



Parking Standards and Traffic Impact Assessment

Supplementary Planning Guidance
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Development &
Planning Authority

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Part One: Parking Standards

1. Introduction

1.1. The parking standards set out in this guidance are intended to ensure that new development, including the change of use or extension of existing uses, adequately addresses the likely requirements for various forms of parking including car parking, motor cycle parking, bicycle parking and provision of parking for disabled people. Although the standards will be expected to be met they are intended as guidance and are not, therefore inflexible. This guidance will be reviewed from time to time and updated accordingly.

1.2. All the parking standards (general car parking, provision of parking for disabled people, motorcycle and bicycle parking) apply to the Main Centres and Main Centre Outer Areas as shown on the Proposals Map. Outside of the Main Centres and Main Centre Outer Areas, development is generally of lower density and there tends to be less pressure for development and less congestion caused by it. Within these areas therefore, general car parking and motorcycle parking requirements will be assessed on a case by case basis taking into consideration the type of development proposed and its impacts on the character of the area, surrounding uses and the existing road network as well as the accessibility of the site to public transport and for pedestrians and cyclists. Outside of the Main Centres and Main Centre Outer Areas new development will be expected to meet the parking standards for bicycle parking and provision of parking for disabled people.

2. Car Parking Standards for New Development

2.1. The following general car parking standards should apply to new build development and to the change of use or extension of existing uses. The standards are relevant to the Main Centres and Main Centre Outer Areas. These are areas where the density of development particularly requires the best and most efficient use of land and where the overprovision of car parking can encourage increased use of motor vehicles adding to congestion. The general car parking standards therefore represent maximum provision for car parking spaces which is expected for development proposals within Main Centres and Main Centre Outer Areas. However, although these standards are expected to be met they are intended as guidance and are not, therefore inflexible. Variations may be allowed depending on the individual characteristics of each site. The criteria for assessment will include:

- the nature and density of the built environment;
- the type and mix of development proposed;
- the accessibility of the development to services for pedestrians or cyclists;
- the availability and accessibility of, and opportunities for, public transport;
- the aims of the Spatial Policy of the Island Development Plan (2016) to promote Main Centres for social and economic development;
- assessment of the impacts of development on access and amenity for other residents and occupants;
- implications for highway safety and traffic management; and,
- assessment of on street parking capacity and proximity to public car parks.

2.2. Maximum parking standards are designed to be used as part of a package of measures to promote sustainable transport choices, make the most efficient use of land and reduce congestion in Main Centres and Main Centre Outer Areas. Where development proposals in Main Centres and Main Centre Outer Areas differ significantly in general car parking provision from the standards set out in this guidance, particularly in the case of large scale developments, proposals should illustrate how the access, movement and traffic associated with a development, will be satisfactorily managed so that there are no unacceptable impacts. For example this may include submission of travel plans (see paragraph 10.2(8) in Traffic Impact Assessment).

2.3. For all new development in Main Centres and Main Centre Outer Areas, including the change of use arising from a wholly new use of a site or an extension of neighbouring uses onto an adjoining site, a minimum provision for bicycle parking and for provision of parking for disabled people should apply where appropriate (see sections 3 and 5 below).

2.4. Where a development will include two or more uses, each use will be assessed individually for its car parking requirement in accordance with the standards set out in this guidance. Shared parking areas will be considered if it can be demonstrated that such uses will operate at different times. Car parking spaces should be conveniently accessible, without the need to manoeuvre within the public highway.

2.5. The use of smaller vehicles is encouraged as these are more space efficient. The Authority will therefore encourage the preferential provision for smaller cars in parking arrangements.

2.6. The Authority encourages the provision of plugin charging facilities for low emission vehicles within car parking provision, where appropriate.

3. Car Parking Standards for Provision of Parking for Disabled People

3.1. Car parking standards for provision of parking for disabled people represent a minimum requirement and are Islandwide. Where provision is made for disabled drivers, the parking space should be located within easy reach of the entrance to the facility or premises it serves and should generally be larger to allow for wheelchair access to the driver/passenger doors.

Table 1: Minimum Car Parking Standards For Provision of Parking for Disabled People

	Main Centres and Main Centre Outer Areas	Rest of the island
Employment Premises	1 space where total space is 10-20 2 spaces where total space is 21-50 5% of total spaces, where total is 51-200 2% plus 6 spaces, where total is above 200	1 space where total is 10 – 20 spaces 2 spaces where total is 21 – 50 spaces Where total spaces are above 50, additional requirements for disabled people will be assessed on merits
Retail, Recreation and Leisure, Community and Education	1 space where total space is 10-20 2 spaces where total space is 21-50 6% of total spaces, where total is 51-200 4% plus 4 spaces, where total is above 200	1 space where total is 10 – 20 spaces 2 spaces where total is 21 – 50 spaces Where total spaces are above 50, additional requirements for disabled people will be assessed on merits

4. Motorcycle Parking

4.1. The use of smaller vehicles is encouraged as these are more space efficient. The Authority will therefore encourage the preferential provision for motorcycles in parking arrangements throughout the Island at a standard of one motorcycle space being provided for every 5 car parking spaces.

5. Bicycle Parking

5.1. Minimum cycle parking provision will be sought in conjunction with new developments throughout the Island, both for employees, and the public as appropriate. One secure (loop type) cycle parking stand accommodating two cycles should be provided for every 10 car parking spaces for all forms of commercial development. A higher level of provision may be appropriate for facilities likely to attract a high number of trips by bicycle.

5.2. All long stay cycle parking (i.e. that provided for residents or employees as opposed to shoppers, users of leisure facilities, etc.) should be both covered and secure where this is practical and possible and should be considered at the outset of the design and development process. Where spaces are to be provided for more short term use, such as for customers, visitors or the general public, these should be located in a convenient location.

5.3. Residential developments will usually be required to provide one secure covered space per dwelling (less than 3 habitable rooms¹) + 1 space per 8 dwellings for visitors and 2 secure covered cycle spaces per dwelling (3 or more habitable rooms) + 1 space per 8 dwellings for visitors. Depending on the form of development, for example a single detached dwelling, it may only be necessary to demonstrate the ability to accommodate secure cycle storage which the future occupier could install as necessary. However, provision for visitors should be incorporated into the design of the scheme. Depending on location, provision of on street covered cycle parking or proximity to such will be taken into account.

¹ Bedrooms, living rooms and dining rooms are generally considered to be habitable rooms, but bathrooms, hallways and landings, utility rooms and kitchens (unless a dining-kitchen) are not.

6. General Parking Standards

Table 2: General Car Parking Standards

Type of Development	Standard Required (maximum provision for car parking spaces)	
	Main Centres	Main Centre Outer Areas
Housing		
Less than 3 Habitable Rooms	Assessed on merits	2 spaces per dwelling
3 to 4 Habitable Rooms	2 spaces per dwelling	2 spaces allocated to the dwelling
5 to 6 Habitable Rooms	2 spaces allocated to the dwelling plus 1 space per dwelling in the form of adjacent communal parking, or all 3 spaces provided on site	2 spaces per dwelling allocated to the dwelling plus 1 space per dwelling in the form of adjacent communal parking, or all 3 spaces provided on site
Above 6 Habitable Rooms	2 spaces per dwelling allocated to the dwelling plus 1 space per dwelling in the form of adjacent communal parking or all 3 spaces provided on site	3 spaces per dwelling
Sheltered Housing	8 spaces per 10 dwellings (of which at least 1 space per 2 dwellings to be provided as adjacent communal parking) and 1 space for warden	8 spaces per 10 dwellings (of which at least 1 space per 2 dwellings to be provided as adjacent communal parking) and 1 space for warden
Hostels and Other Residential Establishments	Assessed on merits	1 space per 3 occupants
Retail	Main Centres	Main Centre Outer Areas
Shops	Assessed on Merits	1 space per 20m ²
Public Houses/ Restaurants/ Bars	Assessed on Merits	1 space per 8m ² PFA (Public floor area)

Type of Development	Standard Required (maximum provision for car parking spaces)	
	Main Centres	Main Centre Outer Areas
Offices	Main Centres	Main Centre Outer Areas
Professional Services	Assessed on merits	1 space per 40m ²
Other Offices	1 space per 50m ²	1 space per 50m ²
Industrial	Main Centres	Main Centre Outer Areas
General Developments	Assessed on merits	1 space per 50m ²
Wholesalers	1 space per 25m ² up to 200m ² and 1 space for every succeeding 30m ²	1 space per 20m ²
Distribution Warehousing	1 space per 50m ²	1 space per 50m ²
Other Developments	Main Centres	Main Centre Outer Areas
Hotels	1 space per bedroom and provision for restaurants, bars and function rooms as quoted elsewhere in this table	1 space per bedroom and provision for restaurants, bars and function rooms as quoted elsewhere in this table
Function Rooms	Assessed on merits	1 space per 4m ² PFA
Cinemas/Theatres	Assessed on merits	1 space per 30m ² PFA
Churches/ Community Halls	Assessed on merits	1 Space per 20m ² PFA
Medical/ Health Centres	4 spaces per consulting room and 1 space per two staff members	4 spaces per consulting room and 1 space per two staff members
Other Forms of Development	Assessed on merit	Assessed on merit

PFA: All floor area figures relate to gross floor area or, where stated, public floor area (PFA)

Communal Parking: Refers to provision within the proposal dedicated to the development concerned.

Part Two: Traffic Impact Assessment

7. Introduction

7.1. This section of the Supplementary Planning Guidance gives a guide to Traffic Impact Assessment on Guernsey. By “traffic”, we mean all road user groups including; pedestrians,

cyclists, horse riders, public transport, motorcycles, cars and lorries.

8. What is a Traffic Impact Assessment?

8.1. It is a study, undertaken by a developer, which enables the Development & Planning Authority to accurately gauge the likely impact of the traffic resulting from a development on traffic management, road safety, traffic flows, neighbours and general transportation patterns in the locality, or even island wide.

8.2. Major developments, including commercial, residential, retail or leisure have the potential to generate more traffic. A Traffic Impact Assessment is valuable in establishing the likely volume and type of the additional traffic, the areas of potential impact and any measures required to reduce that impact to an acceptable level.

8.3. The scale of the likely impacts determines the level of detail involved. Small-scale developments may only require a statement of the traffic movements that are likely to be generated while a major development may require a comprehensive and detailed Traffic Impact Assessment.

9. When is a Traffic Impact Assessment required?

9.1. Traffic Impact Assessments are relevant for certain development throughout the Island. They are not required for every development. Those developments that are not likely to adversely affect traffic management or road safety generally do not require a Traffic Impact Assessment.

9.2. As a guide, the following scales of development would be likely to require a Traffic Impact Assessment for the Authority to properly assess the likely effects on roads and traffic:

Table 3: Scale of development that would be likely to require a Traffic Impact Assessment

New Housing	Developments resulting in the creation of 25 or more dwelling units
Hotels	Development that would result in the creation of 25 or more additional bed spaces or the creation of conference or leisure facilities intended to cater for more than 25 people at a time

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Retail	Developments exceeding 100m ² gross floor area
Industry	Developments exceeding 250m ² gross floor area
Offices	Developments exceeding 250m ² gross floor area
Leisure	Developments resulting in additional peak hour traffic movements of 25 vehicles or more
Harbour Related Activities	Developments resulting in additional peak hour traffic movements of 25 vehicles or more. The likelihood of abnormal loads, or significant volume of HGV movements
Airport Related Developments	Developments resulting in additional peak hour traffic movements of 25 vehicles or more. The likelihood of abnormal loads or significant volume of HGV movements
Other Developments	Any development that generates additional traffic which, by its scale or nature is likely to affect journey times, the operation of highway junctions or adversely affect people and communities in other ways

9.3. These figures are for general guidance only, and the Planning Service may request Traffic Impact Assessments for developments not falling within the above criteria if it considers this necessary to properly assess the likely effects on roads and traffic.

9.4. A Traffic Impact Assessment is likely to be required when the proposed development would be likely to have a significant impact upon the local transport network taking into consideration all road user groups. For example, large shopping complexes, new housing estates and large industrial developments are all likely to result in an increase of traffic on local roads. If this additional traffic is likely to affect existing journey times, the operation of highway junctions or affect people and communities in other ways, then a Traffic Impact Assessment would be an essential requirement of any such proposal to be able to assess the acceptability, or otherwise, of the impacts and any mitigation proposed.

9.5. On occasions it may be the actual type of traffic generated (as opposed to the number of additional vehicle movements) that results in the requirement for a Traffic Impact Assessment. An example of this would be a proposed new large boat building enterprise, without a quayside location, requiring transportation of large vessels by road. Such abnormal loads can have a serious effect on the way that transportation routes and junctions operate. Another example might be a proposal that would have additional Heavy Goods Vehicles travelling along residential roads and the likely adverse impact on vulnerable road users.

9.6. The following criteria will be used to determine whether a development proposal

should require a Traffic Impact Assessment:

- The level of traffic congestion associated with the surrounding road network, including the cumulative impacts of development on traffic.
- The likely impact on vulnerable road users.
- The size of the development in terms of the volumes of traffic movements that it will be likely to generate.
- The type of development in terms of the composition of the traffic movements that it will be likely to generate.

9.7. A Traffic Impact Assessment may form part of a planning application, Development Framework or Local Planning Brief and will therefore be made available for the public to see.

10. What should a Traffic Impact Assessment include?

10.1. As no two developments are the same, each Traffic Impact Assessment will differ from those previously considered. Prior to one being undertaken, the applicant should prepare a brief covering the scope and extent of the Traffic Impact Assessment to be undertaken depending on the scale and type of development proposed, to be discussed with the Development & Planning Authority.

10.2. Only appropriately experienced and qualified people should carry out a Traffic Impact Assessment.

As a general guide, a Traffic Impact Assessment would normally contain the following information:

1) Background

- A description of the proposed development, the site and its surroundings.
- Location of proposed access points.
- Identification of peak hours and whether weekends will be used in the impact analysis.

2) Base Traffic Conditions

- Description of road network, junctions and access points in the vicinity of the site, including the level of congestion and availability of parking.

- Local traffic counts during peak hours.

3) Site Traffic Generation

- Trip generation rates and the source of the generation.
- Traffic generation during the peak and off peak hours.

4) Traffic Distribution

- Method of traffic distribution both within and away from the site.
- Appraisal of need for on and off site highway works in order to achieve appropriate traffic distribution.
- A statement of how measures for sustainable transport have been incorporated into the proposed development (e.g. Pedestrian links and cycle-ways, alternative modes of transport).

5) Off-Site Traffic Generation

- Identification of other developments, whether existing, proposed or under construction, whose associated traffic may have a cumulative impact and is to be included in the relevant Traffic Impact Assessment calculations.

6) Traffic Modelling

- Detailed modelling of peak and off peak traffic flows on existing junctions and access points.
- Detailed modelling of peak and off peak traffic flows on proposed or altered junctions and access points.

7) Summary and Recommendations

- A summary of the report with detailed recommendations and reasoning behind those recommendations.
- A summary as to the sustainable transport initiatives incorporated into the development.
- A non-technical summary, written clearly and concisely for members of the public to read.

8) Additional Information

- The Development & Planning Authority may, under the Planning legislation, request any additional information it deems necessary to decide a planning application. This could include measures to mitigate the impacts of the proposal such as Travel Plans or proposals for car clubs/pool schemes. Travel Plan guidance is published by the Committee *for the* Environment and Infrastructure and advice is available to those

wishing to prepare one. For further information please contact the Traffic & Highways Service on 01481 243400 or traffic@gov.gg

10.3. A Traffic Impact Assessment should not be confused with an Environmental Impact Assessment and certain planning applications will need to be accompanied by both forms of assessment. For further information on Environmental Impact Assessment, please refer to 'Practice Advice Note 4 - A Brief Guide to development requiring Environmental Impact Assessment' which is available at the offices of the Planning Service or can be downloaded from the States website at www.gov.gg/planning_building_permissions

10.4. Officers of the Planning Service will be pleased to offer informal advice on the need and likely content of a Traffic Impact Assessment, but will need clear and detailed information about a particular proposal in order to do this.

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Contact Us for further information and advice at: Planning Service, Sir Charles Frossard House, St Peter Port. GY1 1FH Telephone 01481 717200 Email planning@gov.gg

Have you visited our website? Go to www.gov.gg/planning_transport_waste for additional guidance material and other planning information, including how to book a pre-application discussion.

This Supplementary Planning Guidance (SPG) is issued by the Development & Planning Authority to assist understanding of the provisions of the Island Development Plan (2016) and, where applicable, relevant legislation, by offering detailed guidance but is not intended to be exhaustive or a substitute for the full text of legislation or the policies within the Island Development Plan (2016). This SPG does not form part of the Island Development Plan (2016). It represents the Development & Planning Authority's interpretation of certain provisions of States of Guernsey policy or legislation. The guidance is merely indicative of the Development & Planning Authority's likely approach to Parking Standards and Traffic Impact Assessment and is not binding on the Development and Planning Authority. This SPG does not prejudice the Development & Planning Authority's discretion to decide any particular case differently according to its merits and it does not relieve the Development & Planning Authority of any obligation, restriction or liability imposed by or under the Land Planning and Development (Guernsey) Law, 2005. Copies of the text of the Island Development Plan (2016) are available from Sir Charles Frossard House and also available electronically online at www.gov.gg/planningpolicy. Copies of legislation are available from the Greffe. Electronic copies are also available at www.guernseylegalresources.gg. Substantive queries concerning the guidance or a specific site should be addressed to the Planning Service by telephone on 717200. The Development & Planning Authority does not accept any liability for loss or expense arising out of the provision of, or reliance on, any advice given. You are recommended to seek advice from an independent professional advisor where appropriate.