

**FAREHAM BOROUGH NON-RESIDENTIAL PARKING STANDARDS SUPPLEMENTARY  
PLANNING DOCUMENT (FOR ADOPTION)**

September 2015

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## **EXECUTIVE SUMMARY**

The Fareham Borough Non-Residential Parking Standards Supplementary Planning Document (SPD) (for Adoption) sets out guidance for developers and other interested parties on the levels of parking expected in non-residential developments within the Borough. It defines the space requirement for operational and non-operational needs of developments in a range of Use Classes.

The requirement to review current non-residential parking standards has arisen as a result of Hampshire County Council's (HCC) decision to withdraw its Parking Strategy and Standards (2002). These standards had previously been used as guidance on parking standards for relevant developments in the Borough.

Fareham Borough Council was advised of HCC's intention to withdraw its standards for non-residential parking in April 2014 following an HCC Executive Decision on 2 April 2013. The Borough Council has used this opportunity to review recent experiences in the application of these standards and issue updated guidance.

Part A of the document explains the background to developing revised parking guidance and a description of the new standards, whilst Part B contains tables which set out the standards and examples of how to apply the figures.

The Fareham Borough Non-Residential Parking Standards SPD (for Adoption) takes account of comments received and responses elaborated by the Council during a public consultation exercise that took place in Summer 2015. The Borough Council has also undertaken a screening process and determined that a Strategic Environmental Assessment of the SPD was not required.

## **A1. INTRODUCTION AND SCOPE**

The purpose of the Fareham Borough Non-Residential Parking Standards Supplementary Planning Document (SPD) in Fareham, including Welborne, is to provide guidance on parking standards for new development in the Borough. It has been prepared to ensure that all new non-residential development in the Borough has due regard to the importance of providing appropriate, well-designed parking that satisfies the principles of transport sustainability.

The Fareham Borough Non-Residential Parking Standards SPD represents an important material consideration in the determination of planning applications. It provides further guidance on adopted Policies in the Borough's Local Plan. Once adopted, it will replace the Hampshire Parking Strategy and Standards (2002) document that has now been withdrawn.

### **Rationale for the Production of Parking Standards**

The provision of parking standards for different land uses is important in influencing travel choices. It is also vital to ensure that otherwise well-planned development does not adversely affect the operation, aesthetic, and safety of, or access to, the highway.

In March 2015 the Government issued a Planning Update which included supplementary guidance on the provision of car parking to that contained in the National Planning Policy Framework (NPPF). In particular, the Planning Update states that *“Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear*

*and compelling justification that it is necessary to manage their local road network”.*

The evidence available from case studies where parking standards have been applied to non-residential development in the Borough demonstrates conclusively that there is a sound case for providing relevant guidance on the spatial requirements for car and cycle parking. For example, inadequate levels of parking provision have led to over-spillage of parked vehicles on the road network surrounding a development site.

Issuing guidance should therefore contribute positively to the planning of developments, and this SPD sets out a revised strategy for parking provision in all forms of non-residential development in the Borough including mixed-use developments.

### **Objectives of the SPD**

The principal objectives associated with developing a revised set of parking standards for the Borough are as follows:

- To ensure a consistent, transparent approach in assessing planning applications associated with the development of all non-residential and mixed-use sites in the Borough.
- To respond to the particular characteristics of town and neighbourhood centres in the Borough in terms of accessibility to all modes of transport and restrictions in space availability and taking into account emerging trends such as mixed-use developments.
- To recognise that development areas of strategic importance that are located within the Borough – notably Welborne and Solent Enterprise Zone at Daedalus – are likely to present opportunities for the sharing of parking space between adjacent

sites, with drivers responding to future initiatives to provide higher quality public transport, cycling and walking alternatives that may lead to a reduction in overall demand for travel by private car.

- To provide flexibility for future changes in land use with contrasting requirements for parking facilities – for example, a change in use class type or intensity of use compared with the established level of activity.
- To complement and supplement the guidance contained in current Fareham Borough Council Design SPD documents.

It is appreciated that parking provision often requires a compromise between the need to ensure containment and avoid overspill whilst encouraging more sustainable travel behaviour such as car-sharing and alternatives to the private car. For this reason the guidance in this document may be supplemented by an assessment of the nature and characteristics of individual sites.

The guidance aims to give businesses the flexibility to ensure that parking facilities are optimised, particularly in town and, potentially, other centres where public parking is available, there is generally better access to public transport or space may be at a premium.

### Relationship to Other Planning Documents

The relationship between the SPD and Local Plan documents for the Rest of Borough and Welborne is shown on Figure 1.

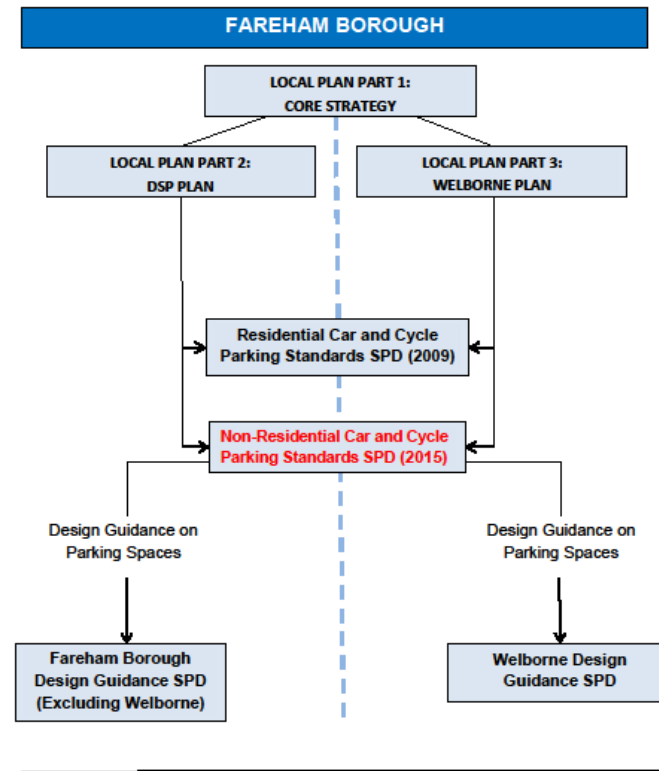


Figure 1 – Inter-relationship between Non-Residential Parking Standards Supplementary Planning Document and other Planning Documents

## A2. PLANNING POLICY CONTEXT

Car parking can have a major impact on the quality of the urban environment, in terms of physical impact, functionality, aesthetics and safety.

The Fareham Borough Non-Residential Parking Standards Supplementary Planning Document has been prepared taking into account the planning policy context.

## National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out Government planning policies that must be taken into account in the preparation of Local Plans and is a material consideration in planning decisions. The revised Parking Standards should be prepared in accordance with the policy context set out in the NPPF.

The NPPF has, as one of its core principles, a requirement for development to encourage sustainable transport. *“Planning should...actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which can be made more sustainable”* (NPPF Paragraph 17).

This emphasis, set out in more detail in Chapter 4 of the NPPF, seeks to promote sustainable transport. It recognises that *“transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives”*. It states that *“the transport system should be balanced in favour of sustainable transport modes, giving people a real choice about how they travel”* (Paragraph 29).

Chapter 4 of the NPPF goes on to provide more detail, stating that *“All developments which generate significant amounts of movement should be required to provide a Travel Plan”* (Paragraph 36). It also provides guidance on setting parking standards:

*“If setting local parking standards for...non-residential development, 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”.*  
(Paragraph 39)

Additional guidance in a Planning Update from Government dated March 2015 states that *“Local planning authorities should only impose local parking standards for residential and non-residential development where there is a clear and compelling justification that is necessary to manage their local road network.”*

## Planning Practice Guidance

The Planning Practice Guidance (PPG) provides further detailed guidance on the policies set out in the NPPF. It should be read in conjunction with the NPPF.

The PPG requires local planning authorities to *“seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable”* (PPG, Paragraph 008, Reference ID: 42-008-20140306 (Revised 06 03 2014)).

It states that *“Maximum parking standards can lead to poor quality development and congested streets”* and provides greater freedom for local planning authorities to set parking standards appropriate to their areas.

## Local Policy Context

The Development Plan for the Borough is made up of 3 parts:

- Local Plan Part 1: Core Strategy – provides overarching guidance and sets development requirements for the Borough.

- Local Plan Part 2: Development Sites and Policies Plan – provides detailed guidance and allocates sites in the Borough (excluding Welborne).
- Local Plan Part 3: Welborne Plan – provides detailed guidance and sets a framework for the delivery of Welborne.

The relevant policy guidance within the Local Plan is Core Strategy Policy CS17: High Quality Design, which states that development will be designed to: ...

- *“Provide appropriate parking for intended uses taking account of the accessibility and context of a development and tackling climate change.”*

### **A3. REVIEW OF PARKING REQUIREMENTS**

Considering NPPF guidance and in response to HCC’s decision to withdraw the 2002 Parking Standards, the Borough Council has taken the opportunity to review recent experience in applying the existing standards to developments in the Borough and consider guidance provided by neighbouring authorities.

This has led to the decision by the Council to derive a new set of parking standards for non-residential developments. The following sections summarise the background to the development of new standards which are described in Section A4.

#### **Appraisal of Case Studies**

To provide the evidence base for developing new standards, a number of previous planning applications were reviewed in order to assess the outcomes of applying the HCC 2002 standards. Particular attention was given to applications where issues were

raised during the application process in comments made by the Council’s highway officer.

In some cases inappropriate parking provision has led to the under- or over-provision of parking spaces, resulting in various problems as developments have come into use. Most critical has been the occurrence of overspill parking on surrounding roads. It had also been apparent that the previous parking standards, being set as ‘maximum’ figures, has led to an inappropriate quantum of parking spaces for the development.

The HCC 2002 standards applied reductions in car parking for areas with higher levels of accessibility. Although this approach has proved successful in large urban areas with good levels of public transport, the application of notional reductions in parking standards within indicative accessibility zones is less applicable to locations that are not served by a comprehensive bus and rail network.

It was also realised from the experience of case studies that where parking is a material consideration, it is important to specify a standard that represents the type and location of development and, as far as practicable, gives a robust provision over the full life-cycle of the development.

There was also the need for a more detailed definition of Use Classes, particularly within the Retail classification, to differentiate between the different types of development proposals across the Borough.

## **Intensification and Changes of Use**

It was evident from the review of case studies that significant parking problems can arise from the intensification of use associated with an existing site. For example, there has been a trend towards a substantial increase in the number of doctors and other medical staff working at surgeries in recent years without any expansion to site footprints.

In certain circumstances planning permission is not required for changes between different non-residential uses. In such cases, the Council has no control over whether schemes have adequate parking provided. Therefore, when considering the parking standards for a particular use type, the Council will also need to be mindful of which uses can also be permitted without a future planning application. Clearly no cognizance can be taken of any future changes in Government policy.

## **Adjoining Boroughs and Districts**

A number of other Local Authorities have responded to HCC's decision to withdraw its 2002 parking standards by issuing their own guidance. The new guidance on standards is typically based upon the HCC figures, in some cases amended to reflect local experience and following a consultation exercise.

Rushmoor Borough Council area located in the north east of the County includes the Aldershot Urban Extension, a planned development of 4,500 homes. That Council's approach to deriving new parking standards has informed the approach for Welborne.

## **Fareham Town Centre**

The application of parking standards to sites in Fareham Town Centre will need to take account of their distinct characteristics, the specific spatial requirements and the viability of the proposed development. Fareham Town Centre is delineated in the Local Plan (Part 2: Development Sites and Policies Plan) with the boundaries shown in the figure (B3) in Part B.

In comparative terms, this location benefits from the availability of public off-street parking and better access to rail and bus services. It can therefore be expected that these amenities would lead to lower levels of parking demand at individual sites with a consequential reduction in appropriate parking standards for these sites, particularly for retail-related developments.

It is recommended that where spaces are required, then in certain locations and when appropriate to the development consideration should be given to providing parking areas through the implementation of underground or undercroft solutions.

## **Other Local and District Centres (excluding Welborne)**

Although other centres in the Borough are less well connected in terms of public transport, generally there are off-street parking spaces available and these facilities may provide opportunities for departures from standards in the consideration of parking provision for development site proposals. This would be expected to apply particularly to retail development.

## **Welborne**

For parking standards applicable to employment areas the Welborne Design Guidance SPD calls upon the Fareham Borough Non-Residential Parking Standards SPD.

The Welborne Design Guidance SPD recommends the establishment of a clear strategy for the relationship between employment and residential areas of Welborne. The relative location of these areas may contribute positively towards a reduction in the overall requirement for parking provision.

The Welborne Design Guidance SPD states that car parking within all centres should be provided in accordance with Fareham Borough Non-Residential Parking Standards SPD, ensuring that the parking areas are convenient, well-enclosed by adjacent buildings and connecting directly to key areas in the public realm. This SPD also states that proposals for multi-level car parking should demonstrate that the facilities will complement the area's public realm.

School sites should be designed to promote self-containment and reduce dependency on travel by private car. Co-location with other community-based facilities may provide opportunities for sharing parking spaces and supporting public transport investment, which will include planned extensions of the existing Bus Rapid Transit network to serve the new community.

To satisfy place-making objectives it will be desirable to avoid locating large parking areas for schools adjacent to the street frontage.

## **Solent Enterprise Zone at Daedalus**

Major development proposals in the Borough being brought forward in 2015 and subsequent years include Solent Enterprise Zone at Daedalus.

The scale of development may provide an opportunity for the sharing of parking spaces across adjacent sites, with the possibility that land allocated for parking can accommodate greater demand in the future associated with intensification of use, or otherwise reallocated to more sustainable uses.

### **A4. APPROACH TO THE PRODUCTION OF NEW PARKING STANDARDS**

It was concluded from the review of case studies that the HCC 2002 maximum figures should form the basis for specifying revised parking standards. These would be specified as 'required' standards recommended for all developments within each Use Class type category, but with exceptions permitted including reduced levels of parking for developments in Fareham Town Centre and in other local centres when appropriate. The guidance would also provide scope for departures from standard figures in cases where these can be supported by a Transport Assessment, Transport Statement or comprehensive Travel Plan.

The need for flexibility within a defined set of required standards is seen as essential for the guidance to ensure that a balance is achieved between meeting the actual needs for parking space associated with new development and contributing to relevant sustainability targets wherever possible. Furthermore, it is desirable for the SPD document to remain applicable to future scenarios



beyond the date of publication as land use patterns evolve or existing uses intensify.

Departures from standards may be applicable for sites within Fareham Town Centre and other local centres to take account of their distinct characteristics and existing provision of public parking spaces.

### **Assessment of Proposals**

Particular consideration will be given to the guidance on setting parking standards contained in the NPPF (Paragraph 39). Examples of relevant criteria relating to the factors identified by the NPPF will normally include:

- **The accessibility of the development** – including ease of access to local amenities and existing public parking spaces.
- **The type, mix and use of development** – the extent to which mixed uses are complementary in terms of parking demand by time of day.
- **The availability of and opportunities for public transport** – access of the development site to good quality public transport services, such as proximity to a railway station.
- **Local car ownership levels** – relevant data on car ownership from the Office for National Statistics.
- **An overall need to reduce the use of high-emission vehicles** – deployment of measures designed to encourage low or zero emission vehicles, such as installation of electric vehicle charge points.

### **Servicing Areas**

The standards specified in this SPD include the provision of designated parking spaces for operational requirements. Where there are restrictions on space availability, priority should be given to these requirements over other demands, thus avoiding the need for essential vehicles to park on unsuitable sections of access roads or on the adjacent road network.

Other design guidance will apply to the full determination of servicing areas for new development.

For large development areas and regeneration projects, consideration should be given to the provision of a single rationalised servicing area that serves the entire development. There are examples elsewhere indicating this approach has worked successfully.

In general terms, servicing areas could include a combination of the following:

- The number of bays required for deliveries to all business units, designed to accommodate the size of service vehicles
- Storage and welfare facilities for service area personnel
- Refuse collection from compactors and recycling facilities
- Collect-by-car spaces for anchor stores in retail developments

The design of access roads and on-site layby/turning facilities should be determined and/or validated using tracking simulation software. Sufficient space should also be allowed for servicing vehicles to enter and leave the curtilage of the premises in a forward gear.

A Management Operations Plan will be required for servicing areas on major developments to ensure that these areas operate safely and efficiently and are adequate for incremental build-out phases.

### **Overnight Parking**

The requirement for secure overnight parking spaces will need to be considered in cases where the property owner or tenant operates a fleet of vehicles from the premises.

For the relevant planning applications it is assumed that the applicant will identify the need for overnight parking provision, with details given in a Management Plan that would form part of a S106 Agreement or planning condition. This will mitigate the practice of parking commercial vehicles in residential areas overnight.

### **A5. DESCRIPTION OF NEW PARKING STANDARDS**

Parking standards for each Use Class type and sub-type to be applied to new developments are defined in the tables in Part B of this Fareham Borough Non-Residential Parking Standards SPD (for Adoption).

For the avoidance of doubt, each standard should be interpreted as a 'requirement' rather than a maximum or minimum figure, with permitted variations where these can be supported by evidence contained within a Transport Assessment or other compelling evidence.

Provided the quantum of parking space meets the overall requirement in larger developments then consideration can be given to adjusting the individual standards applied if there is a clear benefit in doing so. A balance will need to be struck between

unnecessarily partitioning individual site requirements and ensuring that overall provision is appropriate to the proposed development and its location.

### **Use Classes**

The standards are categorised by the following Use Classes, with sub-type descriptions given in the tables in Part B of this document:

- Retail (A1-A2)
- Food and Drink (A3-A5)
- Commercial (B1-B8)
- Hotels, Assembly and Leisure (C1, D2)
- Health Establishments (C2, D1)
- Care Establishments (C2, D1)
- Educational Establishments (C2, D1)
- Other Uses (Sui Generis)

The parking standards defined in this Fareham Borough Non-Residential Parking Standards SPD (for Adoption) are for use class types that relate to planning applications received by the Council. Proposed developments that do not fall into one of the categories listed in Table 1 of Part B will be considered on an individual basis following the general principles set out in this SPD, taking into account the assessment factors identified in the NPPF as referred to above in Section A4.

It should be noted that the proposals for educational establishments replicate and extend the standards set out in the document entitled "On-Site School Parking Guidelines (April 2013)" from HCC. That document updates guidance given in the County Council's 2002

Standards, and is based on a sample audit of school sites across Hampshire giving a better understanding of travel patterns.

### **Parking Space Requirements - Operational**

Total spatial requirements for parking for a particular land use can generally be represented as the combination of operational and non-operational needs.

Operational needs will include parking for vehicles directly associated with servicing, essential maintenance, deliveries, collection and storage, together with space for set-down and loading. For example, in the case of Health and Care establishments this will include areas which enable ambulances and mini-buses to operate efficiently.

The space or spaces made available should accommodate parking and turning satisfactorily for the largest vehicle anticipated to attend the site. For retail outlets, regular deliveries may be made by articulated lorries which would otherwise be required to park on-street during periods of unloading.

In Table 1 of Part B of this SPD, vehicle parking for operational activities excludes the needs of staff employed at the premises which are included as a Non-Operational requirement. In the event that there is an additional need to park 'pool' cars or other vehicles overnight then this should be identified within the documentation supporting a planning application.

### **Parking Space Requirements – Non-Operational**

Parking for non-operational needs will include spaces for staff, visitors and customers to park their vehicles. In the case of

Educational establishments it may also be necessary to consider requirements for student parking spaces.

These requirements are sub-divided as follows:

- Regular car parking spaces
- Disabled parking spaces (typically 6% of total spaces located in the most accessible areas)
- Cycle parking
- Motorcycle parking (also referred to as 'Powered Two Wheelers')

For retail use classes, consideration should be given to the provision of 'parent and child' parking spaces appropriate to the proposed development.

The provision of cycle facilities is key to the objective of promoting the use of sustainable modes, and due consideration should be given to appropriate provision for secure, covered storage and showers that encourage cycling. For major developments these details will be included in a Travel Plan and higher provision than the cycle standards presented in this document may be relevant, particularly where complementary measures are confirmed as part of an infrastructure delivery package.

The need to provide parking for disability motor scooters should be considered for care establishments and other developments where appropriate.

### **Table of Parking Standards**

Table 1 in Part B of this document presents the revised parking standards, with individual tables (1a to 1h) for each Use Class. The Use Class types represented in the tables are those most relevant

to Fareham Borough, and each table has a common format with 3 sections – Car Parking, Operational Parking Space and Cycle Parking - as described below.

For certain Use Class types it will be necessary to take account of factors local to a development site rather than apply absolute standard figures. The tables highlight the cases where it will be necessary to determine an appropriate parking standard through the preparation of either a Transport Assessment or Travel Plan.

### **Car Parking Standard (Staff and Visitors, Disabled Spaces)**

The requirement is expressed in terms of either space per unit of gross floor area (gfa), member of staff employed, or alternatively a measure appropriate to the activity at the premises (for example, number of bedrooms for hotel developments). For the purposes of this SPD, “gfa” is defined as *‘the area of a building measured externally at each floor level’*, which is equivalent to the HCC Parking Strategy and Standards (2002) definition of gross external area (GEA).

Where possible separate standards for each Use Class type are given for Staff and Visitor spaces, otherwise both types of parking are included in a combined standard in the tables.

Guidance on Disabled Spaces is given in Note 1 below each table; typically this is 6% of total car parking provision or a minimum of one space for an individual development.

### **Operational Parking Spaces (Essential Vehicles and Set Down)**

The requirement is expressed in terms of either space for an appropriately-sized vehicle or per unit of gross floor area (gfa). This

parking space provides for vehicles essential to the operation of the business or establishment, such as delivery, maintenance and emergency vehicles, and excludes normal parking for staff.

Where applicable, additional space requirements are also defined for set down and loading areas, for example bus and coach loading on-site at educational establishments. Only in exceptional circumstances will turning space not be required within the development site.

### **Cycle and Motor-Cycle Parking Standards (Staff and Visitors)**

The requirement is expressed in terms of either cycle space per unit of gross floor area (gfa), member of staff employed, or other suitable measure. Where appropriate, separate standards are given for staff and for other users.

Guidance on motor-cycle spaces is given in Note 2 below each table; typical provision would represent between 1% and 5% of total car parking spaces, with a minimum of one space for an individual development.

### **Interpretation of Standards**

The figures given in Table 1 represent the required parking standards for each Use Class type and parking category. Whilst these figures are expected to apply in all cases, where there is compelling evidence to depart from these standards it will be necessary to submit a transport assessment or other supporting documentation as part of a planning application, or alternatively to consider negotiation at the pre-application stage.

For development sites within town, district or local centres with higher levels of public parking or accessibility to public transport, consideration will be given to an appropriate reduction in the required vehicle parking standards.

Examples are given in Part B2 illustrating how the parking standards would apply to three particular development scenarios.

## **A6. REFERENCES**

National Planning Policy Framework, Department for Communities and Local Government, 27 March 2012

Planning Update March 2015, Written Statements to Parliament

Fareham Local Development Framework Core Strategy DPD, Fareham Borough Council, Adopted August 2011

Residential Car & Cycle Parking Standards Supplementary Planning Document (Fareham Local Development Framework), Fareham Borough Council, November 2009

Planning Policy and Guidance (PPG), DCLG, 6 March 2014

On-Site School Parking Guidelines, Hampshire County Council, April 2013

Welborne Design Guidance SPD (Consultation Draft), Fareham Borough Council / LDA Design, June 2014

Guidance on Transport Assessment, Department for Transport, March 2007

## **PART B**

### **B1. Table 1 - Revised Parking Standards:**

- (a) Retail (A1-A2)**
- (b) Food and Drink (A3-A5)**
- (c) Commercial (B1-B8)**
- (d) Hotels, Assembly and Leisure (C1, D2)**
- (e) Health Establishments (C2, D1)**
- (f) Care Establishments (C2, D1)**
- (g) Education Establishments (C2, D1)**
- (h) Other Uses (Sui Generis)**

### **B2. Examples of the Application of Parking Standards**

### **B3. Plan of Fareham Town Centre**

**Table 1a: Revised Parking Standards Spatial Requirements – Retail (A1-A2)**

Use Class Type <b>RETAIL</b>	CAR PARKING STANDARD (Disabled Spaces – see Note 1)		OPERATIONAL PARKING SPACE		CYCLE PARKING STANDARD (Motor-cycle Spaces – see Note 2)	
	Staff	Customer	Vehicle Parking (inc. Deliveries)	Set Down / Loading Areas	Staff	Customer
<b>Food or non-food retail</b>	1 space / 14m <sup>2</sup> gfa		1 space / 750m <sup>2</sup> gfa or usable	n/a	2 spaces (minimum) + 1 space / 350m <sup>2</sup> gfa	
<b>A2 Financial, banks &amp; professional services</b>	1 space / 20m <sup>2</sup> gfa		1 space / 3,000m <sup>2</sup> gfa or usable	n/a	2 spaces (minimum) + 1 space / 125m <sup>2</sup> gfa	
<b>Garden centres</b>	1 space / 25m <sup>2</sup> gfa		1 space / 750m <sup>2</sup> gfa/usable (minimum of 3 commercial vehicle spaces)	n/a	2 spaces (minimum) + 1 space / 300m <sup>2</sup> gfa	
<b>Non-food retail warehouses with garden centres &lt;1,000m<sup>2</sup></b>	1 space / 30m <sup>2</sup> gfa		1 space / 750m <sup>2</sup> (minimum of 3 commercial vehicle spaces)	n/a	2 spaces (minimum) + 1 space / 350m <sup>2</sup> gfa	
<b>Non-food retail warehouses with garden centres &gt;1,000m<sup>2</sup></b>	To be determined by a Transport Assessment or Travel Plan		To be determined by a Transport Assessment or Travel Plan	n/a	2 spaces (minimum) + 1 space / 500m <sup>2</sup> gfa	

Note 1: Disabled Parking – 6% of total Car Parking spaces (1 space minimum)

Note 2: Motorcycle Parking/Powered Two Wheelers – 1% to 5% of total Car Parking spaces (1 space minimum)

**Table 1b: Revised Parking Standards Spatial Requirements – Food and Drink (A3-A5)**

Use Class Type <b>FOOD &amp; DRINK</b>	CAR PARKING STANDARD (Disabled Spaces – see Note 1)		OPERATIONAL PARKING SPACE		CYCLE PARKING STANDARD (Motor-cycle Spaces – see Note 2)	
	Staff	Customer	Vehicle Parking (inc. Deliveries)	Set Down / Loading Areas	Staff	Customer
<b>Eating and drinking establishments (including public houses, cafés and restaurants)</b>	1 space / 5m <sup>2</sup> gfa (dining/bar/dance floor area)		1 space / 750m <sup>2</sup> gfa or usable	Drop-off spaces required within curtilage	1 space / 7.5m <sup>2</sup> gfa (dining/bar/dance floor area)	
<b>Take-away hot food shops</b>	1 space / 3 non-res staff + 1 space per delivery vehicle	Adequate on- street parking nearby	1 commercial vehicle space	n/a	1 space / 20 staff	1 space / 10 seats

Note 1: Disabled Parking – 6% of total Car Parking spaces (1 space minimum)

Note 2: Motorcycle Parking/Powered Two Wheelers – 1% to 5% of total Car Parking spaces (1 space minimum)



**Table 1c: Revised Parking Standards Spatial Requirements – Commercial (B1-B8)**

Use Class Type <b>COMMERCIAL</b>	CAR PARKING STANDARD (Disabled Spaces – see Note 1)		OPERATIONAL PARKING SPACE		CYCLE PARKING STANDARD (Motor-cycle Spaces – see Note 2)	
	Staff	Visitor	Vehicle Parking (inc. Deliveries)	Set Down / Loading Areas	Staff	Visitor
<b>B1 (a) Office</b>	1 space / 30m <sup>2</sup> gfa		1 space / 2,500m <sup>2</sup> gfa or usable	n/a	1 space / 200m <sup>2</sup> gfa	
<b>B1 (b) (c) High tech / light industry</b>	1 space / 45m <sup>2</sup> gfa		1 space / 1,000m <sup>2</sup> gfa or usable	n/a	1 space / 200m <sup>2</sup> gfa	
<b>B1 Mix of types (a), (b), (c)</b>	1 space / 30-45m <sup>2</sup> gfa (based on individual elements)		1 space / 1,000m <sup>2</sup> gfa or usable	n/a	1 space / 200m <sup>2</sup> gfa	
<b>Mix unknown eg. B1/B2, B2/B8</b>	1 space / 30-60m <sup>2</sup> gfa (based on individual elements)		1 space / 1,000m <sup>2</sup> gfa or usable	n/a	1 space / 200m <sup>2</sup> gfa	
<b>B2 General industry</b>	1 space / 45m <sup>2</sup> gfa		1 space	n/a	1 space / 500m <sup>2</sup> gfa	
<b>B8 Warehouse</b>	1 space / 90m <sup>2</sup> gfa		1 space / 500m <sup>2</sup> 1 space / 1,000m <sup>2</sup> (over 1,000 m <sup>2</sup> )	n/a	1 space / 500m <sup>2</sup> gfa	
<b>B8 Distribution centres and transhipment depots</b>	1 space / 120m <sup>2</sup> gfa (non- operational area)		To be determined on site basis by a Transport Assessment	n/a	1 space / 500m <sup>2</sup> gfa	

Note 1: Disabled Parking – 6% of total Car Parking spaces (1 space minimum)

Note 2: Motorcycle Parking/Powered Two Wheelers – 1% to 5% of total Car Parking spaces (1 space minimum)

**Table 1d: Revised Parking Standards Spatial Requirements – Hotels, Assembly and Leisure (C1, D2)**

Use Class Type <b>ASSEMBLY &amp; LEISURE</b>	CAR PARKING STANDARD (Disabled Spaces – see Note 1)		OPERATIONAL PARKING SPACE		CYCLE PARKING STANDARD (Motor-cycle Spaces – see Note 2)	
	Staff	Guest / Visitor	Vehicle Parking (inc. Deliveries)	Set Down / Loading Areas	Staff	Guest / Visitor
<b>Hotels, motels, guest houses and boarding houses</b>	1 space / member of staff or guest bedroom + 1 space / 0.3 non-resident members of staff		1 commercial vehicle space	1 space for coach loading/unloading on-site (large hotels)	To be determined by a Transport Assessment or Travel Plan	
<b>Children’s play centres</b>	1 space / 20m <sup>2</sup> of play area		1 commercial vehicle space	n/a	To be determined by a Transport Assessment or Travel Plan	

Note 1: Disabled Parking – 6% of total Car Parking spaces (1 space minimum)

Note 2: Motorcycle Parking/Powered Two Wheelers – 1% to 5% of total Car Parking spaces (1 space minimum)

**Table 1e: Revised Parking Standards Spatial Requirements – Health Establishments (C2, D1)**

Use Class Type <b>HEALTH</b>	CAR PARKING STANDARD (Disabled Spaces – see Note 1)		OPERATIONAL PARKING SPACE		CYCLE PARKING STANDARD (Motor-cycle Spaces – see Note 2)	
	Staff	Visitor	Vehicle Parking (inc Deliveries)	Set Down / Loading Areas	Staff	Visitor
<b>General and community hospitals, private hospitals</b>	2.5 spaces / bed		Essential vehicles (as required)	n/a	To be determined by a Transport Assessment or Travel Plan	
<b>Health centres and clinics</b>	1 space / practitioner	3 spaces / practitioner + 1 space / 3 ancillary members of staff present	Essential vehicles (as required)	n/a	1 space / 3 members of staff present	
<b>Doctors', dentists' and veterinary surgeries</b>	1 space / practitioner	3 spaces / practitioner + 1 space / 3 ancillary members of staff present	Essential vehicles (as required)	n/a	1 space / 3 members of staff present	

Note 1: Disabled Parking – 6% of total Car Parking spaces (1 space minimum)

Note 2: Motorcycle Parking/Powered Two Wheelers – 1% to 5% of total Car Parking spaces (1 space minimum)

**Table 1f: Revised Parking Standards Spatial Requirements – Care Establishments (C2, D1)**

Use Class Type <b>CARE</b>	CAR PARKING STANDARD (Disabled Spaces – see Note 1)		OPERATIONAL PARKING SPACE		CYCLE PARKING STANDARD (Motor-cycle Spaces – see Note 2)	
	Staff	Visitor	Vehicle Parking (inc. Deliveries)	Set Down / Loading Areas	Staff	Visitor
<b>Day centres for older people and adults with learning or physical disabilities</b>	To be determined on site basis by a Transport Assessment		Space provided near entrance to building for mini-bus, ambulance	n/a	3 spaces / 10 members of staff	1 space / 4 clients
<b>Homes for children</b>	1 space / resident staff + 0.3 space / non-res. staff	0.25 spaces / resident staff	Space provided near entrance to building for mini-bus, ambulance	n/a	1 space / 2 members of residential staff + 1 space / 7 non-res. staff	1 space / 8 clients
<b>Residential units for adults with learning or physical disabilities</b>	1 space / resident staff + 0.3 space / non-res. staff	0.25 spaces / resident bedroom	Space provided near entrance to building for mini-bus, ambulance	n/a	1 space / 2 members of residential staff + 1 space / 7 non-res. staff	1 space / client
<b>Nursing and rest homes, residential care homes</b>	1 space / resident staff + 0.3 space / non-res. staff	0.25 spaces / resident bedroom	Space provided near entrance to building for mini-bus, ambulance	n/a	1 space / 5 members of staff	

Note 1: Disabled Parking – 6% of total Car Parking spaces (1 space minimum)

Note 2: Motorcycle Parking/Powered Two Wheelers – 1% to 5% of total Car Parking spaces (1 space minimum)

**Table 1g: Revised Parking Standards Spatial Requirements – Educational Establishments (C2, D1)**

Use Class Type <b>EDUCATION</b>	CAR PARKING STANDARD (Disabled Spaces – see Note 1)			OPERATIONAL PARKING SPACE		CYCLE PARKING STANDARD (Motor-cycle Spaces – see Note 2)	
	Staff	Visitor	Pupil	Vehicle Parking (inc Deliveries)	Set Down / Loading Areas	Staff	Pupil
<b>Primary schools, nursery, infant and junior schools</b>	1 space / teaching staff + 2 spaces / 3 non-teaching staff		n/a	1 space for mini-bus & deliveries	1 space for bus/coach loading on-site	1 space / 20 staff (in non-pupil area)	1 space / 20 pupils + 1 scooter space / 10 pupils
<b>Secondary schools and community colleges</b>	1 space / teaching staff + 2 spaces / 3 non-teaching staff		n/a	1 space for mini-bus & deliveries	1 space for bus/coach loading on-site	1 space / 20 staff (in non-pupil area)	1 space / 10 pupils
<b>Sixth form and further education colleges</b>	1 space / teaching staff + 2 spaces / 3 non-teaching staff + 1 space / 10 pupils		n/a	1 space / minibus & deliveries	1 space for bus/coach loading on-site	1 space / 20 staff (in non-pupil area)	1 space / 10 pupils
<b>Day nurseries, playgroups (private) and crèches</b>	1 space / 2 full-time equivalent staff		n/a	1 space for mini-bus & deliveries	n/a	1 space / 6 members of staff	
<b>Special schools, day care centres (non-residential)</b>	1 space / teaching staff + 2 spaces / 3 non-teaching staff		n/a	1 space for mini-bus & deliveries	1 space for bus/coach loading on-site	1 space / 20 staff (in non-pupil area)	1 space / 10 pupils
<b>Language schools (non-residential)</b>	1 space / teaching staff + 2 spaces / 3 non-teach. staff	2 spaces	n/a	To be determined on site basis by a Transport Assessment		In accordance with School Travel Plan	

Note 1: Disabled Parking – 6% of total Car Parking spaces (1 space minimum)

Note 2: Motorcycle Parking/Powered Two Wheelers – 1% to 5% of total Car Parking spaces (1 space minimum)

**Table 1h: Revised Parking Standards Spatial Requirements – Other Uses (Sui Generis)**

Use Class Type <b>OTHER</b>	CAR PARKING STANDARD (Disabled Spaces – see Note 1)			OPERATIONAL PARKING SPACE		CYCLE PARKING STANDARD (Motor-cycle Spaces – see Note 2)	
	Staff	Customer	Other	Vehicle Parking (inc Deliveries)	Set Down / Loading Areas	Staff	Customer
<b>Tyre, exhaust and windscreen-fitting centres</b>	1 space / full-time equivalent member of staff	1 space / service bay		1 commercial vehicle space + 20% of gfa	n/a	To be determined by a Transport Assessment or Travel Plan	
<b>Vehicle servicing and repair and MOT service stations</b>	1 space / full-time equivalent member of staff	3 spaces / service bay		1 car space or commercial vehicle space / service bay	n/a	To be determined by a Transport Assessment or Travel Plan	
<b>Car sales (excluding auctions)</b>	1 space / full-time equivalent member of staff	1 space / 50m <sup>2</sup> of retail area (internal & external)		1 space for car transporter	n/a	To be determined by a Transport Assessment or Travel Plan	
<b>Motor-cycle sales</b>	1 space / full-time equivalent member of staff	1 space / 50m <sup>2</sup> of retail area (internal & external)		1 commercial vehicle space	n/a	To be determined by a Transport Assessment or Travel Plan	

Note 1: Disabled Parking – To be determined by a Transport Assessment or Travel Plan

Note 2: Motorcycle Parking/Powered Two Wheelers – To be determined by a Transport Assessment or Travel Plan

## B2. EXAMPLES OF THE APPLICATION OF PARKING STANDARDS

- a) **Proposed new convenience store and in a local centre** - Public transport accessibility is poor. The development comprises a 1,000m<sup>2</sup> gfa shopping unit (gross floor area including external walls). The parking requirement is assessed as follows:

Operational parking (1 space per 750m <sup>2</sup> )	= spaces for 2 commercial vehicles
Non-operational parking space (1 space per 14m <sup>2</sup> )	= 71 spaces (including 4 disabled spaces) plus 1 motor cycle space
Cycle parking (2 spaces + 1 per 350m <sup>2</sup> )	= 5 cycle spaces
<b>TOTAL PROVISION:</b> Space for 2 commercial vehicles + 71 cars + 1 motor cycle + 5 cycles	

- b) **Proposed B8 warehouse development on an industrial park** - Gross floor area 3,500m<sup>2</sup> on an industrial estate. The site is not directly accessible by public transport. The parking requirement is assessed as follows:

Operational parking (1 space per 1000m <sup>2</sup> )	= spaces for 4 commercial vehicles
Non-operational parking space (1 space per 90m <sup>2</sup> )	= 39 spaces (including 2 disabled spaces) plus 1 motor cycle space
Cycle parking (1 space per 500m <sup>2</sup> )	= 7 cycle spaces
<b>TOTAL PROVISION:</b> Space for 4 commercial vehicles + 39 cars + 1 motor cycle + 7 cycles	

- c) **Proposed mixed-use development of residential dwellings and retail floor space in a local centre** - Comprises 500m<sup>2</sup> gfa retail space and 15 one-bedroom residential units; public transport is relatively good. Retail car parking standard of 1 space per 14m<sup>2</sup> revised to 1 per 20m<sup>2</sup>. The combined parking requirement for retail/commercial and residential\* is assessed as follows:

Operational parking (1 space per 750m <sup>2</sup> )	= space for 1 commercial vehicle
Non-operational parking space:	
Retail/Commercial use (1 space per 20m <sup>2</sup> )	= 25 spaces (including 2 disabled spaces) plus 1 motor cycle space
Residential (1 allocated + 0.75 unallocated per unit)	= 15 allocated + 11 unallocated spaces
Cycle parking:	
Retail/Commercial use (2 stands + 1 per 350m <sup>2</sup> )	= 4 cycle spaces for Retail/Commercial use
Residential (1 individual + 1 communal space per unit)	= 30 cycle spaces
<b>TOTAL PROVISION:</b> Space for 1 commercial vehicle + 51 cars + 1 motor cycle + 34 cycles	

\*Residential Car and Cycle Parking Standards Supplementary Planning Document, Fareham Borough Council, November 2009.

### B3. PLAN OF FAREHAM TOWN CENTRE

