

REVISED COUNTY PARKING STANDARDS AND TRANSPORT CONTRIBUTIONS METHODOLOGY

Supplementary Planning Guidance adopted by West Sussex County Council November 2003

This Supplementary Planning Guidance (SPG) document was adopted by Cabinet Member for Highways and Transport in November 2003 following consultations with District & Borough Councils, Government Departments and agencies, the building industry, other interested groups and individuals and the general public via the County Council website and a local press notice.

The SPG has been prepared in partnership with officers from each of the West Sussex District and Borough Councils. It is anticipated that the SPG will be used by the County, District and Borough Councils when considering development proposals.

The SPG sets out:

- Revised parking standards for all development use classes (these standards have been developed through two separate consultation exercises – PPG13 and PPG3 (residential) standards were approved by Cabinet Member following consultation in July 2003. Parking standards for all ‘other’ use classes were approved by Cabinet Member following consultation in November 2003);
- A contributions methodology to be applied to commercial and residential development.

The SPG is supplemental to policies DEV3, DEV4 and DEV5 of the Deposit Draft West Sussex Structure Plan 2001 – 2016 and policies T14 and G4 of the adopted West Sussex Structure Plan 1993. The SPG also complements Supplementary Guidance adopted in July 1999 – ‘The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1’

Additional copies of this document can be obtained from West Sussex County Council, Highways and Transport, Development Control Group, The Grange, Tower Street, Chichester, West Sussex, PO19 1RH.

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SECTION 1 – BACKGROUND

Parking Standards

- 1.1 Parking Standards set the levels of parking provision permitted in association with new development. Previous County standards were set in 1995 and are now no longer consistent with national guidance.
- 1.2 Transport policy and recent planning guidance recognises that the availability of car parking has a major influence on the means of transport people choose for their journeys. Planning Policy Guidance Note 13 : Transport:
 - requires that maximum standards be set for broad classes of development;
 - sets out maximum standards, for some use classes, which should be applied nationally;
 - allows more rigorous standards to be adopted locally;
 - suggests that revised parking standards should be used as part of a package of measures to promote sustainable travel choices.
- 1.3 National planning guidance requires that local authorities review their parking standards with a view to reducing the level of parking permitted at new developments.
- 1.4 Revised maximum standards proposed in this SPG reflect the aims and objectives of national guidance.

Contributions Methodology

- 1.5 SPG adopted in July 1999 stresses that developers will be required to provide improvements, or contribute towards the costs, of ensuring that development is acceptable in terms of capacity, safety and sustainable travel.
- 1.6 PPG13 now makes it clear that it is inappropriate for a local authority to seek commuted payments based on the lack of parking provided at a site. However, it is still appropriate to seek contributions to secure transport improvements to mitigate the impact of development and improve accessibility by all modes, in particular public transport, walking and cycling.
- 1.7 County and District officers have developed an alternative contributions methodology, set out in this SPG, which will increase the consistency with which contributions are sought, conforms with the objectives of national and local policy and guidance and has received support from GOSE.

Planning Process

- 1.8 The approach set out in this SPG provides a framework within which the County Council (as highway authority) can work with District and Borough Councils (as local planning authorities) to manage new development to assist the achievement of transport and environmental objectives.

SECTION 2 - THE REVISED PARKING STANDARDS

- 2.1 This SPG revises all parking standards. Appendix A includes the proposed standards and details where these standards have been amended from the 1995 standard.
- 2.2 This SPG also sets out cycle parking, motorcycle parking and disabled parking requirements.
- 2.3 It is proposed that the standards will apply to all development within the associated class. Generally no thresholds are proposed with the exception of small commercial development in rural areas (see Appendix A).
- 2.4 In proposing revised standards consideration has been given to evidence from recent applications, views of Development Control officers and work progressed by other County Councils.
- 2.5 PPG13 proposes that maximum standards be reduced in accessible areas. A relaxation is proposed to permit maximum standards to be reduced based on levels of accessibility. District and Borough Councils will define accessibility zones based on the criteria set out in Appendix B. Reductions to maximum standards will be allowable to reflect the accessibility of the site and the impact that this may have on travel by car. The level of reduction will be established by the District / Borough Council in consultation with the Head of Highways and Transport and the Head of Planning Services. It is anticipated that District and Borough Councils will consult on their zoning approaches, and the consequent impacts on standards, as they are developed.

APPENDIX A

PARKING STANDARDS

1. PPG13 & RESIDENTIAL STANDARDS

Use Class	PPG13 Maximum Standard	PPG13 Threshold	West Sussex Maximum Standard	West Sussex Threshold
Food Retail	1 space per 14sqm	1000sqm	1 space per 14sqm	All development
Non Food Retail	1 space per 20sqm	1000sqm	1 space per 20sqm	All development
Cinemas and Conference Facilities	1 space per 5 seats	1000sqm	1 space per 5 seats	All development
D2 Assembly and Leisure (other than cinemas, conference facilities and stadia)	1 space per 22sqm	1000sqm	1 space per 22sqm	All development
B1 Business including office	1 space per 30sqm	2500sqm	1 space per 30sqm	500sqm in less accessible areas.
Higher and Further Education	1 space per 2 staff + 1 space per 15 students	2500sqm	1 space per 2 staff + 1 space per 15 students	All development
Stadia	1 space per 15 seats	1500 seats	1 space per 15 seats	All development
Residential – 1 bed dwellings			1 space per dwelling	All development
2 & 3 bed dwellings			2 spaces per dwelling	All development
4 bed dwellings			3 spaces per dwelling	All development

Notes

1. Threshold – the threshold from which the standard applies. For developments below the threshold of 500 sqm for B1 development the standard of 1 space per 25 sqm will be acceptable.
2. Parking provision should be reduced below that permitted by the maximum standard in accessible locations where appropriate. Accessibility criteria are set out in Appendix B. The level of parking provision appropriate for developments will be established by the District Council in consultation with the Head of Highways and Transport and the Head of Planning Services having regard to the Accessibility Criteria and other objectives such as Town Centre regeneration initiatives.
3. District Councils will monitor the application of residential standards to ensure that PPG3 requirements are met.
4. With regard to all planning applications consideration will be given to the need to restrict or manage the possibility of parking related to the development overspilling into local streets.

2. Parking Standards for Classes other than PPG13 / Residential

i) Other Residential Uses

		<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	COMMENTS ON 2003 STANDARD
DWELLING TYPE	SPECIFIC REQUIREMENTS	TOTAL CAR PARKING PROVISION PER DWELLING	ADOPTED MAXIMUM STANDARD 2003	
SHELTERED ACCOMMODATION AND FLATS FOR THE ELDERLY	(a) For each flat with 2 or less habitable rooms:- 0.3 CAR SPACES and 0.2 CAR SPACES FOR VEHICLES AND SERVICE VEHICLES	0.5	No longer to be split into separate age categories. This category will apply where development is provided with internal communal facilities and warden accommodation. In other cases the residential standard will apply.	Based on recent analysis it is considered appropriate to propose a revised maximum standard of 1 space per 2 units, plus staff space. Revised standard.
(ii) Where occupation is restricted to persons of 55 or over	(b) For each flat with more than 2 habitable rooms:- 0.55 CAR SPACES and 0.2 CAR SPACES FOR VISITORS AND SERVICE VEHICLES 1 CAR SPACE AND 0.2 CAR SPACES FOR VISITORS AND SERVICE VEHICLES	0.75	1.2	

(iii) Resident staff at (i) and (ii) above.

1 CAR SPACE FOR EACH MEMBER OF RESIDENT STAFF

1 CAR SPACE FOR EACH MEMBER OF RESIDENT STAFF

i) Other Residential Uses continued

		<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DWELLING TYPE	SPECIFIC REQUIREMENTS	TOTAL CAR PARKING PROVISION PER DWELLING	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
<p><u>USE CLASS C2</u> (CARE, NURSING, MENTALLY AND PHYSICALLY HANDICAPPED AND ELDERLY PERSONS HOMES)</p>	<p>1 CAR SPACE FOR EVERY 20 RESIDENTS OR INCREMENT OF UP TO 20 RESIDENTS PLUS 1 CAR SPACE FOR VISITORS AT THE RATIO OF 1 SPACE FOR 8 RESIDENTS OR INCREMENTS OF UP TO 8 RESIDENTS PLUS ADDITIONAL CAR SPACE FOR STAFF BASED ON A RATE OF ONE SPACE PER FIVE RESIDENTS. (All to be provided within the layout near to dwellings) PLUS SPACE FOR SERVICE VEHICLES AS REQUIRED.</p>	<p>0.5</p>	<p>As per existing.</p>	<p>In reviewing the C3 use class standards it was felt that the existing standards remained appropriate maximum standards given the nature of the use. No change.</p>
<p><u>HOUSES IN MULTIPLE OCCUPATION</u></p>	<p>0.5 CAR SPACE PER ROOM/UNIT</p>	<p>0.5</p>	<p>As per existing.</p>	<p>Whilst some recent applications have had no/ little parking provision, it is not</p>

1995 STANDARD

STANDARD
ADOPTED IN 2003

DWELLING TYPE

SPECIFIC REQUIREMENTS

TOTAL CAR
PARKING
PROVISION
PER
DWELLING

ADOPTED
MAXIMUM
STANDARD 2003

COMMENTS ON 2003
STANDARD

considered appropriate to have a zero standard for such a use. It is considered that there may be sites where parking can be accommodated and should be sought.

No change.

i) Other Residential Uses continued

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
<u>DWELLING TYPE</u>	<u>SPECIFIC REQUIREMENTS</u>	<u>TOTAL CAR PARKING PROVISION PER DWELLING</u>	<u>ADOPTED MAXIMUM STANDARD 2003</u>
			<u>COMMENTS ON 2003 STANDARD</u>
<u>HOSTELS</u>	CAR SPACES FOR RESIDENTS AT THE RATIO OF 1 SPACE FOR EVERY 4 RESIDENTS PLUS CAR SPACES FOR VISITORS AT THE RATIO OF 1 SPACE FOR EVERY 20 RESIDENTS SPACES FOR SERVICE VEHICLES AS REQUIRED		
			In reviewing the hostel standards it was felt that the existing standards remained appropriate maximum standards given the nature of the use.
			No change.

ii) Other Non Residential Uses - Associated Retail Uses

		<u>1995 Standard</u>		<u>STANDARD ADOPTED IN 2003</u>	COMMENTS 2003 STANDARD
DEVELOPMENT/ USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003		
GARDEN CENTRES					
(a) Independent	(a) 1 SPACE PER 30 SQUARE METRES of permanent sales display area	Considered on merits of proposal	a) 1 space per 20 sqm for covered sales areas and 1 space per 30sqm for uncovered areas		Following consultation standard adjusted to comply with advice from the industry and to comply with other local authorities.
(b) Attached to non-food retail warehouses	(b) 1 SPACE PER 18 SQUARE METRES	1,000 SQUARE METRES OR UNDER - 2 SPACES. OVER 1,000 SQUARE METRES - 3 SPACES	b) as above Lorry parking as existing.		Revised.

MARKETS	To be assessed individually	To be assessed individually	As per existing.	Given the varied nature of market uses and limited number of such applications within the County, it was felt that no specific standard should be set and each should be assessed on its own merits.
<u>WHOLESALE CASH AND CARRY</u> (excluding factory outlets/factory retail outlets etc)	1 SPACE PER 50 SQUARE METRES	1 SPACE PER 200 SQUARE METRES	As per existing (car and lorry).	In reviewing this standard it was felt that the existing standards remained appropriate maximum standards given the nature of the use.
				No change.

ii) Other Non Residential Uses
(Associated Retail Uses)

	<u>1995 STANDARD</u>		<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/ USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
CAR SALES ESTABLISHMENTS	1 SPACE PER 30 SQUARE METRES of internal and outside gross car display area	Considered on merits of proposal but provision for off- loading car transporters	As per existing but with additional criterion of 'staff parking to be clearly designated'. Lorry parking as per existing	A key concern from Development Control and throughout the County group relates to the provision of staff parking. The existing standard is calculated to include staff parking provision but it is felt that this is sometimes used for car display pushing staff parking onto surrounding roads. By adding the criterion for the staff parking to be adequately defined it would facilitate investigations as to the use of such spaces and enable enforcement to ensure that some were retained solely for staff use. Revised criterion.

MOTOR REPAIR
GARAGES

(NB: This is an industrial use not retail, but as it often accompanies car sales it was felt appropriate to group these two uses).

To be assessed individually.

To be assessed individually.

1 space per 45 sq m for staff and 3 spaces per service bay (or 25sqm).

Staff parking to be clearly designated.

It is considered important to set a standard for such uses. The TIG group looked at other County standards (e.g. Hampshire) and canvassed views of DC officers. The proposed standard reflects the findings of this review and is considered to provide an adequate level of parking for this car borne activity.

New standard.

ii) Other Non Residential Uses

(Other Business and Industrial Uses)

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003

FINANCIAL/ PROFESSIONAL SERVICES (A2)

1 SPACE PER 25 SQUARE METRES

Considered on merits of proposals

1 space per 30 sqm

It is proposed that the A2 standard should be amended to 1 space per 30 sqm to bring it in line with B1 office use (previously revised in line with PPG13). In reviewing this standard it was found that other Counties were taking this approach.

As the standards are maximum standards it is no longer considered appropriate to have a different standard for the town centre. The accessibility of a site may provide justification for accepting a lower standard in appropriate circumstances. Analysis of applications found that many A2 proposals were change of use in existing retail areas. In considering such applications account was taken of the requirements and provision of

FINANCIAL/
PROFESSIONAL
SERVICES

1 SPACE PER 20
SQUARE METRES

Considered on
merits of
proposal

(outside defined town
centre)

ii) Other Non Residential Uses

(Other Business and Industrial Uses)

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
			COMMENTS ON 2003 STANDARD

GENERAL INDUSTRY
(USE CLASS B2)

240 square metres
gross or under

Over 240 square
metres

1 SPACE PER 20
SQUARE METRES

12 SPACES PLUS 1
FOR EACH
ADDITIONAL 25
SQUARE METRES
OVER 240 SQUARE
METRES

1 SPACE

1 MINIMUM
AND 1 SPACE
PER 500
SQUARE
METRES

**1 SPACE PER
40 sqm**

**Lorry parking
as existing.**

The County TIG group looked at TRICS (Trip Rate Information Computer System) information in reviewing this standard. It was found that the trip rate generated by B2 uses was approximately 55% of the B1 trip rate. Given the change of B1 standard to 1 space per 30 sqm, the TRICS data provided a basis for reviewing this standard.

Analysis of other Counties' standards found variation between 1 per 35sqm – 50 sq m.

Given that B2 uses are less trip intensive than B1 uses it was considered that a standard of 1 per 40 sqm would be a suitable compromise based on the analysis. By undertaking consultation on these standards, other organisations may be able to provide further evidence to support this standard or suggest an alternative.

Revised standard.

STORAGE AND DISTRIBUTION (USE CLASS B8)

The County TIG group looked at TRICS in reviewing this standard. It was found that the trip rate generated by B8 uses was approximately 30% of the B1 trip rate. Given the change of B1 standard to 1 space per 30 sqm, the TRICS data provided a basis for reviewing this standard.

Analysis of other Counties' standards found variation between 1 space per 70sqm – 150 sq m.

Given that B8 uses are less trip intensive than B1 and B2 uses it was considered that a standard of 1 per 100 sqm would be appropriate based on the analysis.

Revised standard.

240 square metres gross or under
 1 space per 100 sqm

1 MINIMUM

1 SPACE PER 20 SQUARE METRES

Over 240 square metres

Lorry parking as existing.

1 MINIMUM AND 1 SPACE PER 500 SQUARE METRES

12 SPACES PLUS 1 SPACE FOR EACH ADDITIONAL 100 SQUARE METRES OVER 240 SQUARE METRES

OPEN STORAGE

To be assessed individually

To be assessed individually

1 space per 100 sqm

Given the nature of open storage areas it is considered that they are akin to B8 uses and thus the B8 standard should also apply here.

New standard.

Lorry parking to be assessed individually.

**ii) Other Non Residential Uses
(Leisure Uses)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
TENNIS/ BADMINTON COURTS	4 SPACES PER COURT	--	COMMENTS ON 2003 STANDARD TIG group felt that logically this standard should be reduced as the existing standard assumed that every player would be driving. It is felt that this would often not be the case. No recent applications in the County in this category.
			Revised standard.
SQUASH COURTS	4 SPACES PER COURT	--	Comment as per tennis/ badminton. Revised standard.
			Revised standard.

**ii) Other Non Residential Uses
(Leisure Uses)**

	<u>1995 STANDARD</u>		<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
SWIMMING POOLS	1 SPACE PER 5 SQUARE METRES for other than town centre locations 1 SPACE PER 8 SQUARE METRES AREA within Worthing's defined town centre	--	1 space per 10 sqm of pool area.	There have been no recent applications for solely swimming pools in West Sussex (usually multi leisure). Analysis of other County standards found 1 space per 10 sqm of pool area. Considered appropriate standard to apply in West Sussex. As the standards are maximum standards it is no longer considered appropriate to have a different standard for the town centre. The accessibility of a site may provide justification for accepting a lower standard in appropriate circumstances. Revised standard.

<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
GOLF COURSES	4 SPACES PER HOLE	--	As per existing.	Review of other County standards also found 4 spaces per hole.	No change .	

ii) Other Non Residential Uses
(Leisure Uses)

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	COMMENTS ON 2003 STANDARD
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
RIDING SCHOOLS/ STABLES	2 SPACES PER LOOSE BOX	--	As per existing. No evidence to support changing this standard. No change.
<u>INDOOR EQUESTRIAN CENTRES</u>	1 SPACE PER 20 SQUARE METRES OF ARENA	1 SPACE PER 150 SQUARE METRES OF ARENA FOR HORSE BOXES /TRADERS	As per existing No evidence to support changing this standard. No change.

<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>			COMMENTS ON 2003 STANDARD
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	
BOWLING (including 10-pin, outdoor and indoor)	6 SPACES RINK/LANE	--	As this is a D2 use, those standards to be applied (Part A)	As this is a D2 leisure use, the TIG group felt that the D2 standard should apply and there was not a need for a separate standard for bowling.
			1 space per 22 sqm.	Refer to D2 standards (already consulted upon as Part A standards).

**ii) Other Non Residential Uses
(Leisure Uses)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
PLAYING FIELDS (including soccer, rugby, hockey, cricket etc)	1 SPACE PER 2 PLAYERS	--	COMMENTS ON 2003 STANDARD
			Given that many pitches are used for a range of different sporting activities throughout the year it was considered by the TIG group that it can be difficult to assess parking requirement. The proposed revised standard is comparable to the existing standard with regard to sporting team games such as football, hockey.
			Revised standard.

**ii) Other Non Residential Uses
(Leisure Uses)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
<u>DEVELOPMENT/USE</u>	<u>CAR PARKING REQUIREMENT</u>	<u>LORRY PARKING REQUIREMENT</u>	<u>COMMENTS ON 2003 STANDARD</u>
<u>INDOOR MULTI-PURPOSE FACILITIES</u>	1 SPACE PER 15 SQUARE METRES OF FLOOR AREA for locations outside the town centre	--	As this is a D2 leisure use, the D2 standard would be applicable. Refer to D2 standards (revised recently in line with PPG13).
	1 SPACE PER 20 SQUARE METRES OF FLOOR AREA within Worthing's town centre	--	As this is a D2 use, those standards should be applied (Part A) 1 space per 22 sqm.
	In addition, if regular social functions, conferences, meetings etc take place in the main hall 1 SPACE PER 8 SEATS OR 1 SPACE PER 4.5 SQUARE METRES	--	

<u>1995 STANDARD</u>		<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
OTHER INDOOR LEISURE USES	Considered on merits of particular proposal	--	As this is a D2 use, those standards should be applied (Part A). 1 space per 22 sqm.
OTHER OUTDOOR LEISURE ACTIVITIES (e.g. windsurfing, angling shooting)	Considered on merits of particular proposal	-	As per existing – consider on merits.
			As this is a D2 leisure use, the D2 standard would be applicable. Refer to D2 standards (revised recently in line with PPG13).
			No recent relevant applications or other evidence to support changing this standard. No change.

ii) Other Non Residential Uses
(A3 Uses)

	1995 STANDARD	STANDARD ADOPTED IN 2003		COMMENTS ON 2003 STANDARD
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	
<u>USE CLASS A3 - FOOD AND DRINK (PUBLIC HOUSES, RESTAURANTS, CAFES AND PRIVATE CLUBS)</u> (outside the defined town centre)	1 SPACE PER 3 SEATS and/or 1 SPACE PER 4.5 SQUARE METRES OF PUBLIC AREA. IN ADDITION, TWO SPACES PER BAR FOR STAFF ARE REQUIRED WHERE BAR(S) ARE PROPOSED	--	1 space per 5 sqm of public area and 2 spaces per bar (or 5m length of bar for large bars) for staff. Staff parking to be clearly designated.	n reviewing A3 uses it was considered that it would be more appropriate to base the parking requirement on floor and bar space rather than number of seats. This is in line with other Counties approaches. Analysis of recent application for a new A3 was found to equate to 1 space per 5 sqm.

As the standards are maximum standards it is no longer considered appropriate to have a different standard for the town centre. The accessibility of a site may provide justification for accepting a lower standard in appropriate circumstances.
 Analysis of applications found that most A3 proposals were change of use in existing retail areas. In considering such applications account was taken

1995 STANDARD

STANDARD
ADOPTED IN 2003

USE CLASS A3 -
FOOD AND DRINK
(PUBLIC HOUSES,
RESTAURANTS,
CAFES AND
PRIVATE CLUBS)

1 SPACE PER 25
SQUARE METRES

--

(within the defined
town centre)

**ii) Other Non Residential Uses
(Places of Assembly, Hotels)**

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
<u>DEVELOPMENT/USE</u>	<u>CAR PARKING REQUIREMENT</u>	<u>LORRY PARKING REQUIREMENT</u>	<u>ADOPTED MAXIMUM STANDARD 2003</u>
<u>PLACES OF ASSEMBLY</u> (places of worship, cinemas, theatres, concert halls, night clubs)	1 SPACE PER 8 SEATS and/or 1 SPACE PER 4.5 sqm OF PUBLIC AREA AS APPROPRIATE PLUS STAFF PROVISION	--	As these are D2 uses, those standards should be applied (Part A). 1 space per 22 sqm. For large scale places of assembly serving more than a local catchment 1 space per 15sqm.
			As these are D2 leisure use, the D2 standard would be applicable. Refer to D2 standards (revised recently in line with PPG13).

1995 STANDARD

STANDARD
ADOPTED IN 2003

HOTELS, MOTELS
AND GUEST
HOUSES

1 SPACE PER
BEDROOM (including
staff bedrooms) except
within the Central
Accommodation Area
defined within the
Local Plan Review :
Deposit Document
where a lower standard
of 1 SPACE PER 2
BEDROOMS applies

--

As per existing.

No recent relevant applications
or other evidence to support
changing this standard.

No change.

ii) Other Non Residential Uses
(Hospitals, Doctors, Vets)

	<u>1995 STANDARD</u>		<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
HOSPITALS	1 SPACE PER BED plus adequate staff parking	--	Applications should be assessed individually and be based upon a Travel Plan.	In reviewing this standard it was felt that it can be difficult to ascertain bed or staff numbers and they can be subject to change. No recent applications to provide evidence of suitable standard. Hampshire County standards based on individual assessment and Travel Plan requirement. Development of Travel Plans is a central government target for all hospitals, thus requirement for this in relation to new proposals is considered appropriate.

1995 STANDARD

STANDARD
ADOPTED IN 2003

DOCTORS, DENTISTS <u>VETS AND MEDICAL</u> CENTRES	1 SPACE PER PRACTITIONER PLUS FOUR SPACES PER CONSULTING/EXAMI NATION ROOM FOR VISITORS AND STAFF, PLUS 1 SPACE PER 20 SQUARE METRES OF OFFICE SPACE FOR ADMINISTRATIVE AND SUPPORT STAFF	--	As per existing No evidence to support changing this standard. No change.

ii) Other Non Residential Uses

	<u>1995 STANDARD</u>		<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003	COMMENTS ON 2003 STANDARD
<u>SCHOOLS, COLLEGES AND LIBRARIES</u> (See Separate Revised Standards for Further and Higher Education)	To be assessed individually	--	As per existing. But as a general guide: 1 space per 2 daytime teaching staff. Parking levels to be established within a Travel Plan	No recent relevant applications or other evidence to support changing this standard. No change but guidelines provided.
<u>CHILDREN'S NURSERIES</u>	No standard at present, assessed individually.	--	To be assessed individually, particular regard should be given to adequate provision for dropping off children without causing highways problems. As a guide 1 space per 2 staff	Many nurseries are within residential areas with limited on-site parking. It is acknowledged that such uses can be problematic with regard to parking provision and especially dropping off. In undertaking an individual assessment of such proposal particular regard should be given to the provision of staff parking and dropping off areas.

ii) Other Non Residential Uses

	<u>1995 STANDARD</u>	<u>STANDARD ADOPTED IN 2003</u>	
DEVELOPMENT/USE	CAR PARKING REQUIREMENT	LORRY PARKING REQUIREMENT	ADOPTED MAXIMUM STANDARD 2003
CEMETERIES AND CREMATORIA	To be assessed individually	--	COMMENTS ON 2003 STANDARD
			As per existing.
			No evidence to support changing this standard.
			No change.

Other Categories of Parking Requirement

Cycle Parking

1 cycle space per 8 car parking spaces provided.
Subject to a minimum of 2 cycle spaces, apart from at large out of town retail outlets where the standard is one cycle space per 16 car parking spaces.

A1 – 1 space per 100 sqm for staff and 1 space per 100 sqm for customers

A2 – 1 space per 100 sqm for staff and 1 space per 200 sqm for customers

A3 – 1 space per 4 staff and 1 space per 25 sqm for customers

B1 – 1 space per 150 sq m for staff and 1 cycle space per 500 sqm for visitors

B2 - 1 space per 200 sq m for staff and 1 space per 500 sqm for visitors

B8 – 1 space per 500 sq m for staff and 1 space per 1000 sqm for visitors

D2 uses Leisure &

Recreation– 1 space per 4 staff plus visitor / customer cycle parking

Residential uses – none if a garage is provided and the garage is of sufficient size.

2 cycle spaces per dwelling (2 beds or more) + 1 space per 8 dwellings for visitors.

1 space per dwelling (1 bed) and 1 space per dwelling + 1 space per 8 dwellings for visitors.

Current standards calculate cycle and motorcycle based on a proportion of car parking. In reviewing the car parking standards it was apparent that the setting of maximum standards and the scope for developers to provide lower parking provision would thus mean a lowering for these other types of parking provision.

Given that lower parking standards may be considered in association with promoting more sustainable modes of transport it is considered illogical to then reduce the number of the of these spaces required.

It is thus considered more equitable that these standards are also generally calculated based upon floorspace.

The proposed cycle standards are a minimum and represent an increase in provision.

All cycle parking must be sheltered and secure and in accordance with local guidance or best practice design. However, flexibility and innovation will be encouraged. It is essential that cycle parking is considered carefully within the design of new development.

Motorcycle Parking

1 motorcycle space per 30 car parking spaces subject to a minimum of 1 space

1 space plus one space per 10 car parking spaces.
For retail uses primarily involving bulky purchases (e.g food superstores and hypermarkets) the provision may be reduced to 1 space per 25 car parking spaces.

See comments above

Disabled Parking

1 parking space for people with disabilities per 20 parking spaces of part thereof.

Employment premises: Individual Bays for disabled employees.

At least one space or 5% of total car parking provision, whichever is greater.

Car parks associated with shopping areas, leisure, recreation and places open to the general public.
A minimum of one space for each employee who is a disabled motorist, plus 6% of the total capacity for visiting disabled motorists.

The Department for Transport has recently published guidance entitled 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (December 2002). This document includes technical advice on a range of mobility/ access related issues, including recommended standards for parking provision. Given this is a recent Central Government publication, it is considered appropriate to revise the existing disabled parking standards to bring them in line with this guidance.