

## Hampshire Parking Standards 2002

## APPENDIX 1

### NOTES FOR APPLYING PARKING STANDARDS

Havant Borough Council has adopted the Hampshire Parking Standards 2002 subject to the following:

- (a) That for the purposes of reducing car parking provision in highly accessible locations, as outlined in Table A below, only those areas within Havant and Waterlooville town centres, as shown on drawing numbers HI33/002 and 003 respectively, be considered.
- (b) That the provision of new public transport services be monitored and new areas where reducing car parking provision may be appropriate be brought forward.
- (c) That a process of monitoring planning permissions for residential developments be put in place to ascertain whether the Government's criterion of on average ensuring that no more than 1.5 off-street car parking spaces per dwelling is achieved Borough-wide.
- (d) If the monitoring identified in (c) above demonstrates that the Government's target is being exceeded the policies and the standards and their interpretation are reviewed with regards to residential development to ensure compliance with the target.

#### 1 The Parking Standards 2002 are detailed in the following tables:

Table number	
A	Percentage of parking limit reduction by land use
B	Summary of thresholds for transport assessments and site travel plans
1	Residential
2	Commercial development
3	Retail
4	Educational establishments
5	Health establishments
6	Care establishments
7	Leisure facilities
8	Miscellaneous commercial developments

#### 2 Car parking – How to calculate the parking allocation for a development

The application of maximum parking standards conforms to the requirements of PPG 3, para. 51 and 60; and PPG 13 para. 51. The main factor will be accessibility of the site, upon completion, by non-car modes. An indication of current levels of accessibility (before any development-related enhancement) is on the County Council website. As a general rule, areas of high accessibility are served by at least six buses an hour within 500

metres and good cycling and pedestrian facilities. Developments in such accessible locations warrant less car parking than is shown under the maximum parking limit. For more guidance, please refer to your local planning authority.

Several local factors can also influence the calculation of the parking allocation. For example:

1. Area of economic regeneration or constraint. Reduced parking will apply in constraint areas while regeneration areas may warrant a slight increase in parking.
2. Zone characteristics. Historic town centres, other environmentally sensitive locations, or specific locations that have particular Road Traffic Reduction Act targets will warrant reduced parking allocations.
3. Self-containment. Reduced parking may be justified in highly self-contained areas, while a reduction may be inappropriate where it is less self-contained, eg a location competing with a neighbouring area.
4. Cycle accessibility. Where there is high cycle accessibility planned or in use, reduced parking will apply.

Other parking in the locality must also be considered.

The calculation of parking spaces to be allocated for a development should take account of two further factors:

1. Existing public parking stock with spare capacity within walking distance of the development site should be included in the overall maximum parking provision.
2. Additional development on a site will mean the entire parking stock being brought into account.

### 3. Levels of adjustment in the parking allocation

The reduction in parking allocation varies at different rates according to land use.

**Table A: Percentage of parking limit reduction by land use**

Land use	Maximum parking limit	Reduced parking in areas of high accessibility
Retail	100%	75%
Residential, education, health, care, leisure	100%	50%
Employment (inc. non-residential care staff)	100%	30%

Where there is most accessibility (for example, close to transport interchanges), zero parking will be encouraged if local circumstances permit.

#### **4 Parking for pedal cyclists and motorcyclists**

Minimum cycle parking standards are indicated on the attached tables by land use. It is expected that at least the specified level should be provided. For more details on cycle provision, in particular short- and long-stay facilities, refer to 'Cycle Parking Standards - Accompanying Advice' at the end of this document. Generally, for motorcycles – except in residential land uses – one space is to be provided for every 25 car parking spaces.

#### **5 Parking for people with disabilities**

Suitable parking spaces should be provided for people with disabilities. Generally, except for residential land uses, disabled people's car parking spaces should be counted as 5% of the total allocation. General advice is included in *Parking for Disabled People* (Traffic Accident Leaflet 5/95) published by the DTLR and *Accessible Transport Infrastructure: A Guide to Good Practice*, by the DTLR. Hampshire County Council's Accessible Transport Strategy and the 'Movement, Access, Streets and Spaces' document (July 2001) should also be considered.

#### **6 Heavy commercial vehicles: parking standards**

Where required, an operational number of spaces for HCV parking will be considered on the basis of individual application to the local planning authority.

#### **7 Design**

The layout and design of car parks should take account of the 'Secured by Design' initiative to reduce crime and maximise personal safety.

#### **8 Thresholds for parking standards, transport assessments and site travel plans**

The parking standards apply to developments of all sizes. However, for larger developments a transport assessment and a company or site travel plan will be required.

Table B below, based on guidance contained within PPG 13, indicates the thresholds above which a transport assessment and a company or site travel plan is submitted. For further guidance on travel plans, refer to PPG 13 paras. 87-91.

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

Land use	Threshold above which transport assessment required
Residential	50 units
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 (1500 seats)
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.

## 9 Definition of gross external area

This definition of floor area is used to calculate the car parking standards in the following tables:

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

<b>Table 1: Residential</b>				
<b>Type</b>	<b>Car parking standard</b>		<b>Cycle standard (minimum)</b>	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
<u>General residential</u>				
1 bedroom units	1.0 space per unit	0.5 space per unit	1 space per unit	1 loop/hoop per unit
2–3 bedroom units	2.0 spaces per unit	1 space per unit	2 spaces per unit	1 loop/hoop per unit
4 or more bedroom units	3.0 spaces per unit	1.5 spaces per unit	2 spaces per unit	1 loop/hoop per unit
See Note 1				
<u>Older people's housing</u>				
Active elderly with warden control	1.0 space per unit	0.5 space per unit	1 space per unit	1 loop/hoop per 2 units
Nursing and rest homes	1 space per 4 residents and 1 space per staff	1 space per 8 units and 0.5 per staff	1 space per 6 staff	1 loop/hoop per 2 units

Notes:

- 1 Clearly, residential parking is different in nature to non-residential parking, being a trip origin for home-based trips. However, local planning authorities will monitor planning permissions and review the residential parking standards with a view to achieving an average residential provision of no more than 1.5 spaces per dwelling in accordance with Planning Policy Guidance Note 3 – Housing (PPG3) paragraph 62.
- Where a garage is provided, each garage will be designated as one car space plus one cycle space. Standard garage size should allow enough space for a car and cycle (recommended at least 6m x 3m internal dimensions), although garages are not always used for storing cars.
  - On-street parking in association with residential development should generally be discouraged through good design. However, parking lay-bys may be designed into the road layout in accordance with current local design guidance.
  - The above standards take into account visitors' parking.
  - If part spaces result from a development proposal, these should be rounded up to the nearest whole number.
  - If warden or staff spaces are identified, these apply to full-time equivalent staff.
  - In locations of prime accessibility (close to transport interchanges), zero parking will be encouraged if local circumstances permit.

Table 2: Commercial development				
Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in highly accessible locations (30% of maximum permitted standard)	Long stay	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 space per 100 sqm	1 stand per 150 sqm GEA note	1 stand per 500 sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45 sqm	1 space per 167 sqm	1 stand per 250 sqm GEA note	1 stand per 500 sqm GEA
B2 general industrial	1 space per 45 sqm	1 space per 167 sqm	1 stand per 350 sqm GEA note	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 space per 303 sqm	1 stand per 500 GEA note	1 stand per 1000 sqm GEA
<p><b>Notes</b></p> <ol style="list-style-type: none"> <li>1. Subject to a condition or legal agreement restricting consent to the specified use.</li> <li>2. Long-stay cycle parking to be at least the greater of the spaces per GEA identified or 1 space per 8 staff. <ul style="list-style-type: none"> <li>- For all major commercial developments, a transport assessment and company or site travel plan will be required (see Table B for thresholds).</li> <li>- Proposed standards will take account of commercial development in predominantly residential areas – where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered.</li> <li>- This document does not provide guidance on commercial vehicle parking standards, which will be considered by the local planning authority on the basis of individual application.</li> </ul> </li> </ol>				

<b>Table 3: Retail development</b>				
<b>Type</b>	<b>Car parking standard</b>		<b>Cycle standard (minimum)</b>	
	<b>Maximum parking limit</b>	<b>Parking in highly accessible locations (75% of maximum permitted standard)</b>	<b>Long stay</b>	<b>Short stay</b>
<u>General retail</u>				
Non-food retail and general retail (covered retail areas)	1 space per 20 sqm covered areas	1.5 spaces per 40 sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand/ 200 sqm GEA
Non-food retail and general retail (uncovered retail areas)	1 space per 30 sqm uncovered areas	1.5 spaces per 60 sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand/ 200 sqm GEA
<u>Food retail</u>	1 space per 14 sqm covered areas	1.5 spaces per 28sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand/ 200 sqm GEA
<u>Note</u>				
<ul style="list-style-type: none"> <li>• A company or site travel plan will be required for stores over 500 sqm GFA, with the GEA including uncovered areas subject to the discretion of the local planning authority in conjunction with the Highway Authority.</li> <li>• Petrol stations with a shop will be considered under the appropriate retail category but with petrol pump spaces counting as one space each.</li> </ul>				

<b>Table 4: Education establishments</b>				
<b>Type</b>	<b>Car parking standard</b>		<b>Cycle standard (minimum)</b>	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Schools	1.5 space per classroom	1.5 spaces per 2 classrooms	(Note 1)	(Note 1)
16+ Colleges and further education colleges	1 space per 2 full-time staff	(Note 1)	(Note 1)	(Note 1)
Day nurseries/playgroups (private) and crèches	1.5 space per 2 full-time staff	1.5 spaces per 4 full-time staff	1 stand per 6 full-time staff	At least 2 stands per establishment
<b>Notes</b>				
<ol style="list-style-type: none"> <li>1. All new educational establishments or expansions of more than 50 sqm will require a transport appraisal and school or college travel plan to determine provision and facilities. The plan and transport appraisal or assessment is required to identify and justify any allocation to staff, students or community users.</li> <li>2. The parking allocation caters for staff, visitors and parents.</li> <li>3. There will be a requirement for a bus/coach loading area, provided either on- or off-site, for primary-age education and above, unless otherwise justified.</li> <li>4. Accessibility of the catchment area will be taken into account for schools.</li> </ol>				

Table 5: Health establishments				
Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Private hospitals, community and general hospitals, 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.	Refer to note 1			
Health centres	5 spaces per consulting room	2.5 spaces per consulting room or 5 spaces per 2 consulting rooms	1 space per 2 consulting rooms, or	1 stand per consulting room
Doctors, dentists or veterinary surgery	3 spaces per consulting room	1.5 spaces per consulting rooms	1 space per 6 staff (Note 2)	1 stand per consulting room
<b>Notes</b> 1. All new health establishments or major expansions of more than 2,500 sqm will require a transport assessment and extensions of over 500 sqm will require a site travel plan. The maximum car parking limit for staff and visitors will be based on these. 2. Whichever is the greater of these standards.				

<b>Table 6: Care establishments – public and private</b>				
<b>Type</b>	<b>Car parking standard</b>		<b>Cycle standard (minimum)</b>	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Day centres for older people, adults with learning/physical disabilities	1 space per 2 staff, visitor: 1 space per 2 clients, (Notes 1 & 2)	staff: 3 spaces per 10 staff visitor: 1 space per 4 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 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 res staff, non-res staff: 1 space per 7 non-res staff visitor: 1 space per 8 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	1 space per 2 staff, visitor : 1 space per 2 clients, (Note 1)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Note 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 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 staff non-res staff: 1 space per 7 non-res staff visitor: 1 space per clients (Note 3)	1 space per 6 staff	1 loop/hoop per 2 bedrooms
Nursing and rest homes	See Residential Standards (Table 1)			
Day nurseries/playgroups (private)	See Education Standards (Table 1)			
Hostels for the homeless	No standard set	No standard set	1 space per 6 staff	1 loop/hoop per 2 bedrooms

**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.

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	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in highly accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Hotels/motels/guest houses/boarding houses	1 space per bedroom, (Note 1)	1 space per 2 bedrooms	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 7.5 sqm	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 7.5 seats	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Bowling centres, bowling greens	3 space per lane	1.5 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	Notes 2 and 4 1 space per 7.5 seats/ 1 space per 45 sqm	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/ gymnasias	1 space per 5 fixed seats and 1 space per 10sqm open hall/pool area	1 space per 7.5 seats/ 1 space per 15 sqm	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Tennis courts	3 spaces per court	1.5 spaces per court	1 space per 6 staff or 1 space per 5 courts/pitches (Note 2)	1 stand per pitches or courts
Squash courts	2 spaces per court	1 space per court	1 space per 6 staff or 1 space per 5 courts/pitches (Note 2)	1 stand per pitches or courts
Playing fields	12 spaces per ha pitch area	6 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 5)	2 spaces per hole	(Note 6)	(Note 6)
Golf driving ranges	1.5 space per tee/bay	1.5 spaces per 2 tees/bay	(Note 6)	(Note 6)

Table 7: Leisure facilities and places of public assembly continued				
Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in highly accessible locations (50% of maximum permitted standard)	Long stay (Note 6)	Short stay (Note 6)
Marinas	1.5 space per berth	0.75 space per berth	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Places of worship/church halls	1 space per 5 fixed seats and 1 space per 10sqm open hall	1 space per 7.5 seats/ 1space per 15sqm of 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**

- Other facilities, eg eating/drinking and entertainment, are treated separately if they are available to non-residents.
- Whichever is the greater provision of these standards.
- Where these serve HCVs, eg transport cafes, some provision will be needed for HCV parking.
- A badminton court area is defined as 6.1m x 13.4m.
- Other facilities, eg club house, are treated separately.
- No standards are set for this category. Each application will be considered individually as part of a transport assessment.

- All new leisure establishments or major expansions will require a transport assessment and company or site travel plan to determine provision and facilities (see Table B for thresholds).
- 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	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations	Long stay	Short stay
<u>Car sales and garage forecourts</u>				
Workshops - <i>staff</i>	1 space per 45sqm GEA	1 space per 167sqm GEA	1 space per 8 staff or 1 space per 250sqm GEA (Note 1)	1 stand/500sqm GEA
Workshops – <i>customers</i>	3 spaces per service bay	3 spaces per service bay	-	-
Car sales - <i>staff</i>	1 space per full-time staff (Note 2)	1 space per 3 full-time staff	1 space per 8 staff or 1space per 250sqm GEA (Note 1)	1 stand/500sqm GEA
Car sales - <i>customers</i>	1 space per 10 cars on display (Note 3)	1 space per 15 cars	-	-

**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.