

Parking Standards

As part of the Local Development Framework for its area, New Forest District Council adopted a revised Parking Standards Supplementary Planning Document (SPD) on 3 October 2012. The Parking Standards SPD replaces the previous SPD "The Provision of Car Parking Space in Residential Development (outside the New Forest National Park)" (February 2008) and only applies to the New Forest District outside the National Park. The New Forest National Park Authority has its own standards.

The adopted SPD forms part of the Local Development Framework for New Forest District (outside the National Park) and will assist in the implementation of the adopted Core Strategy, in particular Core Strategy Policy CS24 (Transport considerations). The SPD outlines the recommended provision of cycle and vehicle parking for all new developments. It also identifies thresholds for travel plans and transport assessments. The parking standards aim to encourage efficient use of land by preventing over or under provision of parking, as both scenarios can have severe road safety implications or lead to serious environmental damage.

The Parking Standards SPD has been prepared in close cooperation with officers at both Hampshire County Council and New Forest District Council and provides one composite document detailing standards for all types of development in the New Forest District (outside the National Park).

- Parking Standards SPD
- Parking Standards Adoption Statement

For further information contact: [Policy and Plans](#). Transportation Team, New Forest District Council, Appletree Court, Beaulieu Road, Lyndhurst, Hampshire SO43 7PA

Parking Standards
Supplementary Planning Document (SPD)

October 2012



New Forest District (outside the National Park)

Local Development Framework

Supplementary Planning Document

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

CONTENTS

1: Introduction 3

2: Relevant Transport Policies and Guidance 4

3: Background Information 5

4: Minimum cycle parking standards 7

5: Motor Cycle Parking 8

6: Parking for those with disabilities..... 8

7: Electric Vehicle Parking Provision 8

8: Commercial and Lorry Parking Provision 9

9: Planning Obligations 9

10: Requirements for Transport Assessments..... 10

11: Requirement for company or site travel plans 10

ANNEX: Tables detailing thresholds and parking standards for different development types 11

RESIDENTIAL CAR PARKING AND CYCLE STANDARDS 11

NON RESIDENTIAL CAR PARKING AND CYCLE STANDARDS 12

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

2: Relevant Transport Policies and Guidance

National Policy

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

Local Policy

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

County Council's (HCC) document: *Hampshire Parking Strategy and Standards (Summer 2002)*. This in turn took account of the maximum car parking standards set out in PPG13 Annex D. This SPD differs from the HCC standards, as stated above, in that it does not prescribe different levels of parking between town centres and peripheral locations. This is because although there are greater opportunities to reduce levels of parking in locations with good accessibility by non-car modes (such as town centres), it is not certain that town centres in the New Forest district will remain a favoured location for developers if good levels of parking are not afforded there. Appropriate levels of parking which do not undermine the vitality of town centres are required.

2.6 New Forest District Council's Local Development Plan contains policies relevant to parking. This includes Core Strategy Policy CS24 'Transport Considerations' which refers to how development proposals will be assessed in relation to the Council's published parking standards. Also relevant is Policy CS25 'Developers' contributions' which requires developers to provide or meet the reasonable costs of providing on- and off-site infrastructure or facilities to make the development satisfactory in planning terms, this can include parking. The parking standards set out below should also complement the following Core Strategy Policies:

- CS1: Sustainable development principles
- CS2: Design quality
- CS5: Safe and healthy communities
- CS10: The spatial strategy
- CS17: Employment and economic development

2.7 This SPD should be read alongside the District Council's SPD *Housing design, density and character* (April 2006) <http://www.newforest.gov.uk/index.cfm?articleid=5137>) which addresses the need to respect and strengthen local character with a high quality of design while seeking more efficient use of land. It contains an annex relating to car parking, identifying typical problems related to parking in new residential developments together with examples of possible solutions.

3: Background Information

Public Transport in the District

- 3.1 Public transport provision in the New Forest District is generally limited in terms of:
- a) Routes - they generally follow transport corridors rather than form a comprehensive 'spider's web'; and
 - b) Frequency and timetable - no evening or Sunday services across much of the area.

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

Car ownership levels in the District

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

Economic vitality, design and the quality of the environment

- 3.3 The impacts of both designated parking spaces and of parking activity wherever it occurs are central to the success or failure of the wider residential environment. Whilst there is no overriding reason to constrain parking space, it is important to avoid serious over-provision. Estimates of future car ownership should therefore be used as a guide in order to avoid both the inefficiency of over-provision and the safety and environmental costs of under-provision.
- 3.4 A development which provides substantially more than the recommended amount of parking space does not represent efficient use of land. Conversely, if the total provided is significantly less than the recommended provision consideration will need to be given to whether there is likely to be an unsatisfied demand which could lead to severe road safety hazards or serious environmental damage. Therefore it is suggested developers should aim to match the level of provision as closely as possible to the figures set out below.
- 3.5 As highlighted in *Manual for Streets* (MfS) a design-led approach is appropriate for all developments. The amount and layout of on-site car parking is important but should not be allowed to dominate the design process. Parking should not be considered in isolation from other design parameters and consideration should be given to the type of parking provided and how it relates to its context. The District Council, as planning authority, may consider it desirable that car parking areas are suitably screened and landscaped in order to minimise negative impacts on the streetscape. Parking areas should however be designed with adequate lighting and surveillance so that people feel safe using them, particularly after dark.
- 3.6 In many parts of the District outside the National Park the pressure for on-street parking is increasing and in some town centres there is little or no spare capacity in public town centre car parks. Where a development does not meet parking needs within its curtilage, by a significant amount, then developers will be expected to carefully consider if measures such as the introduction of on-street parking controls are required. This is particularly important in non-residential developments especially those that comprise or are near a mix of land uses including elements of residential use. Where development does not meet its parking needs within the curtilage of the development by a significant margin, the developer will be expected to survey current

parking patterns and assess the impact of not meeting the development's parking needs. If the number of car parking spaces on the development is close to the recommended parking provision set out in the following tables then it may be assumed that the development will meet its parking needs. The loss of existing on-street parking due to the creation of new accesses shall be taken into account.

- 3.7 Layouts which, through any under provision of parking facilities, would lead to pressure of parking on either public or private amenity space should be avoided, unless that provision is specifically designed as part of a shared use space.
- 3.8 Where applicable developers should consider the opportunity to share non-residential parking provision. For example a development that generates parking demand mainly during the working day could share some of the car parking facilities with another development that generates parking demand mainly during the evenings.
- 3.9 The introduction and operation of residents parking schemes or other traffic management measures (which could include physical measures to deter parking on inappropriate areas such as verges) linked to the new development should be at the developers' expense. This could also include the costs of issuing permits (currently £31 per year). It is important that measures such as parking controls are set out in detail in any required Design and Access Statement, Transport Assessment or Transport Statement if the proposed development is below the threshold to require a Transport Assessment. The developer's proposals must have a reasonable prospect of implementation so the views of the local community and other key stakeholders of the proposed measures such as parking control need to be established by the developer prior to the submission of any required Transport Assessment or Transport Statement and Design and Access Statement.
- 3.10 The standards in the annex of this SPD include recommended parking provision rather than maximum or minimum standards. This is because overall provision will need to take into account the layout and design of the development and should follow a design-led approach.

4: Minimum cycle parking standards

- 4.1 As stated above the NPPF does not set specific standards for parking but does state the need for the transport system *"to be balanced in favour of sustainable transport modes"*. It is therefore considered that in order to promote cycling the provision of convenient, safe and secure cycle parking, particularly in town centres, and the provision of cycle storage facilities at transport interchanges is sought. The Council's transport policies, in particular CS24, seek to encourage greater use of modes of transport and improving accessibility for non car modes, therefore it is important that the parking needs for bicycles are also considered.

- 4.2 The minimum standard of provision is set out for the different development types in the tables in the Annex below and is based on previously published standards and guidance set out in MfS. Additional cycle parking shall be provided if a need is identified in either a Transport Assessment or Site/Company Travel Plan (see below). Guidance on provision is given in the “Cycle Infrastructure Design” Local Transport Note 2/08 published by the Department for Transport (DfT) available on their website: <http://www.dft.gov.uk/publications/local-transport-notes/>.
- 4.3 The level of cycle parking provision should relate to cycle access opportunities to/from the development. It should be located in areas that are convenient for the trip origin/destination and generally should be in a location more convenient than car parking to encourage bicycle use. Likewise the cycle parking needs to be easy to use, secure, covered and overseen, particularly for longer term parking.
- 4.4 If developments cannot provide cycle parking facilities on site then contributions should be provided for off-site provision. These contributions would be in addition to Community Infrastructure Levy contributions.

5: Motor Cycle Parking

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

6: Parking for those with disabilities

- 6.1 Suitable parking spaces should be provided for people with disabilities. Use of reserved bays should be regularly monitored and the numbers adjusted, by the re-designation of existing parking spaces, to ensure the needs of disabled people are fully met (or vice versa if there is significant over provision). General advice on provision is included in DfT’s Traffic Advice Leaflet 5/95 *Parking for Disabled People*: <http://www.dft.gov.uk/publications/tal/>.

7: Electric Vehicle Parking Provision

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

8: Commercial and Lorry Parking Provision

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

9: Planning Obligations

- 9.1 As referred to in the NPPF (paragraph 203) and covered in Core Strategy Policies CS24 and 25 it may be appropriate for obligations to be sought to address unacceptable impacts resulting from a development. This may include the costs of introducing on-street parking controls in the vicinity of the site or the costs of mitigation measures set out in any Transport Assessment or site Travel Plan. If deemed appropriate the developer will be expected to pay the reasonable costs of HCC, or NFDC as its traffic management agent, to progress the proposal to the stage when the proposed parking controls are publicly advertised. If having considered any responses to the public advertisement either HCC, or NFDC as its traffic management agent, decide to implement the advertised proposal in whole or part then the developer will fund the implementation and provide a commuted sum for the issue of parking permits where applicable. If either HCC, or NFDC as its traffic management agent, decide not to implement the advertised proposals the developer shall still pay the Council's reasonable costs for any work it undertakes in connection with the proposed parking controls.
- 9.2 Paragraph 36 of NPPF refers to how Travel Plans are a key tool to facilitate the use of sustainable travel modes, highlighting that all developments which generate significant amounts of movement should be required to provide a Travel Plan. Thresholds for developments requiring the production of Travel Plans and Transport Assessments are detailed in the tables below, but where appropriate the Local Planning Authority can require a Travel Plan or Transport Assessment below these thresholds. Evaluation of Travel Plans submitted with the Planning Application will be covered by the Planning Application fee however if the Travel Plan submitted is a summary or 'skeleton' Travel Plan the evaluation of the full Travel Plan, later submitted, will require a contribution in addition to the contribution for the monitoring of a Travel Plan, this will be based on the size of the development. Provision of a Travel Plan will be secured via a Section 106 Agreement which will include sanctions to ensure agreed measures/outcomes, within the control of the developer, can be met.

10: Requirements for Transport Assessments

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

11: Requirement for company or site travel plans

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

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

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

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

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

RESIDENTIAL CAR PARKING AND CYCLE STANDARDS

Table 1: Residential Standards

Dwelling size (bedrooms)	Recommended average provision (car spaces per dwelling)		Cycle Standard (minimum)	
	Shared/Communal Parking	OR On-plot parking	Long stay	Short stay*
1	1.4	2.0	1 space per unit	1 loop/hoop per unit
2	1.5	2.0	2 spaces per unit	1 loop/hoop per unit
3	1.9	2.5		
4 or more	2.1	3.0	2 spaces per unit	1 loop/hoop per unit

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

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

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

NON RESIDENTIAL CAR PARKING AND CYCLE STANDARDS

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

Table 2: Commercial development

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay (see Note 2)	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 stand per 150 sqm GEA	1 stand per 500 sqm GEA
B1(b)(c) high tech/light industry	1 space per 45 sqm	1 stand per 250 sqm GEA	1 stand per 500 sqm GEA
B2 general industry	1 space per 45 sqm	1 stand per 350 sqm GEA	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 stand per 500 GEA	1 stand per 1000 sqm GEA

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

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

Table 3: Retail development

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

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

Table 4: Education establishments

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

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

Table 5: Health establishments

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

Table 6: Care establishments – public and private

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay	Short stay
Day centres for older people, adults with learning/physical disabilities	Staff: 1 space per 2 staff, Visitor: 1 space per 2 clients, (Notes 1 & 2)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Homes for children	1 space per residential staff, 0.5 spaces per non-residential staff, Visitor: 0.25 spaces per 2 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment

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

Notes

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

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

Table 7: Leisure facilities and places of public assembly

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay	Short stay
Hotels/motels/guest houses/boarding houses	1 space per bedroom, (Note 1)	1 space per 6 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 10 bedrooms
Eating and Drinking establishments	1 space per 5sqm dining area/bar area/dance floor, (Note 3)	1 space per 6 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 20sqm GEA
Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Bowling centres, bowling greens	3 spaces per lane	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm

Sports halls	1 space per 5 fixed seats and 1 space per 30sqm playing area	1 space per 6 staff or 1 space per equivalent badminton court (Notes 2 & 4)	1 stand per equivalent badminton court (Note 4)
Swimming pools, health clubs/gymnasia	1 space per 5 fixed seats and 1 space per 10sqm open hall/pool area	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Tennis courts	3 spaces per court	1 space per 6 staff or 1 space per 5 courts or pitches (Note 2)	1 stand per pitches or courts
Squash courts	2 spaces per court	1 space per 6 staff or 1 space per 5 courts or pitches (Note 2)	1 stand per pitches or courts
Playing fields	12 spaces per ha pitch area	1 space per 6 staff or 1 space per 5 ha pitch area (Note 2)	1 stand per ha pitch area
Golf courses	4 spaces per hole (Note 5)	(Note 6)	(Note 6)
Golf driving ranges	1.5 spaces per tee/bay	(Note 6)	(Note 6)
Marinas	1.5 spaces per berth	(Note 6)	(Note 6)
Places of worship/church halls	1 space per 5 fixed seats and 1 space per 10sqm open hall	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Stadia	Refer to Note 6	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm

Notes

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

Table 8: Miscellaneous commercial developments

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay	Short stay
Workshops - staff	1 space per 45sqm GEA	1 space per 8 staff or 1 space per 250sqm GEA (Note 1)	1 stand/500sqm GEA

Workshops - customers	3 spaces per service bay		
Car sales - staff	1 space per full-time staff (Note 2)	1 space per 8 staff or 1space per 250sqm GEA (Note 1)	1 stand/500sqm GEA
Car sales - customers	1 space per 10 cars on display (Note 3)		

Notes

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

NEW FOREST DISTRICT COUNCIL LOCAL DEVELOPMENT FRAMEWORK PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT

ADOPTION STATEMENT 3rd October 2012

Planning and Compulsory Purchase Act 2004. The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008

In accordance with Regulation 16 and Regulation 19 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, notice is hereby given that New Forest District Council formally adopted the 'Parking Standards' Supplementary Planning Document (SPD) on 3rd October 2012.

The parking standards SPD forms part of the Local Development Framework for New Forest District (outside the National Park) and will assist in the implementation of the adopted Core Strategy and policies in the emerging Sites and Development Management Development Plan Document (Local Plan Part 2). This Supplementary Planning Document replaces the previous SPD "*The Provision of Car Parking Space in Residential Development (outside the New Forest National Park)*" providing one composite document including standards for all development types.

This SPD sets out guidance to developers and others in respect of both residential and non-residential developments, including:

- a) Car parking standards
- b) Minimum cycle parking standards
- c) Advice on the need for Transport Assessments
- d) Thresholds for Site Travel Plans
- e) Guidance for provision of Disabled Persons' Parking Spaces

Copies of the adopted Parking Standards SPD and Representations Statement can be viewed on the Council's web-site at: www.newforest.gov.uk

Any person aggrieved by the Parking Standards SPD may apply to the High Court for permission to apply for judicial review of the decision to adopt the Supplementary Planning Document, and any such application for leave must be made promptly and in any event not later than 3 months after the date of adoption specified above.