



NEW FOREST DISTRICT LOCAL DEVELOPMENT FRAMEWORK

SUPPLEMENTARY PLANNING DOCUMENT: PARKING STANDARDS

1. INTRODUCTION

- 1.1 In June 2012 the Planning and Transportation Portfolio Holder approved for consultation the draft *"Parking Standards"* Supplementary Planning Document (SPD). The consultation process is now complete and a number of minor amendments have been made to the draft document to address the representations received. The purpose of this report is to seek the adoption of the Parking Standards SPD.
- 1.2 The aim of the SPD is to ensure that an appropriate level of vehicle and cycle parking is provided in all new developments to avoid the various problems that can arise from both over- and under-provision of parking.
- 1.3 The Parking Standards SPD forms part of the Local Development Framework for New Forest District (outside the National Park) and will assist in the implementation of the adopted Core Strategy, in particular Policy CS24 (Transport Considerations). The SPD will be important in forming decisions on planning applications and should be taken into account by Inspectors at appeal.
- 1.4 Following adoption this SPD will replace the current SPD *"The Provision of Car Parking Space in Residential Development (outside the New Forest National Park)"* (February 2008) providing one composite document including standards for all development types. Currently the guidance covering the District for non-residential standards is Hampshire County Council's (HCC) document: *Hampshire Parking Strategy and Standards Summer (2002)*.

2. CONSULTATION ON THE DRAFT SUPPLEMENTARY PLANNING DOCUMENT

- # 2.1 The six week consultation period for the draft SPD ran from 25th June to 5th August 2012. A total of 18 responses were received, 5 of which provided no comment. All comments received were taken into consideration for the formulation of the final document. Appendix A of this report includes the schedule of representations received and the officers' responses.
- # 2.2 It is noted that there is support for the proposed SPD however a number of relatively minor amendments were required. Appendix B of this report is the proposed final version of the Parking Standards SPD. This final text incorporates some amendments in response to comments received and other minor editing changes.

3. FINANCIAL IMPLICATIONS

- 3.1 Proposed refinement of planning policy for car parking provision has no major financial implications for the Council. The provision of one composite document

covering all development types can help improve the efficiency of the development control process.

3.2 Direct costs associated with publishing the final adopted document will be contained within existing budgets.

4. ENVIRONMENTAL IMPLICATIONS

4.1 The identified standards have environmental benefits of encouraging appropriate amounts of car use depending on the development type and location. Under-provision can create environmental damage through adhoc car parking likewise over-provision can be a disincentive for walking, cycling and the use of public transport.

5. CRIME AND DISORDER IMPLICATIONS

5.1 There are no crime and disorder implications associated with this report.

6. EQUALITY AND DIVERSITY IMPLICATIONS

6.1 There are no equality and diversity implications associated with the proposals set out in this report.

7. PORTFOLIO HOLDER COMMENTS

7.1 The Planning and Transportation Portfolio Holder supports the recommendations in this report.

8. RECOMMENDATION

8.1 That it be a recommendation to Council that:

- #
- (a) The Parking Standards Supplementary Planning Document (as set out in Appendix B) be adopted as part of the Local Development Framework for New Forest District (outside the National Park).
 - (b) The Head of Planning and the Principal Engineer (Transportation), both in consultation with the Portfolio Holder and appropriate officers be authorised to make minor editorial changes to the document.
 - (c) On adoption of this SPD, the previous SPD "*The Provision of Car Parking Space in Residential Development (outside the New Forest National Park)*" – February 2008 be withdrawn

FURTHER INFORMATION: Please contact Nick Hunt Principal Engineer (Transportation) Tel: 023 8028 5588 E-mail: nick.hunt@nfdc.gov.uk	BACKGROUND PAPERS "The Provision of Car Parking Space in Residential Development (outside the New Forest National Park)" – NFDC SPD (Feb 2008)
--	--

<p>David Stannard Planning Policy Officer (Transportation) Tel: 023 8028 5588 E-mail: david.stannard@nfdc.gov.uk</p>	<p>Hampshire Parking Strategy and Standards Summer – HCC (Summer 2002). National Planning Policy Framework Published papers E-mails in N Hunt's and D Stannard's IT Microsoft Office System Files on Transportation Section shared IT Drive</p>
--	---

APPENDIX A

SUMMARY OF REPRESENTATIONS

The draft Parking Standards SPD was published for public consultation between 25th June and 05th August 2012. Correspondence was received from 18 respondents, five of which provided no comment. The comments received are set out (in document order) below, together with the assessment of how the Council should respond to the comment.

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
Para 3.6	R10	Pennyfarthing Homes Ltd	Para 3.6 comments that the loss of on-street parking due to the creation of new accesses shall be taken into account. We consider that in doing so regard should also be given to whether off-street parking is being fully utilised and whether there is an available public car park nearby.	That the following wording is added to para 3.6 – “... <i>The loss of on-street parking due to the creation of new access shall be taken into account, <u>having regard to whether off-street parking is being fully utilised and the availability of nearby public car parks</u></i> ”	<i>Comment noted. The SPD outlines that the developer should survey current needs and assess the impact of under provision within the site boundary. Therefore if on street parking is available this will be taken into consideration by the Local Planning Authority. Suggested amendment to wording: “The loss of existing on-street parking activities due to the creation of new accesses shall be taken into account.”</i>
Para 3.6	R13	New Milton Town Council	Para 3.6 states that developers will be expected to assess current parking patterns and the impact of not addressing a developments parking needs. Will there be any method of auditing the results of these assessments, to ensure the results are not biased for the developers gain?	No change.	<i>NFDC will assess the impacts of developments to inform appropriate future developments and if adverse conditions result from under provision of car parking on development sites NFDC can reassess the situation and in liaison with HCC can implement Traffic Management solutions to alleviate the adverse impacts.</i>
Para 3.8	R7	HCC Highways	The Highway Authority would wish to see paragraph 3.8 reworded to include "That where such duality of use is proposed it is to be secured	The following wording added to para 3.8 "That where such duality of use	<i>Comment noted. The issue of including legal agreements would be timely, costly and could delay</i>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			by a legal agreement." to ensure that at a later date the parking provision is not lost and any resultant overspill parking compromises the capacity, operation and safety of the highway network.	is proposed it is to be secured by a legal agreement."	<i>issuing planning consents. No change suggested.</i>
Paras 3.9, 10.1, 10.2	R7	HCC Highways	There is a need for consistency with regards to the phraseology used in paragraphs 3.9, 10.1 and 10.2. The Highway Authority would wish to see the use of "Transport Assessment or Transport Statement".	Use "Transport Assessment or Transport Statement" in the paragraphs referred.	<i>Comments noted changes to be made in the final version of the SPD where appropriate.</i>
Para 3.10	R10	Pennyfarthing Homes Ltd	We generally support the flexible approach referred to in paragraph 3.10 to the way in which the thresholds and parking standards will be used as a guide in order to ensure a design-led approach rather than a prescriptive application of the thresholds and parking standard	No change.	<i>Support welcomed.</i>
Para 4.3	R7	HCC Highways	The Highway Authority would suggest that in paragraph 4.3 that "overseen" be added to the list of cycle provision criteria to improve cycle security and encourage cycle usage.	Include "overseen" in final sentence of para 4.3.	<i>Comment noted and text to be changed to "Likewise the cycle parking needs to be easy to use, secure, covered and overseen, particularly for longer term parking."</i>
Para 4.4	R7	HCC Highways	To ensure the avoidance of doubt the following sentence should be added to paragraph 4.4 - "These contributions would be in addition to the development's Transport Policy Contribution and subsequent Community Infrastructure Levy."	Include sentence as referred in previous column.	<i>Comments noted and sentence to be amended as follows: "These contributions would be in addition to Community Infrastructure Levy contributions."</i>
Figure 2	R7	HCC Highways	Typographical error in Figure 2 - the entries in the column entitled "over 200 bays" should read "6 bays plus 2% of total capacity" and "4 bays plus 4% of total capacity" respectively.	Amend text.	<i>Typographical error. Figure 2 now to be removed and replaced with text – see below.</i>
Figure 2	R10	Pennyfarthing Homes Ltd	Figure 2 indicates that as a minimum business premises should provide 2 disabled parking bays and retail premises should provide a minimum of	For clarification it is suggested that the requirement for disabled	<i>Comment noted, this table is based on the DfT Traffic Advisory Leaflet 5/95. It is suggested to remove the</i>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			3 disabled bays, irrespective of the size of the unit. However Table 2 and Table 3 indicates a maximum requirement of 1 space per 30sqm for B1(a) office use and non food/general retail uncovered and 1 space per 20sqm for covered retail. With the minimum disabled requirement this equates to 1 space plus 2 disabled or 1 space plus 3 disabled which would be excessive.	parking be combined with the parking standards set out in the Annex Tables rather than as a separate table in Figure 2. It is suggested that the disabled parking provision be indicated as a percentage of the total provision in the Annex Tables.	<i>table as it is generally not suitable for smaller developments.</i> <i>Paragraph 6.1 Will be amended to:</i> "Suitable parking spaces should be provided for people with disabilities. Use of reserved bays should be regularly monitored and the numbers adjusted, by the re-designation of existing parking spaces, to ensure the needs of disabled people are fully met (or vice versa if there is significant over provision). General advice on provision is included in DfT's Traffic Advice Leaflet 5/95 <i>Parking for Disabled People</i> : http://www.dft.gov.uk/publications/tal/ ."
Para 9.2	R10	Pennyfarthing Homes Ltd	Paragraph 9.2 suggests that contributions will be sought from applicants for "the evaluation and monitoring" of Travel Plans. Whilst it is reasonable to seek a contribution towards monitoring, it is considered the evaluation should be covered by the Planning Application fee.	That paragraph 9.2 be amended as follows:- " <i>...Contributions will be required for the monitoring of Travel Plans, this will...</i> "	<i>Comment noted. It is proposed to change the text to say "evaluation of Travel Plans submitted with the Planning Application will be covered by the Planning Application fee however if the Travel Plan submitted is a summary or 'skeleton' Travel Plan the evaluation of the full Travel Plan, later submitted, will require a contribution as well as the contribution for the monitoring of a Travel Plan".</i>
Table A	R13	New Milton Town Council	Table A details that a development of 50 dwellings would require a transport assessment. In recent	Reduce thresholds.	<i>Table A sets out guidelines for Travel Plans and Transport</i>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			years we have seen locally contentious applications that could have an impact on transport, including site of land adjacent 4 Brockhills Lane (95626/96346). Therefore we consider that this threshold is too high. The Travel Plan threshold is also too high, as a site of 100 dwellings is so great and therefore infrequent, the opportunity to promote sustainable transport modes will be greatly diluted.		<i>Assessments. The Local Planning Authority can require a transport assessment or travel plan below these thresholds.</i>
Table 1: Residential Standards	R10	Pennyfarthing Homes Ltd	We generally support the recommended average provision for car spaces and the cycle standard for long stay. However, we consider that it would be unreasonable to require loops or hoops for short stay cycle parking for dwelling houses as alternative secure short stay cycle parking is likely to be available. Loops or hoops should only be required for flats or other forms of communal living.	That Table 1 be amended so that short stay loops or hoops are only required for flats or other forms of communal living.	<i>Comment noted. A note will be added to say – in the case of dwelling houses, other alternative provision for cycle storage may be considered.</i>
Note to Table 1	R10	Pennyfarthing Homes Ltd	It has long been accepted reasonable to apply conditions to planning permissions requiring garages and other parking spaces to be provided prior to occupation of the development and retained for that purpose thereafter. Therefore, there is no reasonable justification for garages within proposed housing layouts not to be counted as a parking place.	Delete the first bullet point to the notes to Table 1.	<i>Comments noted but it is considered to leave this flexible as the size of garage and provision of a driveway can affect how the garage is used. The SPD follows Manual for Streets guidance and allows each development to be judged on its merits. As such it is open for prospective developers to make the case for treatment of garages as whole spaces.</i>
Note to Table 1	R10	Pennyfarthing Homes Ltd	It is common practice within housing layouts that private driveways more than 6m long will be used by residents and their visitors for parking. We	That the last bullet point be replaced with the following:-	<i>As referred to above the length of driveway can affect parking and so the last bullet will be amended as</i>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			consider it is unreasonable that driveways more than 6m long should only be counted as single parking spaces.	<i>"Driveways longer than 6m may be counted as more than a single parking space provided it can be shown that it is capable of accommodating more than one vehicle in tandem."</i>	<i>follows: "Driveways longer than 6m will be counted as a single parking space unless the developer can reasonably demonstrate that it can reasonably accommodate more than one vehicle."</i>
Table 1	R13	New Milton Town Council	Table 1 – Residential Standards, have not changed in terms of vehicle parking level and is acceptable if more rigorously applied.		<i>Comments noted.</i>
Table 1	R9	Mr A Graham	The proposed recommended average provision for all types of housing based on bedroom size is too high. These proposals are an increase on the current standards set in the existing Local Plan and are a regressive step. This level of provision will encourage car use and discourage the use of more sustainable modes of transport. This proposal will erode the visual quality of residential areas by creating excessive areas of space designated to parking. It proposes a return to the bad old days of estates devoted to and designed around car ownership. There are plenty of such examples in the NFDC area already, we do not want more. The proposed levels will result in an inefficient use of land, with large areas devoted to parking at the expense of other uses, such as public open space, gardens and residential accommodation.	An average of 0.5 parking spaces per bedroom for residential units to a maximum of 4 parking spaces for the largest properties would be more appropriate, and would respect the guidance given by central government.	<i>The residential parking standards proposed are the same as the previous SPD adopted in 2008, it was suggested to retain these standards as they appear to be working satisfactorily in the District. Central government no longer provides standards (as was the case in PPG13) but suggest local authorities set their own standards.</i>
General - Annex	R3	Hythe and Dibden Parish Council	1. There should be no fractions of car parking spaces and as some cars are already too large for standard spaces the figures should be rounded up	Figures for numbers of spaces should be rounded up to whole numbers	<i>Comments noted. It was proposed that in relation to on-plot parking the figures are rounded up to the next half space as half-spaces are</i>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			<p>2. There should be a greater number of spaces provided in developments specifically for older people to take account of care workers and visitors</p> <p>3. There should be no difference between private and affordable housing as tenure has no relevance to the number of vehicles needed.</p>		<p><i>an available design option in the form of garages - it is always open to a prospective developer to make the case for treatment of garages as whole spaces where particularly generous alternative provision is made elsewhere.</i></p> <p><i>The issue of parking provision for developments for elderly people is addressed and staff spaces are accounted for. Supporting transport statements/assessments will need to provide evidence that suggested parking provision is appropriate for the proposed development.</i></p> <p><i>Comment Noted. The proposed SPD makes no distinction between affordable and other housing.</i></p>
Annex Table 4: Educational Establishments	R2	Mr J Stott; Avenue Ltd	Query regarding the cycle standards for the educational establishments. The draft SPD refers to Note 1, but Note 1 does not provide any relevant information.	Clarification required.	<p><i>This is an editing error. Note 1 should refer to the need for a School Travel Plan and/or Transport assessment/appraisal to determine/establish the number of cycle parking facilities for educational establishments. The provision of facilities will be dependent on a number of factors such as type of educational establishment, location and, provision for cycling in the vicinity. A revised Note 1 will be added to the final document</i></p>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
Table 6	R11	Tanner & Tilley	From our excessive experience of sheltered housing and assisted living developments we consider that an appropriate standard would be 0.5 spaces per unit. Similarly, from our experience and the experience of Care operators we consider 1 car space per 4 residents is all that is necessary for care homes and extra care (e.g. 60 bed care home = 15 spaces)	That the standard for older peoples housing be changed to the following:- Active elderly – 1 space per unit; Sheltered Housing (incl. assisted living) – 0.5 spaces per unit; Nursing and rest homes (incl. Extra Care Units) – 1 car space per 4 residents only.	The standards proposed in the SPD are a suggested provision and therefore reduced levels of parking will be considered on a case by case basis and the implications on highway safety will be fully considered. No change to be made to the SPD.
General / Table 6	R5	Ringwood Town Council	Thank you for giving us the opportunity to comment on the draft Parking Standards SPD. When considering the document, Members were generally supportive of its content. However, they wished to comment on two points, as follows: 1) Provision is made for car parking for the disabled, for cycles and motor cycles. However, no provision has been made for the parking of mobility scooters. Given the increasing use of these vehicles in town centres, Members felt that consideration should be given to facilitate parking for mobility scooter users. 2) When considering the issue of cycle parking in town centres, it was noted that there did not appear to be sufficient cycle parking facilities at Ringwood Gateway. The existing provision of 4 stands was very well used and was sometimes full. It was felt that when the landscaping works at the front of the building were complete, there would be an increase in demand and Members		<i>Comments noted. With regard to point 1, new developments associated with elderly and/or people with mobility issues may be required to include parking space provision for mobility scooters . It is suggested this could be in place of some of the short stay cycle provision as this may be underutilised. Comment to be added to Table 6. Point 2 refers to an existing development; these standards are not to be applied retrospectively and so are not relevant for the Gateway site. Ringwood TAP however does identify, under scheme ref PC30, new cycle stands for the area referred.</i>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			did not wish to see cycles secured to the new lamp posts or seating.		
General – Annex Table 7	R8	Fordingbridge Town Council	<p>Members of the Council discussed the above at their General Council Meeting last night and would like to make the following comments in relation to the Consultation document.</p> <p>Fordingbridge is a rural town where public transport links are not particularly good or reliable, especially in the evenings and on a Sunday and therefore parking needs to be looked at favourably to encourage good use of the town's facilities. The Local Plan suggests that the link between parking and public transport needs to be considered.</p> <p>Many youngsters do not drive and the lack of good public transport links means that they are unable to get to the larger towns for enjoyment, especially in the evenings and this has led to some instances anti-social behaviour issues as young people have nothing to do. There is no direct bus route to any of the hospitals in the major towns such as Salisbury, Bournemouth or Southampton which makes this difficult if you have no car. Members felt that the all week cost of parking in the town was unfavourable especially as other towns give free parking at the weekend or on Sundays and would like to see a relaxation of this or at the very least free parking times of 1-2 hours on a particular day or days of the week.</p> <p>The Local Development Plan talks about a safe and healthy community but Members feel that little consideration has been given to the safety aspect in the current arrangements with the car park.</p> <p>The rural nature of the town means that we have</p>		<p><i>Comments noted. The SPD relates to parking standards for new developments and so does not provide guidance to deliver solutions to existing parking problems. The SPD recognises that rural areas such as Fordingbridge do not have many viable alternatives to car travel as such the standards do not prescribe lower standards in town centres. The proposed standards are suggestions and each development will be assessed on its own merits and planning applications will need to provide supporting transport statements/assessments containing information that substantiates the level of parking provision suggested in the development proposals.</i></p> <p><i>With reference to the standards in Table 7 the suggested parking standards in the document are largely based on standards adopted by HCC which appear to be working well so are considered appropriate to be carried forward in this SPD.</i></p>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			<p>narrow roads, especially the High Street which leads to problems for commercial vehicles delivering to local shops, and at present there is no provision in the car park for them (other than the Co-op) to be able to park and deliver goods to the High Street without causing an obstruction and emissions. It appears from the annex tables of standards that the more necessary the need, i.e. healthcare and education, the more limited the space and whilst this may be good or reasonable for other towns, it is not for Fordingbridge when people have to travel from outside the town. On the other hand leisure facilities such as cinema and golf courses fair rather better, which again may be appropriate for larger towns with such facilities. Fordingbridge Town's main leisure facility is its Recreation Ground and under under Table 7 Playing Fields the maximum parking limit is 12 cars per ha which is too low and makes no provision for spectators. Fordingbridge have two ha of pitch area (two rugby and two football pitches totalling 20.000 sq metres. Four home games, total number of players (squad size) of 120 players. This equates to 24 cars for 120 players! We can currently fill a 100 space car park with two home games (players and spectators) These are not only sporting fixtures but also a social gathering of people from different teams, towns and communities. Residential parking is an ever increasing problem, most households have 2 cars and many have to park on road. There are also premises above shops, some of which are left empty because the cost of</p>		

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			<p>converting them to living accommodation is not viable, especially if there is no parking. Members appreciate that the document is geared towards future planning but feel that these are issues which need consideration both now and for the future.</p>		
General	R1	Mr C Brown	<p>Care must be taken to provide adequate parking as indicated by current use and not some Utopian vision of what the NFDC would like to see in some fantasy future where everyone abandons their cars for bicycles. Unless building is restricted to such an extent as employment can be guaranteed within a 3 mile radius, and of such quantity as negate the need for any residents to travel, and sufficient competitive shopping facilities can service the entire local population.</p> <p>There is a growing problem of vehicle parking on narrow roads causing dangerous obstructions to road users and pedestrians, especially pedestrians with impaired mobility. (e.g. Provost Road, Bridge Street, Salisbury Road etc in Fordingbridge). Although there are single yellow lines, it is unclear what the local restrictions are. Where local roads cannot take additional roadside parking due to their modest width, off road parking must be provided at the time of new builds or alteration for multiple occupancy to dwellings. In places such as Fordingbridge, tourism is an important element of the local economy and picturesque street scenes are frequently marred by vehicles parking in every available plot of land without recourse to the aesthetic value. When resources for parking enforcement are</p>		<p><i>Comments noted. The proposed SPD acknowledges that the car is the dominant mode of travel in the district and that given the rural nature of the area and the relatively limited availability of public transport it is likely to remain so in the foreseeable future. The SPD encourages developments to be in keeping with their location and the standards are suggestions rather than strict requirements. The Council as local planning authority will judge each case on its merits and seek to ensure that unmet demand for parking space will not lead to road safety hazards or environmental damage and likewise with over provision.</i></p>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			<p>reduced and unlikely to be increased it is especially important to intelligently design out these issues. Enforcement does not resolve the issue of inadequate parking provision. More than enough, (i.e. over-provision) should be insisted on at planning and at the same time the provision provided should be of a porous nature to avoid topical problems with flooding and drainage.</p>		
General	R4	Mr P Smith	<p>When are planners going to realise that limiting car ownership by restricting the number of parking spaces within a plot has not, and will not ever work. Many householders are now having to find space for parking work vehicles as well as their own cars. Providing sensible minimum parking levels per household is good, forcing developers to factor in 'amenity' space within a plot but the numbers must err on the generous rather than 'you could just about get away with this'. Why ? For the simple reason that households do not come in statutory sizes and that over the life span of a dwelling, many different combinations of occupation may be required. There used to be a positive guide to the use of on-site parking in that you should be able to enter and exit in a forward gear, that has now been abandoned I believe, but it made sound sense and stopped drivers reversing across pavements and into traffic. Health and safety seems to rule everywhere but not where it matters!</p> <p>This supplement is planning for now and for the future, but it is based upon dubious national statistics that leave no margin for error. As an</p>		<p><i>Comments noted. The increased flexibility allows developers to provide more spaces if they wish and it is considered appropriate for the area. The standards are suggested rather than prescribed levels so that each case can be judged on its merits. The SPD acknowledges that the car is the dominant mode of travel in the district and that it is likely to remain so in the foreseeable future.</i></p>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			<p>example take a short trip to Ostlers in Woodcock lane in Hordle. Look at what you have helped to create, are you proud of your previous policies? This is just one of many instances where the lack of foresight is building problems for the future. Surely this is what planning is all about. It is unlikely that modern transportation will soon standardise on teleporting, it is unlikely that people will remain within their own curtilage, only working from home, children studying at online schools and getting all their needs delivered to their door, sorry that last one is happening. I waited 8 minutes in Dudley avenue two weeks ago whilst Tesco delivered a weekly food shop because the road is too narrow and people keep parking on the road. But, essentially the car has become more important in our lives than ever before, it is no longer a luxury except in large towns and cities where there are alternatives, for many it's a tool to allow them to live their lives. In summary. The numbers of car park spaces per dwelling must accommodate the realistic maximum and take into account work, leisure and personal needs. Space is more difficult to create in the future than it is to plan for now. Maximising developers profits must not be a guide to good planning. Roads must be adequate to allow the passage of vehicles to reasonably service a dwelling. Not strictly part of this supplement except in development planning. Finally – Roads are not overflow parking areas, they are for transport and movement and any</p>		

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			policy that considers the reverse is failing the public.		
General	R6	HCC Countryside service	<p>The County Council's countryside service would like to draw attention to the work it is doing to develop a network of high-quality walking and cycling links routes across the county that will link communities with countryside, facilitate 'active travel' and thereby reduce the present high dependency on car travel.</p> <p>This initiative, currently referred to under the working title 'Countryside Recreation Network', aims to meet a number of county-wide objectives identified in the Countryside Access Plan (CAP) for Hampshire.</p> <p>The Countryside Service is keen to work with New Forest District Council on the development of the Countryside Recreation Network, which is likely to have a bearing on requirements for car and cycle parking provision within new developments in the District.</p>		<i>Comments noted. NFDC are willing to work with County colleagues to develop high quality sustainable travel alternatives. No change to the document is suggested.</i>
General	R7	HCC Highways	<p>The Highway Authority would wish to see the following requirements (planning conditions) added to the document to ensure that no demonstrable harm comes to its highway network as a result of parking or accessing parking provision:</p> <p>a) GARAGE/CAR SPACES</p> <p>The [garage hereby permitted][car spaces to be provided] shall be kept available for the parking of motor vehicles at all times. The garage/car spaces shall be used solely for the benefit of the occupants of the dwelling of which it forms part and their visitors and for no other purpose and</p>	Conditions to be added	<i>Comments noted however it is considered that Condition a) practically is not enforceable and that NFDC continue to operate on the basis that a garage counts as 0.5 spaces unless it is demonstrated that the garage is of a sufficient size to comfortably accommodate a standard family estate car (i.e. larger than 6m x 3m as referred in Table 1. Likewise Condition b) is not considered appropriate for this SPD</i>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			<p>permanently retained as such thereafter.</p> <p>b) DRIVEWAYS</p> <p>The first 3 metres from the back edge of the public highway of all new drives be constructed of non-transgressible material to ensure that if the remainder of the drive is constructed in a transgressible material the material is not carried onto the public highway where it could cause a safety hazard and/or compromise highway drainage.</p>		<p><i>however when consulted on a Planning Application HCC can request such a condition where appropriate .</i></p>
General	R12	S J Jarvis	<p>RESIDENTIAL CAR PARKING STANDARDS</p> <p>Every block of flats and private dwellings should be provided with enough space for the owners' cars. Any car left on the road due to the fact that the garage is full of storage, should raise a hefty fine, higher than the local car parking fee. More and more streets are being clogged with parked cars and the situation can only get worse unless someone somewhere has the foresight to act NOW.</p> <p>Future public car parks should give much food for thought, and it would be wiser to build upwards with multi storeys, rather than spread out throughout the neighbourhood.</p> <p>As for cycles, I have yet to see a block of flats which does not provide the usual square patch which is used for bins and washing lines.</p> <p>NON RESIDENTIAL PARKING.</p> <p>Owners of factories and shops should provide car parking space for their staff and, if space does not permit, they should then supply staff with a yearly</p>		<p><i>Comments noted. NFDC can't fine people for parking on the highway unless parking is contrary to any parking restrictions that may be in place. The SPD states that developers will need to demonstrate that the development will not lead to negative impacts caused by parking off site. There are no current plans to extend public car parks. In areas where problems relating to parking occur NFDC /HCC can introduce Traffic Management measures where relevant.</i></p>

Section/Page	Rep. No.	Name of representee	Comment	Respondent's Suggested change	Response
			car parking ticket. It is now the sad fact that all the nearby streets are being clogged with cars which come at 8.30 am and stay there until 6 pm, making it virtually impossible for residents to park near to their own home. It should be remembered that thousands of immigrants come to this once sparsely populated country. They all want houses which get built on our once green land. They all want cars so the roads get longer and wider, and they all need car parking space. We cannot go on in the way we are at the moment. The number of cars will not lessen, and we must stop tolerating their using the streets as free garages.		
General	R13	New Milton Town Council	'Adequate' residential parking provision in town centres will provide no incentive to use public transport when living in a town centre location. Although residential units in a town centre are necessary for some, making them more attractive to developers could change the focus of what should be the retail, business and cultural heart of a settlement. Added attraction for residential development in town centres makes nurturing a night time economy increasingly difficult and impacts on the possible/added vibrancy that some town centre need to cater for residents amenities. We suggest a division of provision guidance between town centre and other residential areas.		<i>NFDC recognise the need to encourage non-car travel modes, however the relatively limited public transport provision in the district and dominance of car travel is taken into account in the standards. The standards act as a guide and in areas where there is good accessibility to non-car travel modes lower provision of car parking will be acceptable.</i>

Representations received from:

Avenue Limited, Mr C Brown, Fordingbridge Town Council, Mr A Graham, Hampshire County Council (Countryside Service and Highways Department), Hythe and Dibden Parish Council, Mr S Jarvis, New Milton Town Council, Pennyfarthing Homes, Ringwood Town Council, Mr P Smith, Tanner & Tilley.
In addition, the following confirmed they had no comments to make:
The Environment Agency, Havant Borough Council, The Highways Agency, Hordle Parish Council, New Forest Association.

**Parking Standards Supplementary Planning
Document (SPD)**

October 2012



**New Forest District (outside the National Park)
Local Development Framework
Supplementary Planning Document**

**New Forest District (outside the New Forest National Park)
Supplementary Planning Document: Provision of car parking space in
residential and non-residential development**

CONTENTS

1: Introduction	21
2: Relevant Transport Policies and Guidance	22
3: Background Information	23
4: Minimum cycle parking standards.....	26
5: Motor Cycle Parking.....	26
6: Parking for those with disabilities	26
7: Electric Vehicle Parking Provision.....	27
8: Commercial and Lorry Parking Provision.....	27
9: Planning Obligations	27
10: Requirements for Transport Assessments	28
11: Requirement for company or site travel plans	28
ANNEX: Tables detailing thresholds and parking standards for different development types	29
RESIDENTIAL CAR PARKING AND CYCLE STANDARDS.....	29
NON RESIDENTIAL CAR PARKING AND CYCLE STANDARDS.....	30

1: Introduction

- 1.1 This Supplementary Planning Document (SPD) sets out guidance to developers and others in respect of both residential and non-residential developments, including:
- a) Car parking standards
 - b) Minimum cycle parking standards
 - c) Advice on the need for Transport Assessments
 - d) Thresholds for Site Travel Plans
 - e) Guidance for provision of Disabled Persons' Parking Spaces
- 1.2 The parking standards SPD forms part of the Local Development Framework for New Forest District (outside the National Park) and will assist in the implementation of the adopted Core Strategy and policies in the emerging Sites and Development Management Development Plan Document. This Supplementary Planning Document (SPD) replaces the previous SPD *"The Provision of Car Parking Space in Residential Development (outside the New Forest National Park)"* providing one composite document including standards for all development types.
- 1.3 The parking standards set out in this document apply to the New Forest District area (outside of the National Park) as shown in Figure 1 below.

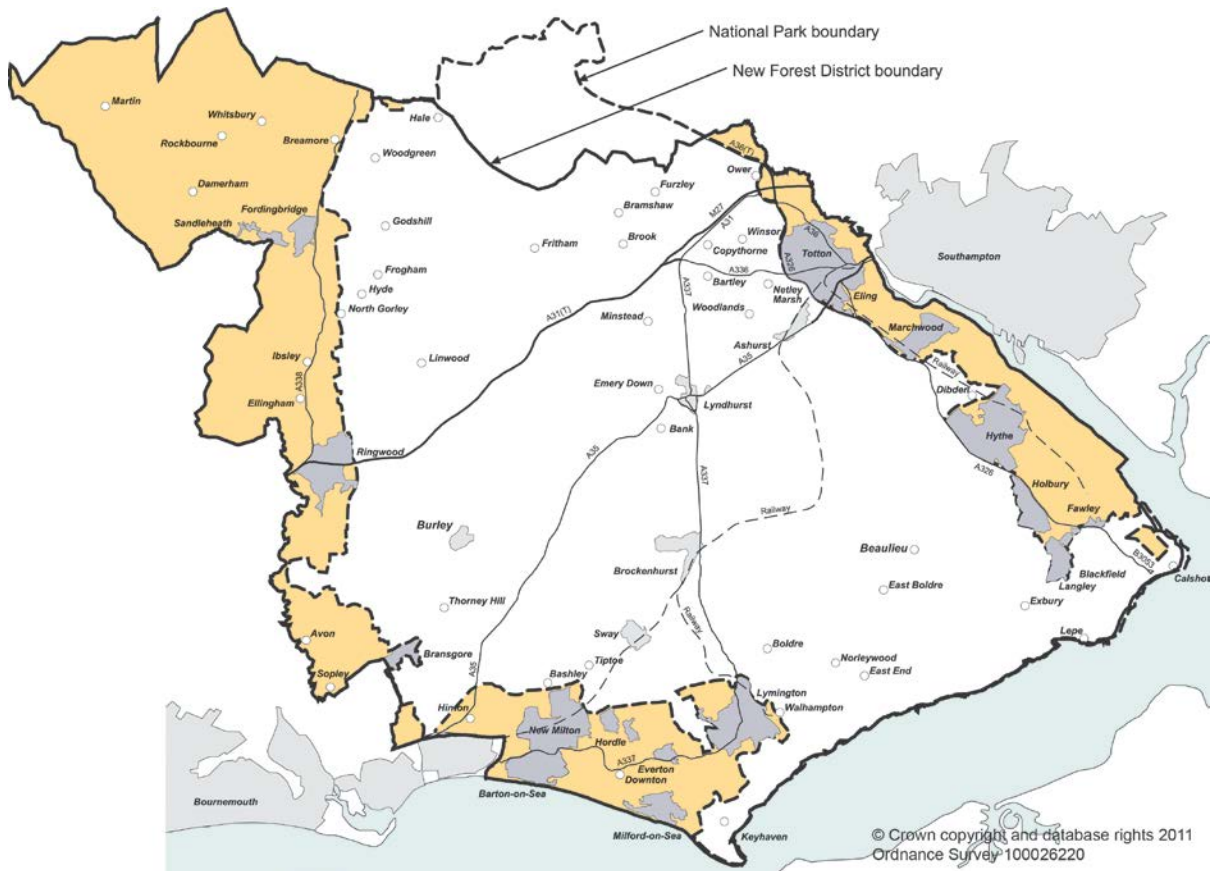


Figure 1: The Plan Area – New Forest District outside the National Park

- 1.4 The aims of the SPD are to ensure that an appropriate level of vehicle and cycle parking is provided in all new developments to avoid the various problems created by both over- and under-provision of parking.

2: Relevant Transport Policies and Guidance

National Policy

- 2.1 National guidance for the provision of parking space to serve new development appears in the National Planning Policy Framework (NPPF). Paragraph 39 refers to the setting of local parking standards for residential and non-residential development, stating that 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.
- 2.2 The NPPF does not provide suggested parking standards (previously included in Planning Policy Guidance 13 - PPG13) as it is thought local authorities are best placed to know and understand the particular needs and aspirations of their communities. This SPD takes advantage of this increased flexibility in Government policy to arrive at standards which are more responsive to local circumstances. For example this SPD does not prescribe different levels of parking between town centres and peripheral locations; this is because appropriate levels of parking which do not undermine the vitality of town centres are required. Paragraph 40 of the NPPF refers to how *“local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles.”*

Local Policy

- 2.3 Local Transport Plan 3 (LTP3) sets out the County’s transport strategy with the vision for *“safe, efficient and reliable ways to get around a prospering and sustainable Hampshire”*. LTP3 includes a policy objective of working with district authorities to agree coherent policy approaches to parking and recognises that availability of parking has considerable influence on travel choice and if not managed in a coordinated manner can act as a barrier to efforts to widen travel choice. The aims of this SPD are in accordance with the overall aims of LTP3.
- 2.4 The standards set out in this SPD are largely based on previous guidance as it is considered that in general they operated satisfactorily. The residential standards in this document are the same as the previous SPD - *“The Provision of Car Parking Space in Residential Development (outside the New Forest National Park)”*.

- 2.5 The previous Local Plan policies for non residential parking standards were not saved as part of the Local Plan Review process but were based on those set out in Hampshire County Council's (HCC) document: *Hampshire Parking Strategy and Standards (Summer 2002)*. This in turn took account of the maximum car parking standards set out in PPG13 Annex D. This SPD differs from the HCC standards, as stated above, in that it does not prescribe different levels of parking between town centres and peripheral locations. This is because although there are greater opportunities to reduce levels of parking in locations with good accessibility by non-car modes (such as town centres), it is not certain that town centres in the New Forest district will remain a favoured location for developers if good levels of parking are not afforded there. Appropriate levels of parking which do not undermine the vitality of town centres are required.
- 2.6 New Forest District Council's Local Development Plan contains policies relevant to parking. This includes Core Strategy Policy CS24 'Transport Considerations' which refers to how development proposals will be assessed in relation to the Council's published parking standards. Also relevant is Policy CS25 'Developers' contributions' which requires developers to provide or meet the reasonable costs of providing on- and off-site infrastructure or facilities to make the development satisfactory in planning terms, this can include parking. The parking standards set out below should also complement the following Core Strategy Policies:
- CS1: Sustainable development principles
 - CS2: Design quality
 - CS5: Safe and healthy communities
 - CS10: The Spatial strategy
 - CS17: Employment and economic development
- 2.7 This SPD should be read alongside the District Council's SPD *Housing design, density and character* (April 2006) newforest.gov.uk/index.cfm?articleid=5137) which addresses the need to respect and strengthen local character with a high quality of design while seeking more efficient use of land. It contains an annex relating to car parking, identifying typical problems related to parking in new residential developments together with examples of possible solutions.

3: Background Information

Public Transport in the District

- 3.1 Public transport provision in the New Forest District is generally limited in terms of:
- a) Routes - they generally follow transport corridors rather than form a comprehensive 'spider's web'; and

- b) Frequency and timetable - no evening or Sunday services across much of the area.

Therefore much of the catchment area of non-residential development in the district (outside the National Park) will have low or very low accessibility characteristics and so lower maximum parking standards are not considered appropriate.

Car ownership levels in the District

- 3.2 Car ownership in the New Forest District at the time of the 2001 Census stood at about 1.4 cars per household. This is more than the national average, but very close to the average for Hampshire (excluding the unitary cities of Portsmouth and Southampton). Car is the dominant mode of travel in the District as it is in Hampshire. The parking standards take this into account and the rural nature of the District.

Economic vitality, design and the quality of the environment

- 3.3 The impacts of both designated parking spaces and of parking activity wherever it occurs are central to the success or failure of the wider residential environment. Whilst there is no overriding reason to constrain parking space, it is important to avoid serious over-provision. Estimates of future car ownership should therefore be used as a guide in order to avoid both the inefficiency of over-provision and the safety and environmental costs of under-provision.
- 3.4 A development which provides substantially more than the recommended amount of parking space does not represent efficient use of land. Conversely, if the total provided is significantly less than the recommended provision consideration will need to be given to whether there is likely to be an unsatisfied demand which could lead to severe road safety hazards or serious environmental damage. Therefore it is suggested developers should aim to match the level of provision as closely as possible to the figures set out below.
- 3.5 As highlighted in *Manual for Streets* (MfS) a design-led approach is appropriate for all developments. The amount and layout of on-site car parking is important but should not be allowed to dominate the design process. Parking should not be considered in isolation from other design parameters and consideration should be given to the type of parking provided and how it relates to its context. The District Council, as planning authority, may consider it desirable that car parking areas are suitably screened and landscaped in order to minimise negative impacts on the streetscape. Parking areas should however be designed with adequate lighting and surveillance so that people feel safe using them, particularly after dark.

- 3.6 In many parts of the District outside the National Park the pressure for on-street parking is increasing and in some town centres there is little or no spare capacity in public town centre car parks. Where a development does not meet parking needs within its curtilage, by a significant amount, then developers will be expected to carefully consider if measures such as the introduction of on-street parking controls are required. This is particularly important in non-residential developments especially those that comprise or are near a mix of land uses including elements of residential use. Where development does not meet its parking needs within the curtilage of the development by a significant margin, the developer will be expected to survey current parking patterns and assess the impact of not meeting the development's parking needs. If the number of car parking spaces on the development is close to the recommended parking provision set out in the following tables then it may be assumed that the development will meet its parking needs. The loss of existing on-street parking due to the creation of new accesses shall be taken into account.
- 3.7 Layouts which, through any under provision of parking facilities, would lead to pressure of parking on either public or private amenity space should be avoided, unless that provision is specifically designed as part of a shared use space.
- 3.8 Where applicable developers should consider the opportunity to share non-residential parking provision. For example a development that generates parking demand mainly during the working day could share some of the car parking facilities with another development that generates parking demand mainly during the evenings.
- 3.9 The introduction and operation of residents parking schemes or other traffic management measures (which could include physical measures to deter parking on inappropriate areas such as verges) linked to the new development should be at the developers' expense. This could also include the costs of issuing permits (currently £31 per year). It is important that measures such as parking controls are set out in detail in any required Design and Access Statement, Transport Assessment or Transport Statement if the proposed development is below the threshold to require a Transport Assessment. The developer's proposals must have a reasonable prospect of implementation so the views of the local community and other key stakeholders of the proposed measures such as parking control need to be established by the developer prior to the submission of any required Transport Assessment or Transport Statement and Design and Access Statement.
- 3.10 The standards in the annex of this SPD include recommended parking provision rather than maximum or minimum standards. This is because overall provision will need to take into account the layout and design of the development and should follow a design-led approach.

4: Minimum cycle parking standards

- 4.1 As stated above the NPPF does not set specific standards for parking but does state the need for the transport system *“to be balanced in favour of sustainable transport modes”*. It is therefore considered that in order to promote cycling the provision of convenient, safe and secure cycle parking, particularly in town centres, and the provision of cycle storage facilities at transport interchanges is sought. The Council’s transport policies, in particular CS24, seek to encourage greater use of modes of transport and improving accessibility for non car modes, therefore it is important that the parking needs for bicycles are also considered.
- 4.2 The minimum standard of provision is set out for the different development types in the tables in the Annex below and is based on previously published standards and guidance set out in MfS. Additional cycle parking shall be provided if a need is identified in either a Transport Assessment or Site/Company Travel Plan (see below). Guidance on provision is given in the “Cycle Infrastructure Design” Local Transport Note 2/08 published by the Department for Transport (DfT) available on their website: <http://www.dft.gov.uk/publications/local-transport-notes/>.
- 4.3 The level of cycle parking provision should relate to cycle access opportunities to/from the development. It should be located in areas that are convenient for the trip origin/destination and generally should be in a location more convenient than car parking to encourage bicycle use. Likewise the cycle parking needs to be easy to use, secure, covered and overseen, particularly for longer term parking.
- 4.4 If developments cannot provide cycle parking facilities on site then contributions should be provided for off-site provision. These contributions would be in addition to Community Infrastructure Levy contributions.

5: Motor Cycle Parking

- 5.1 The standard of provision for motor cycles, except in residential developments, is for one space to be provided for every 25 car parking spaces and is based on previously published standards. Guidance on provision and further references are included in Manual for Streets (Page 112/113) (<http://www.dft.gov.uk/publications/manual-for-streets/>).

6: Parking for those with disabilities

- 6.1 Suitable parking spaces should be provided for people with disabilities. Use of reserved bays should be regularly monitored and the numbers adjusted, by the

re-designation of existing parking spaces, to ensure the needs of disabled people are fully met (or vice versa if there is significant over provision). General advice on provision is included in DfT's Traffic Advice Leaflet 5/95 *Parking for Disabled People*: <http://www.dft.gov.uk/publications/tal/>.

7: Electric Vehicle Parking Provision

- 7.1 Developers are encouraged to provide facilities to cater for charging of Electric Vehicles (EV), although it is accepted that currently their use is relatively limited. However, in order to facilitate the possible future increase in demand and use of EVs, developments should design parking arrangements to include the necessary infrastructure to accommodate them i.e. electrical connections so that charging points can be installed at a later date with minimal disruption.

8: Commercial and Lorry Parking Provision

- 8.1 Parking provision for lorries and commercial vehicles will be considered on a case by case basis and will need to take account of size of vehicles expected to serve the site and vehicles swept path analysis. Developers will be expected to demonstrate that the proposed provision for such vehicles will be adequate for the levels of activity at the site.

9: Planning Obligations

- 9.1 As referred to in the NPPF (paragraph 203) and covered in Core Strategy Policies CS24 and 25 it may be appropriate for obligations to be sought to address unacceptable impacts resulting from a development. This may include the costs of introducing on-street parking controls in the vicinity of the site or the costs of mitigation measures set out in any Transport Assessment or site Travel Plan. If deemed appropriate the developer will be expected to pay the reasonable costs of HCC, or NFDC as its traffic management agent, to progress the proposal to the stage when the proposed parking controls are publically advertised. If having considered any responses to the public advertisement either HCC, or NFDC as its traffic management agent, decide to implement the advertised proposal in whole or part then the developer will fund the implementation and provide a commuted sum for the issue of parking permits where applicable. If either HCC, or NFDC as its traffic management agent, decide not to implement the advertised proposals the developer shall still pay the Council's reasonable costs for any work it undertakes in connection with the proposed parking controls.
- 9.2 Paragraph 36 of NPPF refers to how Travel Plans are a key tool to facilitate the use of sustainable travel modes, highlighting that all developments which generate significant amounts of movement should be required to provide a

Travel Plan. Thresholds for developments requiring the production of Travel Plans and Transport Assessments are detailed in the tables below, but where appropriate the Local Planning Authority can require a Travel Plan or Transport Assessment below these thresholds. Evaluation of Travel Plans submitted with the Planning Application will be covered by the Planning Application fee however if the Travel Plan submitted is a summary or 'skeleton' Travel Plan the evaluation of the full Travel Plan, later submitted, will require a contribution in addition to the contribution for the monitoring of a Travel Plan, this will be based on the size of the development. Provision of a Travel Plan will be secured via a Section 106 Agreement which will include sanctions to ensure agreed measures/outcomes, within the control of the developer, can be met.

10: Requirements for Transport Assessments

- 10.1 As stated in NPPF all developments that generate significant amounts of movement should be supported by a Transport Assessment or Transport Statement. The requirements set out in the tables below are based on previously published guidance (PPG13 Annex D) and the "Guidance on Transport Assessment" published by the Department for Transport (<http://www.dft.gov.uk/publications/guidance-on-transport-assessment/>). Under certain circumstances, for example where there are potential cumulative effects, a Transport Assessment will be required even though the development is below the thresholds specified.
- 10.2 The parking standards set out in the tables below are the recommended provision developers should aim to supply unless it is demonstrated through a Transport Assessment, Transport Statement or Design and Access Statement that significantly different levels of parking provision is needed. In such cases the applicant will be required to show the measures they are taking to mitigate any adverse impacts.

11: Requirement for company or site travel plans

- 11.1 The NPPF comments that developments should be designed to give priority to pedestrian and cycle movements and recognises that Travel Plans are a key tool to facilitate use of sustainable transport modes. It is also stated that "*all developments which generate significant amounts of movement should be required to provide a Travel Plan*".
- 11.2 Table A, below, is based on HCC adopted standards and indicates the approximate thresholds above which a Transport assessment and a company or site travel plan is required. However, where appropriate, the local planning authority can require a Transport Assessment or company/site Travel Plan below the thresholds specified if it is considered significant amounts of movements may result from the proposed development.

ANNEX: Tables detailing thresholds and parking standards for different development types

Table A: Summary of thresholds for transport assessments and site travel plans

Land Use	Threshold above which Transport Assessment and Travel Plan required
Residential	50 dwellings for Transport Assessment 100 dwellings for Travel Plan
Commercial: B1 and B2	2500 sqm
Commercial: B8	5000 sqm
Retail	1000 sqm
Education	2500 sqm
Health Establishments	2500 sqm
Care Establishments	500 sqm or 5 bedroom
Leisure: General	1000 sqm
Leisure: Stadia, ice rinks	All
Miscellaneous Commercial	500 sqm

Note: Where appropriate the local planning authority can require a Transport Assessment or company/site Travel Plan below the thresholds specified, for example where there are potential cumulative effects. Arrangements for approving and monitoring Travel Plans will need to be agreed with Hampshire County Council.

RESIDENTIAL CAR PARKING AND CYCLE STANDARDS

Table 1: Residential Standards

Dwelling size (bedrooms)	Recommended average provision (car spaces per dwelling)		Cycle Standard (minimum)	
	Shared/Communal Parking	OR On-plot parking	Long stay	Short stay*
1	1.4	2.0	1 space per unit	1 loop/hoop per unit
2	1.5	2.0	2 spaces per	1 loop/hoop per

3	1.9	2.5	unit	unit
4 or more	2.1	3.0	2 spaces per unit	1 loop/hoop per unit

* in the case of dwelling houses, other alternative provision for cycle storage may be considered.

IMPORTANT: In comparing the proposed parking space provision with the recommendations in the table above, account will need to be taken of the layout and design of the development. In particular:

- It is widely accepted that single on-plot garages are often unavailable for cars because they are being used for storage. Given the extent of this practice, whether or not garages will be counted towards parking provision will be determined on a case by case basis as per MfS guidance.
- Single garages should normally be of sufficient size to accommodate a car and at least one bicycle, i.e. minimum internal dimensions of 6m x 3m. Where the developer makes a case for garages smaller than this, consideration will need to be given to whether those garages should be counted towards the total car parking provision at all.
- Outside town centres, where there is public parking space and on-street parking is regulated, layouts based on on-plot parking may include lay-bys and/or other visitor parking space providing that highway safety is not prejudiced and up to a maximum of 20% of the total amount of parking is on site. Such spaces may be counted towards the total provision on the site.
- Driveways longer than 6m will be counted as a single parking space unless the developer can adequately demonstrate that the driveway can reasonably accommodate more than one vehicle.

NON RESIDENTIAL CAR PARKING AND CYCLE STANDARDS

Some developments proposals may not fall into any of the categories below, in such cases suitable parking provision will be considered on the development's own merit. Parking provision should be set out in detail in the Design and Access Statement or if required the Transport Assessment.

Table 2: Commercial development

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay (see Note 2)	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 stand per 150 sqm GEA	1 stand per 500 sqm GEA
B1(b)(c) high tech/light industry	1 space per 45 sqm	1 stand per 250 sqm GEA	1 stand per 500 sqm GEA

B2 general industry	1 space per 45 sqm	1 stand per 350 sqm GEA	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 stand per 500 GEA	1 stand per 1000 sqm GEA

1. Subject to a condition or legal agreement restricting consent to the specified use.
2. Long-stay cycle parking is to be at least the greater of the spaces per Gross external area (GEA) identified or 1 space per 8 staff.

Gross external area (GEA) - The total external area of a property (including the thickness of the external wall)

Table 3: Retail development

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay	Short stay
Non-food retail and general retail (covered retail areas)	1 space per 20 sqm covered areas	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand per 200 sqm GEA
Non-food retail and general retail (uncovered retail areas)	1 space per 30 sqm uncovered areas	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand per 200 sqm GEA
Food retail	1 space per 14 sqm covered areas	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand per 200 sqm GEA

- 1 Petrol stations with a shop will be considered under the appropriate retail category but with petrol pump spaces counting as one space each.

Table 4: Education establishments

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay	Short stay
Schools	1.5 spaces per classroom	See note 1	See note 1
16+ Colleges and further education colleges	1 space per 2 full-time staff	See note 1	See note 1
Day nurseries/playgroups (private) and crèches	1.5 spaces per 2 full-time staff	1 stand per 6 full time staff	At least 2 stands per establishment

1. A Transport Statement or Transport Assessment and/or School Travel Plan is required to determine/establish the number of cycle parking facilities for educational establishments. The provision of facilities will be dependent on a number of factors such as type of educational establishment, location and, provision for cycling in the vicinity.
2. The parking allocation caters for staff, visitors and parents.
3. There will be a requirement for a bus/coach loading area, provided either on-or off site, for primary education and above, unless otherwise justified.
4. Accessibility of the catchment area will be taken into account for schools.

Table 5: Health establishments

Type	Recommended car parking provision	Cycle Standard (minimum)	
		<i>Long stay</i>	<i>Short stay</i>
Private hospitals, community and general hospitals more than 2,500sqm, including: Inpatient, day patient, outpatient or accident unit; Locally based mentally handicapped units/psychiatric units; ambulatory care units including day surgery/ assessment/treatment/and administration/support services.	The car parking provided for staff and visitors will be based on the approved Transport Assessment.		
As above but with gross floor area of 2,500sqm or less.	Outpatients – see standards for Health centres. Inpatients - Staff: 1 space per 2 staff; Patients 1 space per 10 beds	1 space per 2 consulting rooms or 1 space per 6 staff (whichever is greater)	1 stand per consulting room
Health centres	5 spaces per consulting room		
Doctors, dentists or veterinary surgery	3 spaces per consulting room		

Table 6: Care establishments – public and private

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay	Short stay
Day centres for older people, adults with learning/physical disabilities	Staff: 1 space per 2 staff, Visitor: 1 space per 2 clients, (Notes 1 & 2)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Homes for children	1 space per residential staff, 0.5 spaces per non-residential staff, Visitor: 0.25 spaces per 2 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	Staff: 1 space per 2 staff, Visitor: 1 space per 2 clients, (Notes 1)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Residential units for adults with learning or physical disabilities	1 space per residential staff, 0.5 spaces per non-res staff, Visitor: 0.25 spaces per client (Note 3)	1 space per 6 staff	1 loop/hoop per 2 bedrooms
Day nurseries/playgroups (private)	See education standards above (Table 4)		
Hostels for the homeless	No standard set	1 space per 6 staff	1 loop/hoop per 2 bedrooms
<i>Older people's housing:</i>			
Active elderly with warden control	1 space per unit	1 space per unit (also see note 4)	1 loop/hoop per 2 units (also see note 4)
Nursing and rest homes	1 space per 4 residents and 1 space per staff	1 space per 6 staff (also see note 4)	1 loop/hoop per 2 units (also see note 4)

Notes

1. Staff applies to full-time equivalent member of staff.
2. Plus space for dropping off people.
3. Applies to non-residential staff on duty at the busiest time.
4. Part of the provision for cycle parking spaces will be considered for parking for mobility scooters.

The figures are based on the maximum number of children for which the group is licensed or the client capacity of the centre (and are rounded to the nearest whole number where appropriate).

Table 7: Leisure facilities and places of public assembly

Type	Recommended car parking provision	Cycle Standard (minimum)	
		<i>Long stay</i>	<i>Short stay</i>
Hotels/motels/guest houses/boarding houses	1 space per bedroom, (Note 1)	1 space per 6 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 10 bedrooms
Eating and Drinking establishments	1 space per 5sqm dining area/bar area/ dance floor, (Note 3)	1 space per 6 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 20sqm GEA
Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Bowling centres, bowling greens	3 spaces per lane	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Sports halls	1 space per 5 fixed seats and 1 space per 30sqm playing area	1 space per 6 staff or 1 space per equivalent badminton court (Notes 2 & 4)	1 stand per equivalent badminton court (Note 4)
Swimming pools, health clubs/gymnasia	1 space per 5 fixed seats and 1 space per 10sqm open hall/pool area	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Tennis courts	3 spaces per court	1 space per 6 staff or 1 space per 5 courts or pitches (Note 2)	1 stand per pitches or courts
Squash courts	2 spaces per court	1 space per 6 staff or 1 space per 5 courts or pitches (Note 2)	1 stand per pitches or courts
Playing fields	12 spaces per ha pitch area	1 space per 6 staff or 1 space per 5 ha pitch area (Note 2)	1 stand per ha pitch area
Golf courses	4 spaces per hole	(Note 6)	(Note 6)

	(Note 5)		
Golf driving ranges	1.5 spaces per tee/bay	(Note 6)	(Note 6)
Marinas	1.5 spaces per berth	(Note 6)	(Note 6)
Places of worship/church halls	1 space per 5 fixed seats and 1 space per 10sqm open hall	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Stadia	Refer to Note 6	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm

Notes

1. Other facilities, e.g. eating/drinking and entertainment are treated separately if they are available to non-residents.
2. Whichever is the greater provision of these standards.
3. Where these serve HCVs, e.g. transport cafes, some provision will be needed for HCV parking
4. A badminton court area is defined as 6.1m x 13.4m.
5. Other facilities, e.g. club house, are treated separately.
6. No standards are set for this category. Each application over 1000sqm will be considered individually as part of a transport assessment. For applications 1000sqm or less at least 1 space per 6 staff.
7. Motorway service areas will be included as eating and drinking establishments with additional consideration for associated facilities; parking for HCVs and PCVs will be required.

Table 8: Miscellaneous commercial developments

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay	Short stay
Workshops - staff	1 space per 45sqm GEA	1 space per 8 staff or 1 space per 250sqm GEA (Note 1)	1 stand/500sqm GEA
Workshops - customers	3 spaces per service bay		
Car sales - staff	1 space per full-time staff (Note 2)	1 space per 8 staff or 1space per 250sqm GEA (Note 1)	1 stand/500sqm GEA
Car sales - customers	1 space per 10 cars on display (Note 3)		

Notes

1. Whichever is the greater of these standards.
2. Full-time equivalent staff.
3. Applies to the number of cars on sale in the open.