

POLICY LP23: LAYOUT OF SITES AND PARKING

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

- 1. There are safe and convenient routes for pedestrians and cyclists which link with the existing network.**
- 2. Existing public rights of way are safeguarded or enhanced where appropriate.**
- 3. There is 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. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle tracks, paths and parking places.**
- 6. 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.**
- 7. Provision is made for parking cars, motorcycles, bicycles and where appropriate, goods vehicles and electric cars.**
- 8. Access and parking for people with disabilities is provided in accordance with the relevant current standards.**

EXPLANATION OF POLICY LP23

Pedestrian and cycle routes (Point 1 of policy LP23)

- 10.34 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. 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 car use and encourage patronage of local shops.

Rights of Way (Point 2 of policy LP23)

- 10.35 The Borough 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.

Bus routes and bus stops (Point 3 of policy LP23)

- 10.36 It is important that the highway layout in larger new developments provides adequate potential for bus services to operate within the site. Developments should be designed so that bus stops are within easy walking distance of all parts of the site and can be safely accessed. 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 4-6 of policy LP23)

- 10.37 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.

Parking (Point 7 of policy LP23)

- 10.38 A Parking Standards Supplementary Planning Document (SPD)¹⁷⁹ has been prepared which 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. For non-residential uses, the SPD indicates where car parking may be reduced, for example in areas displaying higher levels of accessibility to alternative modes, in the interests of encouraging modal shift and making efficient use of land.
- 10.39 Developments will be expected to provide convenient and secure cycle parking which should be integral to the design in accordance with the Parking Standards SPD.
- 10.40 New development may also need to provide parking with electric charging plugs for electric cars where practical in accordance with the guidance set out in the Council's Parking Standards SPD.

Access and parking for disabled people (Point 8 of policy LP23)

- 10.41 Development should be designed to have regard to the latest Government guidance on access for disabled people¹⁸⁰ this includes the design of pavements and parking provision. Further details on parking provision are set out in the Council's Parking Standards SPD.

Further information:

Transport for South Hampshire Isle of Wight Evidence Base: Gosport Borough Local Plan (2011-2029) (Sytra March 2014);

Gosport Borough Transport Statement 2012 (HCC 2012);

Local Transport Plan 3 (Hampshire County Council 2010);

Strategic Access to Gosport (Hampshire County Council/Mott Gifford 2010);

Transport and Accessibility Background Paper (GBC 2014); and

Transport Delivery Plan 2012-2026 (Solent Transport (TfSHIoW) 2013).

¹⁷⁹ www.gosport.gov.uk/spd

¹⁸⁰ Government guidance is set out in Inclusive Mobility (Department for Transport December 2005).
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf