

Policy DE3: Layout of Sites and Parking

POLICY DE3: LAYOUT OF SITES AND PARKING

Development proposals will be permitted, provided that the layout of the site is designed so that:

- 1. Safe and convenient routes for pedestrians and cyclists which link with the existing network are prioritised.**
- 2. Existing public rights of way are safeguarded or enhanced where appropriate.**
- 3. There is improved access to existing bus stops in all developments where necessary, and provision for bus access in larger developments with suitably located bus stops.**
- 4. Adequate provision is made for an appropriate range of vehicles to access the site, manoeuvre within it, park, load and unload, and turn around in a safe and convenient manner.**
- 5. Where vehicular access is from a Classified Road there is adequate provision made to enable vehicles to enter and leave the road in a forward gear.**
- 6. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle tracks, paths and parking places.**
- 7. Traffic management measures are included, where appropriate, to control the speed of traffic generated by the development, to ensure that the safety and convenience of all highway users including cyclists and pedestrians is maintained or enhanced.**
- 8. Provision is made for the adequate parking for cars, motorcycles, bicycles and where appropriate, goods vehicles. Where the use of on-street car parking is considered likely to occur, a parking survey will need to be submitted, demonstrating that there will not be an unacceptable impact.**
- 9. Provision is made for electric vehicle (EV) parking and charging in accordance with the latest Government standards.**
- 10. Access and parking for people with disabilities is provided in accordance with the relevant current standards.**

EXPLANATION OF POLICY DE3

Pedestrian and cycle routes (Point 1 of Policy DE3)

- 8.35 Walking and cycling have the potential to reduce the use of the car for local journeys or as a means to reach public transport facilities, particularly in support of first-mile / last-mile principles. Developments should be designed to facilitate cycling and walking by providing safe, secure, effective and attractive routes. Direct routes to facilities in the local area are important to reduce the reliance on the private car and encourage patronage of local shops.

Rights of Way (Point 2 of Policy DE3)

- 8.36 The Council will expect development to safeguard public rights of way and retain them in a setting of appropriate quality. Opportunities should be taken to expand the network of public access routes where appropriate (see Policy LE4).

Bus routes and bus stops (Point 3 of Policy DE3)

- 8.37 Developments should be designed so that bus stops are within easy walking distance of all parts of the site and can be safely accessed. Where necessary, all developments should improve access to existing bus stops. It is important that the highway layout in larger new developments provides adequate potential for bus services to operate within the site. Bus operators should be engaged early in the planning process to ensure the required infrastructure forms part of the overall design process. A general guide of 400 metres is normally used as the maximum distance that people are prepared to walk to a bus stop.

Road layout (Points 4-7 of Policy DE3)

- 8.38 It is necessary to maintain a safe environment within developments and provide for the convenient movement of all users and appropriate vehicles. Appropriate access to premises, vehicle parking, turning and servicing provision should be made having regard to national and local standards.
- 8.39 To aid safety, and help avoid congestion on principal routes within the Borough, where a new access from a Classified Road is proposed, such access will only be permitted where it is sufficiently demonstrated that road safety would not be adversely affected nor would the access affect the free flow of traffic. Adequate provision should normally be made to enable vehicles to enter and leave the Classified Road in a forward gear. Any exceptions would need to be considered in liaison with the Local Highway Authority.

Parking (Point 8 of Policy DE3)

- 8.40 The Council's Adopted Parking SPD²⁸⁰ includes guidance on the amount of car parking required. In order to protect the amenity of existing and new residents and protect the function of the highway, parking provision for residential uses will need to reflect the likely levels of car ownership, and ensure developments are planning in accordance with the Parking SPD's Core Objectives (Box 20).

Box 20: Core Objectives of the Parking SPD

- 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.

- 8.41 For parking spaces to be effective, particularly off-street ones, they need to be of an appropriate size and layout. As described in the SPD, modern cars are getting larger, and many car parking spaces are not of sufficient size to accommodate them or provide convenient access. As such, many garages and driveways are not being used for their intended purpose, leading to on-street overspill, creating additional parking stress and potentially highway hazards. Car parking spaces should be of a sufficient size to facilitate convenient and safe loading and unloading on all sides, be future-proofed, and in the case of garages, include appropriate levels of additional storage space for bicycles and other apparatus.
- 8.42 The SPD indicates where car parking may be reduced, for example in areas with higher levels of accessibility to alternative modes, in the interests of encouraging modal shift and making efficient use of land. It must be clearly justified and evidenced that any developments with a reduced parking provision still accord with the Core Objectives of the Parking SPD and will not result in overspill parking or be detrimental to the safety and function of the highway or residential amenity.

²⁸⁰ www.gosport.gov.uk/article/1240/Supplementary-Planning-Documents-SPD

- 8.43 Where the use of on-street parking is considered likely to occur, an application should be supported through the submission of a parking survey, undertaken in line with the Lambeth methodology²⁸¹. This should demonstrate that there is sufficient on-street capacity to accommodate the development's parking needs, without undermining the SPD's Core Objectives, including protecting the amenity of existing residents and businesses.
- 8.44 In order to support and promote sustainable modes of transport, developments will be expected to provide convenient and secure cycle parking which should be integral to the design in accordance with the Parking SPD. Good quality, secure cycle parking for both long and short stay provision is integral to encouraging ownership and use.

Electric Vehicle parking and charging (Point 9 of Policy DE3)

- 8.45 In light of Government carbon reduction targets, the phasing out of new internal combustion engine vehicles, and the uptake in ownership of electric vehicles, developments must provide parking and charging facilities for such vehicles.
- 8.46 Provision must be made for electric vehicle (EV) parking and charging in accordance with the latest Government standards. Current standards are set out in the UK Building Regulations 2022 (approved Document S). All electric vehicle chargepoints and infrastructure must conform to and be installed in accordance with the relevant technical standards.

Access and parking for disabled people (Point 10 of Policy DE3)

- 8.47 Development should be designed to have regard to the latest Government guidance on access for disabled people, this includes the design of pavements and parking provision. Further details on parking provision are set out in the Council's Parking SPD.

²⁸¹ www.lambeth.gov.uk/planning-building-control/planning-policy-guidance/supplementary-planning-documents-other-policy-guidance/planning-policy-guidance-notes