

parking provision where they are of a minimum size, particularly if they are also being counted as providing secure parking for cycles. Where a single garage provides the only parking space within the curtilage of the property, a planning condition may be applied to prevent its loss, for example, through conversion into a habitable room.

Figure 11: Parking Provision

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
RETAIL AND FINANCIAL SERVICES			
A1: Retail (food)	1 space per 14m ²	1 space per 25m ²	Most single shops need short stay parking in front of shop. Rear parking for longer stay / staff parking. Where on-site parking is not possible 1 space per 28m ² sales area is a good average for increase in on-street parking demand in peak times.
A1: Retail (non-food)	1 space per 20m ²	1 space per 25m ²	
A1: Retail warehouses	1 space per 25m ²	1 space per 25m ²	
A2: Financial and professional services	1 space per 25m ²	1 space per 30m ²	
FOOD AND DRINK			
A3: Restaurants, snack bars, cafes and roadside restaurants*	1 space per 5m ²	1 space per 10m ²	* Roadside restaurants on trunk roads or other main roads, often attached to petrol stations.
A3: Transport cafes	2 lorry spaces per 3 seats		Essential all commercial vehicles can enter and leave the site in forward gear.
A4: Pubs and bars	1 space per 10m ²	1 space per 20m ²	
A5: Take-aways (hot food)	On merit	On merit	
A: Sui Generis (including retail warehouse clubs, launderettes, amusement centres)	7 spaces per 10 employees	On merit	

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
A: Sui Generis (including shops selling / displaying motor vehicles, taxi / car hire business, petrol filling stations)	1 space per 45m ² display area, 1 per staff, 1 per 35m ² for motor service centre and 1 per 20m ² retail floor area at petrol filling stations plus space for requirements of servicing.	On merit	
BUSINESS			
B1: Business	1 space per 25m ² (under 2,500m ²) 1 space per 30m ² (over 2,500m ²)	1 space per 30m ²	
B2: General Industrial	1 space per 50m ²	1 space per 40m ²	
B8: Storage and Distribution	1 space per 100m ²	On merit	Provision should take account of duration of storage.
COMMUNAL ACCOMMODATION			
C1: Hotels (including hotels, boarding and guest houses)	13 spaces per 10 guest bedrooms	1 space per 2 members of staff working at the same time	Includes staff parking and allowance has been made for use of bars, restaurants and function rooms by general public.
C2: Residential Institutions (hospitals)	1 space per 4 staff plus 1 per 3 daily visitors.	To be determined according to the needs of each proposal	
C2: Residential Institutions (nursing / convalescent homes)	1 space per residential staff plus 1 per 3 bed spaces	1 space per 2 staff working at the same time	

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
C2: Residential Institutions (residential schools and colleges)	On merit	On merit	
C3: Residential Dwellings	2 spaces per dwelling – 1 space to be allocated within the curtilage	1 space per bedroom	Additional provision may be needed for visitors, service vehicles, salesmen.
COMMUNITY FACILITIES			
D1: Non-residential institutions (pre-schools, crèches and nurseries)	1.5 spaces per 2 staff	1 space per 2 staff working at the same time	
D1: Non-residential institutions (primary & secondary schools)	1 space per 2 staff plus waiting facilities / 1.5 spaces per classroom	A rate of 30% for pupils over 5 and 60% for pupils over 12 years	
D1: Non-residential institutions (non-residential colleges)	1 space per 2 staff plus 1 space per 15 students	University development 100% for the number of pupils using the building at any one time	
D1: Non-residential institutions (health centres and clinics)	1 space per 2 staff plus 2 per consulting room	2 spaces per consulting room	
D1: Non-residential institutions (churches)	1 space per 4 seats or 1 per 8m ²	1 space per 15m ²	If site includes church hall, use D2 public assembly standard)

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
D2: Assembly and leisure (places of public assembly including village halls and community centres)	1 space per 4 seats or 1 per 8m ²	1 space per 3 seats	Facilities which serve a wider hinterland rather than a primarily local function should be assessed on merit.
D2: Assembly and leisure (cinemas / conferences)	1 space per 5 seats	1 space per 3 seats	
D2: Assembly and leisure (leisure)	1 space per 22m ² (over 1,000m ²)	1 space per 25m ² (net floor area) and for every 15 seats for spectators	

Rail Freight

Policy TI/4: Rail Freight and Interchanges

1. In order to promote the use of rail for freight movements, freight interchange facilities will be permitted where they accord with other relevant proposals of this plan.
2. Existing rail freight facilities and sidings at Duxford, Foxton, Fulbourn and Whittlesford will be safeguarded.

10.27 Cambridgeshire's roads already have higher than the national average heavy commercial vehicle traffic and freight traffic is predicted to quadruple by 2030. The use of inappropriate routes can have considerable impacts on villages. Given the importance of supporting the economic prosperity of the Cambridge area and existing levels of congestion, it is important that existing freight interchange sites are protected.

10.28 Rail has an important role in the movement of freight. There is a general acceptance that the transfer of freight from road to rail will provide significant environmental improvement and will help to develop sustainable distribution. Whilst only some of the rail freight sites in the district are in operation, the remaining are maintained. New and upgraded existing facilities can help make the railway more