

Gosport Borough Council

Local Development Framework

Parking: Supplementary Planning Document

February 2014

*Delivering
for Gosport*



GOSPORT
Borough Council

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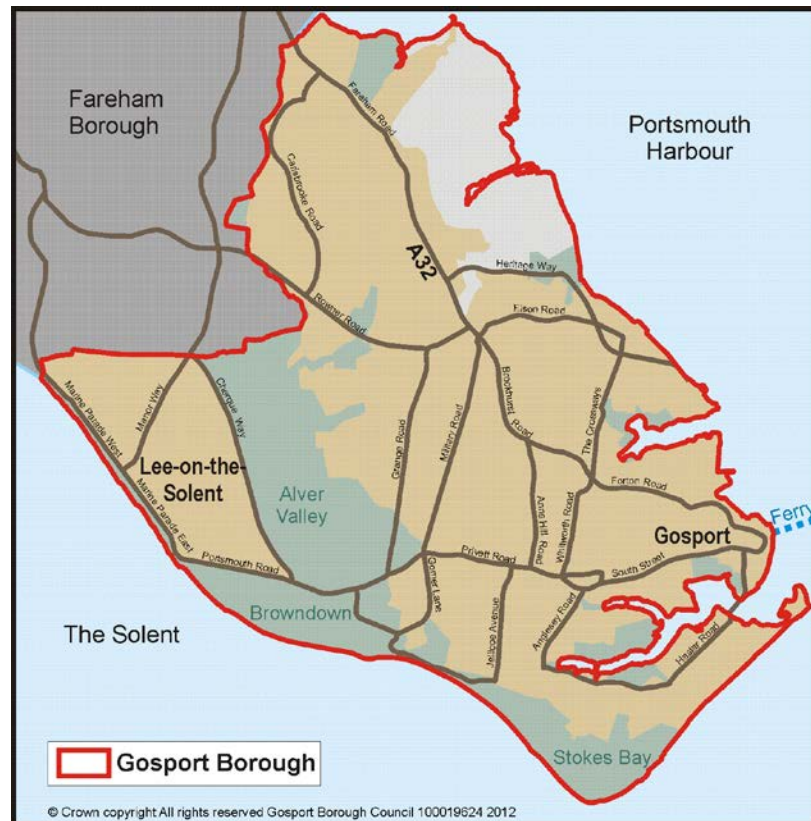
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1 INTRODUCTION

- 1.1 This Supplementary Planning Document (SPD) sets out the parking standards for the administrative area as shown in Figure 1 below and is applicable to residential and non-residential developments and redevelopments of all scales.

Figure 1 – Application of Parking Standards



- 1.2 This document should be read in conjunction with the Borough Council's Design Guidance: Supplementary Planning Document, which includes further advice on the layout and design of car parking provisions.

What status does this document have?

- 1.3 The Parking Standards SPD will be a material consideration in determining any planning application. It presently supports the Gosport Borough Local Plan Review (GBLPR) (Adopted May 2006)¹ and is primarily linked to "saved" Policies R/DP1 (General Standards of Development within the Urban Area) and R/T11 (Access and Parking). Once the emerging Gosport Borough Local Plan (2011-2029)² is adopted

¹ www.gosport.gov.uk/localplanreview

² www.gosport.gov.uk/localplan2029

the SPD will be linked to Policy LP23 (Layout of Sites and Parking policy) or its equivalent policy.

- 1.4 This SPD also has regard to the National Planning Policy Framework (NPPF), which provides a framework within which the Council, in consultation with local people, should produce its own distinctive local plans reflecting the needs and priorities of our community.

Paragraph 39 of the NPPF requires the setting of local parking standards for both residential and non-residential developments to take account of :-

- The accessibility of the development
- The type, mix and use of development
- The availability and opportunities for public transport
- Local car ownership levels, and
- An overall need to reduce the use of high-emission vehicles.

- 1.5 The government acknowledges that local authorities are best placed to set standards based on local circumstances and the needs and the aspirations of their communities³. This SPD has been compiled to inform developers how to achieve that objective pursuant to the provisions of the NPPF (paragraph 153).

³ Ministerial Statement, 10th January 2011 by the Secretary of State for Communities and Local Government.

Who is this document for and how will it be used?

- 1.6 This document is for any person or organisation proposing new development, or changes to existing buildings and spaces, which will generate or change the car parking needs of users or visitors, or significantly changes the nature or distribution of car parking. It will apply to changes of use, sub-divisions and from minor extensions through to comprehensive new development.
- 1.7 It informs developers of the required parking provisions and will be used by the Borough Council when assessing and determining planning applications. It seeks to ensure the delivery of adequate levels of parking to good design standards using best practise to meet the needs of development whilst protecting the interests of the highway user, the neighbouring community, businesses and services.



It is important to meet parking needs from the outset with the right number of spaces and through good design

Pre-application Advice

- 1.8 The Council welcomes an early dialogue with developers to ensure that there is an understanding of the parking issues in respect of a particular development. This allows for faster and more straightforward planning decisions to be made, and will ensure that the planning application will adequately address all relevant matters. Further information can be obtained from the following website:

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/pre-application-advice/>

- 1.9 In many instances there is a requirement to prepare a Design and Access Statement which should include an assessment of the parking needs of the development with regard to the local context and justify the parking proposals with full regard to the objectives and standards of this SPD. Further information on when a Design and Access Statement is required

and what should be included in it can be obtained from the following website:

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/requirement-for-design-and-access-statements/>

1.10 For larger developments with significant traffic impacts a Transport Assessment will be required and the parking assessment may be included⁴.

1.11 Thresholds for the requirement of Transport Assessments and travel plans are set out in the Department for Transport Guidance on Transport Assessment. Further details can be found at:

<http://www.dft.gov.uk/publications/guidance-on-transport-assessment/>

1.12 Where no Design and Access Statement or Transport Assessment is required to comply with the guidance and thresholds above other information justifying the parking proposals shall be provided in support of planning applications.



Where parking is inadequate residents will make their own provisions where any opportunity exists.



⁴ Department for Transport 2007. Guidance on Transport Assessment

2 PARKING PROBLEMS, POLICY OBJECTIVES & STANDARDS

Local Parking Problems

- 2.1 The past prescription of maximum standards has in many cases led to inadequate off-street parking provision within Gosport Borough. The failure to meet actual needs, and a false expectation that poor supply would reduce demand, has led to, or compounded parking problems for new and existing residents, businesses and highway users. In some cases developers have also found properties difficult to sell.
- 2.2 An inadequate off-street parking provision inevitably increases demand to park on-street. Where there is a lack of suitable space, or inadequate controls, excessive or inappropriate parking can occur which is harmful to the quality of the street and the environment, the amenity and convenience of residents and the function and safety of the highway.
- 2.3 The following problems related to parking are evident in many streets in Gosport:-
- a) ***Inadequate opportunities for existing residents, visitors, customers or employees to park on-street due to increasing competition for parking spaces.***

This is a common source of complaint and disharmony in the community. It can harm business and create local opposition to new development necessary to facilitate housing and economic growth. The ability to park in proximity to the home or services is valued by everyone and is critical to persons with mobility difficulties.

A lack of convenient parking can prejudice shops, business and services and result in social exclusion because people find it difficult to visit and support people in need.

On-street parking has limited capacity, and in the interests of existing occupiers and other users of the highway it needs to be better protected by ensuring new development meets its own needs.

- b) ***Obstruction to vehicular access and visibility at junctions and driveways.***

Excessive demand for on-street parking often leads to parking too close to junctions and points of access which can inconvenience and endanger all highway users, especially pedestrians, cyclists and motorcyclists.

The pressure for residents or shoppers to park on-street has in many cases made it very difficult for the highway authority to introduce parking controls through Traffic Regulation Orders to maintain satisfactory levels of visibility and access.



Many existing streets are full to capacity which results in inappropriate parking.

c) ***Reduction of useable road space.***

Excessive parking on-street hinders the progress of through traffic and access to adjacent property. It adversely affects domestic and business deliveries, refuse collection and emergency services by reducing opportunities for vehicles to pass each other, manoeuvre and turn around in a convenient, efficient and safe manner.

d) ***Parking on footways and verges.***

Where parking is in short supply and roads are narrow parking on footways and verges is common place. This presents particular difficulties for people with impaired mobility and vision. It also degrades the appearance of streets; damages paving and landscaping, obstructs pedestrians, wheelchairs, push chairs and mobility scooters.



Damage to verges and obstruction of footways is a common problem

e) ***Obstacles to efficient public transport.***

Excessive on-street parking in some streets inhibits the efficient and reliable delivery of public transport. Parking in bus bays makes it difficult and potentially hazardous for some users to board and alight away from the kerb.



Parking at bus stops can be prevented through adequate parking provision, traffic regulation and good design of bus stops.

f) ***Under-Use of Garages***

Many garages in the Borough are located in rear access ways which do not afford adequate space for vehicles to access them. It is also evident that most garages are of insufficient size to provide both convenient access to cars and accommodate additional cycle and garden storage or other domestic uses. Cars parked on driveways in front of garages also make garaged vehicles inconvenient to use.

Garages are often counted as contributing to parking requirements, but in practise are not fully utilised which leads to parking over-spilling onto the street.

The Role of the Highway in Accommodating Parking

2.4 The role of the highway is to provide a convenient, efficient and safe environment for people travelling by all modes to go from one place to another. It also provides access to adjoining residences, shops, businesses and services, and permits loading and unloading of goods and passengers. These primary functions should not be compromised by on-street parking. The permitted level and duration of parking should be appropriate to the character and geometry of the road and its function in the street hierarchy. It should not be presumed that it is appropriate to fill all road side space to capacity.

- 2.5 The highway is not the property of adjoining residents and all people have equal rights to pass along it, and parking can be restricted by Traffic Regulation Orders. However historically planning consents have been granted for development which relies upon on-street parking to meet a proportion of parking need. New development proposals should not prejudice these existing users by competing for a finite on-street parking resource. Applicants should largely aim to meet parking needs within their development site. See paragraphs 3.4, 3.5 and 3.11 for further guidance on the use of on and off-street parking.

The Core Objectives of the Parking Standards

- 2.6 With regard to the planning policies and the parking problems experienced within the Borough, the core objectives of this SPD are as follows:

- To ensure that all new development is provided with sufficient convenient parking to meet its reasonable needs in the present and foreseeable future, including adequate parking provision for cycles, motorcycles and, where appropriate, goods vehicles.
- To ensure that sufficient parking space is provided, distributed and allocated in a manner that prevents significant harm to the appearance, accessibility, structural integrity, function and safety of the highway with regard to the reasonable and lawful needs of all highway users.
- To ensure the proposed numbers of parking spaces and distribution are adequate to protect the amenity of existing residents and the needs of businesses and services, including the ability to park where necessary on the street in locations convenient to homes and premises.
- To encourage good and efficient design of parking places integral to the layout of the site and compatible with other design considerations.

Factors Affecting Car Ownership

- 2.7 Dwelling size and type are major factors determining car ownership levels. For example large detached houses will more likely to be inhabited by several people of driving age and by households with larger incomes.⁵ Conversely flats will generally have the highest level of single occupancy and lowest car ownership.
- 2.8 Tenure is another of several influences on household car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner-occupied households in dwellings of similar size and type. However there is potential for tenure to change over the life of most dwellings to owner occupied status, therefore the General Residential parking standards (Ref Table 1a) shall normally be applied. Reductions in standards will only be considered for rented properties where there is

⁵ Communities and Local Government: Residential Car Parking Research: May 2007

evidence that tenure is unlikely to change or the developer can demonstrate that lower standards are otherwise appropriate.

- 2.9 Areas with good access to local services and public transport will be attractive to people without cars and therefore the need for car parking in such areas may be less.

The Parking Standards

- 2.10 The Parking Standards as set out in Appendix A indicate the minimum number of spaces required to meet the needs of various forms of residential and non-residential development.
- 2.11 The number of bedrooms in residential dwellings is used as an indicator of parking need. However this is a coarse measure because significant variation in car ownership can occur across dwellings of similar type.
- 2.12 For non-residential development various factors are used as indicators of parking demand across the broad range of Use Classes, but most commonly used factors are floor area or staff number.
- 2.13 The Parking Standards reflect the experiences within the Borough of past policies and standards, the public's views on those standards, and how they influenced local parking problems. They have been prepared with regard to research, guidance and good practise arising from government and other sources listed in Appendix D – References.

How to Apply the Parking Standards

- 2.14 The parking provisions at all development should aim to achieve the core objectives of the SPD. The Parking Standards cannot satisfy all circumstances and developers should consider if they are fully appropriate to individual applications. Increases or reductions may be considered in the Design and Access Statement, Transport Assessment or other supporting information, with regard to relevant factors such as the nature and location of the development, the allocation of parking spaces (or not), visitor parking requirements, the function of the street and existing parking demands. These factors are discussed further in Parking Issues and Considerations below.
- 2.15 For example if a re-development of four 3-bed family homes is proposed on an existing street, each with two off-street parking places, the developer must consider if there is adequate spare capacity on-street for visitor's cars and the 3rd or 4th cars that may be owned by residents from time to time. The access and on-street parking needs of existing development must be taken into account along with the loss of on-street parking capacity due to the creation of new access. The function and safety of the street for highway users must not be prejudiced for example by the undue loss of

passing places or obstruction to visibility. Where there is inadequate capacity to fulfil the core objectives additional off-street parking will be required.

- 2.16 Where the proposed form of development is not adequately covered by the Parking Standards tables in Appendix A the developer should identify the needs of the development and justify the parking provision proposed. Where practicable developers should survey existing parking demands at similar forms of development in comparable localities to assist in determining an adequate parking provision.

Travel Plans

- 2.17 Travel Plans are a key tool to encourage use of sustainable travel modes and may in some circumstances reduce the need for parking spaces, particularly at accessible places of employment.

- 2.18 The NPPF states that all developments which generate significant amounts of movement should be required to produce a travel plan. Thresholds for the requirement of travel plans are set out in the Department for Transport Guidance on Transport Assessment which can be found at:

<http://www.dft.gov.uk/publications/guidance-on-transport-assessment/>⁶

- 2.19 Developers should consider the promotion of car clubs and bicycle hire schemes as a means of reducing the need for people to have their own vehicles. Consideration will need to be given to the parking requirements of hire or pool vehicles in accessible locations, including the storage of cycles and the charging needs of electric cars and cycles.

⁶ Department for Transport 2007. Guidance on Transport Assessments

3 PARKING ISSUES AND CONSIDERATIONS

- 3.1 The following issues must be taken into consideration when determining the parking provision:

Variable Demand and Flexible Parking Provision

- 3.2 The number of cars in residential development will depend upon the nature of the home and occupants who may change from single persons to couples, families, adult children living at home, 'empty-nesters' to retired occupants. There will be variable car ownership through the life of each dwelling commonly ranging from nothing to 2 vehicles, and increasingly 3 or 4 vehicles. Similarly, occupiers will change in non-residential developments, and will have differing parking needs. Parking proposals must therefore cater for the variable demands over time whilst making efficient use of land.

Off-Street or On-Street Parking?

- 3.3 Growth in car ownership has led to high levels of on-street parking in many parts of Gosport Borough, and most streets in older urban areas are full to capacity. Inappropriate on-street parking has also arisen in some newer developments with inadequate off-street car parking.
- 3.4 At new developments served by existing streets the parking needs of residents, employees and customers should generally be met by the provision of off-street parking places in order to maintain the proper function of the street, avoid harm to the users of the highway, the amenity of existing residents and the character of the street.
- 3.5 In the interests of achieving an efficient and flexible parking provision developments with new access roads of appropriate character and function may be designed to provide for a small proportion of resident or employee parking on-street, provided there is spare capacity. Spare capacity is space that is left after good provision has been made for the passage of traffic, access to premises, visitor parking, visibility, bus stops, landscaping, servicing requirements, convenient turning and passing places.
- 3.6 On-street parking places must be available at locations convenient for users and laid out in a manner which is integral to the street design. Road layouts, and where necessary parking controls, should aim to identify where it is, and it is not, appropriate to park.

Benefits of Unallocated Parking

- 3.7 Most home owners and occupiers aspire to private allocated off-street parking because it usually guarantees a parking place convenient to their

home, and often in a position perceived to be secure. Allocated parking is the most practical and marketable arrangement for most low density development. However, due to limitations on available space and the desire for cost efficiency, it may not be practical to provide for the maximum parking need of every individual unit of development over time, and a small degree of parking overspill onto the street may be acceptable where there is spare capacity.



Two independently accessible off road spaces and a garage for storage meet most parking needs for up to 3 bed homes.

- 3.8 Unallocated shared car parking in off-street locations potentially affords more efficient use of parking space because as car ownership grows in some households it may decline in others. Accordingly the overall demand for the shared spaces, particularly in larger developments, is likely to remain more even and the parking provision can be nearer the anticipated average level of ownership over time. Unallocated parking in communal car parks is particularly suited to flats and other high density uses where car parking can be provided in locations convenient to multiple users. Lower residential parking standards are indicated in Appendix A for unallocated parking, compared to allocated parking, to reflect the greater efficiency and flexibility of communal shared use.



Unallocated shared parking and shared cycle store

- 3.9 Where a mix of allocated and unallocated parking is proposed it is necessary to ensure that the second and third cars of households do not prevent the parking of the only cars of other households. Where there is a mix of allocated and unallocated parking all homes should have at least one allocated space and all users must also be able to park in locations convenient to their homes.

Visitor Parking

- 3.10 It is important that sufficient visitor parking places are available to enable social activity and the convenient support and care of residents. Developers must consider the required quantum and distribution.
- 3.11 Research⁷ has shown that an extra 0.2 spaces per dwelling is required to meet the likely visitor demand in residential developments with allocated parking spaces. Where there is demonstrable spare capacity on-street it will generally be acceptable to meet the needs of visitors on-street. Otherwise visitor parking will need to be accommodated by additional off-street parking.
- 3.12 In developments with car parks, developers should aim to include the appropriate number of visitor spaces within the car park if there is inadequate capacity on-street. In larger communal car parks with no allocation of spaces, less than 0.2 spaces per dwelling for visitors will be acceptable if it can be shown that sufficient resident cars will likely be absent when visiting takes place.

⁷ English Partnerships 2006, Car Parking What Works Where



Consider visitor parking needs

- 3.13 At developments with security gates, permit parking schemes or parking charges, appropriate provisions must be made to enable safe access and convenient visitor parking, servicing and deliveries.
- 3.14 Visitor parking provision, particularly in Gosport town centre, may take account of good accessibility by public transport. However the likelihood of visitors using public transport as an alternative to the car needs to be demonstrated to justify reductions in the visitor parking provision.
- 3.15 Reduced visitor parking might also be permitted where existing public parking is available. Reductions in provision must be justified with regard to the location, capacity of the public parking, permitted parking periods and charges, and the likelihood of such parking remaining available.

Accessibility to Public Transport.

- 3.16 Gosport's bus services cover a limited range of destinations and nearly all public transport journeys to wider destinations in South Hampshire require interchange with other buses, ferry and rail. The practicality, convenience and cost of public transport for commuting and other social and domestic trips is such that most households will aspire to have a car at home for the foreseeable future. Households may use sustainable modes for some trips but will likely want cars for others, for which there must be parking space.
- 3.17 Reductions in residential car parking provisions on the grounds of good accessibility to public transport will be considered, but developers must provide evidence to justify the degree of reduction proposed.

Reduced Parking Standards in Gosport Town Centre

- 3.18 The availability of car parking influences where people choose to live. People without a car are most likely to select a home without a parking place, and will prefer a location well served by public transport, local shops and services. Lower parking provision in these locations is therefore a reflection of lower demand. In contrast households with cars are more likely to choose suburban locations with more parking opportunities, particularly if they have more than one vehicle.
- 3.19 Gosport town centre offers significantly better access to public transport, shops and services than other areas of the Borough, and is therefore the most attractive location for households willing to live with low car ownership. Accordingly development with reduced car parking provision may be acceptable in the town centre. Developers will be required to provide evidence to demonstrate that parking proposals below the Parking Standards will meet the needs of the proposed development consistent with the core objectives of the SPD. An assessment of the parking demand of existing uses of a similar nature and location may be required to demonstrate that households will likely own fewer cars.

Use of Public Car Parks

- 3.20 Public car parks are provided to support the viability and vitality of the retail centres and for convenient access to leisure facilities and services. They are not generally intended for use as residential car parks and should not be relied upon to provide long stay parking or to remain available in the long term, though some may be suitable for visitor parking.

Parking for Business and Services in Gosport Town Centre

- 3.21 The parking provisions for customers and staff of proposed new town centre shops, services and businesses should have regard to the additional parking demands generated by the development and the spare capacity, location and duration of parking available in the existing public car parks. Consideration should be given to the proportion of linked trips (i.e. trips ancillary to existing visits) to determine the need for additional parking. Reliance should not be placed upon the retention of on-street parking or other public car parks.

Traffic Regulation Orders, Loading and Servicing Requirements

- 3.22 Developers should aim to minimise the need for parking controls through good design and provision of adequate off-street parking. However, where overspill parking or other parking arising from the development is likely to cause demonstrable harm to the public highway in terms of capacity, operation or safety the developer may be required to enter into a legal

agreement with the Council or the Highway Authority to fund traffic management or other appropriate mitigation measures. For example this funding may be used for Traffic Regulation Orders, traffic signs and markings to control where and when parking takes place, or for loading bays or other on-street parking improvements.

- 3.23 Developers should consider in their Design and Access Statement, Transport Assessment or other supporting information, the parking patterns likely to arise upon the street from existing and proposed uses and identify where it is necessary to restrict parking. Where necessary parking can be restricted by TRO's to maintain visibility, access, passing, turning and loading spaces. TRO proposals should be identified in the planning application.
- 3.24 Where waiting restrictions are critical, or other traffic management measures requiring TRO's are necessary to maintain a functional highway, the developer will need to discuss the requirements with the Highway Authority and demonstrate that satisfactory traffic management measures are likely to be delivered.

Residents Parking Schemes

- 3.25 The need for a parking permit scheme to safeguard on-street parking for existing or new residents indicates a failure to provide enough parking. Such schemes will not resolve an imbalance of supply and demand and may displace parking problems to adjoining streets. Civil parking enforcement is not in operation in the Borough of Gosport and such schemes are therefore impractical to police and unlikely to be supported as a means of enabling new development.

4 THE DESIGN OF PARKING PLACES

Parking to be Convenient

- 4.1 All parts of developments should be self-sufficient with regard to their parking provision with parking provided within reasonable walking distance. Developers must consider each part of larger developments separately to arrive at an appropriate parking allocation and distribution of spaces convenient to all users.

Layout and Access

- 4.2 Standards of access to parking places must comply with the guidance in Manual for Streets or other relevant current highway design standards⁸.
- 4.3 Developers will be required to demonstrate the layout of roads and parking places within the site are adequate for the convenient and safe parking, manoeuvring, loading and unloading of vehicles to fulfil the operational requirements of the proposed development. It may be necessary to provide vehicle tracking plots to demonstrate that lorries and other larger vehicles can manoeuvre and access parking places.
- 4.4 Parking may be provided in a variety of layouts including parking squares, home zones and shared spaces, both on-street and off-street. Further guidance on the layout of parking places in residential areas is provided in the Design Guidance: Supplementary Planning Document.

Turning Areas

- 4.5 At all developments served by classified roads (A, B and C class roads), and others with potentially hazardous access, sufficient space must be provided to enable the required number and type of vehicles to park and turn around independently and enter the highway in a forward direction.
- 4.6 Should a developer propose to meet turning requirements with a turn table this will only be permitted when no other means of turning is deliverable. Appropriate planning conditions will be applied to any permission granted for turn tables to ensure they are available for use at all times, in order to maintain highway safety.

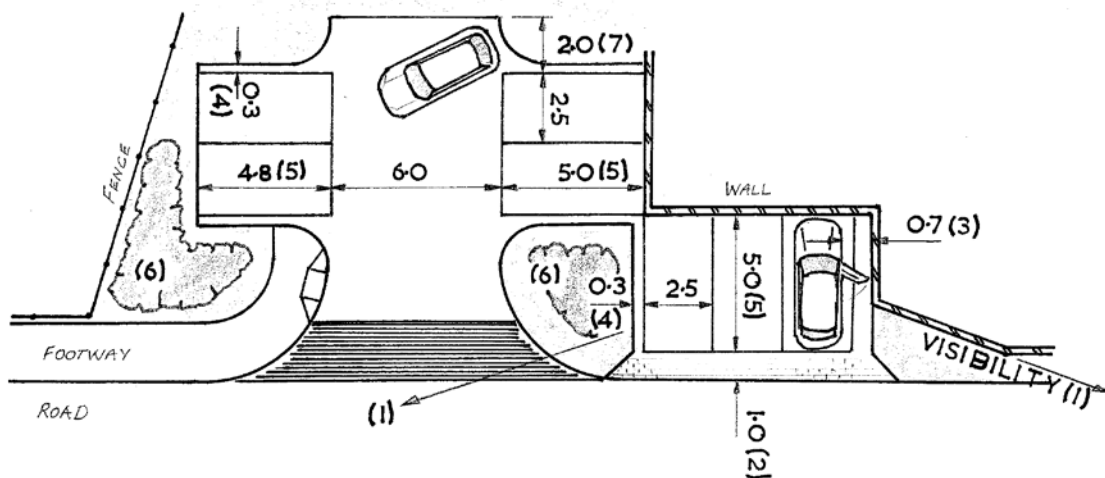
⁸ Department for Transport 2007, Manual for Streets

Size of Parking Spaces

Car Parks & Roadside Parking

- 4.7 The diagram below shows the minimum dimensions required for parking places and should be read in conjunction with the notes below. For many years the recommended minimum dimensions for a parking space were 4.8m by 2.4m, however these do not reflect the increase in the width of vehicles which has taken place since the standard was first set over 20 years ago. The Council now requires a minimum width of 2.5m.
- 4.8 In car parks where multiple spaces are laid out perpendicular to access roads or aisles a minimum road or aisle width of 6.0m is required. Alternative layouts such as parallel and herringbone parking have different space requirements and may be served by narrower roads or aisles. The aisle widths will need to be determined on a site specific basis and with regard to Manual for Streets⁹ or other current guidance.

Minimum Dimensions of Parking Places (bracketed figures refer to notes below)



- (1) Ensure adequate visibility between parking places road and footway
- (2) Offset spaces adjacent the road at least 1.0m
- (3) Provide sufficient space to open doors
- (4) Increase the width of 'end' parking bays by at least 300mm
- (5) Minimum width should be 2.5m and minimum length 4.8 or 5.0m adjacent boundaries.
- (6) Irregular layouts and soft landscaping help to reduce visual impact
- (7) Provide space at end of aisles to help vehicles initiate a turn.

⁹ Department for Transport, Manual for Streets 2007 (page 110).

- 4.9 Where cars are parked side by side the unused space in neighbouring parking places can be used to manoeuvre and allow passengers to embark. Where spaces are bordered by walls, fences or, landscaping (or otherwise restrained) they need to be enlarged above the minimum width by at least 300mm on each restrained side. Where the ends of spaces abut walls or other solid objects they must be lengthened to 5.0m.
- 4.10 Parking spaces on-street and in laybys parallel to the carriageway must be a minimum 6.0m in length and 2.25m wide.

Driveways and Other Domestic Parking Places

- 4.11 In domestic parking places there should be sufficient space around vehicles to allow convenient and safe loading and unloading and enable vehicle cleaning and maintenance without encroachment upon the adjacent footway or road. Accordingly it is recommended that driveways and parking places adjacent to homes should have a useable area not less than 3.3m by 6.0m.



Driveways should be at least 6.0m long

- 4.12 It should be possible to access both sides of parked vehicles and fully open vehicle doors on at least one side to provide convenient access for people with impaired mobility and parents with babies and young children.
- 4.13 There must be sufficient room to enable garage doors to be opened and bins, cycles and mobility scooters to be stored, or removed from adjacent garages or gardens without moving the car. Extra width should be provided where required to allow pedestrian access to the house.

Access and Visibility to Parking Places

- 4.14 Sufficient space must be provided to ensure vehicles can easily and safely enter and leave parking spaces and be parked without overhanging the footway or road.

- 4.15 There should also be adequate visibility between the parking space, footway and road to enable visibility between drivers and other highway users – particularly vulnerable users on the footway.
- 4.16 The access to driveways and other parking places should not be bordered by boundary treatments or landscaping which unduly restricts inter-visibility between vehicles and users of an adjacent footway or road.
- 4.17 Where parking places are perpendicular and adjacent the carriageway they should be offset at least 1.0m from the road edge to enable passing pedestrians and drivers to see a vehicle moving before potentially coming into conflict with it. This arrangement also allows passengers to load or unload the vehicle without standing in the road.



Parking spaces set back from the road.

- 4.18 Similarly parallel parking places should be wide enough to enable doors to be at least partially opened before encroaching on the carriageway.

Under Croft, Basement and Covered Parking

- 4.19 In appropriate circumstances under croft, basement, multi-level and covered parking can be a useful way of reducing visual intrusion and land take. Due to the proximity of walls and pillars, spaces generally need to be larger than in normal surface car parks to ensure that vehicles can manoeuvre into them with reasonable ease, and doors and boots can be opened. Care also needs to be taken with gradients between levels to avoid vehicles grounding and enable access for people with mobility difficulties.
- 4.20 Lifts should be considered if there are multiple levels of parking.



This area is marked out for 4 cars but can only be used for two.

Minimum Size of Garages

- 4.21 Surveys for Manual for Streets in 2004 identified that only 44% of garages were used for parking at various sites in England¹⁰. Following a poll of 2000 UK drivers in 2012, Continental Tyres reported that *“fewer than 1 in 3 motorists ever use the garage space [for parking] as intended”*¹¹.
- 4.22 Local observations support the Continental Tyres report and indicate that due to their size or convenience of access most existing garages are only used for storage. Accordingly garages will only be counted towards the off-street parking provision where they are large enough to conveniently accommodate cars and cycle parking. Or, alternatively, provision for cycle parking is made elsewhere within the property.
- 4.23 Garages will only be accepted as a car parking space and cycle store if they are at least 7.0 metres long and 3.2 metres wide internally, and have a door width of at least 2.4metres. These dimensions provide sufficient space to access a car and a reasonable amount of space for cycle, garden and domestic storage. In order to access cycles without the need to remove the vehicle a personal side door may be necessary towards the rear of the garage with an external access route.

¹⁰ Department for Transport 2007. Manual for Streets.

¹¹ http://www.conti-online.com/generator/www/uk/en/continental/automobile/themes/press_services/hidden/2012_pr_170912_garage_en.html



These garages are too narrow for a car and the driveway is too short to allow convenient access for cycle storage.

- 4.24 Where there is alternative convenient covered and secure cycle parking, garages 6.0m in length and 3.2m wide internally with a door at least 2.4m wide will be accepted as a parking space.
- 4.26 The conversion of garages to form additional habitable rooms reduces the amount of parking and storage available. Where garages contribute to the car parking or cycle parking provisions of a site, and are necessary to meet the parking standards, planning conditions will be applied to ensure they are kept available for that purpose.

Tandem Parking

- 4.27 The parking of two or more vehicles in a line can require vehicles to be “shuffled” and temporarily parked elsewhere. This can be inconvenient and may deter the full use of the available off-street parking capacity in favour of some parking on-street. Tandem parking is not acceptable in car parks and parking courts and it is recommended that independently accessible spaces are provided wherever possible.
- 4.28 Developers should ensure sufficient temporary on-street parking space is likely to be available to enable vehicles to be shuffled without unduly disrupting other users of the highway. An additional parking provision should also be made to compensate for the increased risk of overspill. It is recommended that an additional 0.25 un-allocated spaces should be available on-street for every tandem pair (i.e. one additional on-street parking place for every four dwellings with tandem parking), which will act as a shared parking resource.

- 4.29 Where driveways with a single point of access can accommodate 2 or more cars parking in line, generally no more than 2 spaces will be counted towards the parking provision. Where a single width garage contributes to the vehicle parking allocation and is served by a single width driveway, generally no more than 2 spaces in total will be counted.



Spaces need to be useable. This large town house potentially has 4 parking places and a garage, but in practise the space is used by 3 cars and there is overspill onto the footway.

Parking for People with Mobility Difficulties

- 4.30 In residential development the parking and site layout must permit access to the property for persons with mobility difficulties, using wheelchairs or mobility scooters, and for prams and cycles.
- 4.31 Parking spaces for disabled people need to be of a suitable size and, where in public use, marked out in accordance with Inclusive Mobility¹², the Lifetime Homes Design Guide¹³, Traffic Advisory Leaflet 05/95¹⁴, or later guidance. At dwellings with off-street parking at least one parking space must be at least 3.3m wide and enable wheelchair access to, and where necessary, past a vehicle.
- 4.32 In car parks for public, business or communal residential use 5%¹⁵ of parking spaces should be provided in convenient locations and of appropriate size and layout for use by disabled people. In forms of development that are likely to have an above average proportion of people with mobility difficulties, such as dwellings for the elderly, more spaces may be required.

¹² Department for Transport 2005, Inclusive Mobility

¹³ Lifetime Homes Design Criteria;

¹⁴ Department for Transport 2005, Traffic Advisory Leaflet 05/95: Parking for Disabled People

¹⁵ Hampshire County Council 2002. Hampshire Parking Strategy and Standards

5 CYCLE, MOTORCYCLE, ELECTRIC & COMMERCIAL VEHICLE PARKING REQUIREMENTS

- 5.1 The NPPF requires the transport system to be balanced in favour of sustainable modes which includes cycles, motorcycles and electric vehicles.

Cycle Parking

- 5.2 Cycle use is promoted within the Hampshire's Local Transport Plan 2011-2031 (LTP) and within the Gosport Borough Local Plan Review and emerging Gosport Local Plan. The provision of good quality secure cycle parking as an integral part of new development is essential to enable cycle ownership and encourage cycling.
- 5.3 Appendix A sets out the number of parking places required for long stay and short stay cycle parking. Appendix B provides more detailed advice on the design of cycle parking provision, and associated facilities.
- 5.4 The cycle parking standards have been informed by the Hampshire Parking Strategy and Standards (2002).
- 5.5 The cycle parking requirements for shops, services and leisure facilities in town centres and local shopping areas may be provided in cycle parks in public places which are open for communal use.

Motor Cycle Parking

- 5.6 As at the 31st December 2009 there were 1.3 million licensed motorcycles in Great Britain¹⁶ and the number of motorcycles in use for commuting is approximately 3% of the total number of cars.
- 5.7 Provision should be made for the parking of motorcycles and other powered two wheelers (PTWs) in all non-residential development and the number of spaces assessed on a site specific basis.
- 5.8 Motorcycles can be parked in smaller spaces with typically 2 bikes taking one car space. Where practical dedicated motorcycle parking spaces should be provided to make efficient use of land and enable convenient access. Surface materials and gradients should have regard to the pressure exerted by motorcycle stands and the stability of the motorcycle when parked.

¹⁶ Department for Transport, Motorcycling Statistics Statistical Release December 2010

- 5.9 Motorcycle theft is a common problem that concerns most riders. The provision of carefully planned, secure parking facilities which provide for natural surveillance can help to reduce this concern. In car parks additional security should be afforded through the provision of lighting and security rails or other buried fixings to which motorcycles can be chained. For further guidance on motorcycle parking and security refer to Department for Transport Traffic Advisory Leaflet 02/02 : Motorcycle Parking.¹⁷



A chain alone will not stop a cycle or motorcycle being carried away in a van. For added security rails or grounds anchors are required in places where motorcycles park.

Electric Vehicle Parking

- 5.10 Road transport is responsible for over 90% of the UK's domestic transport emissions. The Government considers that low emission and plug-in vehicles offer the potential to reduce those emissions and thereby assist in delivering climate change targets, whilst still allowing people the mobility that they want and need¹⁸.
- 5.11 The Government is committed to growing the market for plug-in vehicles in the UK and recognises that safe, convenient and cost-effective recharging infrastructure is necessary to realise the potential environmental, economic and energy benefits.
- 5.12 The NPPF states that developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

¹⁷ Department for Transport (March 2002). Traffic Advisory Leaflet 2/02: Motorcycle Parking.

¹⁸ Department for Transport, Office for Low Emission Vehicles, 2011, Making the Connection – The Plug In Vehicle Infrastructure Strategy.

Electric Vehicle Charging

- 5.13 Recharging at home, at night, will be the most convenient and practical option for drivers. It will maximise the environmental and economic benefits of plug-in vehicles by using cheaper off peak, lower carbon night-time electricity generation and will make the best use of available electricity supply capacity.
- 5.14 The Government is exploring the inclusion of voluntary standards in the Code for Sustainable Homes for vehicle recharging infrastructure in new domestic developments. The Council encourages developers to include charging facilities for electric vehicles at all properties with off-street parking in accordance with current standards and codes of practise as and when they become available.
- 5.15 The Government is also promoting 'smart metering' in Great Britain which includes functionality to allow vehicle recharging when it is cheapest for consumers and the energy supply system. This will require appropriate technology in the charge point or plug-in vehicle.
- 5.16 A plug-in vehicle represents the largest electrical appliance in a household (drawing more power than a cooker or power shower) and The Institution of Engineering and Technology is producing a Code of Practice to advise how safe plug-in vehicle recharging installations should be delivered. All new homes should incorporate a suitable electricity circuit to enable the convenient fitting of a charging point.
- 5.17 Home recharging should be supported where practical by workplace recharging infrastructure to enable commuting employees to top up vehicles. Charging points should also be provided where appropriate to support the use of electric company vehicles.
- 5.18 The use of dedicated vehicle recharging units enabling faster recharging is encouraged for the workplace and recommended at home.
- 5.19 A supplementary note on charging facilities for electric vehicles will be published by the Council as and when the Government provides more definitive guidance.

Commercial Vehicle Parking

- 5.20 Commercial and retail premises and other uses requiring regular commercial vehicle access vary considerably in nature within the planning use classes. A range of vehicles will be used for deliveries and servicing with a variety of loading, unloading, short and long stay parking requirements. It is therefore not possible to prescribe in these standards the number or size of parking spaces required or the access requirements.
- 5.21 Developers must determine the standards of commercial vehicle access and parking required to meet the needs of individual applications in a Design and Access Statement, Transport Assessment or other supporting information, having regard to prospective occupiers present and future. Pre-application discussions are recommended with both the Borough Council as the Local Planning Authority and Hampshire County Council as the Highway Authority.
- 5.22 Parking provisions should seek to minimise on-street waiting to avoid interference with the safety and function of the highway. Site access roads and commercial vehicle parking areas must enable vehicles to enter, circulate load, unload and exit the site safely and with reasonable convenience. Developers should demonstrate the practicality of layouts with tracking plots. In the interests of road safety reversing onto the highway should be avoided.
- 5.23 Where delivery or servicing requirements of a development cannot be met on-site there may be circumstances where it is appropriate to permit loading and unloading from the street. Where required the developer will be expected to fund TRO(s) for waiting or loading restrictions and the signs and road markings, and where appropriate work to the highway – for example the construction of a lay-by.

APPENDIX A – PARKING STANDARDS

- 1 The following tables indicate the minimum number of parking places required to meet the needs of various classes of development. (Each table must be read in conjunction with the notes below it).
- 2 The Parking Standards in these tables will not satisfy all circumstances and it should not be assumed that proposed parking provisions meeting the standards are automatically acceptable. Developers should consider if they are fully appropriate to individual applications and would satisfy the core objectives of this SPD below. Increases or reductions will be considered where justified by a Design and Access Statement or Transport Assessment with regard to relevant factors such as the nature and location of the development, the allocation of parking spaces (or not), visitor parking requirements, the function of the street and existing parking demands and capacity. Where practicable, surveys may be required of existing parking demands at similar forms of development in comparable localities to assist in determining parking needs. Where no Design and Access Statement or Transport Assessment is required, other information justifying the parking proposals shall be provided in support of planning applications (see paragraphs 1.8 – 1.12).

Core Objectives

- To ensure that all new development is provided with sufficient convenient parking to meet its reasonable needs in the present and foreseeable future, including adequate parking provision for cycles, motorcycles and, where appropriate, goods vehicles.
- To ensure that sufficient parking space is provided, distributed and allocated in a manner that prevents significant harm to the appearance, accessibility, structural integrity, function and safety of the highway with regard to the reasonable and lawful needs of all highway users.
- To ensure the proposed numbers of parking spaces and distribution are adequate to protect the amenity of existing residents and the needs of businesses and services, including the ability to park where necessary on the street in locations convenient to homes and premises.
- To encourage good and efficient design of parking places integral to the layout of the site and compatible with other design considerations.

- 3 Additional parking provision must be made for visitors and for tandem (in-line) parking in accordance with the advice contained in the Parking Issues and Considerations and the Design sections of this document (pages 13 & 22).
- 4 Where developments incorporate more than one land use sharing parking facilities, e.g. a warehouse containing a large office or a public house containing a restaurant, the parking provision applicable to each must be provided. In mixed-use development where separate uses operate at different times of the day reduced standards may be acceptable.

- 5 Floor areas quoted in the standards relate to Gross External Area unless otherwise stated¹⁹.
- 6 Where the application of the car parking or cycle parking standards give rise to a fraction of a space values of 0.5 or greater should be rounded upwards e.g. 10 units at 1.25 spaces per unit requires a minimum of 13 spaces.
- 7 Appendix B provides further information on cycle parking and a description of requirements for long and short stay facilities.
- 8 Developers must determine the standards of commercial vehicle access and parking required to meet the needs of individual applications in a Design and Access Statement, Transport Assessment or other supporting information, having regard to prospective occupiers present and future. They should demonstrate that the development proposals, including any change of use will provide, when required, sufficient space for commercial vehicles to safely and conveniently manoeuvre, park, load and unload without undue interference with the safety and function of the highway.

¹⁹ Gross External Area is defined as the total external area of a property including the thickness of the external walls

Table 1a – General Residential

Type of Dwelling	Car parking standard			Cycle parking standard	
	Allocated (Notes 2 & 3)	Unallocated 10 + Units (Notes 1,2 & 4)	Unallocated < 10 Units (Notes 1,2 & 4)	Long stay (Note 5)	Short stay
1 bed units	1 space per unit	0.8 spaces per unit	0.9 spaces per unit	1 space per unit	1 space per unit
2 bed units	2 spaces per unit	1.25 spaces per unit	1.5 spaces per unit	2 spaces per unit	
3 bed units	2 spaces per unit	1.5 spaces per unit	1.75 spaces per unit	3 spaces per unit	
4+ bed units	3 spaces per unit	2.25 spaces per unit	2.5 spaces per unit	4 spaces per unit	

NOTES:

1. The unallocated standards should be used for communal parking areas shared between several dwellings without any allocation of spaces to specific dwellings. Where a mix of allocated and unallocated spaces are proposed for individual dwellings (e.g. for a 2 bed unit - 1 allocated space and 0.7 unallocated spaces) the proposal shall be justified by a Design and Access Statement, Transport Assessment or other supporting information. Guidance on the calculation of the parking provision is provided in the Communities and Local Government: Residential Car Parking Research, 2007²⁰.

2. An extra 0.2 spaces per dwelling must be provided for visitors off-street or, where there is demonstrable capacity, in whole or part on-street.

3. All allocated parking must be off-street. Where allocated parking is in tandem an additional 0.25 un-allocated spaces must be provided on or off-street for every tandem (in-line) pair

4. For developments served by suitable streets a small proportion of the required number of parking places may be met through unallocated parking on-street. Where a development is to be served by mix of allocated and unallocated parking there must be at least one allocated space for every unit.

5. Where cycle parking is provided in communal stores reductions in the number of spaces may be permitted where justified by the Design and Access Statement, Transport Assessment or other supporting information. In developments for the elderly cycle parking may be appropriate at a lower standard. However parking provision and charging facilities for mobility scooters and wheelchairs must be considered.

²⁰ Department of Communities and Local Government (DCLG) (May 2007). Residential Car Parking Research.
<http://webarchive.nationalarchives.gov.uk/20120919132719/http://www.communities.gov.uk/documents/planingandbuilding/pdf/residentialcarparking.pdf>

**Table 1b – Retirement / Sheltered / Extra Care Housing,
Residential Care Homes and Nursing Homes**

Type	Car parking standard	Cycle parking standard	
		Long stay	Short stay
Retirement / Sheltered / Extra Care Housing	Parking standards for cars and cycles to be determined through a Design and Access Statement, Transport Assessment or other supporting information. See notes 1-8 below for further details.		
Residential Care Homes and Nursing Homes	1 space per 4 residents 1 space per residential staff 2 spaces for every 3 non-residential staff (Note 8)	1 space per 6 staff. Min'm of 2	1 space per 6 residents. Min'm of 2

NOTES:

1. There are a range of housing options available for the elderly and for people needing varying levels of domestic support, personal and health care whilst continuing to live in their own flat, apartment or bungalow. There is a wide range of terminology in use for such housing including retirement homes, sheltered housing, independent living, assisted living, later living and extra care housing.

2. Housing schemes are provided by Local Authorities, Housing Associations and the private sector. At one end of the scale there are retirement homes, typically for people over 60 years of age, with few shared facilities which are managed and maintained by staff living off-site. At the other end of the scale there are homes with full-time on-site managers which have communal facilities such as laundry, lounge, and catering and offer entertainment, domestic support (such as cleaning, laundry and shopping services) and varying degrees of personal care as required. These homes will attract people with a wide demographic and health profile with variable car ownership.

3. Schemes where residents receive a high degree of support and care will require less parking for residents than general residential homes, but will need more parking for wardens, staff, carers and visitors. Given the broad range of accommodation available and the varying needs of occupants the Council will consider the parking requirements of retirement homes, sheltered housing, extra care housing and the like on a case by case basis and will require a full assessment of their individual needs to be submitted in a Design and Access Statement, Transport Assessment or other supporting information.

4. Data on the parking provision, the parking needs and the performance of comparable development should be provided where practicable. The following details should also be provided in respect of the proposed development and existing development informing the proposed standards:-

- The number and type of dwellings and the number and age of occupants (range and distribution) and their anticipated care and support needs.
- Resident car ownership, numbers of disabled badge holders, mobility scooters and cycles.

- The staffing provision including details of resident and non-resident staff, working hours and shift patterns. Staffing shall include the warden / manager and assistants, grounds and buildings maintenance staff, cleaners and caterers.
- Number and visiting times of the resident's domestic and care assistants and visiting health professionals
- Other visitors including family, friends, supporters and entertainers.

5. Consideration also needs to be given to :-

- Possible overnight accommodation for visitors
- The access, turning and parking requirements of delivery, maintenance and emergency vehicles
- Parking for communal transport (e.g. mini-bus)
- Car parking for the disabled and convenient and secure covered parking and charging facilities for mobility scooters
- Cycle parking facilities for residents, staff and visitors with appropriate weather protection and security.
- The proximity to and range of local services, shops and public transport facilities and other factors which may influence car ownership and use, including -
- The allocation of the parking to users and the controls and costs (if any) applied.

6. The application should demonstrate how and where parking needs will be met throughout the day.

7. The following parking provisions are provided as a general indication only of possible parking needs across the range of housing types:-

Resident Parking	
Retirement homes for unassisted living for residents over 60 years of age with no permanent on site staff. Support largely limited to building and grounds management and maintenance and emergency response service. Homes will generally be smaller than general housing and have communal gardens and parking.	0.5 to 1.2 unallocated spaces per unit for 1 bed to 3 bed units
Housing with domestic support available, likely to be attractive to older residents with growing mobility difficulties. Will have an on-site warden and some communal facilities (e.g. lounge and laundry).	1 space per 3 units
Housing predominantly for frail elderly with a full range of communal facilities including catering and entertainment, domestic support and personal care available.	1 space per 4 units
Staff Parking	1 space per resident staff. 2 spaces for every 3 non-resident staff.
Visitor Parking	1 space per 4 units
Cycle Parking <i>No indication of cycle parking requirements for residents is given and this should be determined according to the location and the mobility of the occupants.</i>	Long Stay for staff – 1 space per 6 staff, minimum of 2. Short Stay for visitors - 1 space per 6 residents, minimum of 2.

8. Retirement / Sheltered / Extra Care Housing, Residential Care Homes and Nursing Homes must make provision for convenient, covered and secure parking for mobility scooters and wheelchairs and provide charging facilities. The number of spaces must be considered in the Design and Access Statement, Transport Assessment or other supporting information.

Table 2 - Commercial Development

Type	Car parking standard (Notes 1 & 3)	Cycle parking standard	
		Long stay (Note 2)	Short stay
B1(a) office	1 space per 30 sq.m (Note 1)	1 space per 150 sq.m	1 space per 250 sq.m
B1 (b)(c) high tect/light industry	1 space per 45 sq.m	1 space per 250 sq.m	1 space per 250 sq.m
B2 general industrial	1 space per 45 sq.m	1 space per 350 sq.m	1 space per 350 sq.m
B8 warehouse	1 space per 90 sq.m	1 space per 500 sq.m	1 space per 500 sq.m

NOTES:

1. The Council may consider the use of a planning condition or planning agreement to restrict changes of use permitted under the GPDO between classes or sub class of commercial development to ensure appropriate levels of parking are provided.
2. Long-stay cycle parking must be at the rate indicated or 1 space per 6 staff, whichever is the greater.
3. Developers must determine the standards of commercial vehicle access and parking required to meet the needs of individual applications (see Appendix A, page 29, paragraph 8).

Table 3 - Retail Development

Type	Car parking standard (Notes 1, 2 & 3)	Cycle parking standard	
		Long Stay	Short stay
Non-food retail and general retail (covered retail areas)	1 space per 20 sq.m covered area	Greater of 1 space per 6 staff or 1 per 300 sq.m Min'm of 2	1 space per 100 sq.m
Non-food retail and general retail (uncovered retail areas)	1 space per 30 sq.m uncovered area	Greater of 1 space per 6 staff or 1 per 300 sq.m Min'm of 2	1 space per 100 sq.m
Food retail	1 space per 14 sq.m covered area	Greater of 1 space per 6 staff or 1 per 300 sq.m Min'm of 2	1 space per 100 sq.m

NOTES:

1. Where petrol stations have a shop the parking requirement must be considered under the appropriate retail category and the parking provision must be justified by the Design & Access Statement, Transport Assessment or other supporting information with regard to the size, nature and layout of the station & shop. If parking spaces at the petrol pumps can be readily accessed without movement of other vehicles they may be counted as one space each, but at least two spaces must be provided away from the pumps. At stations with an ATM one additional space must be available away from the pumps.
2. Developers must determine the standards of commercial vehicle access and parking required to meet the needs of individual applications (see Appendix A, page 29, paragraph 8).
3. Covered areas are typically shops or stores where retail areas are fully or substantially enclosed in a permanent building normally with heat and light. Uncovered areas are retail spaces such as builder's yards and the 'outside' areas of garden centres which are substantially open to the weather, but may be covered in part by canopies or other light structures offering only partial enclosure.

Table 4 - Education Establishments

Type	Car parking standard for staff & visitors	Cycle parking standard		
		Long stay for staff	Short stay for visitors	Long stay for pupils & students
Primary Schools	1 space per teaching staff plus 2 spaces per 3 non-teaching staff, full or part-time (Notes 2, 3, 4, 6, 9 & 11) (Teaching staff comprise class and head teachers permanently based at the school. Teaching assistants and visiting teachers are classed as non-teaching staff).	1 space per 10 staff full or part-time Min'm 2 (Notes 7 & 8)	(Notes 1 & 8) Min'm 4	1 scooter space per 10 pupils min 1 cycle space per 20 pupils min (Notes 1 & 8)
Secondary Schools				1 cycle space per 5 pupils min. (Notes 1 & 8)
Special Schools		(Notes 1 & 8)	(Notes 1 & 8)	(Notes 1,8 & 10)
16+ Colleges and further education colleges	(Notes 1,2,3,4,5,6 & 9)	(Notes 1 & 8)	(Notes 1 & 8) Min'm 4	(Notes 1 & 8) Min'm 4
Day nurseries/ playgroups (private) and crèches	1.5 spaces per 2 full-time staff and 0.5 spaces per part time staff (Note 4, 6 & 9)	1 space per 6 full-time Staff. Min'm 2 (Note 8)	Min'm 4	

NOTES:

1. A Transport Assessment and / or school or college Travel Plan will be required to determine actual parking provision. For cycle parking there should remain the scope to provide additional parking in the future.
2. Where the school or college has community uses the need for additional parking provision must be determined on an individual basis in the Transport Assessment.
3. There will be a requirement for a bus/coach loading area on-site for secondary schools, special schools and colleges, unless otherwise justified.
4. The car parking provision for parents and guardians must be determined through a Transport Assessment.
5. The car parking provision for students must be determined through a Transport Assessment and / or college Travel Plan.
6. 5% of spaces provided for staff and visitors must be suitable for disabled drivers, with a minimum of 1 space provided.
7. Staff cycle parking to be provided at a location separate from pupil parking.

8. All cycle parking must be close to pedestrian access points to buildings and consist of "Sheffield" type stands (1 stand provides two spaces). Scooter parking can be provided using pods or other approved methods.
9. Developers must determine the standards of commercial vehicle access and parking required to meet the needs of individual applications (see Appendix A, page 29, paragraph 8). Additional provision must be made for mini-buses kept at the establishment and for delivery vehicles, unless otherwise justified.
10. Cycle parking requirements for pupils should be informed by the nature of the special educational needs. It may be appropriate to provide parking facilities both for cycling to school and to store pool cycles for training purposes.
11. For secondary schools with sixth form pupils, the requirement for additional car parking for students must be assessed on a site specific basis through a Transport Assessment and / or college Travel Plan.

Table 5 - Health Establishments

Type	Car parking standard	Cycle parking standard	
		Long stay	Short stay
Private hospitals, community and general hospitals, including:- Inpatient, day patient, outpatient or accident unit; locally based mentally handicapped units/ psychiatric units; ambulatory care units including day surgery/assessment/ treatment and administration & support services.	Parking standards for cars and cycles to be determined through a Transport Assessment and / or Travel Plan and supported by evidence of the parking need of existing development in similar circumstances. (Note 1)		
Health centres, doctor's, dentist's or veterinary surgery	4 spaces per consulting room 4 spaces per treatment Room (Note 2)	The greater of 1 space per 2 consulting and treatment rooms or 1 space per 6 staff	2 spaces per consulting room and treatment rooms.

NOTES:

1. Developers must determine the standards of commercial vehicle access and parking required to meet the needs of individual applications (see Appendix A, page 29, paragraph 8)
2. Where health centres have an ancillary pharmacist, additional parking shall be provided to reflect the increase in the length of stay of patients filling prescriptions, and other customers, which shall be assessed in the Design and Access Statement, Transport Assessment or other supporting information.

Table 6 - Care Establishments – Public and Private

Type	Car parking standard	Cycle parking standard	
		Long stay	Short stay
Day centres for older people, adults with learning/ physical disabilities	Staff: 1 space per 2 staff. Visitor: 1 space per 2 clients plus 1 space for dropping off. (Note 1)	1 space per 6 staff Min'm of 2	1 space per 8 clients. Min'm of 2.
Homes for children	1 space per residential staff, 2 for every 3 non-res staff. Visitor: 0.25 space per client (Note 2)	1 space per 6 staff Min'm of 2	1 space per 8 residents Min'm of 2.
Family centres	Staff: 1 space per 2 Staff. Visitor: 1 space per 2 clients (Note 1)	1 space per 6 staff Min'm of 2	1 space per 8 clients. Min'm of 2
Residential units for adults with learning or physical disabilities	1 space per residential staff, 2 for every 3 non-res staff. Visitor: 0.25 spaces per client (Note 2)	1 space per 6 staff Min'm of 2	1 space per 6 residents Min'm of 2
Residential Care Homes and Nursing Homes	See Residential Care Homes & Nursing Homes (Table 1b)		
Day nurseries/ playgroups (private)	See Education Establishments (Table 4)		
Hostels for the Homeless	1 space per resident staff. 0.5 spaces per non-resident staff. (Note 1) Plus 1 space per 4 residents for residents and visitors	1 space per 6 staff. Min'm of 2	1 space per 8 residents Min'm of 2

NOTES:

1. Staff applies to full-time equivalent member of staff.
2. Applies to non-residential staff on duty at the busiest time. The figures are based on the maximum number of children for which the group is licensed or the client capacity of the centre.
3. Developers must determine the standards of commercial vehicle access and parking required to meet the needs of individual applications (see Appendix A, page 29, paragraph 8).

Table 7 - Leisure Facilities and Places of Public Assembly

Type	Car parking standard	Cycle parking standard	
		Long stay	Short stay
Hotels/motels/ guest house/ boarding houses	1 space per bedroom (Notes 1 & 6)	Greater of 1 space per 6 staff or 1 space per 40sq.m Min'm of 2	1 space per 5 Bedrooms. Min'm of 2
Eating and drinking establishments	1 space per 5sq.m dining area/bar area/ dance floor (Notes 2 & 6)	Greater of 1 space per 6 staff or 1 space per 40sq.m Min'm of 2	1 space per 10sq.m. Min'm of 2
Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed Seats (Note 6)	Greater of 1 space per 6 staff or 1 space per 40sq.m Min'm of 2	1 space per 10sq.m Min'm of 2
Bowling centres, bowling greens	3 spaces per lane	Greater of 1 space per 6 staff or 1 space per 40sq.m Min'm of 2	1 space per 10sq.m Min'm of 2
Sports halls	1 space per 5 fixed seats and 1 space per 30sq.m playing area (Note 7)	Greater of 1 space per 6 staff or 1 space per equivalent badminton court Min'm of 2 (Note 3)	2 spaces per equivalent badminton court (Note 3)
Swimming pools, health clubs/ gymnasias	(Notes 5 & 7)	Greater of 1 space per 6 staff or 1 space per 40sq.m Min'm of 2	1 space per 10sq.m
Tennis courts	3 spaces per court (Note 7)	Greater of 1 space per 6 staff or 1 space per 5 courts or pitches Min'm of 2	2 spaces per court. Min'm of 4
Squash courts	2 spaces per court (Note 7)	Greater of 1 space per 6 staff or 1 space per 5 courts or pitches Min'm of 2	1 space per court. Min'm of 2

Type	Car parking standard	Cycle parking standard	
		Long stay	Short stay
Playing fields	12 spaces per ha of pitch area (Note 7)	Greater of 1 space per 6 staff or 1 space per 5 ha of pitch area. Min'm of 2	1 stand per ha of pitch area
Golf courses	4 spaces per hole (Notes 4 & 7)	(Note 5)	(Note 5)
Golf driving ranges	1.5 spaces per tee/bay	(Note 5)	(Note 5)
Marinas	0.9 spaces per berth (Note 6)	(Note 5)	(Note 5)
Places of worship/ church halls	1 space per 5 fixed seats and 1 space per 10sq.m open hall	The greater of 1 space per 6 staff or 1 space per 40 sq.m	1 space per 10sq.m
Stadia	(Notes 5 & 6)	The greater of 1 space per 6 staff or 1 space per 40 sq.m	1 space per 10sq.m

NOTES:

1. Other facilities, e.g. eating/drinking and entertainment are treated separately if they are available to non-residents.
2. Where these serve heavy commercial vehicles (HCVs), e.g. transport cafes, provision will be needed for HCV parking in addition to the parking required to service the establishment.
3. A badminton court area is defined as 6.1 x 13.4m.
4. Other facilities, e.g. club house, are treated separately.
5. No standards are set for this category. Each application must be considered individually as part of the Design and Access Statement, Transport Assessment or other supporting information.
6. Developers must determine the standards of commercial vehicle access and parking required to meet the needs of individual applications (see Appendix A, page 29, paragraph 8).
7. These standards are for participants in the sport, and the need for additional car and cycle parking for spectators and users of any ancillary eating and drinking facilities must be considered in the Design and Access Statement, Transport Assessment or other supporting information.

Table 8 – Miscellaneous Commercial Development

Type	Car parking standard	Cycle standard	
		Long stay	Short stay
Workshops - staff	1 space per 45 sq.m	1 space per 8 staff or 1 space per 250 sq.m (Note 1)	1 space per 250 sq.m
Workshops – customers	3 spaces per service bay	-	-
Car sales – staff	1 space per full time staff (Note 2)	1 space per 8 staff or 1 space per 250 sq.m (Note1)	1 space per 250 sq.m
Car sales – customers	1 space per 10 cars on display		

NOTES:

1. Whichever is the greater of these standards.
2. Full-time equivalent staff.
3. Developers must determine the standards of commercial vehicle access and parking required to meet the needs of individual applications (see Appendix A, page 29, paragraph 8).

APPENDIX B – GUIDANCE ON CYCLE PARKING PROVISION

General Requirements

- 1 Cycle parking and storage facilities for all types of development should be designed with regard to the following.

The parking facilities should be:

- **Conveniently Located** for trip origin and destination. Cycling activity competes better with car access where its location is clearly more convenient than equivalent car parking.
- **Easy to Use** so enabling cycles to be secured quickly and easily to the available stand or easily parked within a secure building or shelter.
- **Secure structures well located** where the cycle parking area benefits from natural surveillance by nearby occupied developments, is situated close to well used thoroughfares or comes under the coverage of a local security camera system. The locations designated for cycle parking should be in areas that are well lit to reduce the likelihood of vandalism or theft and improve the cyclist's personal security, especially vulnerable people.
- **Covered** This is particularly important for overnight (residential) and long-stay (all day) parking at places of employment and at transport interchanges. Ideally residential parking storage should place cycles out of view.
- **Of Good Quality** This is an essential element to the success of the cycle as a viable alternative to the private car. The intention should be to encourage the ownership and use of good quality cycles that are both reliable and easy to use.

- 2 Cycle parking is divided into two types – long stay and short stay

Long-Stay Cycle Parking

- 3 Generally, this type of provision must be designed to offer secure covered parking for longer stays of six hours or more and is most commonly required for residential overnight use and for staff at employment locations.
- 4 The parking standards provide guidance on minimum levels of long stay cycle parking required for different types of residential property.

- 5 Garages can provide suitable long-stay storage for cycles, however for a garage to be accepted as a store for both a car and cycles it must measure at least 7.0 metres x 3.2 metres internally.
- 6 Where development proposals result in the conversion of an existing garage to habitable rooms, the submission must include re-provision of any cycle store to an appropriate design.
- 7 For employment / commercial uses and residential apartments and the like, a purpose built communal store is generally recommended. On large developments multiple stores may be necessary to achieve a convenient walking distance.
- 8 Access to the cycle parking stores should be strictly controlled for security purposes, and ideally through a “key-card” system or through the controlled issue of keys to registered cycle users known to the employer or site manager.
- 9 To encourage cycle use for commuting to and from work (a 3 mile cycle ride would usually take around 20 minutes) it is good practise to provide facilities for the rider as well as the cycle at work places. Such facilities should include:
 - Showers with changing areas (for both male and female)
 - Storage and drying areas for clothes and other personal belongings (e.g. safety helmets)

Short-Stay Cycle Parking

- 10 Short-stay cycle parking is primarily aimed at visitors to all types of uses. It should meet parking needs of up to half a day and is required for both residential and non-residential land-uses.
- 11 Short stay parking does not have to be covered, but it must be convenient to the development and enable a range of cycle types to be secured.

Design of Racks and Stores

- 12 Stores must have an external lock and internal lighting. They must provide sufficient space to manoeuvre cycles, and ideally utilise an outward opening door to facilitate convenient access.
- 13 When using cycle racking systems it is important to ensure cycles are not stored too closely together so they become entangled. It is essential in communal stores that the design and spacing of racks or stands enables individual owners to secure the cycle frame and at least one wheel to the rack. A spacing of at least 700mm is desirable.

- 14 Racks must be able to safely hold a range of cycle types with various tyre widths and wheel diameters without risk of damage to rims, including when pushed or subject to high winds.

APPENDIX C

CAR OWNERSHIP DATA BY WARD IN GOSPORT 2001 AND 2011

Gosport Ward		0 Cars %	1 Car %	2 Cars %	3 Cars %	4+ Cars %	Tot %	Ward Ave. Cars per Household
Anglesey	2001	16.2	45.5	30.0	6.8	1.6	100.1	1.33
	2011	14.5	44.8	31.2	7.8	1.6		1.38
Alverstoke		15.0	48.1	29.5	6.0	1.3	99.9	1.31
		13.4	48.2	31.0	5.7	1.6		1.34
Lee West		18.4	48.1	26.3	5.5	1.8	100.1	1.25
		17.6	45.4	28.6	6.3	2.1		1.31
Hardway		16.9	50.7	27.3	3.9	1.2	100.0	1.22
		15.1	50.8	27.4	5.2	1.5		1.28
Peel Common		17.9	51.6	25.0	4.6	0.9	100.0	1.19
		17.9	50.4	25.3	5.1	1.4		1.22
Elson		17.5	52.3	25.1	4.1	1.0	100.0	1.19
		15.6	50.5	27.2	5.3	1.3		1.27
Lee East		21.5	45.9	26.9	4.8	1.0	100.1	1.18
		11.6	42.7	36.5	6.9	2.3		1.47
Bridgemary North		22.6	46.9	24.1	5.6	0.8	100.0	1.15
		22.5	44.3	25.4	5.6	2.1		1.21
Privett		22.1	49.3	24.1	3.7	0.8	100.0	1.12
		20.8	45.9	26.9	4.8	1.6		1.21
Rowner and Holbrook		24.0	53.5	18.6	3.0	1.0	100.1	1.04
		25.8	49.8	20.1	3.2	1.1		1.05
Bridgemary South		29.0	47.4	19.5	3.1	1.0	100.0	1.01
		24.3	46.9	22.7	5.0	1.1		1.12
Christchurch		27.4	51.6	17.6	2.9	0.5	100.0	0.98
		29.9	49.2	17.8	2.1	0.9		0.95
Brockhurst		27.5	51.8	17.7	2.6	0.5	100.1	0.97
		26.3	49.9	19.1	3.9	0.9		1.04
Forton		30.4	48.5	17.7	2.9	0.5	100.0	0.95
		26.7	46.3	21.9	3.7	1.4		1.07
Grange		29.7	50.8	17.2	2.0	0.3	100.0	0.93
		24.3	53.6	18.9	2.6	0.7		1.02
Leesland		32.3	49.2	15.7	2.3	0.6	100.1	0.90
		32.1	47.3	16.7	3.1	0.7		0.93
Town		42.5	45.0	10.7	1.5	0.3	100.0	0.73
		41.7	43.9	12.0	2.0	0.4		0.76
GOSPORT	2001	24.7	49.3	21.5	3.7	0.9	100.1	1.07
	2011	22.9	47.6	23.7	4.5	1.3		1.14
SOUTH EAST ENGLAND		19.4	42.6	29.6	6.3	2.1	100.0	1.30
								1.35
ENGLAND		26.9	43.7	23.6	4.5	1.4	100.1	-
		25.8	42.2	24.7	5.5	1.9		1.16
Havant		-	-	-	-	-		-
		20.7	42.4	28.0	6.7	2.3		1.28
Fareham		-	-	-	-	-		-
		13.4	40.5	35.0	8.1	2.9		1.48
Eastleigh		-	-	-	-	-		-
		13.3	41.2	34.9	7.8	2.8		1.47

NOTES

- 1 The table indicates the average level of car ownership in Gosport by Ward. Each cell indicates the percentage of households in each Ward with zero, one, two, three or four or more cars or vans in 2001 and 2011 respectively.

- 2 This data is not a measure of the parking demand of individual developments in each ward, which will vary with house type and size and other factors as discussed in this SPD. However it can be a useful aid in informing the allocation of parking spaces and estimating parking required to accommodate overspill e.g. 3rd or 4th cars from 3-bed homes. For further guidance see Communities and Local Government: Residential Car Parking Research, 2007.
- 3 The parking needs of individual developments must be assessed on their merits, with regard to the scale of the development (no. of units) and the balance of allocated and unallocated spaces and their location. Where parking is wholly allocated the parking provision will need to account for peak demands which will be significantly above the average ownership levels as discussed in paragraph 3.2 (Variable Demand and Flexible parking Provisions). Where parking is wholly unallocated in larger developments the provisions may be nearer the average ownership for that type of dwelling. In both cases the provision needs to account for future growth over the Local Plan period to 2029.
- 3 The table indicates that the growth in car ownership in Gosport over the ten year period from 2001 to 2011 was 6.5%. However this period includes the economic recession from 2008 and thus may not reflect future trends. National forecasts indicate longer term growth around 1% per year. The general trend between 2001 and 2011 was a reduction in the number of households with no car and one car, and an increase in the number of households with two or more.
- 4 There is considerable variation in the average car ownership across Wards with the highest level in Lee East at 1.47 and the lowest in Gosport Town at 0.76 per household. Observations indicate considerable variations within Wards, particularly in Town Ward. It is notable that the average level of car ownership in Gosport Borough presently falls below that of neighbouring Districts where levels could perhaps be indicative of future trends within Gosport.
- 5 Percentages do not always add to 100 due to rounding.
- 6 Data for 2001 is derived from Census “Cars or Vans” (KS17 Dataset)
- 7 Data for 2011 derived from Census Table KS404EW “Car or Van Availability”.

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