

Chapter I

Residential Space Standards



I. RESIDENTIAL SPACE STANDARDS

Internal Space Standards

- I.1 The provision of sufficient space within new homes is an important element of good residential design and new dwellings should provide sufficient space for basic daily activities and needs. It is recognised that many new developments are perceived to provide inadequate amounts of both internal and external amenity space. This issue could be addressed by drafting policies on minimum residential unit sizes and external amenity space.
- I.2 The current Local Plan does not include a policy setting out specific internal and external space requirements. However, the Council's current Affordable Housing Supplementary Planning Document specifies that Affordable Housing "should meet Housing Corporation Design and Quality Standards or any future replacement."¹ Historically, there has been very limited national guidance on the issues connected with space standards within and around the home. Whilst Planning Policy Statements provided support for the development of residential space and layout standards, paragraph 50 of the National Planning Policy Framework states that Local Planning Authorities should plan for a mix of housing based on current and future democratic trends, market trends and the needs of different groups in the community, such as families with children, the elderly and people with disabilities.
- I.3 A number of options were put forward in the Issues and Options report consulted on during June and July 2012 for policy development on the basis that they outlined the most appropriate way to address this issue. These options were based on national guidance and research undertaken looking at policies set by other Local Planning Authorities. Option 106 proposed developing a policy, which sets out requirements for minimum standards based on bedspaces to be used for all new residential developments and conversions of existing dwellings to residential use. Option 107 suggested developing a new policy outlining the minimum internal floor space and storage space (in terms of gross floor area) for a range of dwelling types. Option 110 meanwhile proposed that the status quo be maintained, by taking the approach of not specifying either internal or external space standards and continuing to use the Homes and Communities Agency standards for all affordable housing delivered within the city. Analysis, responses and the preferred approaches to residential space standards are included in Appendix I of this document.

¹Cambridge City Council Affordable Housing Supplementary Planning Document, January 2008, Paragraph 26, Pages 10-11.

- I.4 The preferred approach is to follow Option 106 on internal space standards. However, within Option 106, following further research of existing standards across the country and consideration of developing a Cambridge-specific approach, it is considered that two main approaches on overall unit sizes require further consultation. Briefly, they comprise Option I.1 which originates from the London Housing Design Guide which informed the standards in the adopted London Plan (2011) (hereafter referred to as London Plan standards) and Option I.2, which stems from the Homes and Communities Agency Housing Quality Indicators (2008). As residential space standards are based on the amount of space needed for key items of furniture and circulation space within dwellings, a number of other Local Authorities have already set out their own space standards. Both the London Plan standards and the Homes and Communities Agency approach have been tested by Examination in Public and repeated use through the planning application process. Although the standards were originally developed for housing in London or for affordable housing, they are equally applicable for both private and affordable housing in Cambridge as they cover a full range of dwelling types and consider the amount of space needed by residents within their dwellings.
- I.5 The unit sizes within the Housing Quality Indicators are given as a range in order to allow some flexibility. The unit sizes provided through the Housing Quality Indicators system vary from those provided in the London Plan, with the largest differences exhibited in the largest dwelling types (11 square metres difference between the top end of the Housing Quality Indicators range and the London Plan standard). This could have an impact on the delivery of affordable housing where housing is being funded by grant funding for floorspace up to the level of the Housing Quality Indicator standards only. Additionally, as Housing Quality Indicators provide a range of unit sizes, the use of these unit sizes on a pan-tenure basis across Cambridge could mean that developers might choose to develop private housing at the lowest end of the range of unit sizes.
- I.6 The standards would be applied on a cross-tenure basis, which would allow for the same unit sizes to be applied across Cambridge on both private and affordable dwellings. The standards are intended to encourage provision of enough space in dwellings to ensure that homes can be used flexibly by a range of residents with varied needs. The standards also aim to ensure that sufficient storage can be integrated into units. It is also important to consider that these standards are expressed as minimum space standards. Housing which exceeds minimum dwelling sizes will always be encouraged, and in order to achieve certain design configurations, work within site constraints or deliver units to a particular segment of the housing market, designers and

developers may need to make early allowance to exceed the minimum gross internal area for that dwelling type.

Option I.1 Minimum Internal Space Standards for Residential Development

This option proposes a policy requiring the following minimum standards for the gross internal floor area of residential units based on bedspaces:

Designed occupancy	Dwelling Type	Unit size in square metres
Flats		
1 bedspace	Studio	37
2 bedspaces	1 bed flat	50
3 bedspaces	2 bed flat	61
4 bedspaces	2 bed flat	70
4 bedspaces	3 bed flat	74
5 bedspaces	3 bed flat	86
5 bedspaces	4 bed flat	90
6 bedspaces	4 bed flat	99
2 storey houses		
4 bedspaces	2 bed	83
4 bedspaces	3 bed	87
5 bedspaces	3 bed	96
5 bedspaces	4 bed	100
6 bedspaces	4 bed	107
3 storey houses		
5 bedspaces	3 bed	102
5 bedspaces	4 bed	106
6 bedspaces	4 bed	113
7 bedspaces	4 bed	123

In order to ensure reasonable living conditions, the following requirements will also be set out in the policy:

- Minimum bedroom sizes for single and double bedrooms respectively.
- Any room designated on plan as a study will need to be of at least the size of a single bedroom.
- Rooms will need to have a minimum headroom of 2.1 metres in order to allow for reasonable levels of storage and a sense of space. Any floorspace where the ceiling height is less than 2.1 metres will not count towards the gross internal floor area.

Applicants should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than six persons/bedspaces, developers should allow approximately 10 square metres per additional bedspace/person.

Option I.2 Minimum Internal Space Standards for Residential Development (Range of Unit Sizes)

This option proposes a policy requiring the following minimum standards for the gross internal floor area of residential units based on unit sizes outlined within the Homes and Communities Agency’s Housing Quality Indicators:

Designed occupancy	Dwelling Type	Unit size in square metres
Flats		
1 bedspace	Studio	30 - 35
2 bedspaces	1 bed flat	45 - 50
3 bedspaces	2 bed flat	57 - 67
4 bedspaces	2 bed flat	67 - 75
4 bedspaces	3 bed flat	67 - 75
5 bedspaces	3 bed flat	75 – 85
5 bedspaces	4 bed flat	75 - 85
6 bedspaces	4 bed flat	85 - 95
2 storey houses		
4 bedspaces	2 bed	67 - 75
4 bedspaces	3 bed	67 -75
5 bedspaces	3 bed	82 - 85
5 bedspaces	4 bed	82 - 85
6 bedspaces	4 bed	95 - 100
3 storey houses		
5 bedspaces	3 bed	85 - 95
5 bedspaces	4 bed	85 - 95
6 bedspaces	4 bed	100 - 105
7 bedspaces	4 bed	108 - 115

In order to ensure reasonable living conditions, the following requirements will also be set out in the policy:

- Minimum bedroom sizes for single and double bedrooms respectively.
- Any room designated on plan as a study will need to be of at least the size of a single bedroom.
- Rooms will need to have a minimum headroom of 2.1 metres in order to allow for reasonable levels of storage and a sense of space. Any floorspace where the ceiling height is less than 2.1 metres will not count towards the gross internal floor area.

Applicants should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than six persons/bedspaces, developers should allow approximately 10 square metres per additional bedspace/person.

Question I.1:

Which option do you prefer?

Question I.2:

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

External Amenity Space Standards

- I.7 Private amenity space can make an important contribution in improving the quality of life of the city's residents and supporting and enhancing local biodiversity. The National Planning Policy Framework sets out the need to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings as one of the core planning principles in paragraph 17.
- I.8 Within the Issues and Options report, Option 108 proposed developing a policy setting out minimum space standards for private outdoor amenity space only. This would be based on the number of bedspaces within the dwelling and would exclude parking areas and turning spaces. Alternatively, Option 109 suggested the introduction of a policy outlining that all new residential development (both private and affordable) should seek to provide an area of outdoor private amenity space in the form of gardens, balconies, patios and roof terraces. Option 110 meanwhile proposed that the status quo be maintained, by taking the approach of not specifying either internal or external space standards and continuing to use the Homes and Communities Agency standards for all affordable housing delivered within the city.
- I.9 The recommendation is to pursue a combination of Options 108 and 109, setting out a flexible, criteria based approach to determine adequate provision of external amenity space for houses and flats. The criteria will include those issues considered to be most influential in the development management process.
- I.10 The rationale for pursuing a mixture of Options 108 and 109 is based on the varied nature of the city and the need to consider context flexibly. Cambridge has a number of areas of varying townscape character, with different densities, dwelling types and sizes, garden sizes and distances between dwellings. A universal approach to external amenity space would not necessarily be contextually suitable. As such, it is considered that a criteria-based approach based on key issues such as location and context, orientation, shape and size of amenity space and its usability, is the most appropriate way forward. Additionally, the number of bedspaces provided

by the dwelling will need to be considered in reaching an appropriate solution, providing space for seating, play space, drying and storage space. This approach provides flexibility in design solutions, allowing the local context to be considered.

- I.11 Whilst it is relatively straightforward to ascertain minimum standards for internal residential layout based on the size of standard items of furniture and the need for circulation space within dwellings, outdoor amenity area can also be configured in a similar manner. It is recognised that outdoor amenity space for dwelling units should provide sufficient space to accommodate a table and chairs suitable for the size of dwelling; and where relevant, a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area to dry washing; circulation space and an area for children to play in. However, dependent on the context of the dwelling and the character of the surrounding area, this external amenity space could range significantly in size. As such, beyond setting out the types of structures and activities expected to be accommodated within a garden or other form of external amenity space, it is not considered appropriate to be prescriptive about minimum garden/balcony depths. It is considered that prescribing a given minimum depth for gardens/balconies would give rise to difficulties in delivering housing on constrained sites. Where a site is constrained, it may still be possible to bring housing forward with more innovative and usable solutions to the delivery of external amenity space. Although a garden length of less than 10 metres might not necessarily constitute a reason to refuse planning consent, it is considerably more likely that an application might be refused where gardens lack privacy and/or usable and accessible space; is dominated by car parking; or is subject to an unreasonable level of overlooking or enclosure.

Option I.3: General Provision of External Amenity Space

This option sets out a flexible, criteria based approach to determine adequate provision of external amenity space for houses and flats.

All new residential units will be expected to have direct access to an area of private amenity space. The form of amenity space will be dependent on the form of housing and could include a private garden, roof garden, balcony, glazed winter garden or ground level patio with defensible space from any shared amenity areas. The following criteria will be considered when assessing whether appropriate amenity space has been provided:

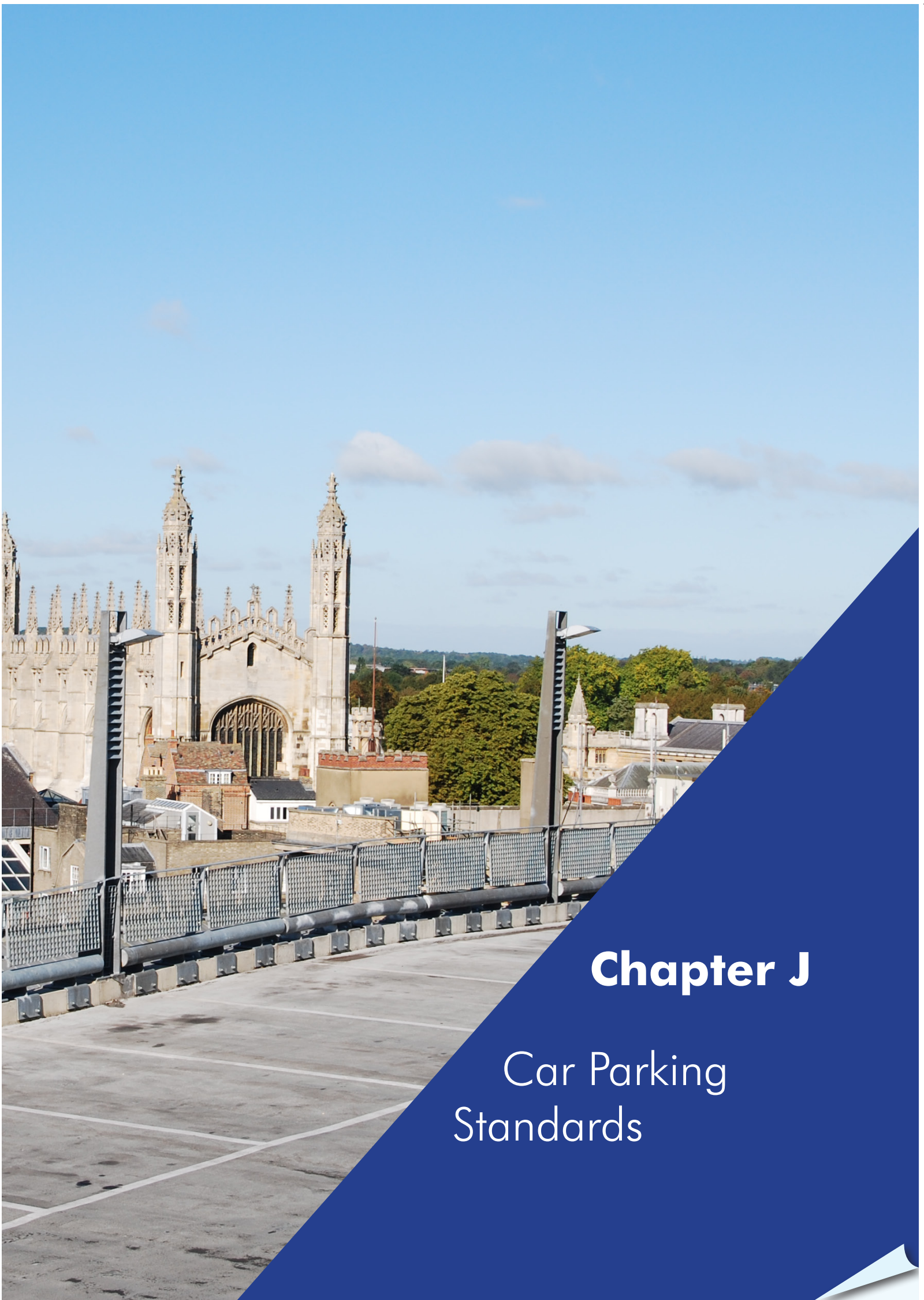
- Location and context of the development, including the character of the surrounding area;
- Orientation in relation to the sun at different times of year;
- Level of overlooking and enclosure impacting on the proposed dwelling and any neighbouring dwellings;
- Shape and size of the amenity space, including the access to that space and the practical usability of the space.

In terms of the usability of space, the policy will also need to make reference to the need to allow sufficient external amenity space to accommodate a table and chairs suitable for the size of dwelling; and where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area to dry washing; circulation space and an area for children to play in. In calculating how much space might be required, this will be based on bedspaces. External amenity space would not include car parking or turning areas. Suitable arrangements for access to refuse and recycling bins should be made, in order to prevent bins/bags being transported through dwellings.

One bedroom dwellings would not be expected to provide space for children to play, due to the low likelihood of children occupying these units. Larger dwellings would need to take space for children to play into account. In addition to private amenity space, developments with flats will need to provide high quality shared amenity areas on site to meet the needs of residents.

Question I.3:

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)



Chapter J

Car Parking Standards



J. CAR PARKING STANDARDS

- J.1 Continued growth in car ownership, both locally and nationally, means that the provision of car parking at new developments remains a key factor in the success of the development. Too much parking can cause car dominance and make the environment less pleasant. Too little parking can have a similar effect, often resulting in indiscriminate on-street parking in and around the development.
- J.2 The National Planning Policy Framework and other national guidance on car parking standards¹ explain the importance of Local Authorities using local considerations to set parking standards for their area. The guidance states that parking levels, particularly at ‘origin’ destinations (i.e. residential development) should no longer simply attempt to reduce car ownership. A Local Plan should aim to limit car usage, not car ownership. It can do this through various policies, which can include requiring new developments to develop travel plans for their users.
- J.3 In particular, there is a need to align car parking standards with local circumstances such as car ownership levels and access to public transport, walking and cycling. There is also a need to allow for design flexibility within the standards. The size, mix and type of dwellings are important in setting the level of parking for a development.
- J.4 The three options put forward in the Issues and Options report proposed a number of ways of dealing with car parking. Option 186 proposed maintaining car parking standards from the 2006 Local Plan (Appendix C Car Parking Standards). Option 187 suggested new residential standards to factor in car ownership levels in developing new residential parking standards. Finally, Option 188 proposed completely new standards for all development.
- J.5 As a result of the responses to the consultation, in which support was spread across the three options, it is proposed that using all the options outlined is the best way forward. This involves setting completely new standards for new residential development, whilst keeping the current standards for all other development.

¹ Guidance includes Residential Car Parking Research by Communities and Local Government (2007), a Guidance Note on Residential Parking by the Chartered Institute of Highways Technicians (2012) and the Manual for Streets (Department for Transport, 2007).

- J.6 However, all the parking standards (residential and non-residential) should be subject to criteria that help developers consider the individual local circumstances of each new development when drawing up car parking provision. This will help to ensure that a more holistic view is taken on all car parking for new developments.
- J.7 The new car parking standards for Cambridge will be flexible, taking into account the design and locality of each individual development, and providing the correct and appropriate form of parking.
- J.8 Furthermore, this combination of options will build upon where the current standards are working well by continuing to keep the number of parking spaces low within commercial developments, whilst also testing and updating the standards for residential development.
- J.9 The proposed options will help ensure that car parking is not overprovided. Providing too much parking could be detrimental to the appearance of a development and could impact on the likelihood of people using more sustainable modes of transport. The options will allow for spaces for car clubs and Low Emission Vehicles to be incorporated into the policy. In addition, the standards will ensure that an appropriate number of disabled car parking spaces are provided at each new development.
- J.10 The maximums proposed for new residential development (Option J.1) have been devised using local and national car ownership levels, which have been projected towards the end of the plan period using Communities for Local Government guidance on residential car parking (2007), and applied to Cambridge. In addition to this, the location (whether new development is inside or outside a Controlled Parking Zone (CPZ)) has also influenced the maximums, with lower levels of parking required inside CPZs, in line with national guidance and the current policy approach.
- J.11 With this in mind, the options below set out the proposed car parking maximums for residential development (Option J.1) and non-residential development (Option J.2), along with the criteria that developers will be required to consider when setting levels of car parking at all new development (Option J.3). As a part of Option J.3, the proposed new garage dimensions for car, refuse and bicycle storage are also provided.

Option J.1: Residential car parking standards

The new maximum standards for new residential development inside and outside the CPZ are proposed to be:

Dwelling Size	Inside CPZ	Outside CPZ
Up to 2 bedrooms	The maximum car parking to be provided is 1 space per dwelling.	The maximum average car parking to be provided is 1.5 spaces per dwelling.
3 or more bedrooms	The maximum car parking to be provided is 1 space per dwelling.	The maximum car parking to be provided is 2 spaces per dwelling.

The above standards are not to be exceeded, except where exceptional circumstances can be demonstrated.

Provision lower than the maximum levels will continue to be possible, where it is deemed necessary and appropriate. The decision on what the levels and type of car parking provision will be subject to the criteria set out in Option J.3.

Visitor parking should continue to be provided at the current ratio of 1 space for every 4 units, and provision for service vehicles and car club vehicles should also be taken into account. When considering visitor parking, the criteria set out in Option J.3 should again be taken into account to ensure the provision for visitors is ample and adequately located.

Disabled parking will remain at the same levels indicated in the Cambridge Local Plan 2006.

Option J.2: Non-residential car parking standards

The maximum standards for non-residential standards from Appendix C of the current Local Plan (2006), Appendix 2, are proposed for continuation.

However, as with Option J.1, the level and type of parking provision at each development will again be subject to the criteria, set out in Option J.3.

Disabled parking will remain at the same levels indicated in the Cambridge Local Plan 2006.

Option J.3: Criteria based approach to addressing local circumstances

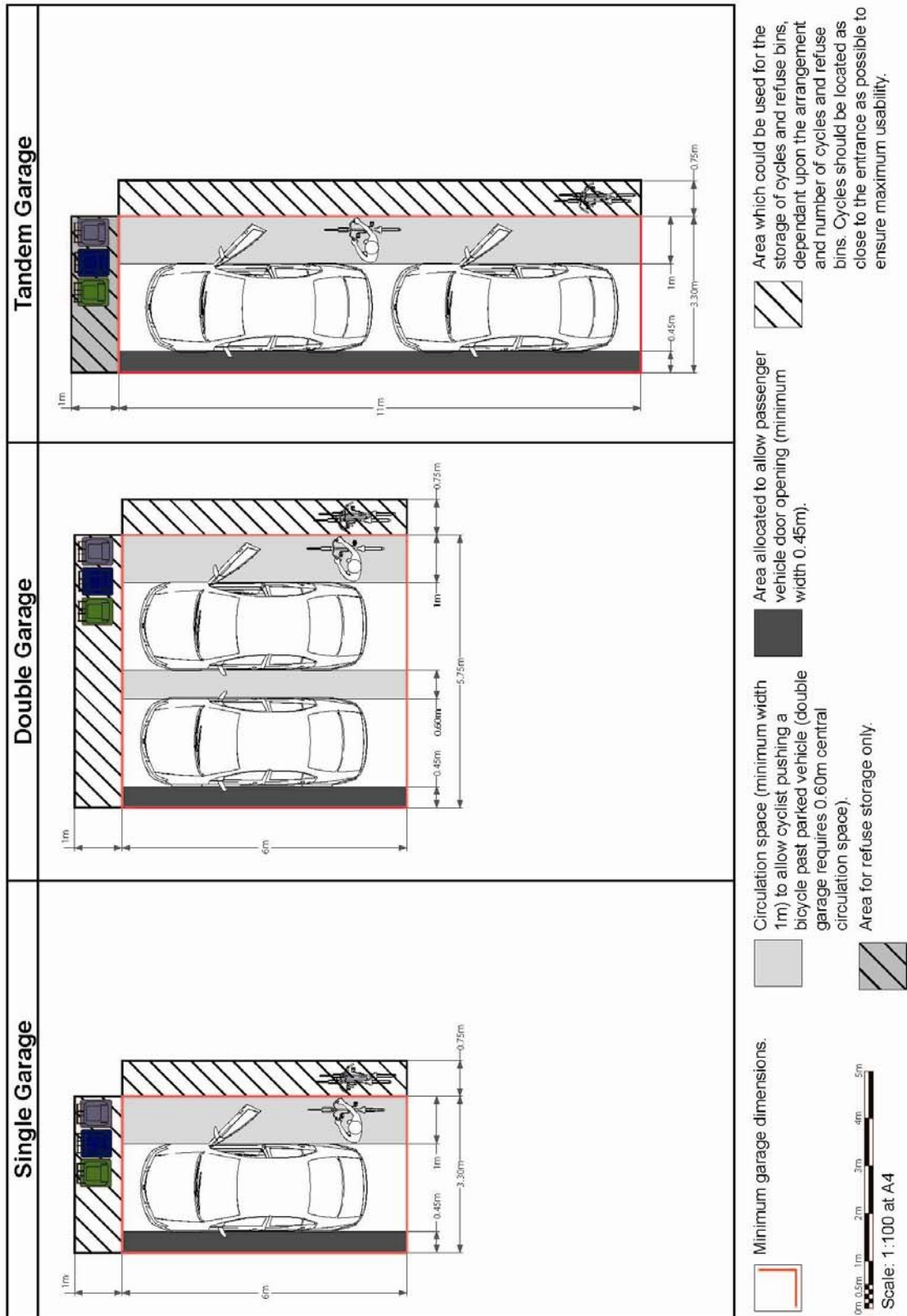
Although the stated maximum levels should not be exceeded for residential and non-residential development, provision of lower than the maximum levels of parking should be possible where it is deemed appropriate and necessary. The impact of new development upon the surrounding streets and transport network should be considered. To account for this, this option requires developers to address the following criteria when providing for car parking:

- The location of the development, in terms of its proximity to services accessible by non-car modes of travel (walking, cycling and high quality public transport routes);
- The type of development (fringe site, infill site etc.) – i.e. infill sites are much more likely to be located in areas with existing travel patterns, behaviour and existing controls, and may be less flexible;
- The type of development (housing or flats etc.) – Evidence shows that houses have higher car ownerships than flats, even if they have the same number of habitable rooms; and
- For major developments and developments that are likely to place significant increased demand for parking in an area, the current parking situation in surrounding should be considered, including the presence of parking controls; high demand for on-street parking and conflict with commuter parking. This would inform the setting of on-site parking levels within the development.

In addition to consideration of the number of spaces to be provided within a development, this option proposes new standards for the type and style of car parking provision, dependent on site characteristics. This will need to comply with best practice guidance and is proposed to include:

- A preference for on-plot provision where this is possible, particularly for houses;
- The required dimensions for on-plot parking spaces, such as single; double and tandem garages (Figure 2 below).

Figure 2: Garage Dimensions



Question J.1

Do you agree with the new residential car parking maximum standards?

Question J.2

Do you agree with maintaining the non-residential car parking standards as they appear in the Cambridge Local Plan 2006?

Question J.3

Where it is feasible, should the parking maximums for certain non-residential uses be expressed as 'spaces per staff' as opposed to spaces per Gross Floor Area (GFA)? For example, this could be the case for new development comprising office uses.

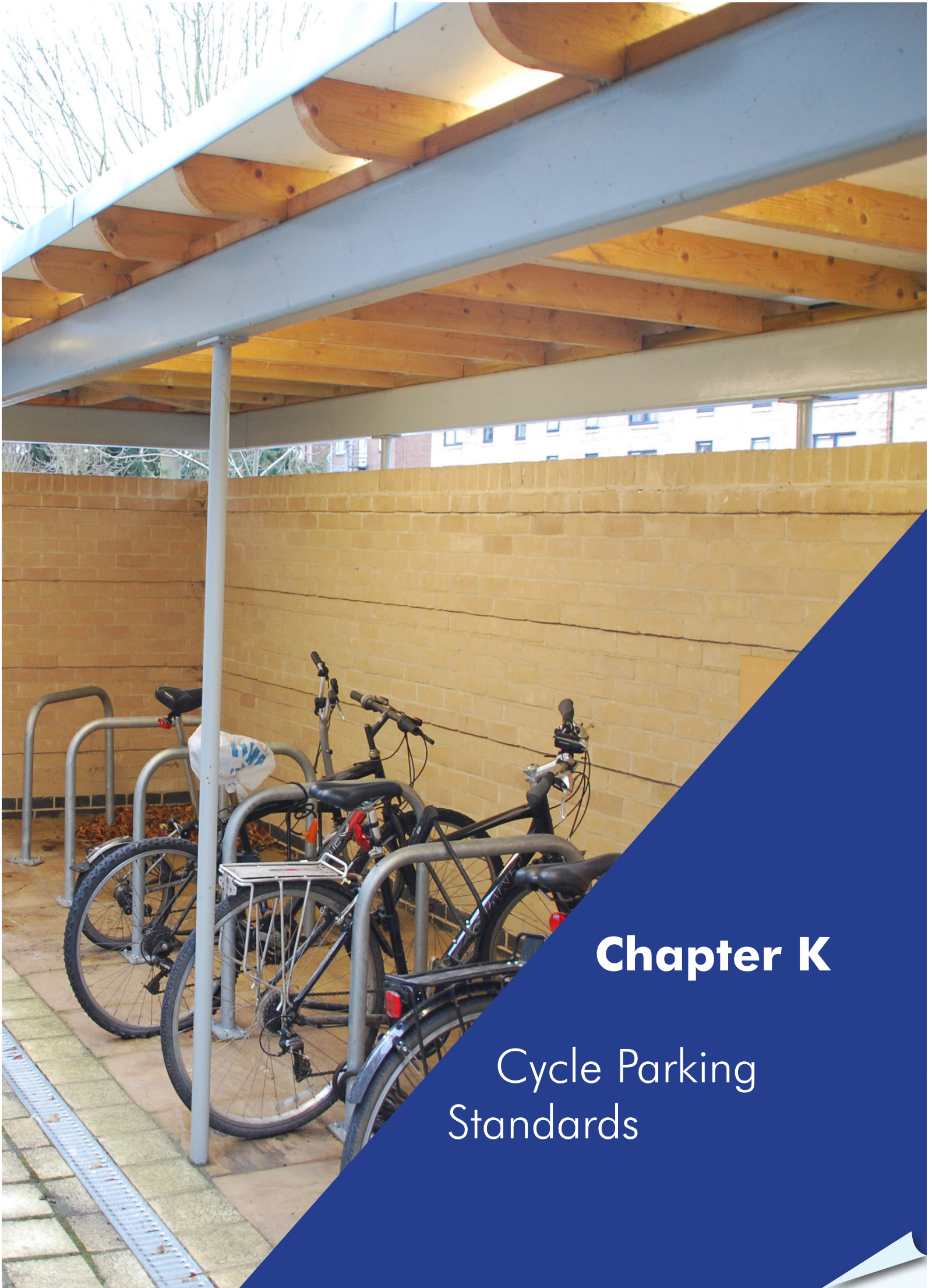
Question J.4

Do you agree with the criteria set out in Option J.3?

Question J.5:

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

Appendix K. Analysis, responses and preferred approach to cycle parking standards, plus summaries of representations received



Chapter K

Cycle Parking Standards



K. CYCLE PARKING STANDARDS

- K.1 In order to accommodate and promote high levels of cycling in Cambridge, the appropriate facilities and infrastructure need to be in place. A key aspect of cycle infrastructure is secure cycle parking. Provision of cycle parking remains a big issue in Cambridge, and the Local Plan will have a policy and a set of parking standards aimed at ensuring the best possible cycle parking will be provided at new developments.
- K.2 Two options on cycle parking were consulted on in the Issues and Options report. These were option 191 (Location, Design and Quality) and Option 192 (Update the cycle parking standards in the current Local Plan (2006)). These options would allow for appropriate levels and types of cycle parking at new developments. Both options were strongly supported during consultation.
- K.3 It is recognised that there is a significant shortage of cycle parking in certain areas of the city, including the central area, railway station and areas of predominantly terraced housing. The redevelopment of the station area has provided the opportunity to deliver a new cycle park. The options should ensure that opportunities to meet existing and future demand are taken, whenever possible.
- K.4 The City Council's Cycle Parking Guide for New Residential Developments (2009) was produced in order to address the issues of quality and convenience of cycle parking at new development. This document has been used as a starting point for the development of the options for this consultation. Responses to the Issues and Options consultation (summer 2012) indicated that the quality and convenience of cycle parking at new developments not always been of the appropriate standard. This issue needs to be addressed, meeting the stated aims of the National Planning Policy Framework, which put the balance in favour of sustainable transport modes and giving people a real choice about how they travel.
- K.5 Alongside updating the policy and standards to accord with the Cycle Parking Guide for New Residential Developments (and any subsequent update), further changes are proposed. For example, it is agreed that provision should distinguish between the needs of staff and visitors, and for retail development should distinguish between areas of the city with regards level of cycle parking provision needed.
- K.6 The proposed new standards are set out below. The Cycle Parking Guide for New Residential Development (2009) forms the basis for these standards. However, there have been further updates to these, with changes made based on advice from best practice and also the most recent cycling modal share figures.

Option K.1: Cycle Parking Standards

This option proposes new cycle parking standards for Cambridge, taking into account the most recent local and national guidance.

The new standards will:

- Reflect the design and dimensions for cycle parking, as set out in the City Council's Cycle Parking Guide for New Residential Development and other best practice guidance;
- Reflect the new single; double and tandem garage dimensions, as shown in Figure 3.

Residential cycle parking should be:

- Located in a purpose built area at the front of the house or within a garage;
- Only located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision;
- At least as convenient as the car parking provided.

Cycle parking for non-residential development should include:

- Parking for employees in a convenient, secure and covered location. Access to cycle parking should be as close as is practical to staff entrances, and closer than non-disabled staff car parking;
- Short stay cycle parking, e.g. for visitors or shoppers, should be located as close as possible to the main entrances of buildings (no more than 10 meters) and should be subject to natural surveillance. For larger developments, covered cycle parking should be considered;
- Reference to staff or students should be taken to mean the peak number expected to be on site at any one time.

All cycle parking should minimise conflicts between cycles, motor vehicles and pedestrians.

In addition to the above, it is proposed that some flexibility could be applied to applications of the standards, in the following instances:

- Where strict adherence to the standards for a mixed use site is likely to result in duplication of provision;
- For the historic core area of the city, where constraints may make application of the standards difficult for change of use or refurbishment.

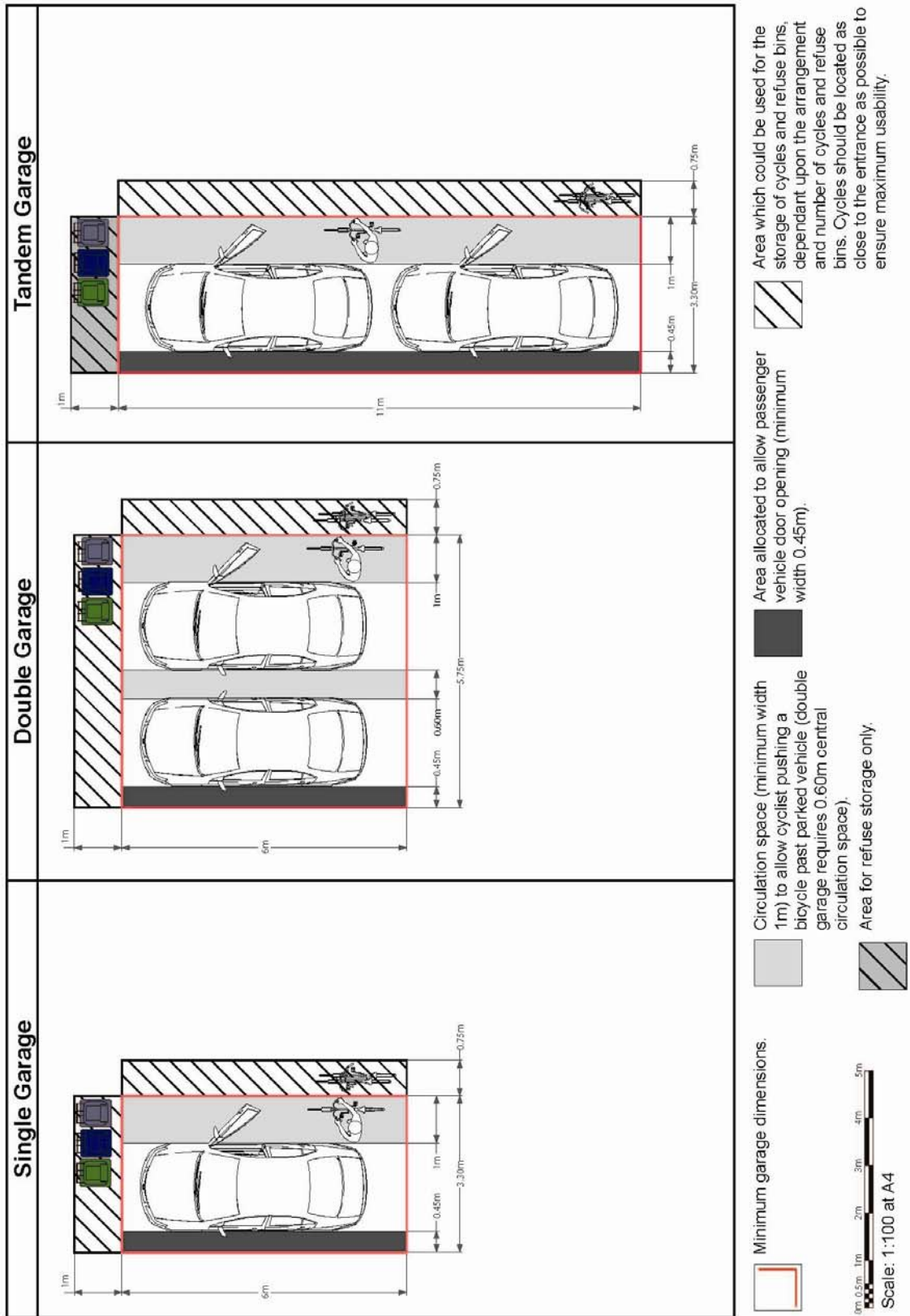
In instances where part of a site with a known shortfall in cycle parking is redeveloped, provision in excess of the standards will be strongly recommended.

TYPE OF DEVELOPMENT	NUMBER OF SPACES
Residential	
Residential dwellings	<p>1 space per bedroom up to 3 bedroom dwellings</p> <p>Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc</p> <p>Visitor cycle parking next to main entrances to blocks of flats</p> <p>Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses where cycle parking provision is located in the back garden</p>
Guesthouses and hotels	<p>1 space for every 3 members of staff</p> <p>2 spaces for every 10 bedrooms</p> <p>Outside the Historic Core area (as defined in the Historic Core Conservation Area Character Appraisal), this should include space for cycle hire</p>
Nursing homes	<p>1 space for every 3 members of staff</p> <p>1 visitor space for every 10 residents</p>
Retirement homes / sheltered housing	<p>1 space for every 3 members of staff</p> <p>1 space for every 6 residents and 1 visitor space for every 10 residents</p>
Student residential accommodation, residential schools, college or training centre	<p>1 space per 2 bed spaces within Historic Core Area</p> <p>2 spaces per 3 bedspaces for the rest of the city</p> <p>1 space for every 3 members</p>

	of staff 1 visitor space per 5 bedspaces
Hospitals	1 space for every 3 members of staff 2 visitor spaces per consulting/treatment room 1 visitor space for every 10 bedspaces
RETAIL, CULTURE, LEISURE AND SPORTS USES	
Food retail	1 space for every 3 members of staff and 1 visitor space per 25m ² in the City Centre or Mill Road District Centres. For the rest of the city, 1 space for every 3 members of staff and 1 visitor space per 50m ² up to 1500m ² , thereafter 1 space per 100m ²
Non-food retail	As above
Financial and professional services	1 space per 3 members of staff + some visitor parking (on merit)
Food and drinks	1 space for every 3 members of staff 1 short stay space for every 10m ² of dining area in the historic core area 1 short stay space for every 15m ² for the rest of the city
Museums, Exhibition venues	1 space for every 3 members of staff Some visitor parking on merit
Sports and recreational facilities and swimming baths	1 space for every 3 members of staff 1 space for every 25 m ² net floor area or 1 space for every 10m ² of pool area and 1 for every 15 seats provided for spectators
Places of assembly, including cinema, theatre,	1 space for every 3 members

stadia, auditoria and concert halls	of staff 1 visitor space for every 4 seats
Place of worship, public halls and community centres	1 visitor space per 15m ² of public floor area
BUSINESS USES	
Offices	1 space for every 3 members of staff Some visitor parking on merit
General Industry	1 space for every 3 members of staff Some visitor parking on merit
Storage and other B class use classes	On merit
NON-RESIDENTIAL INSTITUTIONS	
Clinics and surgeries	1 space for every 3 members of staff and 2 spaces per consulting room
Non-residential schools	1 space for every 3 members of staff Cycle spaces to be provided for 50% of primary school children, and 75% of secondary school children to include a scooter parking area
Non-residential higher and further education	1 for every 2 members of staff Cycle parking for 70% of students based on anticipated peak number of students on site at any one time
Crèches and nurseries	1 space for every 3 members of staff 1 visitor space per 5 children A secure area to be provided for the parking of cargo bicycles/trailers

Figure 3: Garage Dimensions



Question K1:

Do you agree with the new cycle parking standards?

Question K2:

Do you think there should be a separate standard requiring cycle parking at parks, open spaces and allotments?

Question K3:

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)