

TABLE OF EXAMPLE PROPOSED PARKING STANDARDS FOR NEW DEVELOPMENTS IN 2005/UP TO 2011/POST 2011

Dec-08

FIGURE 4 Revised

Example Land Use class	BLP ref	Current Standards BLP 2000/PPG13 Max standard	Maximum standard applying from completion of the first Park and Ride at The Warren (estimated to be 2012)	Standard when 2 P+Rides + phase 1 SMARTLINK are complete (estimated to be around 2015)	Comments
Town Centre					
Business ie B1 offices	TP12 TP15	1 per 30sq m Operational use only on site Remainder commuted to P+R	Half PPG13 to apply (ie 1 per 60 sq m) Operational uses only on site (max 50% overall) Balance to be commuted to Parking Strategy sites ie Park and ride	Reducing to 1 per 85 sq m (and 1 per 120 sq m beyond 2021) Operational uses only on site Balance to be commuted to Parking Strategy sites ie Park and ride	- applicants required to commute non operational use to P+R
Retail A1-A3	TP13 TP15	1 per 20sq m Min. 25% at Park and ride Operational use only on site Remainder commuted to TC car parks	Half PPG13 to apply (ie 1 per 40 sq m) Operational uses only on site Balance to be commuted to Parking Strategy sites ie Park and Walk	Reducing to 1 per 50 sq m (and 1 per 75 sq m beyond 2021) Operational uses only on site Balance to be commuted to Parking Strategy sites ie Park and Walk	- applicants required to commute non operational use to P+R
Leisure D2 Cinemas/Community Centres		1 per 5 seats/4sq m + overflow	Operational use only on site Non operational uses commuted to parking strategy car parks at 1 per 4sq m	Operational use only on site Non operational uses commuted to parking strategy car parks at 1 per 10sq m	- applicants required to commute non operational use to P+R
Residential - 1 bed 2 or 3 beds 4+ beds		1 + 1 per 3 casual 1 + 1 casual 2 + 1 casual	1 per 1 to 3 bed dwelling casual/visitor parking in public car parks on street residents only parking schemes	1 per 1 to 3 bed dwelling casual/visitor parking in public car parks on street residents only parking schemes	Parking provided either underground, in overlooked courts residents parking schemes, where limited space permits Reduced car or car free developments to be promoted for
Education D1 (ie proposed Learning Campus) Schools and 6th form colleges Higher/Adult Education inst.		1 per staff/10% extra for casual	Staff and operational uses on site	Staff and operational uses on site	
GADF area outside the town centre					
Business ie B1 offices B8 Storage and Distribution		1 per 30 sq m (less 20% at SATS) 1 per 11sq m + office	Max. PPG13 standards to apply less 20% (ie SATS rate)	Max. PPG13 standards to apply less 20% (ie SATS rate) Half PPG13 standards to apply to sites on or close to SMARTLINK	
Retail A1 retail units Non food retail warehouse		1 per 18sq m/10sq m 1 per 25 sq m	Max. PPG13 standards to apply less 20% (ie SATS rate)	Max.PPG13 standards to apply less 20% (ie SATS rate) Half PPG13 standards to apply to sites on or close to SMARTLINK	
Leisure D2 Cinemas/Community Centres		1 per 5 seats/4sq m + overflow	Current standards to apply	Current standards to apply	
Residential - 1 bed 2 or 3 beds 4+ beds		1 + 1 per 3 casual 1 + 1 casual 2 + 1 casual	Max.PPG3 standards to apply Parking provided either in overlooked courts or on street or within dwelling boundary (see design code)	Max.PPG3 standards Parking provided either in overlooked courts or on street or within dwelling boundary (see design code)	Need to consider carefully within design codes Not likely to reduce car 'ownership' outside town centre
Special sites to consider - for example					
Domestic Station (when CTRL domestic services start - 2009)			Southeastern have predicted an increase in patronage requiring 222 new car parking spaces to serve the station by 2014. ATOC approved Travel Plan under preparation. Need to consider M/Storey on existing sites with development brief for whole station area to reduce land take		
Medium sized supermarket (town centre option)			Sites subject to retail capacity review currently being undertaken 1:40 sq m to apply on the basis of many trips linked with other shopping/work/leisure trips and increased public transport use		
Learning Campus - Victoria Road			Need to minimise on site parking to operational uses - parking needs to be commuted to parking strategy in line with travel plan at half PPG13 Travel Plan will encourage use of Public Transport,cycling, walking, and park and ride use where discounted season tickets should apply		
Cycle Parking provision at office/employment sites			Cycle storage, lockers and showers to be encouraged for emploment/education sites Residential high density sites to have communal secure cycle storage facilities At retail/leisure sites in town centre 1 cycle space per 10 car spaces to be provided At new office sites in town centre 1 cycle space per 5 car spaces to be provided At residential sites in the town centre 0.3 cycle spaces per flat and 1 cycle space per house to be provided on site.		

parking strategy

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s or on street via

· specific users