and not hidden out of sight.

Fully secure, weather protected parking is required for all employee cycle parking and for residential cycle parking. Weather protection may also be required for customer parking.

Generally the acceptable types of cycle parking are 'Sheffield stands' or cycle lockers. Sheffield stands can accommodate 2 cycles provided that stands are placed 1m apart and at least 500mm from any wall. Stands that grip only the front wheel are not suitable, as they do not provide adequate support or security. Where more than 2 stands are required the 'Toast Rack' facility may be preferable.



Sheffield standard – inset "toast rack" type

SUMMARY OF CAR PARKING STANDARDS

Use:	Standard:	Justification:
A1	Shops – food Non-food	1 space per 14m ² 1 space per 20m ²
A2	Financial and Professional Services	1 space per 20m ²
A3	Take away outlets Pubs and Clubs Restaurants Roadside Restaurants Transport Cafes	1 space per 20m ² 1 space per 5m ² 1 space per 5m ² 1 space per 5m ² 1 lorry space per 2m ²
B1	Business	1 space per 30m ²
B2	General Industrial	1 space per 50m ² .
B8	Storage or Distribution	1 space per 150m ²
C2	Hotels	1 space per bedroom (guest or staff)
C2	Residential Care Homes	1 space per resident staff + 1 space per 3 bed spaces/dwelling units
C2	Hospitals	1 space per 4 staff + 1 space per 3 daily visitors.
C3	Residential Education Establishments	1 space per resident staff + 1 space per 2 other staff.
C3	Dwelling houses: – main urban areas/good access to public transport – urban location with poor off peak public transport services – rural/suburban locations	1 space per dwelling, 2 spaces per dwelling, 2 spaces per dwelling for 3 bedroom properties 3 spaces per dwelling for 4 bedroom properties.

SUMMARY OF CAR PARKING STANDARDS (Cont'd)

Use:	Standard:	Justification:
D1	Medical Centres	1 space per full-time staff, + 2 spaces per consulting room.
D1	Day Care Centre	1 space per full-time staff, + 1 space per 4 persons attending.
D1	Crèches/Nurseries	1 space per full-time staff, + waiting facilities where appropriate.
D1	Schools (Primary and Secondary Education)	1 space per 2 daytime teaching staff.
D1	Schools (Primary and Secondary Education)	1 space per 2 daytime teaching staff, + 1 space per 15 students.
D1	Art Galleries/Museums/Public Halls	1 space per 25m ² .
D1	Places of Worship/Libraries/ Reading Rooms	1 space per 10m ²
D2	Cinemas	1 space per 5 seats.
D2	Other Uses (Assembly and Leisure)	1 space per 22m ² .