



The East Hampshire District Local Plan

**Draft 'Vehicle Parking Standards'
Supplementary Planning
Document**

December 2017

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1 Consultation

- 1.1.1 The adopted East Hampshire District Local Plan Part 1: Joint Core Strategy sets out the development strategy for East Hampshire District (including the areas in the South Downs National Park) up until 2028.
- 1.1.2 This draft Vehicle Parking Standards Supplementary Planning Document (SPD) sets out East Hampshire District Council's off-street parking standards relating to new development in the District (excluding the South Downs National Park).
- 1.1.3 This document does not apply to developments in the South Downs National Park. For development proposals in the Alton Neighbourhood Plan Area, it is recommended that consideration is given to section 2.4 of this document.
- 1.1.4 This draft Vehicle Parking Standards Supplementary Planning Document (SPD) is available for public consultation for a period of eight weeks between 4 December 2017 and 5pm 29 January 2018.
- 1.1.5 Comments can be submitted:

Through our online portal: <http://easthants.jdi-consult.net/localplan/>

By email: localplan@easthants.gov.uk

By writing in person to:

Planning Policy

East Hampshire District Council,

Penns Place,

Petersfield,

Hampshire, GU31 4EX

Please note: the comments received during this consultation cannot be treated as confidential so please do not include any personal information within your comments. Responses will be published on the Council's website, together with the name and/or organisation name of the respondent.

2 Introduction

2.1 What is a Supplementary Planning Document (SPD)?

- 2.1.1 A Supplementary Planning Document (SPD) elaborates upon policies in the Development Plan, which in the case of East Hampshire are the 'saved' policies in the adopted East Hampshire District Local Plan Second Review (2006), the adopted Joint Core Strategy (2014, for the period 2011-2028), and the Local Plan: Housing and Employment Allocation Plans. It is intended that the Local Plan Second Review (2006) policies will be replaced by a future Development Plan Document. The Council will be updating its Local Development Scheme in due course.
- 2.1.2 This SPD elaborates upon Joint Core Strategy Policy CP31. The standards in this SPD will upon adoption by the Council, supersede those in the Parking Standards Guidance note which were adopted in July 2008.
- 2.1.3 SPDs are one of the material considerations that can be taken into account when determining a planning application.

2.2 What is the purpose of this SPD?

- 2.2.1 This document sets out East Hampshire District Council's off-street parking standards relating to new development in the District that is located outside of the South Downs National Park (SDNP). The SDNP is preparing its own Local Plan and Parking Standards SPD.
- 2.2.2 Parking standards for the Alton Neighbourhood Plan area are included in Policies TR3 and TR5 in the made Alton Neighbourhood Plan. This SPD does not replace policies TR3 or TR5 (see section 2.4 for more detail on the relationship between this SPD and the Alton Neighbourhood Plan).
- 2.2.3 Proposed parking provision as part of development proposals seeking planning permission will be assessed against the guidance set out in this document (with exceptions as described). Parking in proposed developments should not create undue impact on the built environment, street congestion, road safety issues or create tensions within a community.
- 2.2.4 Guidance is given on the levels of car, cycle, motorcycle and disabled parking that should be provided. The inclusion of design advice demonstrates how parking should be integrated into a high-quality external space that is accessible to all.
- 2.2.5 In addition, the document sets out the circumstances in which developers will be required to submit a Travel Plan to support a planning application.
- 2.2.6 The document is intended for use by applicants, agents, developers, architects, consultants, residents, elected Members of the Council, and other decision-making bodies. For applicants, agents and architects it should be used during

the preparation of a planning application, or prior to seeking more formal pre-application advice from the Council.

2.3 Policy context

2.3.1 This SPD has been informed by, and is based on both national and local planning policy. The planning policies relevant to this SPD are detailed below.

National Policy

2.3.2 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. Revised Parking Standards should be prepared in accordance with the policy context set out in the NPPF.

2.3.3 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” (Paragraph 17).

2.3.4 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).

2.3.5 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 states (Paragraph 39) that when setting local parking standards for 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.

2.3.6 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.” (<https://www.gov.uk/government/speeches/planning-update-march-2015>).

Planning Practice Guidance (PPG)

2.3.7 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.

- 2.3.8 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).
- 2.3.9 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. (PPG, Paragraph 008 Reference ID: 42-008-20140306).
- 2.3.10 In accordance with national policy, it is important to ensure that East Hampshire’s parking standards reflect local circumstances and strike the right balance between providing appropriate levels of car parking spaces while also promoting sustainable forms of transport in areas of good public transport accessibility.

Local Policy

- 2.3.11 The East Hampshire District Local Plan: Joint Core Strategy (JCS) 2011-2028 was adopted in June 2014. This was prepared in partnership with the South Downs National Park. Saved policies in the adopted East Hampshire District Local Plan Second Review (2006) still apply until such a time that they are replaced by an adopted Development Plan Document.
- 2.3.12 JCS Policy CP29 Design states that *development will need to provide car parking in a way that secures a high quality environment and is conveniently located, within curtilage wherever possible, taking account of relatively high levels of car ownership where necessary.*
- 2.3.13 JCS Policy CP31 Transport requires that development proposals “*provide adequate, convenient and secure vehicle and cycle parking in accordance with adopted standards*”.
- 2.3.14 The supporting text of JCS Policy CP31 Transport (paragraph 8.25) highlights that within the district the high levels of car ownership and limited public transport, combined with the rural character of the area, mean that a reduction in parking capacity or further discouragement of parking would not necessarily discourage car use.
- 2.3.15 JCS Policy CP15 Gypsies, Travellers and Travelling Showpeople states that sites for Gypsies, Travellers and Travelling Showpeople should have adequate provision for access, parking, turning and servicing.

Alton Neighbourhood Plan

- 2.3.16 Following a positive referendum result, East Hampshire District Council made the Alton Neighbourhood Plan at a Council meeting on 12 May 2016. The Alton Neighbourhood Plan includes two policies which set parking standards, Policy TR3 Cycle Storage and Parking and Policy TR5 Parking provision and standards. These policies are part of a transport chapter that seeks to ensure the local transport network can adapt and improve in relation to proposed growth, that sufficient parking is provided and that it is easier for people to walk, cycle or take public transport, thus reducing demand for use of the private vehicle.

2.4 When does this guidance apply?

- 2.4.1 Planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 2.4.2 The Alton Neighbourhood Plan forms part of the Development Plan. Proposed parking provision as part of development proposals in the Alton Neighbourhood Plan area should be considered in accordance with the Alton Neighbourhood Plan. (See www.easthants.gov.uk/neighbourhood-plans/alton-neighbourhood-plan). This SPD does not replace Alton Neighbourhood Plan policies TR3 or TR5
- 2.4.3 The vehicle parking standards for development in Alton Neighbourhood Plan area are set out in Policy TR5. Policy TR5 is an up to date policy in a Development Plan that carries full weight in the decision making process.
- 2.4.4 The Vehicle Parking Standards SPD does not replace Policy TR5, however, in its consideration of non residential parking, the supporting text of Policy TR5 references the parking standards applied by Hampshire County Council. This SPD will replace the standards applied by Hampshire County Council that the Council adopted for use.
- 2.4.5 *“This policy expects non–residential developments at Alton to provide some off-street parking for use by employees and clients at that development. As a general guide applicants should utilise the non-residential standards until recently applied by Hampshire County Council” (Alton Neighbourhood Plan, page 54).*
- 2.4.6 Thus, when considering parking standards for non residential uses in the Alton Neighbourhood Plan area, the factors listed in Policy TR5 ‘non residential parking’ subsection remain considerations, and the vehicle parking standards acting as a general guide are those in this Vehicle Parking Standards SPD. A Guidance Note produced by Alton Town Council clarifies this position, and also clarifies the position with regards to cycle parking standards (as per Policy TR3). The Guidance Note is available at Appendix 2 and can also be viewed on the [Alton Town Council Website](http://www.alton.gov.uk)¹.
- 2.4.7 The JCS forms part of the Development Plan and includes specific policies that relate to the Strategic Allocation at Whitehill and Bordon. Policy CSWB13 Car Parking says that, “Development proposals will provide car parking in accordance with the Car Parking Strategy for Whitehill and Bordon”. The aforementioned strategy is dated 2013, and as detailed development proposals continue to be worked up for the site, regard will also be had to the parking standards in this SPD as well as the strategy. Flexibility is needed to ensure that the most appropriate standards are provided on each part of the site, with regard needed to accessibility and opportunity for public transport, especially in the town centre.

¹ http://www.alton.gov.uk/Neighbourhood_Plan_Monitoring_Group_6394.aspx

- 2.4.8 The South Downs National Park Authority is preparing its own Local Plan and Vehicle Parking Standards SPD. This SPD does not apply to areas of East Hampshire district that are within the South Downs National Park.
- 2.4.9 With the exception of above, the parking standards in this SPD apply to all developments for the provision of one or more residential units (gross) and all developments that result in the creation of non-residential floorspace. If a planning application for extension/alterations (residential and non residential) involves a significant increase in area then the impact of the development on parking will be a material consideration and additional parking spaces may be sought to ensure that a suitable level of parking provision is made.
- 2.4.10 Where mixed use, residential and commercial developments are proposed, the parking requirements for each element should be calculated individually. Where appropriate, the Council will consider the shared use of parking between residential and commercial elements where it can be demonstrated that the relevant standards are met.

2.5 Why produce new standards?

- 2.5.1 Hampshire County Council (HCC) withdrew its residential parking standards in 2011 and its non-residential parking standards in 2014. It is not a given that parking standards must be in place, as planning decisions can rely on national planning policy. However, where there is a local justification for using standards, national planning policy supports them.
- 2.5.2 The Government acknowledged that car use will not be lessened by arbitrarily restricting off street parking spaces. Whilst the emphasis remains on promoting sustainable modes of travel and widening choice, in a district that is predominantly rural in nature and where there is higher than average car ownership, appropriate provision of parking on new developments is necessary. As the Government acknowledges, failure to provide adequate parking can lead to parking misery, and be to the visual detriment of otherwise well planned and designed developments. Also, too much parking can result in poor design and harsh urban landscapes, and lessen the amount of open space provided.
- 2.5.3 Evidence collected to date indicates that there is a clear and compelling justification for introducing parking standards in the district (outside of the SDNP). See Appendix 1. East Hampshire has a high proportion of households with two or more cars or vans, and many residents rely on the car or van (whether driving or as a passenger) to travel to work. In addition to statistical data, evidence has been collected from previous planning permissions and parking surveys, showing examples of parking on pavements blocking pedestrian access, safety concerns as parking causes road users onto the other side of the road into a corner, and spaces in front of garages that are not big enough to accommodate a car, but are big enough to encourage an unsatisfactory attempt at parking. Particular attention was given to applications where issues have been raised by the occupiers of properties where parking provision was provided to the 2002 maximum standards.
- 2.5.4 Recognising the potential negative impact on local areas of maximum parking standards, this SPD expresses the standards as a minimum requirement. Where robust evidence can be provided to the contrary, a departure from the standards

will be considered, however the Council remains committed to ensuring that adequate parking is provided to serve new development.

- 2.5.5 The HCC standards applied reductions in car parking for areas with higher levels of accessibility. Although this approach has proved successful in some of the district's 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 frequent public transport services. Whilst accessibility of the development is a consideration when setting standards, to avoid over complication, the standards in this SPD apply to all areas. However, if there is a specific case to justify lesser provision, for example due to proximity to a public transport interchange, then this will be considered on a case by case basis, following the case for a reduction in parking provision being made in the development proposal. Further information about accessibility and opportunities for public transport is available in section 3.1.
- 2.5.6 This SPD also offers a more detailed definition of use classes, particularly within the Retail classification, to differentiate between the different types of development proposals across the district.

2.6 Key objective

- 2.6.1 The key objective of these standards is to help provide functional developments maximising opportunities for use of sustainable modes of transport, where people can sustainably and easily carry out their daily travel requirements without an unacceptable detrimental impact on the local road network, or the visual appearance of the development (from excessive and inconsiderate on street parking).
- 2.6.2 Policy CP31 of the Joint Core Strategy encourages the fullest possible use of sustainable modes of transport and reduced dependence on the private motor vehicle. This remains the overall aim, but is balanced with the local circumstances (as documented in Appendix 1), and the Government's recognition that maximum car parking standards can cause parking misery. These standards seek to ensure that appropriate parking is provided, with an emphasis on ensuring there is parking available for bicycles. The standards also allow for deviation in accordance with accessibility and availability and opportunities for public transport, walking and cycling, to ensure that travelling by private motor vehicle is not actively encouraged, rather is adequately and safely facilitated within new developments where it is required.
- 2.6.3 The Council's parking standards are set out below.

3 Parking standards

Size of dwelling (gross)	Minimum Car Parking Requirements		Minimum Cycle Parking Requirement	
	Long stay (resident)	Short stay (visitor)	Long stay (resident)	Short stay (visitor)
1 bed dwelling	1 space per dwelling	1 space per 4 dwellings	1 space per dwelling	One space per 20 dwellings.
2/3 bed dwelling	2 spaces per dwelling	1 space per 4 dwellings	2 spaces per dwelling	
4+ bed dwelling	3 spaces per dwelling	1 space per 4 dwellings	2 spaces per dwelling	

Short stay (visitor) car parking standard – where the number of dwellings proposed is not a multiple of 4, provision will be rounded up. For example, for a proposal of 10 homes, 3 short stay visitor car parking spaces is the minimum requirement. However, provision is not required for proposals of less than 4 homes, but is encouraged where it is possible to incorporate into the development.

Short stay (visitor) cycle parking requirement – where the number of dwellings proposed is not a multiple of 20, provision will be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. For example, for a proposal of 33 homes, 2 short stay (visitor) cycle parking spaces is the minimum requirement ($33/20=1.65$, rounded up to 2). For a proposal of 10 homes, 1 short stay (visitor) cycle parking space is the minimum requirement ($10/20=0.5$, rounded up to 1). Whilst a space is not required for proposals of less than 10 homes, it is encouraged.

Motorcycle parking – development proposals should provide motorcycle parking where possible, particularly where the proposed development consists wholly or in part of flats (i.e. where private garages are not available for parking motorcycles). The amount to be provided will be considered on a case by case basis.

Electric vehicles – where private driveways and garages (meeting the minimum size requirement to be counted as a parking space) are provided, provision should be made for electric vehicle (or equivalent) charging points within these areas. This is more likely to be feasible on major development proposals (10 homes or more), and the amount to be provided will be considered on a case by case basis. Consideration should be given to whether provision is feasible where flats are proposed.

Older People's Housing	
Development	Requirement
<p>Sheltered Housing</p> <p>This type of housing is diverse, and ranges from retirement living homes for the over 55s with few shared facilities which are managed and maintained by staff living off site to homes with full time onsite managers and varying degrees of personal care as required. These types of housing will attract people with a wide demographic and health profile with variable car ownership levels.</p>	<p>Given the broad range of accommodation available within this type of housing and the resulting variability of parking requirements, parking will be considered on a site by site basis. A full assessment of likely parking need should be provided with a development proposal (including information about number of employees, expected visitor patterns and type of parking needed).</p> <p>As a starting point, it is likely that retirement homes (for example, homes for the over 55s/60s) will need to provide at least one parking space per home, subject to location (for example, rural) and accessibility by public transport, with additional space for visitors and staff. Where the type of housing involves more care and less likely travelling by car of residents, the amount of parking likely to be needed by residents may be less, however, more parking for staff may be required. Consideration should be given to the provision and allocation of disabled parking, recognising that a higher proportionate may be appropriate than the standard for dwelling houses.</p> <p>Cycle parking for long and short stay cycling (particularly for staff and visitors) and storage and charging provision for mobility vehicles, should be included where appropriate.</p>
<p>Nursing and Rest Homes</p> <p>Residents of this type of housing will receive a high degree of support and care. This would include specialist care homes, for example those catering particularly for dementia care.</p>	<p>Parking will be considered on a site by site basis. A full assessment of likely parking need should be provided with a development proposal (including information about number of employees, expected visitor patterns and type of parking needed).</p> <p>The amount of parking needed will depend on the level of care, whether the home is catering for a particular condition (for example, specialist dementia care), the location (for example, rural) and accessibility by public transport. This type of housing is likely to require less parking than 'sheltered housing' as above for residents, but more parking for staff, visitors and visiting medical staff (including emergency services). Consideration should be given to the provision and allocation of disabled parking, recognising that a higher proportion may be appropriate than the standard for dwelling houses.</p> <p>Cycle parking for long and short stay cycling (particularly for staff and visitors) and storage and charging provision for mobility vehicles, should be included where appropriate.</p>

Caravans (including mobile home parks, Traveller pitches and Travelling Showpeople plots)	
Development	Minimum Parking requirement
Mobile home parks (C3 land use)	Parking provision should be made in accordance with the requirements for dwelling houses.
Traveller pitches (all pitches occupied by ethnic Travellers, regardless of meeting the planning definition as set out in Planning Policy for Traveller Sites).	<p>Parking provision should broadly follow the requirement for dwelling houses, however, particularly where sites are in rural locations, and given the tendency for the Traveller community to own vehicles for domestic and business use, higher than average levels of provision may be needed (although note excessive parking will be discouraged). Resident parking should be provided for, on individual pitches.</p> <p>Parking spaces must be a minimum of 2.4 x 4.8 metres, but where possible, provision should acknowledge the likelihood of larger cars and light vans on site, and provide some spaces at 2.4 x 5.5 metres in size.</p> <p>Visitor parking is an important consideration for Traveller pitches. Some visitor parking should be provided, ensuring that each pitch can accommodate at least one vehicle parking space for visitors, and if not, separate visitor parking within the overall site is provided. Separate parking areas should be situated in an area in good sight of the residents. Provision of visitor parking should particularly be the case where there is the potential risk that parking could overflow from the site and have a detrimental impact on the local highway network.</p> <p>Visitors sometimes bring touring caravans to a site for a few days at a time to attend a family event. However, Traveller accommodation is generally conditioned for a specific number of caravans, and visitors bringing touring caravans onto site could potentially contravene the conditions of the planning permission. Applicants seeking permission for Traveller accommodation should consider their likely visitor needs, and whether a planning condition specifying the number of days the site can be occupied by more than the allowed number of caravans (which permits visitors and allows attendance at family or community events) may be an appropriate mechanism (in accordance with Planning Policy for Traveller Sites, 2015, para. 28).</p>

<p>Travelling Showpeople plots (all plots occupied by Travelling Showpeople, regardless of meeting the planning definition as set out in Planning Policy for Traveller Sites).</p>	<p>Travelling Showpeople plots are generally larger than Traveller pitches to accommodate the storage of equipment. Proposals should broadly follow the parking requirement for dwelling houses.</p> <p>Parking spaces for the residential use must be a minimum of 2.4 x 4.8 metres, but where possible, provision should acknowledge the likelihood of larger cars and light vans on site, and provide some spaces at 2.4 x 5.5 metres in size. The provision of space for the storage of equipment is a separate issue to general parking, and a separate planning consideration.</p> <p>Some visitor parking should be provided, ensuring that each plot can accommodate at least one parking space for visitors, and if not, separate visitor parking within the overall site is provided. Separate parking areas may present security considerations for residents in some cases and should therefore be situated in an area in good sight of the residents. Provision of visitor parking should particularly be the case where there is the potential risk that parking could overflow from the site and have a detrimental impact on the local highway network.</p>
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Business Uses						
Description	Minimum Car Parking Requirements	Minimum Cycle Parking Requirement		Minimum Motorcycle Requirement	Minimum Requirement for Disabled Parking spaces	Minimum Requirement for Electric Cars
		Long stay	Short stay (visitor)			
B1(a) office	1 space per 30sqm	1 space per 150sqm	1 space per 500sqm	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	2 spaces and charging points where 25-100 car parking spaces are to be provided. 2 additional spaces and charging points for every 100 car parking spaces thereafter. These are part of the car parking provision – not additional provision.
B1(b)/(c) high tech / light industry	1 space per 45sqm	1 space per 250sqm	1 space per 500sqm			
B2 general industrial	1 space per 45sqm	1 space per 350sqm	1 space per 500sqm			
B8 warehouse	1 space per 100sqm	1 space per 500sqm	1 space per 1000sqm			

Floorspace is Gross External Area (GEA).

Rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. This includes where the floor space proposed is less than the standard, for example, a B1(a) office of 250sqm would need to provide 1 short stay (visitor) cycle space ($250/500 = 0.5$, rounded up to 1). The exceptions to this are: disabled provision where there should always be at least one space provided and electric vehicles, where the minimum standard is not required unless there are **at least 25 spaces** being provided. The additional 2 spaces and charging points for every 100 car parking spaces thereafter will only apply to a total of 100 spaces, e.g. if 195 parking spaces are to be provided, the minimum requirement for electric vehicles is 2 spaces and 2 charging points. If 300 car parking spaces are to be provided, the minimum requirement for electric vehicles is 6 spaces and 6 charging points (see section 5.6 for more information on electric vehicles).

Retail Uses							
Land Use	Minimum Car Parking Requirements	Minimum Cycle Parking Requirement		Minimum Requirement for Motorcycle /Mobility Scooters	Minimum Requirement for Disabled Parking spaces	Minimum Requirement for Parent and Child Parking Spaces	Minimum Requirement for Electric Cars
		Long stay	Short stay				
A1 Shops (non-food retail and general retail)	1 space per 20sqm covered areas	1 space per 6 staff or 1 space per 300sqm whichever is the greater	1 space per 200sqm	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	Provision is encouraged in accordance with the standard set out for business uses, if visitor time is likely to be sufficient to warrant installation. To be considered in a Travel Plan if required.
	1 space per 30sqm uncovered area	1 space per 6 staff or 1 space per 300sqm whichever is the greater	1 space per 200sqm				
A1 Shops (food retail)	1 space per 14sqm covered areas	1 space per 6 staff or 1 space per 300sqm whichever is the greater	1 space per 200sqm				
Petrol stations	Petrol stations with a shop will be considered under the appropriate retail category but with petrol pump spaces counting as one space each. The canopy of a petrol station or car wash does not count as a covered area in						

	terms of A1 retail space, where retail floor space is being provided. If retail provision is being made alongside a petrol station, whilst these are minimum parking standards, consideration of the provision of easily accessible additional parking for retail spaces along with signage promoting its use is encouraged. (See section 5.5 where further detail is provided).
Car sales / car sales and garage (sui generis use)	<p>These will be considered on a case by case basis, as the nature of sales, and intensity of repairs varies. Consideration must take account of the accessibility of the location, and the parking restrictions on neighbouring roads. Where parking is restricted nearby, or overspill is likely to cause significant problems for the local road network, a proposal must ensure sufficient staff and customer parking is provided on site. As a general guide, the following may be appropriate;</p> <ul style="list-style-type: none"> • For workshop staff, 1 space per 45sqm GEA • For sales staff, 1 space per full time person • 3 customer spaces per service/repair bay • 1 space per 10 cars on sale

Floorspace is Gross External Area (GEA).

Rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. This includes where the floor space proposed is less than the standard, for example, an A1 shop of 100sqm would need to provide 1 short stay cycle space ($100/200 = 0.5$, rounded up to 1). The exception to this is disabled provision where there should always be at least one space provided.

Education Establishments							
Land use	Minimum Car Parking Requirements		Minimum Cycle Parking Requirements		Minimum Motorcycle and Bus/Coach Requirements	Minimum Requirement for Disabled Parking spaces	Minimum Requirement for Electric Cars
	Staff	Visitor	Long stay	Short stay			
D1 Educational Establishments (Primary Schools)	1 space per teaching member of staff 2 spaces per 3 non-teaching staff	This will be considered on a case by case basis, balancing managing the impact of parking on the local road network with encouraging sustainable modes of transport.	1 child scooter space per 10 pupils plus 1 cycle space per 20 pupils. 1 cycle space per 20 staff, located in a separate non-pupil area	4 spaces per establishment	One motorcycle space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision. A bus/coach loading area, provided either on or off-site, for primary-age education and above, unless otherwise justified.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	2 spaces and charging points where 25-100 car parking spaces are to be provided. 2 additional spaces and charging points for every 100 car parking spaces thereafter. These are part of the car parking provision – not additional provision.
D1 Educational Establishments (Secondary Schools)	1 space per teaching member of staff 2 spaces per 3 non-teaching staff.		1 cycle space per 10 pupils 1 cycle space per 20 staff, located in a separate non-pupil area	4 spaces per establishment			

D1 Educational Establishments (Day nurseries / playgroups (private) and crèches)	1.5 spaces per 2 members of staff.	This will be considered on a case by case basis, balancing managing the impact of parking on the local road network with encouraging sustainable modes of transport.	1 space per 6 members of staff	4 spaces per establishment	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	2 spaces and charging points where 25-100 car parking spaces are to be provided. 2 additional spaces and charging points for every 100 car parking spaces thereafter. These are part of the car parking provision – not additional provision.
D1 Educational Establishments (16+ Colleges and further education colleges)	Determined within a Travel Plan (already in place or submitted with an application)						

Rounding - any rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. The exceptions to this are: disabled provision where there should always be at least one space provided and electric vehicles, where the minimum standard is not required unless there are **at least 25 spaces** being provided. The additional 2 spaces and charging points for every 100 car parking spaces thereafter will only apply to a total of 100

spaces, e.g. if 195 parking spaces are to be provided, the minimum requirement for electric vehicles is 2 spaces and 2 charging points. If 300 car parking spaces are to be provided, the minimum requirement for electric vehicles is 6 spaces and 6 charging points (see section 5.6 for more information on electric vehicles).

Member of staff – this is full time equivalent (FTE).

The most significant impact on the local highway network in relation to educational establishments is caused by and during drop off and pick up time. To discourage driving to pick up or drop off, the amount of parent/visitor parking should be limited, and should not be provided to the extent that it encourages trips by car that could be carried out more sustainably. However, when considering how much parking to provide, account should be taken of the ease with which drop off and pick up can be done on foot, by bicycle or by public transport, and the local circumstances in terms of impact on the local road network.

Large educational establishments sometimes have facilities that are used for different purposes, such as gyms, leisure and entertainment. If any of these uses are likely to be in use during usual working hours, particularly during drop off or pick up times, additional parking may be justified.

Health Establishments					
Land use	Minimum Car Parking Requirements	Minimum Cycle Parking Requirements	Minimum Requirement for Motorcycle /Mobility Scooters	Minimum Requirement for Disabled Parking spaces	Minimum Requirement for Electric Cars
Private hospitals, community and general hospitals	Determined within a Travel Plan				
Health centres	2 spaces per consulting room	1 space per 2 consulting rooms or 1 space per 6 staff, whichever is greatest	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	Provision is encouraged in accordance with the standard set out for business uses, if visitor time is likely to be sufficient to warrant installation. To be considered in a Travel Plan if required.
Doctors, dentists					
Veterinary surgeries					

Rounding - any rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. The exception to this is disabled provision where there should always be at least one space provided.

Member of staff – this is full time equivalent (FTE).

Care Establishments	
Land use	Minimum parking requirement
Day centres for those with learning/ physical disabilities	This will be considered on a case by case basis taking account of the detail of the proposal and the local circumstances in terms of accessibility and the local road network. Account will be taken of the amount of staff, whether staff are residing over night, and the likelihood and frequency of visiting professionals and friends/family.
Homes for children	
Family Centres	
Residential units for those with learning/physical disabilities	

Other uses						
Land Use	Minimum Car Parking Requirements	Minimum Cycle Parking Requirements		Minimum Requirement for Motorcycle /Mobility Scooters	Minimum Requirement for Disabled Parking spaces	Minimum Requirement for Electric Cars
		Long stay	Short stay (visitor)			
Cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 6 staff or 1 space per 40sqm GEA (whichever is the greatest)	1 space per 20sqm	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	Provision is encouraged in accordance with the standard set out for business uses, if visitor time is likely to be sufficient to warrant installation. To be considered in a Travel Plan if required.
Eating and drinking establishments	1 space per 5sqm dining/bar/dance area	1 space per 6 staff or 1 space per 40sqm (whichever is the greatest)	1 space per 20sqm			
Community/village halls	1 space per 10sqm open hall	1 space per 6 staff or 1 space per 40sqm GEA (whichever is the greatest)	1 space per 20sqm			
Places of worship and associated halls	1 space per 5 fixed seats plus 1 space per 10sqm open hall	1 space per 6 staff or 1 space per 40sqm GEA (whichever is the greatest)	1 space per 20sqm			
Playing fields	12 spaces per hectare pitch area	1 space per 6 staff or 1 space per 40sqm GEA (whichever is	1 space per pitch			

		the greatest)		One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	Provision is encouraged in accordance with the standard set out for business uses, if visitor time is likely to be sufficient to warrant installation. To be considered in a Travel Plan if required.
Sports halls	1 space per 5 fixed seats plus 1 space per 30sqm playing area	1 space per 30sqm playing area and where applicable 1 space per 5 fixed seats	1 space per pitch / court			
Swimming pools, health clubs, gyms	1 space per 5 fixed seats plus 1 space per 10sqm open hall/pool area	1 space per 10sqm open hall/pool area and where applicable 1 space per 5 fixed seats	1 space per 20sqm			
Courts (squash, tennis)	1 space per court	1 space per 6 staff or 1 space per 5 courts	1 space per court			
Hotels/motels/guest houses	1 space per bedroom	1 space per 6 staff or 1 space per 40sqm GEA (whichever is the greatest)	1 space per 10 bedrooms			2 spaces and charging points where 25-100 car parking spaces are to be provided. 2 additional spaces and charging points for every 100 car parking spaces thereafter. These are part of the car parking

						provision – not additional provision.
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Floorspace is Gross External Area (GEA).


Any uses not specifically described above will be considered on a case by case basis.

Rounding - any rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. The exceptions to this are: disabled provision where there should always be at least one space provided and electric vehicles, where the minimum standard is not required unless there are **at least 25 spaces** being provided. The additional 2 spaces and charging points for every 100 car parking spaces thereafter will only apply to a total of 100 spaces, e.g. if 195 parking spaces are to be provided, the minimum requirement for electric vehicles is 2 spaces and 2 charging points. If 300 car parking spaces are to be provided, the minimum requirement for electric vehicles is 6 spaces and 6 charging points (see section 5.6 for more information on electric cars).

Member of staff – this is full time equivalent (FTE).

3.1 Accessibility and opportunities for public transport

- 3.1.1 These parking standards apply to all areas (excluding the areas as discussed in section 2.4). However, the accessibility of a development proposal and the availability and opportunities for public transport remain a key consideration when determining the appropriate amount of parking provision. The standards are minimum, meaning that more parking can be provided in accordance with local circumstances. However, parking provision should be within the overall aim of encouraging use of sustainable modes of transport, and excessive amounts of parking will be discouraged.
- 3.1.2 There may be situations where less parking than the minimum standard is appropriate, such as proposals in locations close to sustainable transport interchanges.
- 3.1.3 Within the district access to public transport and shops and services varies significantly. For example, the town centre at Alton provides the greatest range of alternative transport modes, shops and services. The following information may assist with considerations of accessibility.

<p>Highly Accessible</p>  <p>Less Accessible</p>	<ul style="list-style-type: none">• Alton Town Centre (train and bus stations)• Liphook Train Station• Rowlands Castle Train Station• Horndean Local Centre (two bus routes and shops)• A3 Bus Corridor (Southern Parishes)• District Centres• Other settlements within settlement policy boundary• General bus route nearby• Lack of continuous cycle routes• Not easily accessible by public transport
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3.1.4 Alton Town Centre offers the widest choice of alternative transport with a mainline train station, serving a variety of locations and a bus station that provides services across the District and to Farnham, Guildford and beyond. Alton Town Centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the most accessible and sustainable part of the District.

Bentley Centre

3.1.5 Bentley is a village north of the South Downs National Park, served by a mainline train station. The centre also provides a range of shops and services which lessen the need for individual travel.

Horndean Centre

3.1.6 The large local service centre of Horndean forms part of the A3 Bus corridor which connects the Southern Parishes to the Havant Borough and Portsmouth.

Liphook Centre

3.1.7 The large village of Liphook provides a mainline train station on the Portsmouth Direct Line and bus services that run from Liphook to Whitehill, Alton and beyond. The town centre provides a range of shops and services which lessen the need for individual travel.

Rowlands Castle Centre

3.1.8 The centre of Rowlands Castle is served by a mainline train station on the Portsmouth Direct Line between Portsmouth and London Waterloo. Rowlands Castle is served by bus routes to Havant, Emsworth and beyond.

Whitehill and Bordon

3.1.9 Whitehill and Bordon is relatively well served by public transport with buses and coach services which connect Whitehill and Bordon to Basingstoke, Alton, Liphook, Haslemere, Farnham, Aldershot and Portsmouth. Whilst there is not a train station at Whitehill and Bordon, the nearest stations are at Liphook, Haslemere and Liss to the south-east/south and Alton, Bentley and Farnham to the north-west/north, both providing access to London Waterloo.

3.1.10 The new town will include new schools, leisure centre, energy centre, health facilities and mixed used hub including provision for public services as well as shops, foodstore, cinema, restaurants and commercial office spaces. Parts of the Green Grid and the introduction of a transport hub will help ensure that the town centre is easily accessible.

Demonstrating accessibility and opportunities for public transport

3.1.11 Where parking provision is being proposed below the minimum standards, the applicant should submit evidence to demonstrate that the level of parking provision proposed is sustainable, adequate and will not have a detrimental

impact on the local highway network. These will be considered on a case by case basis.

3.1.12 With regards to sustainability, this should include demonstrating where the site is located in relation to the highly accessible locations, the availability of public transport and opportunities for safe walking and cycling. This could be part of the design and access statement (if required) or in a stand along accessibility statement. The application should address how this has been considered in relation to the parking proposed for the development.

3.1.13 When distances are measured it should be the on the ground travel distance rather than 'as the crow flies' to ensure it is as realistic as possible.

3.1.14 Note: It is unlikely to be appropriate to lower parking standards simply because there is capacity for parking on the immediate road network. Lowering provision should primarily be related to accessibility to services and facilities and opportunities for travel by public transport, and safe walking and cycling.

4 Size, layout and design of parking spaces

4.1 Size

4.1.1 Table 1 sets out standard space requirements of some typical vehicles. These should be used as basic minimum reference values but different layouts such as parallel, herringbone and in-line, have slightly different overall space requirements.

4.1.2 In addition, sufficient space for turning facilities on site to allow vehicles to enter and leave in a forward gear will be encouraged. Where vehicles reversing from or onto the highway would give rise to local highway safety issues, on-site turning space will be compulsory.

Type of Vehicle	Size
Car	2.4 x 4.8 metres
Light vans	2.4 x 5.5 metres
Rigid vehicles	3.5 x 14 metres
Articulated vehicles	3.5 x 18.5 metres
Coaches (60 seats)	3.5 x 14 metres

Additional Notes:

- These dimensions refer to standing space only and do not take account of access, manoeuvring space or space required for loading/unloading.

- Operational parking space for commercial and service vehicles will depend on the type attracted to a development and should provide for manoeuvring space to enable vehicles to exit the site in forward gear.

4.1.3 Development proposals providing significant amounts of customer parking, such as supermarkets and large retail uses, may consider whether the typical size of a space at 2.4 x 4.8m is appropriate given the prevalence of large 4x4 style vehicles. For example, the dimensions of a Volvo XC90 (2015) are 2 x 4.95m, which is longer than the standard space requirement, and only allows 20cms of space on each side between the car and the parking space boundary. A BMW X5 is of a similar size, with a Range Rover and Audi Q7 being approximately 5m in length. Provision of standard parking spaces in places where a higher number of larger private motor vehicles are likely, can cause parking difficulties, and make access to the vehicle challenging, particularly with children. Applicants are encouraged to consider including some larger spaces in the proposal.

4.2 Layout

4.2.1 Whilst this document focuses on the single consideration of parking, development proposals need to balance parking provision, its location and layout with the overall aim of good design and attractive and safe places. The safety and ease of movement of cyclists, pedestrians and those with mobility restrictions should be a primary consideration when considering the layout of parking.

4.2.2 Tandem parking (i.e. one car behind another) can reduce the likelihood of the rear parking space being used. Where a minimum of three parking spaces is required, 'triple' tandem parking (as shown below) where two spaces are provided in front of each other, in front of a garage, is discouraged, as it is unlikely the garage will be used as parking. In such cases, it is not a given that the garage will count as a parking space, and consideration will need to be given to the type of housing proposed and whether parking can be better provided. The prevalence of this layout of parking on a development site is unlikely to be acceptable. Table 1 sets out the standard space requirements of typical vehicles. Where tandem parking results in cars parking close to public footpaths, particular care must be taken to ensure vehicles do not overhang and cause an obstruction to the public footpath.



4.2.3 Where two spaces are to be provided without a garage, it is preferable that those spaces are provided side by side if general design principles support it. It is acknowledged that side by side parking needs to be balanced with ensuring front gardens are not predominantly hard standing. The prevalent use of tandem parking within a major development is generally discouraged.



4.2.4 If a parking space is provided in front of a garage, it needs to be big enough to accommodate a car without overhanging the public footpath or road, taking account of larger cars (as described in section 4). If it is not the intention that an area in front of a garage is a parking space, it should not be big enough to encourage attempts at parking. Below is a photograph of such a situation at a development in Four Marks.



4.2.5 Avoidance of the prevalence of any single type of parking layout in a major development proposal can assist with overall visual appearance and encourage the use of parking spaces, rather than ad hoc parking for example on pavements for ease of access to properties. Laybys, and identified on street parking spaces, can help provide a variety of parking spaces, with the added benefit that identified on street parking can help slow traffic.

4.2.6 The layout and design of car parks should also consider ‘Secured by Design’ an initiative to reduce crime and maximise personal safety: <http://www.securedbydesign.com/>. Crime prevention is discussed later in this chapter.

4.3 Design

- 4.3.1 As with layout, design can affect how usable and attractive parking is, and thus how successful it is at keeping cars from parking on the roadside. Sometimes, even though parking is provided in developments, its location, layout, and/or design, means it is not fully used and users prefer to park in alternative places.
- 4.3.2 Parking spaces need to be fully functional, and designed for usability, rather than to meet a quota. Parking is of such importance to the overall function, use and saleable value of properties, that it should be considered from the outset in development proposals, to ensure parking spaces are appropriately used and do not dominate the street scene.
- 4.3.3 The siting of trees and street furniture should be used to informally manage parking and attention will need to be given to the type of material used. Trees also add landscaping to an often 'hard' landscape.
- 4.3.4 In larger car parks, an option to cater for the variety of vehicle sizes is to provide 'buffer areas' between spaces, such as demonstrated below. This can work well for retail uses such as supermarkets.



- 4.3.5 Large car parks need to ensure there are clear directions for pedestrians, and safe access routes. Where parking provision is provided in a multi storey to support a retail or commercial use or transport hub, particular consideration should be given to pedestrian routes, use of trolleys and signage, to ensure pedestrian safety and ease of movement for vehicles.
- 4.3.6 Any up to date advice and guidance on design and layout that is relevant should be considered in conjunction with this document.

4.4 Location of parking

- 4.4.1 Whilst a balance is needed between the dominance of parking and attractive developments, poorly located parking that is not used can cause anti social parking elsewhere that is visually detrimental to the character of the area, and cause safety concerns.
- 4.4.2 Parking provision for residential development needs to give significant consideration to distances from parking spaces to main doors of properties – to avoid for example, those seeking to park with children or shopping, parking nearer to the property, outside of formal parking spaces.
- 4.4.3 Clearly in larger car parks for retail, employment, leisure or health uses, everyone cannot park near to the entrance. In such cases, the spaces closest to the entrance should be reserved for those with mobility restrictions and parents and children. To encourage people to make full use of the car park, it is important that direct and usable pedestrian routes are provided and clearly signed. This is especially important where trolleys are likely to be used – pedestrian routes should be able to accommodate trolleys without forcing people to weave in and out of parked cars.
- 4.4.4 If underground or multi storey parking is to be provided, particular attention should be paid to the provision of lighting and safety, to ensure all attempts are taken to design out opportunities for crime.

4.5 Allocation of parking

- 4.5.1 Residential developments should generally not need to allocate parking spaces to properties. Doing so can leave some spaces unused at times. There may be instances where allocation is needed though, particularly if there are concerns about the spaces being used by the public to visit other places (such as shops, stations, restaurants).

4.6 Residential amenity and on street parking

- 4.6.1 Car parking can dominate residential development, whether it is new large developments, domestic extensions or infill development in the existing urban area. Particular attention should be given to developments which convert dwellings into flats as although the amount of development does not increase, the intensity does.
- 4.6.2 It will not necessarily be appropriate to lower parking standards simply because there is capacity for parking on the immediate road network. This approach can individually or cumulatively alter and detrimentally affect the character and visual amenity of an area and may be considered unacceptable.
- 4.6.3 If on-street parking is intrinsic to the character of the area, the main concern will relate to additional capacity. If sufficient, safe, or appropriate on-street parking is not available then indiscriminate parking will occur, resulting in

highway safety issues or inappropriate parking on grass verges. The general presumption is that sufficient parking should be provided within the development site and reliance should not be made of on-street parking unless it has been appropriately designed in from the start (i.e. new large residential developments).

4.6.4 Should a developer wish to use on-street capacity then they should firstly be aware of potential concerns relating to the character and amenity of a road. If on-street parking is already an established part of the character, surveys should be undertaken and submitted with the planning application to identify the current level and capacity of on-street parking in the vicinity of the site.

4.7 Car Parking Surveys (where relevant)

4.7.1 The minimum standards prescribed in this SPD are the starting point for development proposals to consider. These are minimum standards, and therefore it is expected that in some cases, provision higher than these standards will be appropriate. However, where less than the minimum is being proposed, or the minimum is being greatly exceeded, a car parking survey will be required to support the proposed provision.

4.7.2 A parking survey should consider:

- the accessibility of the development to services and facilities;
- the type, mix and use of development;
- the availability of and opportunities for public transport, safe walking and safe cycling;
- local car ownership levels;
- current level of parking demand on the highway network in the area local to the proposed development site; and
- an overall need to reduce the use of high-emission vehicles.

4.7.3 For uses where standards are not specified, and/or provision is to be considered on a case by case basis, a parking survey is required.

4.7.4 With regards to assessing the current parking demand in the local area, this should be considered through on-site assessments, and liaison with Hampshire County Council and the district council. Any surveys requiring the collection of primary data should be undertaken over a period of at least one week including both weekends and weekdays at a variety of times throughout the day including late in the evening and early in the morning. School holidays and weeks including bank holidays should be avoided.

4.7.5 This will allow a true reflection of the existing car parking arrangements to be established and this should be submitted with the planning application.

5 Types of parking

5.1 Garages

- 5.1.1 A single garage/car port should measure a minimum of 3m in width by 6m in length internally and a double garage/car port should measure a minimum of 6m by 6m internally. This will allow room for a car to be parked and still allow space for access down the side of the vehicle. The length is to allow room for storage, particularly cycles. A garage meeting these size requirements will count as one car parking space, and two bicycle spaces, subject to any exceptions described in this document.
- 5.1.2 A reduced size of garage/car port is unlikely to count as a vehicle parking space as it is unlikely to provide sufficient space for a vehicle and/or some storage.
- 5.1.3 Garages are generally attached to individual residential properties, or within the curtilage of the property. Rows of garages within a development proposal, as a stand alone building such as below, are discouraged, and the spaces within the garages will not count towards parking provision as they are primarily used for storage. This is different to a double or single garage within the curtilage of a residential property.
- 5.1.4 The photographs below are examples of this at Former OSU Site, Liphook (ref: 33993/072). These garages are likely being used for storage not parking, particularly if cars are parking in front of the entrance to the garage. Such designs create hard urban landscapes, and do not encourage use for parking.



5.1.5 This does not apply to car ports that cannot easily be used for storage. Car ports can assist with the design of hard landscaped car parks, and also encourage people to use the parking spaces, to help avoid frosts, or keep cars in the shade.



5.2 Visitor parking

5.2.1 Visitor parking is to be provided at the minimum requirement in the parking standards set out in this document. Visitor parking should generally be unallocated, unless particular circumstances suggest it would function better if identified. This may be the case where developments are within walking distance of transport interchanges, or close to shops or places of employment.

5.3 Disability parking spaces

5.3.1 Suitable parking spaces should be provided for people with disabilities. Where disabled parking is provided on non residential development proposals, the provision is made as part of the overall provision, rather than in addition.

5.3.2 Parking spaces for disabled persons must also be designed in accordance with [Building Regulations Part M²](#) and the Approved Documents to the Building Regulations should provide design guidance on design methods that would comply with the Regulations.

5.4 Parents and children parking spaces

5.4.1 Such spaces can prove exceptionally beneficial at retail uses to the overall functioning and safety of car parks. Parent and children spaces should be larger than the general parking provision and provide sufficient width space for car doors to be opened fully and buggies to fit alongside the vehicle. Consideration should be had to the tendency for vehicles transporting children to be of a larger style (including 4x4s).

² <https://www.gov.uk/government/publications/access-to-and-use-of-buildings-approved-document-m>

5.5 Petrol stations with retail provision

- 5.5.1 Where retail provision (often operating akin to a mini supermarket) is provided alongside a petrol station, parking challenges can be commonly experienced. This is often caused by customers who have filled up at the petrol station taking considerable time to shop and pay, whilst leaving their vehicle at the pump. Customers are unsure whether to move the vehicle to the retail parking area, having filled up with fuel. Equally, customers making a quick stop to the retail provision often park for ease and speed in non designated spaces which prevent all petrol pump spaces being used immediately (i.e. they block vehicles in at pumps, thus leaving front pump spaces empty until the space behind has been vacated).
- 5.5.2 The minimum parking standards note that where there is retail provision alongside a petrol station, whilst these are minimum parking standards, consideration of the provision of easily accessible additional parking for retail spaces along with signage promoting its use is encouraged. It is important that the parking spaces for the retail provision are easily accessible and encourage use, and are preferably provided as close to the shop entrance as possible. Signage making it clear that spaces can be vacated after fuelling (if supported by the operator), and requiring those using the retail provision only to park in the designed retail spaces is encouraged. Signage and road marking to prevent parking that results in blocking vehicles at pump spaces is required.
- 5.5.3 These uses are often congested at peak times and need to be well managed to avoid queuing on the local road network and safety concerns for customers and nearby pedestrians.

5.6 Electric vehicles

Why set a standard for electric vehicle charging?

- 5.6.1 In July 2017, the Government announced that new diesel and petrol cars and vans will be banned in the UK from 2040 to help tackle air pollution. This steers a transition from diesel and petrol fuelled cars towards electric powered cars, with some commentators estimating this is most likely to increase exponentially between 2020s and 2030s. As such, new development proposals should not only be mindful of this, but should support and enable this transition.
- 5.6.2 The NPPF states that there is an overall need to reduce the use of high-emission vehicles. Ownership of ultra low emission vehicles³ (ULEVs) has increased exponentially over recent year with over 70,000 such vehicles now registered in the UK, an increase of 55,000 over a two year period (Q3 2014 – Q3 2016). Within the district there are 157 ULEVs registered (DFT Vehicle Licensing Statistics, Q3 2016). The Council's Energy Strategy (2014-2019)

³ refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles.

acknowledges that the district has relatively few charging points and sets out the Council's commitment to installing EV charging points across the district on council property.

- 5.6.3 For the purposes of this document, an Electric Vehicle (EV) is considered as any road vehicle with a battery that is intended to be charged from mains electricity. Therefore, plug-in hybrid, extended range EVs and pure electric EVs are all included under the definition of EV used in this document.
- 5.6.4 The parking standards tables set out the minimum requirements for electric vehicles charging infrastructure. This helps to encourage ownership of electric vehicles as there are charging points at work places and places often visited, and makes ownership a possibility for those living in flatted developments.

Requirements for planning applications

- 5.6.5 EV charging infrastructure must be provided in accordance with the minimum standards. The policy requires the provision of active spaces. Active spaces are fully wired and connected, ready to use, points at parking spaces. Discussions with developments a pre-application stage should consider the type of charger(s) to supply, to ensure maximum potential use of the charging point.

What type of charger should I provide?

- 5.6.6 Currently there are three levels of charging capability, notably:
- Standard chargers are typically rated at 3kw and can fully charge a vehicle in 6 – 8 hours and are best suited for overnight charging. This is the standard used for residential properties as they can be installed as part of the electricity supply without any additional capacity on a distribution board.
 - Fast chargers are typically rated between (7-22kW) and can fully recharge some models in 3-4 hours.
 - Rapid DC chargers are typically rated at 50kW and can charge an EV to 80% charge in 30 minutes (depending on battery capacity).
- 5.6.7 In determining the appropriate power capability to install at a given parking space the main consideration is how long vehicles would typically be expected to park at that location. For example, charging infrastructure at places of work and retail developments would be expected to provide 'fast' charge capability, ideally at 22kW, due to the shorter amount of time a vehicle would typically be parked for. 22kW are three times as fast as 7kW chargers. However, as technology advances there may be changes to these figures, and regard should always be had to the latest best available.
- 5.6.8 Charge points at public parking spaces, for example at retail car parks or places of work, must be accessible to the general public / employees.
- 5.6.9 Management and maintenance arrangements for charge points in private car parks should be determined on a site by site basis to meet the needs of the

users in question. A wide variety of options exist to control access to charge points and allocate electricity charges to individual users.

Connectivity to local energy network

- 5.6.10 The connection to the local electricity distribution network should have sufficient capacity to enable all active EV charging points to operate simultaneously at the full power they are designed for.
- 5.6.11 Where relevant, a full cabling network should be installed in the car parking area to support all active charging points.
- 5.6.12 Large developments with dedicated electricity sub-stations should specify the sub-station to a sufficient capacity to fully cater for all EV charging requirements.

Location and restrictions

- 5.6.13 It is expected that active EV parking spaces will be located in prominent positions in car parks in order to contribute to raising the profile of EVs. In public parking areas it would generally be expected that parking spaces with active charging provision are dedicated to EVs, with appropriate signage in place to deter the space being taken by other vehicles. However, in a large car park with multiple charge points it could be reasonable that only a proportion of active parking spaces are dedicated to EVs at the outset and that this is reviewed regularly through a travel plan or equivalent process.

Future

- 5.6.14 If the direction of sustainable motor vehicle travel were to change in the future away from electric vehicles, the Council will reconsider these standards and whether an alternative type of provision may be more appropriate. Equally, if take up of EVs were to increase considerably – provision would be reviewed to take account of this and any technological changes to charging infrastructure.

5.7 Mobility scooters and motorcycle parking

- 5.7.1 A mobility scooter is approximately 130cm long x 61cm wide. In non residential developments, there is the potential for spaces to be provided that could accommodate a mobility scooter or a motorcycle, and identified as such. This is particularly the case for food shops where there is likely to be a higher need for mobility scooter parking. This parking should be close to the entrance, and should provide an immovable stand that both vehicles can be securely locked to.
- 5.7.2 Where motorcycle parking is provided within residential developments (separate to within garages and on drives), it should be provided such that

the motorcycles are able to be locked to an immovable stand. Consideration should be given to a shed structure to provide additional security, similar to cycle sheds, or whether there is scope to share space. Security is of considerable concern for those parking motorbikes and indeed cycles away from properties, and as such, any parking area should be well positioned in terms of surveillance from residents, well lit, and easily accessible.

5.8 Children's scooters

- 5.8.1 These are frequently used by children on the school run when walking with parents/guardians. Provision of scooter parking at primary schools will save the responsible adult having to take the scooter home, and bring it back for pick up.

5.9 Buses/coaches

- 5.9.1 Parking space for coaches in the district's towns, in particular Alton and in future Whitehill and Bordon, may be considered in the future to accommodate groups of visitors arriving for the tourism, retail and hospitality offer. Such proposals would be considered on a case by case basis.

5.10 HGVs

- 5.10.1 HGV movements generally relate to the retail uses, with regular deliveries, particularly to supermarkets. Proposals for developments that will receive deliveries via a HGV must ensure there is sufficient parking space for all the HGVs that are likely to be on site at any one point in time. It will not be acceptable for HGVs to be forced to temporarily park on the local road network (outside of a designated bay) due to insufficient parking on site.

6 Bicycle parking

- 6.1.1 Bicycle parking standards are included per use class and are given as minimum requirements. If the requirement for bicycle parking becomes particularly great, for example, if a development is predominantly without the benefit of garages, then there is scope to review the minimum requirement through a travel plan.

6.1 Residential bicycle storage

- 6.1.1 All properties should be provided with cycle storage facilities. The cycle parking/storage areas in residential developments must be easy for all users to access and use. Access should not involve walking long distances or carrying bicycles up stairs or in lifts. Stands should be sited in a secure location within 20m of the premises they serve.

- 6.1.2 A minimum gap of 1m should be allowed between two parallel stands and in banks of stands. Decked spaces may be appropriate where many spaces are needed.
- 6.1.3 Long stay (resident) cycle parking spaces can be included in residential garages, should it meet the standards referred to in section 5.1. No external storage facility would be required for that property if the requirement can appropriately be met within the garage. If a house does not have a garage, an outbuilding or shed within the curtilage of the property may be able to provide sufficient space for the long stay (resident) cycle parking requirement. The outbuilding or shed should be accessed by a lockable door, be secure and covered, and allow sufficient space for storage of other garden equipment. Consideration should also be given to whether bicycles need to be taken through the property to use, which would likely reduce their usability. This is not encouraged, and may result in the parking space not counting.
- 6.1.4 Visitor cycle parking will normally need to be considered and incorporated within a planning proposal. Visitor cycle parking shall be unallocated.

6.2 Non residential bicycle storage and facilities

- 6.2.1 It is important that the facilities provided are attractive to use, secure and close to entrances.
- 6.2.2 Changing rooms and shower facilities should also be provided in non-residential developments where possible to encourage cycling.

6.3 Cycle parking design and layout

- 6.3.1 Although there are several types of cycle parking stands, the Council considers the Sheffield Stand to be the most appropriate design for use by the public.



- 6.3.2 A Sheffield Stand can accommodate two bicycles (thus two spaces), one on either side. Alternative types of cycle parking may be acceptable if manufacturers' details are supplied. Designs that require bicycles to be vertically resting on a single wheel are unacceptable.
- 6.3.3 Conservation areas need to be treated with particular sensitivity when choosing the appropriate type of stands to use.
- 6.3.4 Cycle parking stands or spaces provided within developments, whether inside or outside, should be located in areas that are accessible and within areas of natural surveillance so that they are attractive to use. The basic requirements of cycle parking are that:
- a. it provides security against theft (the frame of the bike must be able to be locked to the stand using a D Lock);
 - b. it does not pose a hazard to pedestrians (especially those who have sight problems) if located outside, and does not impede pedestrian desire lines;
 - c. it supports cycles without damaging them;
 - d. it is sheltered from the elements; and
 - e. it is convenient to use.
- 6.3.5 The safety of cycle parking can have a big impact on how many people choose to cycle. Where five or more stands are provided the stands should be lit at night.
- 6.3.6 When access to cycle parking in commercial developments is via a lift there should be sufficient space within the lift to wheel a bicycle in without having to lift the bicycle up on to one wheel.

7 Travel Plans, Transport Assessments and Travel Statements

- 7.1.1 The NPPF says, "All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment." (para. 32).
- 7.1.2 The NPPF describes a Travel Plan as a key tool to facilitate "use of sustainable transport modes for the movement of goods or people" (paras. 35 and 36) and says that "All developments which generate significant amounts of movement should be required to provide a Travel Plan".
- 7.1.3 A Transport statement is a simplified version of a Transport assessment (see definitions below). In summary, any development that generates significant amounts of movement will be required to provide a Transport assessment/transport statement **and** a Travel Plan.
- 7.1.4 The NPPF defines each document as:

Transport assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport statement: A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

7.1.5 To assist with considering whether a Transport assessment is required, Hampshire County Council has set the following thresholds:

Table 2: Thresholds for requiring a transport assessment

Land Use	Threshold above which a Transport Assessment is required
Residential	50 units
Commercial: B1 and B2	2500sqm
Commercial: B8	5000sqm
Retail	1000sqm
Education	2500sqm
Health Establishments	2500sqm
Care Establishments	500sqm or 5 bedroom
Leisure: General	1000sqm
Leisure: Stadia, Ice Rinks	All (1500 seats)
Miscellaneous Commercial	500sqm

www3.hants.gov.uk/highways-development-planning/hdp-thresholds.htm

7.1.6 These thresholds are guidance, and where it is considered that a proposal is likely to generate significant amounts of movement, a Travel assessment and Travel plan may be required, particularly where there are potential cumulative effects.

7.1.7 Further information on Travel Plans, Transport Assessments and Statements see the NPPG - www.gov.uk/guidance/travel-plans-transport-assessments-and-statements.

8 Monitoring

- 8.1.1 The Council will monitor the effectiveness of this SPD in the Monitoring Report published annually. It will take time for the impact of the change in parking standards to have an effect on the ground, as parking surveys assess completed and occupied developments.
- 8.1.2 It is recommended that once development proposals approved in accordance with these parking standards are completed, site surveys (as documented in Appendix 1) of these developments or a sample (depending on quantum) are carried out bi annually to assess the extent of any parking stresses. Ideally these will be carried out at times when maximum parked vehicles are expected on site. In addition, when updated statistical evidence is available regarding car ownership, usage and projections, this should be recorded in the monitoring report.
- 8.1.3 The Monitoring Report may consider any planning permissions that have been granted applying less than minimum parking standards, and the considerations that led to this.
- 8.1.4 Paragraph 5.6.14 of this document notes with regards to electric vehicles, if the emphasis on electrical vehicles were to change to alternative forms for sustainable motor vehicle travel, or if take up of electric vehicles were to increase considerably, the parking provision in this document would be reviewed. The Monitoring Report will consider any such policy shifts, and any available data regarding the prevalence of electric vehicles in the district.
- 8.1.5 The outputs of the Monitoring Report will inform whether any future updates are made to this SPD.

Appendix 1 – Evidence to justify parking standards in the district

Context

“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.” (<https://www.gov.uk/government/speeches/planning-update-march-2015>).

Structure

This appendix considers the following:

- Brief profile of the district
- Statistical evidence
- Future projections
- Surveys undertaken
- Summary of evidence
- Conclusion

Brief profile of the district

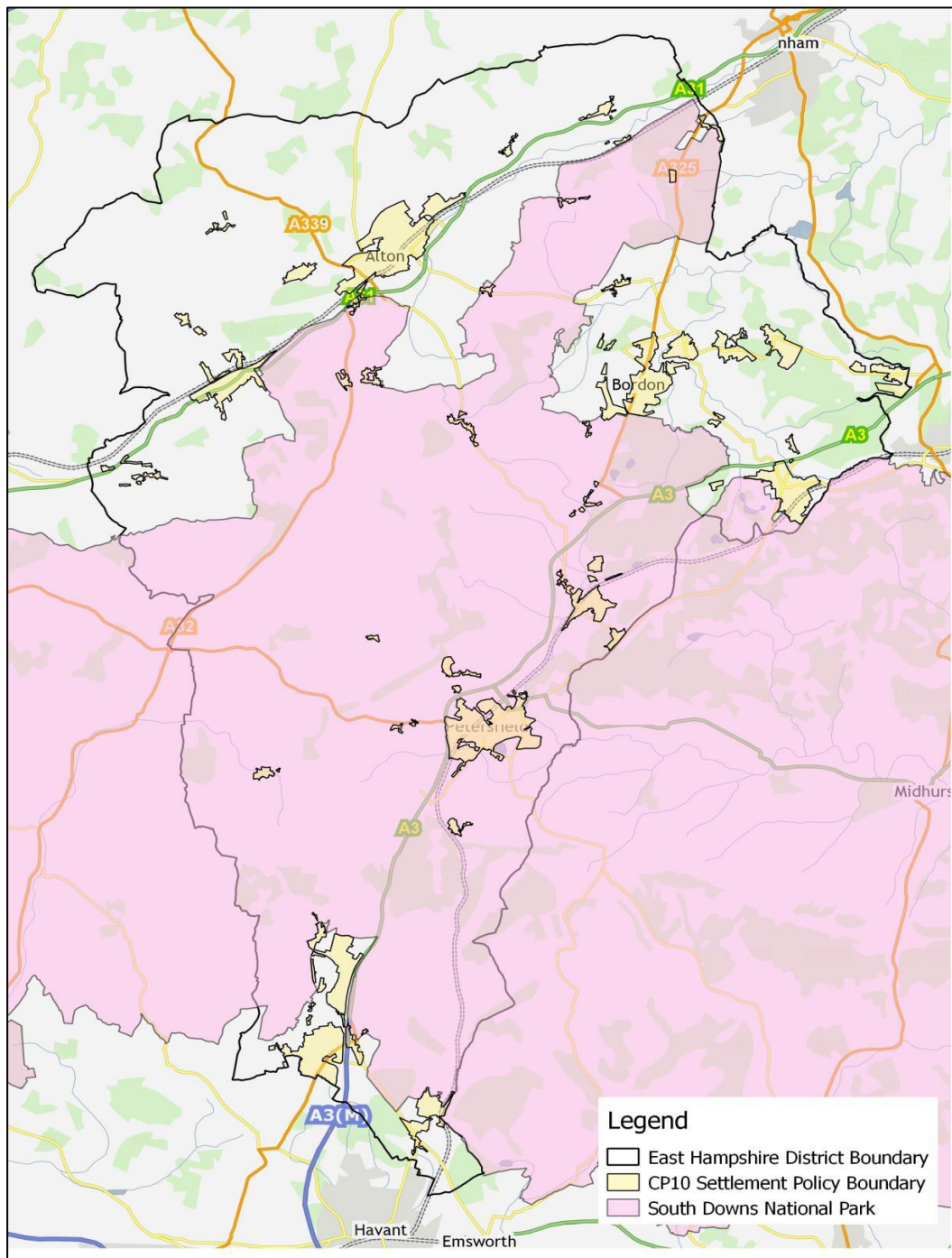
East Hampshire District Council sits in the south of England with neighbouring authorities of Winchester, Havant, Hart and Chichester. A section through the centre of the district is within the South Downs National Park Authority (SDNPA). The National Park covers 57% of the district and splits the area managed by East Hampshire District Council into two halves, one south of the National Park known as the southern parishes and an area to the north of the National Park.

East Hampshire is an exceptionally attractive part of southern England. It is a popular place in which to live, work or visit with historic market towns and attractive villages set in beautiful countryside. Its popularity in terms of a location to live, coupled with the delivery of new housing in and around many settlements in the past few years, has increased the amount of households in the district, and naturally, the amount of private motor vehicles.

There is a net flow of out-commuting of 10,207 residents, with the most popular destinations being Waverley borough, London, Havant, Portsmouth, Guildford and Winchester. In-commuting is primarily from Havant, Waverley, Portsmouth and Winchester (2011 Census). The vast majority of commuter journeys are carried out by car or van. The opening of the Hindhead tunnel in 2011 reduced travel times north towards Guildford and London considerably, and likely encourages more and longer trips. Access to public transport, whilst better in some areas such as Alton, is of a lesser extent in many of the rural settlements, so work, school, leisure trips are mostly carried out using the private motor vehicle. The rural settlements in themselves are dispersed, with limited quick access to main centres.

Car ownership is therefore higher than the national average, and is also higher than many other districts within the county (with the exception of Hart, which is also primarily rural in its nature). The impact of this being that with many households having more than one car, these cars need to be accommodated within new developments, to prevent anti social parking, and a detrimental impact on the road network. Whilst it is accepted that parking standards cannot be retrofitted to existing developments, parking standards in the future have the opportunity to take account of the local circumstances of the district, which are explained further in this appendix.

Map: South Downs National Park area within East Hampshire District and settlements



Statistical evidence

Table 1: Car ownership in East Hampshire (Census data)

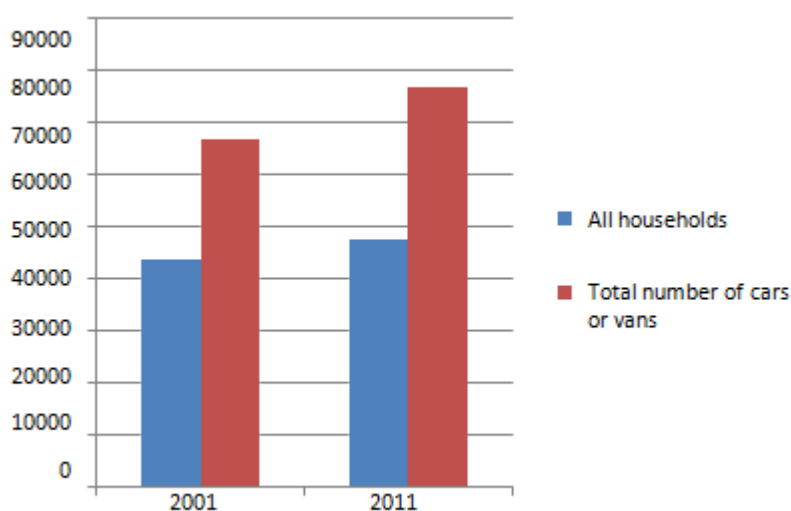
Year	All Households	No Cars	One Car	Two Cars	Three or More	Total Number of Cars or
2001	43,625	12.29%	38.87%	36.75%	12.09%	66,779
2011	47,258	11.20%	37.10%	36.70%	15%	76,813

There has been an increase of 8% in households, but a 15% increase in the number of vehicles between 2001 and 2011. The percentage of households owning two cars has stayed stable, but this now applies to more households given the increase of 8%.

There has been a decrease in the number of households not owning a car and owning more than three cars between 2001 and 2011. The overall number of car and vans appears to be caused by the increase in the number of households, rather than significant changes in how many cars are owned by households, other than more households having one car, that did not have a car before.

As a ratio, the number of cars per household in 2001 was 1.5, but increases to 1.6 in 2011.

Figure 1: Graph showing the number of households and number of cars and vans owned within East Hampshire district (2001 and 2011, Census data).



Within Hampshire, with the exception of Hart district, East Hampshire district has the highest proportion of households with 2 cars or vans, and households with 3 cars or vans. Also, with the exception of Hart district, within Hampshire, East Hampshire district has the lowest proportion of households with one car.

In comparison to the south east, and England as a whole, East Hampshire has a considerably higher proportion of households with 2 cars or vans. 37% of households in East Hampshire have two cars, opposed to 30% in the South East, and 25% in England.

Table 2: Method of travel to work in East Hampshire (Census data)

All	83,522	
Work mainly at home	8,726	10.4%
Underground, metro, light rail, tram	88	0.1%
Train	2,922	3.5%
Bus, minibus or coach	762	0.9%
Taxi	78	0.1%
Motorcycle, scooter or moped	388	0.5%
Driving a car or van	37,163	44.5%
Passenger in a car or van	2,384	2.9%
Bicycle	958	1.1%
On foot	4,692	5.6%
Other method of travel to work	296	0.4%
Not in employment	25,065	30%

Table 2 shows that nearly half of the residents of East Hampshire district travel to work by driving or being a passenger in a private motor vehicle. Given that 30% of residents are not in employment, this is a high proportion, particularly as the proportion of people travelling by train and bus is low. If those not in employment are removed from the consideration, nearly 68% of those working are travelling to their place of work by private motor vehicle (either driving or as a passenger).

This reflects the rural nature of the district, where in many settlements, travel to work via means other than a private motor vehicle is challenging.

Number of cars by area within East Hampshire

The parishes in East Hampshire with the most cars are Alton, Horndean and Petersfield in that order. However, of all the parishes, the proportion of households with two cars is lowest in Alton and Petersfield.

The parishes with the highest proportion of households owning two cars or vans are Binsted, Stroud and Beech.

The parishes with the highest proportion of households owning three cars or vans are West Tisted, Bentworth and Wield. Noticeably Beech is fourth highest.

The parishes with the highest proportion of households owning four cars or vans are Lasham, Newton Valence and Shalden, with West Tisted fourth.

Some of these are within the South Downs National Park. This does appear to reinforce that in rural areas, the private motor vehicle is heavily relied on.

Future projections

There are a lot of conversations happening about the future of car usage and ownership, ranging from use of modes like Uber reducing private ownership, to driverless cars, and whether the country has reached 'peak car'. It certainly seems that there is a paradigm between individuals wanting access to cars, but not supporting high volumes of traffic in towns and cities, or traffic dominating the street scene. Public spaces are better visually, environmentally and socially without traffic

weaving through or alongside them. How all of this plays out in the future is unknown, particularly with the recent emphasis on concerns about air pollution. At present, overall trends show past increases, and this is probably likely to continue gradually, as new households are created. Household's ownership of cars is of course linked to income, job availability, the cost of petrol, insurance and tax, thus economic fluctuations are of considerable relevance to statistics and projections. Equally, in areas like East Hampshire, the public transport network is of relevance, particularly bus routes and travel time including changes to these from any potential changes to subsidies. Given the rural nature of the district, it is not considered likely that there will be significant change in East Hampshire, and whilst trends and overall numbers might change, East Hampshire is likely to continue to have above average car and van ownership.

Surveys undertaken

Some developments that have been completed using previous maximum parking standards in the district have been visited to examine the parking conditions.

These photos were taken on Wednesday 5 April 2017, in the morning, when some vehicles would have left for work. The photos highlight parking challenges, which are likely to be more pronounced at peak times.

Former OSU Site, Liphook (ref: 33993/072)

62 homes were granted permission in July 2013. The development included 132 allocated parking spaces.



Note: cars parked on verges and directly in front of houses. Given that those leaving for work would have likely left by this time, these are likely to be remaining cars that have not been moved since the previous evening.

Goldcrest, Four Marks (ref: 49167/010)

27 homes were granted planning permission in December 2015.



Note: examples of parking on pavements, making pedestrian access difficult for those with mobility scooters or buggies, and parking on the side of the road on corners moving the traffic onto the other side of the road going into a bend. Also note, the car over hanging the road, when attempting to park in front of a garage.

Green Lane, Clanfield (ref: 28889/025 and 28889/024)

275 homes were granted planning permission in April 2012. The development was delivered by two developers.

The provision of parking is as follows:

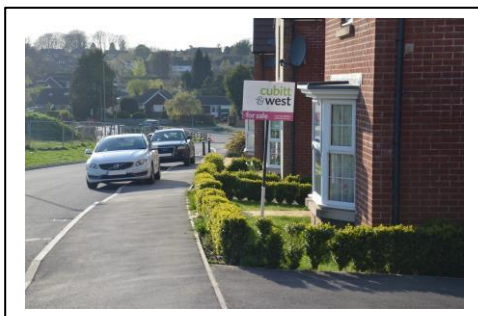
Developer 1

- Private Garage – 88
- Private Unallocated – 18
- Private Allocated – 223
- Public Visitor – 4

Developer 2

- Private garage – 103
- Private Unallocated – 25
- Private Allocated – 225
- Public Visitor – 2

This is a total of 682 parking spaces, and 6 visitor spaces.



Note: many examples of parking on pavements, the side of the road and in front of homes.

Land north of Trafalgar Rise, Clanfield (ref: 54308/001)

18 homes were granted planning permission in May 2013. This consisted of 4 x 2 beds, 7 x 3 beds and 7 x four beds.

The provision of parking is as follows:

- 2 allocated spaces for 2 and 3 bed homes.
- 3 allocated spaces for 4 homes.
- A total of 43 parking spaces.

The parking spaces are provided as garages and designated off road spaces (including tandem parking).



Note: example of a car blocking the whole of the pavement, and parking on the corner of a road in front of a house.

Summary of evidence

Ownership of private motor vehicles is higher in East Hampshire than the national average and is one of the highest in the county. The majority of residents travel to work by car, given the rural nature of the district and the general inaccessibility to public transport. Whilst there has been an increase of households by 8%, there has been an increase of 15% in the number of vehicles between 2001 and 2011. The trend regarding car ownership is unlikely to change, and whilst fluctuations can be linked to economics such as the price of petrol and the general state of the economy, the rural nature of the district will not change, and as such, car ownership is likely to continue to rise.

The surveys carried out show examples of problem parking in recent developments in the district, including unsatisfactory design (spaces in front of garages that are not big enough to accommodate a car, but encourage an attempt to park), parking on pavements blocking routes for pedestrians, and parking on the roadside causing traffic to cross to the other side of the road into oncoming traffic on a corner. These surveys were carried out on a weekday, after the main exodus of commuters, and therefore the situation is likely to be much more challenging at other times, for example a Sunday evening. These examples show that the use of maximum standards can cause parking difficulties, safety concerns, and adversely impact on the overall visual appearance of the area.

Conclusion

It is not possible to retrofit parking standards on developments that are already built and are experiencing parking difficulties. However, future developments can better accommodate parking, and give greater consideration to design, layout and usability of parking spaces, to ensure local areas are safer, more functional and attractive. This is within the context of continuing to encourage sustainable methods of travel, with excessive parking being actively discouraged. The introduction of minimum parking standards and the guidance set out in this SPD will help to achieve a better balance of parking, alongside local circumstances, such as consideration of accessibility to public transport and safe walking and cycling, services and facilities.

Appendix 2 – Guidance on Alton Neighbourhood Development Plan Policies TR3 Cycle Storage and Parking and TR5 Parking Provision and Standards (2017)



Guidance on Alton Neighbourhood Development Plan Policies TR3 Cycle Storage and Parking and TR5 Parking Provision and Standards

23rd August 2017

**Published
by
Alton Town Council Neighbourhood Plan Monitoring Group
and Alton Town Council Planning and Transportation
Committee**

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1. Introduction

- 1.1 The Alton Neighbourhood Plan was made on November 2015. It forms part of the Development Plan in East Hampshire District. This guidance note offers clarification on Alton Neighbourhood Plan Policies TR3 Cycle Storage and Parking and TR5 Parking Provision and Standards. This guidance note does not amend the Alton Neighbourhood Plan or Policies TR3 and TR5. This note should be read alongside the Alton Neighbourhood Plan. Policies TR3 and Policy TR5 can be read in Appendix 1 of this guidance note, and in the Alton Neighbourhood Plan.
- 1.2 This guidance note has been prepared following dialogue with East Hampshire District Council (EHDC), and has been agreed by Alton Town Council Planning and Transport Committee (23 August 2017).

2. Intent of Policies TR3 Cycle Storage and Parking and TR5 Parking Provision and Standards

- 2.1 Alton has and continues to experience the difficulties associated with developments that are not supported by sufficient parking provision that reflects current travel requirements and car ownership. Whilst not seeking to encourage unsustainable modes of travel, the intention of Policy TR5 is to ensure that new development is better placed to cope with likely car ownership, avoids potential safety issues with parking on pavements and junctions and adverse impacts on the local highway network, and improves the aesthetics of new developments.
- 2.2 The policy recognises the importance of visitor parking spaces, as visitors can often be the reason for parking on pavements in front on homes at peak times (such as weekends). It remains the intention to ensure sufficient parking is provided on new development to lessen the problems frequently experienced to date, for the benefit of the new residents, and existing local residents who experience knock on effects.
- 2.3 The intention of Policy TR3 is to encourage development proposals to include sufficient cycle parking, so that cycling to work, to shops or for leisure is an attractive and practical option. This helps to encourage sustainable modes of transport.

3. Relationship with the East Hampshire District Council Vehicle Parking Standards Supplementary Planning Document (SPD)

- 3.1 EHDC is preparing a Vehicle Parking Standards Supplementary Planning Document (SPD). The SPD expands on Joint Core Strategy Policies, specifically Policy CP31 Transport, and will supersede the Residential Parking Standards for East Hampshire District (2008).
- 3.2 The Vehicle Parking Standards SPD does not replace Policy TR5, however, in its consideration of non residential parking, the supporting text of Policy TR5 references the parking standards applied by Hampshire County Council. EHDC Vehicle Parking Standards SPD will replace the standards applied by Hampshire County Council that EHDC adopted for use. Thus, when considering vehicle parking standards for non residential uses in the Alton Neighbourhood Plan area, the factors listed in Policy TR5 remain considerations, and the standards acting as a general guide will be those in EHDC Vehicle Parking Standards SPD.

- 3.3 Whilst Policy TR3 addresses cycle parking, “To encourage the greater use of sustainable and non-motorised modes of transport, all new traffic-generating development must seek to provide adequate parking or storage for bicycles” “all new non-residential developments should provide cycle parking (Sheffield stands or similar)”, the policy or supporting text does not reference any specific parking standards as a guide. Policy TR3 carries full weight, and remains the starting point for the provision of cycle parking, however, EHDC Vehicle Parking Standards SPD provides useful guidance when considering the quantum of cycle parking.

4 Weight and Conformity to National Planning Policy

- 4.1 Policies TR3 and TR5 are up to date policies in a Development Plan that carries full weight in the decision making process. The Neighbourhood Plan examiner concluded that Policy TR5 has regard to national policy and conforms to the East Hampshire District Local Plan: Joint Core Strategy (2014), which in turn at the point of adoption, had to conform to the National Planning Policy Framework (NPPF). The examiner was satisfied that Policy TR3 met the basic conditions and recommended no changes.

5 Planning Balance

- 5.1 “Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. This Framework is a material consideration in planning decisions.” (NPPF para. 196).
- 5.2 NPPF (para 39) says, “If setting local parking standards for residential and 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.”
- 5.3 Therefore, whilst Policy TR5 carries full weight, and is considered to conform to the NPPF (as the examiner concluded), regard should also be had to the criteria in para. 39 as a material planning consideration, and this should be added into the planning balance when determining planning applications.
- 5.4 If a site is particularly accessible with good public transport, whilst Policy TR5 applies and the standards in Policy TR5 are the starting point, consideration of these criteria as part of the planning balance may mean that a reduction in parking standards is appropriate. Equally, if a site is considered less accessible with limited opportunity for public transport, it is unlikely that any reduction in parking standards would be appropriate.

Para. 39 of the NPPF is considered in EHDC Vehicle Parking Standards SPD, and as such is applicable where the EHDC Vehicle Parking Standards SPD acts as a guide for a policy (such as TR3, and TR5 non residential parking).

5.5 NPPF para. 39 is one material planning consideration. There are many other material planning considerations to be considered in the decision making process, including the provision of new homes contributing to meeting overall identified need, making the most efficient use of land and the re-use of previously developed land. All of these material planning considerations are weighed and considered in the overall planning balance, to decide whether the proposal constitutes sustainable development with regards to the Development Plan and the NPPF.

6. Guidance

6.1 Policy TR5 refers to all ‘new residential development’. This applies to new residential development (C3 use), and for clarification, this applies to residential extensions and changes of use to residential (for C3 use) where there is a net gain in the number of bedrooms or homes. However, with regards to residential extensions and changes of use, it is recognised that on some occasions the parking standards may not be possible to achieve in full.

6.2 It is recognised that additional bedrooms and parking spaces are not a consideration for prior approval applications.

6.3 Policy TR5 does not set parking standards for residential uses that are not classified as C3 (dwelling houses). This includes the following uses:

C1 Hotels	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
C2 Residential institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2A Secure Residential Institution	Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
C4 Houses in multiple occupation	Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

6.4 For these uses, parking provision is considered on a case by case basis, with Policy TR5 as the starting point. Proposals will be considered in accordance with NPPF para. 39 and the overall planning balance.

6.5 Homes considered ‘retirement homes’ or homes with age restrictions for occupancy can fall within C2, C3 or even sui generis use classes. If C3 use, Policy TR5 applies. If non C3 use class, proposals will be considered on a case by case basis, but Policy TR5 is considered the starting point.

6.6 Alton Town Council remains committed to ensuring that all forms of residential development are supported by sufficient parking that lessens the impact on the local highway network.

7 Summary

- 7.1 Alton Town Council remains firm in its intention of ensuring that new development is better placed to cope with likely car ownership, avoids potential safety issues with parking on pavements and junctions and adverse impacts on the local highway network, and improves the aesthetics of new developments.
- 7.2 Alton Town Council remains committed to ensuring that the formal status and weight given to Alton Neighbourhood Plan is fully recognised in the determination of planning applications. This guidance is issued to provide assistance with that process with regards to Policy TR5, providing clarification regarding residential uses, and acknowledging the NPPF as a material planning consideration particularly with regards to para. 39.
- 7.3 Alton Town Council expects Policy TR5 to be applied and added into the planning balance, acknowledging that it is a policy that carries full weight and is in an up to date Development Plan. Non C3 residential uses are expected to consider Policy TR5 as the starting point.
- 7.4 This guidance note has been ratified by Alton Town Council on 25th October 2017.

8 References

This guidance note can be viewed online at www.alton.gov.uk

The Alton Neighbourhood Plan (2015) – www.easthants.gov.uk/neighbourhood-plans/existing-neighbourhood-plans-east-hampshire.

East Hampshire District Local Plan: Joint Core Strategy (2014) – <http://www.easthants.gov.uk/planning-policy/local-plan>

National Planning Policy Framework (NPPF) - <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

The (draft) East Hampshire District Council Vehicle Parking Standards SPD

Planning portal use class order - https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use

9 Appendix 1

TR3: Cycle storage and parking

Justification:

The justification for policy TR2 provided evidence that cycling, which is seen as a sustainable mode of travel, is a popular mode of travel in Alton. If cycle use is to be encouraged among those moving into new housing or using new non-residential developments, then good storage and parking facilities need to be available.

Policies applied by other local planning authorities with a similar ambition to encourage cycling have been considered. Proposed dimensions for cycle storage are broadly based upon the Cycle Parking Guide published by Cambridge City Council. They are designed to be suitable

for storing two mountain bikes or alternatively two narrower bikes plus a child's bike.

Intent: Alton wants to encourage development schemes to include sufficient cycle storage (in the case of residential developments) or cycle parking (in the case of non-residential development), so that cycling to work, to shops or for leisure is an attractive and practical option. Residential cycle storage should be secure and convenient to access the public highway. This could be a dedicated space inside the dwelling or in a garage or a secure facility within the curtilage. In the case of flats the storage space can be a shared facility, as long as it is of sufficient size. Non-residential cycle parking facilities should be provided within or adjacent to the development scheme site

TR3 Cycle storage and parking

To encourage the greater use of sustainable and non-motorised modes of transport, all new traffic-generating development must seek to provide adequate parking or storage for bicycles.

All new dwellings (including conversions and sub-divisions) must demonstrate how they can achieve secure storage for bicycles that enjoys convenient access to a public highway. The minimum dimensions of any storage space serving a single private dwelling will feature a floor area of 1.5 metres by 2.2 metres and must be accessible via a doorway at least 1.0 metres wide. Shared storage of an appropriate size/form for flatted developments featuring a secure courtyard or entrance hall will be considered acceptable.

All new non-residential developments should provide cycle parking (Sheffield stands or similar).

The action points for Alton Town Council which relate to this objective are:

TRAP4: We will prompt the Local Highway Authority to prepare a timetable for works to improve conditions for pedestrians, particularly at the following locations:

- Crown Hill / Church Street / Normandy Street;
- Selborne Road / Winchester Road / Whitedown Lane / Butts Road (The Butts bridges);
- Old Odiham Road / Greenfields Avenue;
- Basingstoke Road;
- Paper Mill Lane (Station steps);
- Station Road/Forecourt;
- Mill Lane / Paper Mill Lane / Ashdell Road / Wilsom Road (at Spitalhatch).

TR5: Parking provision and standards

Justification:

There are nine public off street car parks in Alton town centre, providing a total of 703 spaces. The three largest (each exceeding 100 spaces) are Lady Place, Turk Street and The Bank. In the Community Questionnaire most respondents considered provision to be adequate, though very short stay parking was felt to be insufficient. In some older residential parts of the town here is no off-street parking available and kerbside parking occurs, which can impede traffic flow. Similar problems occur in the vicinity of the rail station and the sixth-form college. Bad parking was considered the second biggest highway safety concern by Alton residents.

Responsibility for setting parking standards for development was transferred from the County Council to the District Council. Hampshire County Council withdrew its residential parking standards in 2011 and its non-residential parking standards in 2014. However, EHDC has adopted standards which are based on those previously used by the County. When applied by the County Council these were maximum standards to try to reduce car ownership, in line with (then) national policy; however, this is out of step with current government guidance.

Evidence from recent Alton developments where the former standards were applied is that they have led to excessive parking on street and often on verges or around junctions. This has created a poor visual environment and difficulties for drivers. The East Hampshire: Joint Core Strategy policy CP29 notably seeks sufficient parking to secure a high-quality environment and the Alton Town Design Statement, at guideline 5.12, seeks adequate parking both off-street and kerbside.

Current levels of car ownership in Alton are over 1.2 per household and in East Hampshire are 1.4 per household. Parking standards for the allocated sites for housing growth at Alton should take account of factors set out in the National Planning Policy Framework, which are repeated in the Hampshire Local Transport Plan (2011). A mix of housing types is sought on these sites, which implies typical levels of car ownership. Location of the sites around the edge of town implies car ownership could be above average. Similarly, the rather poor availability of town bus services may increase car ownership and parking space needs. Policies elsewhere in this Plan seek to encourage the use of travel modes other than the car, namely walking, cycling and buses.

Intent:

Policy TR5 therefore uses the former Hampshire County Council standards for residential off-street parking for new residential development, but it states them as a minimum level of provision. It does not expect them to be significantly exceeded and overprovision is discouraged. It relates the number of off-street parking spaces to the size of the dwelling. Where communal unallocated off-street parking space is provided the number of parking spaces can be slightly reduced. Where off-street parking is within a garage, this should be of a sufficient size to accommodate modern car designs and provide cycle storage, in line with County Council guidance. The policy expects new housing development schemes to identify roadways where on-street parking would be appropriate and those where it should be discouraged. It also expects there to be sufficient unallocated parking provision for visitors within new housing development schemes and for this provision to be marked as such.

This policy expects non-residential developments at Alton to provide some off-street parking for use by employees and clients at that development. As a general guide applicants should utilise the non-residential standards until recently applied by Hampshire County Council.

TR5 Parking provision and standards

Designated off-street parking

New residential development within Alton will provide an adequate level of off street parking for residents. The following minimum standards will apply:

1 bedroom dwellings:	1 parking space
2 and 3 bedroom dwellings:	2 parking spaces
4 bedroom (or more) dwellings:	3 parking spaces

Where communal, unallocated off-street parking is provided for eight or more dwellings, the minimum standard for 2 bedroom dwellings and above may be reduced by one space per four dwellings.

Garages as off-street parking

Where garages are to be counted as an off street parking space the following minimum internal dimensions should apply:

Single garage: 3.0 metres wide x 6.0 metres deep
Double garage: 5.7 metres wide x 6.0 metres deep

Visitor parking

New residential development within Alton will provide adequate designated additional parking for visitors, at a minimum of one space per two dwellings. This can either be off- street or on-street, subject to the wider guidance set out within this policy. Visitor parking should be marked as such.

Additional on-street parking

Additional on-street parking provision will be welcomed where appropriate, but should not be used as a substitute for off-street parking provision. Non-designated on-street parking should be restricted along through-routes within new residential developments.

Non-residential parking

Parking for all non-residential uses should be negotiated on a case by case basis and should propose an adequate amount of off-street parking for staff and visitors to ensure there is no impact by way of parked cars on the wider highway network. When determining the amount of parking required by the development the following factors should be considered:

- Projected staff numbers:
- Projected visitor numbers, as well as the likely time and duration of the visit to establish the requirement at peak times; and
- The accessibility of the development by modes other than private car.

The action points for Alton Town Council which relate to this objective.

TRAP17: We will work with East Hampshire District Council to identify future demand for off-street car parking in the town centre, with the aim of ensuring that additional spaces are provided ahead of demand.

TRAP18: We will press East Hampshire District Council to freeze or reduce the levels of charging in their off-street car parks.

TRAP19: We will press East Hampshire District Council to provide very short stay (maximum 1 hour) parking spaces close to the retail area, with a tariff which starts (preferably at zero cost) for a time period of 15 or 20 minutes. We will also explore with Hampshire County Council the possibility of introducing very short stay on-street parking in the town centre.

TRAP20: We will work with Hampshire County Council as they develop on street parking control measures for critical parts of the town. Particular emphasis will be given to the area around Alton College, and to streets on the periphery of the town centre and in the vicinity of the railway station that are affected by all day commuter parking.

TRAP21: We will seek to identify areas where coaches may be parked during daytime. This is necessary if tourism is to be encouraged.

TRAP22: We will seek to work with South West Trains to ensure that adequate levels of parking are provided at Alton Railway Station. There should be sufficient spaces to cater for both commuters and Watercress Line visitors.