

Parking Standards

For Residential and Non-Residential Development

Supplementary Planning Document

**Draft 2021 UPDATE
Version for Cabinet**

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New Forest District (outside the National Park)

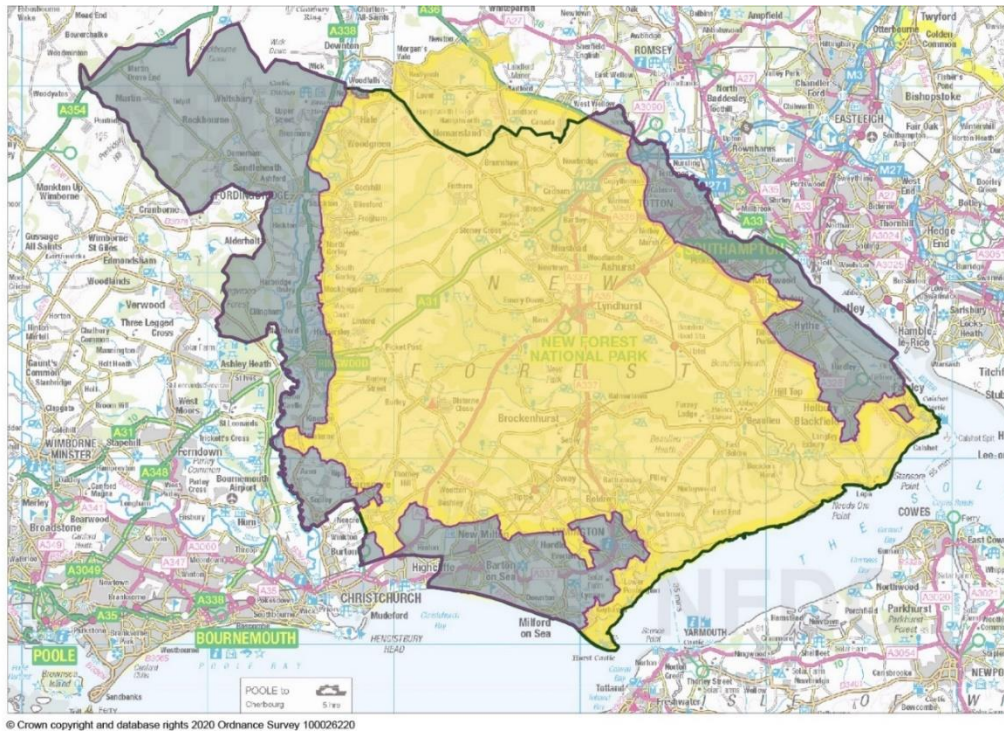
New Forest District (outside the New Forest National Park) Supplementary Planning Document: Provision of car parking and cycle parking in residential and non-residential development

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1: Introduction

- 1.1 This Supplementary Planning Document (SPD) sets out guidance to developers and others in respect of both residential and non-residential developments, including:
 - a) Car parking standards for residential and non-residential development and their split across the District
 - b) Minimum cycle parking standards
 - c) Electric Vehicle Parking Provision
 - d) Advice on Motorcycle and Scooter parking
 - e) Guidance for provision of Disabled Persons' Parking Spaces
 - f) Advice and thresholds for Transport Assessments, Transport Statements and Site Travel Plans
- 1.2 The parking standards within this SPD need to achieve sustainable development through a balance of meeting the parking needs of the District, ensuring land is used for this purpose effectively, whilst taking account of climate change as a key driver for change. This is through helping to prioritise opportunities to walk, cycle and use public transport as an alternative to the use of a car.
- 1.3 The Parking Standards SPD provides further guidance to the Local Plan for New Forest District (outside the National Park) and in the context of the Plan's strategic approach to achieving sustainable development, will assist in the implementation of policies in the adopted Local Plan 2016-2036 Part 1: Planning Strategy (July 2020) and Local Plan Part 2: Sites and Development Management (2014). As well as ensuring the requirements for the type and amount of parking provision contributes towards achieving sustainable development, Local Plan Part One policies it supports are:
 - Policy CCC2: 'Safe and sustainable travel'
 - Policy IMPL2: 'Development standards'
 - Policy ENV3: 'Design quality and local distinctiveness'
- 1.4 The parking standards set out in this document apply to the New Forest District area (outside of the National Park) as shown in Figure 1 below.



Map 1: The Plan Area – New Forest District outside the National Park shown with grey shading

- 1.5 The aims of the parking standards contained in this SPD are to ensure that an appropriate level of vehicle and cycle parking is provided in all new developments to avoid the various problems created by both over- and under-provision of parking.
- 1.6 Changing transport technology and usage, and the impacts of climate change are further key drivers for the SPD. Reducing emissions of all major air pollutants a major challenge and transitioning to zero emission road transport will require long-term solutions to address them. The SPD will also promote opportunities for walking, cycling and public transport use through the requirements of travel plans.

2: Policies and Guidance

National Policy and Guidance

- 2.1 National guidance for transport is set out through the current National Planning Policy Framework (2021) and National Planning Practice Guidance (NPPG) provides the policy context and guidance to promote sustainable development.
- 2.2 Section 9 of the **National Planning Policy Framework (NPPF)** strongly promotes sustainable transport that will also in turn contribute to wider sustainability and health objectives through reducing the need to travel and ensuring active travel choices are pursued. National policy refers to a transport system being balanced in favour of sustainable transport modes, giving people a genuine choice about how they travel. It also requires all developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment to determine the likely impact of the proposed development (NPPF, paragraph 113).
- 2.3 Paragraph 107 of the NPPF specifically addresses car parking. It does not provide suggested standards, but instead sets out that if setting local parking standards for residential and non-residential development, policies should take into account:

- a. the accessibility of the development;
 - b. the type, mix and use of development;
 - c. the availability of and opportunities for public transport;
 - d. local car ownership levels; and
 - e. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 2.4 Paragraph 108 states “*Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport....*”. Further to this, the paragraph explains that for town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
- 2.5 Regarding parking design, paragraph 110 set outs that in assessing sites for development, it should be ensured that the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide¹ and the National Model Design Code².
- 2.6 The NPPF paragraph 113 sets out that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 2.7 At paragraph 131, the NPPF highlights that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Therefore, planning policies and decisions should ensure that new streets are tree lined.
- 2.8 The **National Design Guide**³ and the **National Model Design Code**⁴ provides detailed guidance on the production of design codes, guides, and policies to promote successful design. They make clear that how parking is arranged has a fundamental effect on the quality of a place or development.

National Design Code

Paragraph 85

Well-designed car and cycle parking at home and at other destinations is conveniently sited so that it is well used. This could be off-street to avoid on-street problems such as pavement parking or congested streets. It is safe and meets the needs of different users including occupants, visitors and people with disabilities. It may be accommodated in a variety of ways, in terms of location, allocation and design.

1

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962113/National_design_guide.pdf

2 <https://www.gov.uk/government/publications/national-model-design-code>

3

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962113/National_design_guide.pdf

4 <https://www.gov.uk/government/publications/national-model-design-code>

Paragraph 86

Well-designed parking is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked.

- 2.9 The **Manual for Streets** (MfS)⁵ still contains relevant principles and highlights a design-led approach is appropriate for all forms of developments. Parking should not be considered in isolation from other design parameters and consideration should be given to the type of parking provided and how it relates to its context.

Local Policy

- 2.10 The current Local Transport Plan 3 (LTP3) was adopted in 2011 with minor changes being made in 2013. LTP3 includes a policy objective of working with district authorities to agree coherent policy approaches to parking and recognises that availability of parking has considerable influence on travel choice and if not managed in a coordinated manner can act as a barrier to efforts to widen travel choice. The County is now preparing Local Transport Plan 4 and carried out public consultation earlier this year. The County has identified a set of proposed outcomes for the LTP4 which are grouped under four key themes which are:
- Carbon neutral, resilient Hampshire;
 - Respect and protect Hampshire's environment;
 - Thriving and prosperous places; and
 - Healthy, happy, and inclusive lives.
- 2.11 The outcomes define what HCC are seeking to achieve and provide the focus for how we collectively progress to considering the right solutions for Hampshire. They help to establish the scale of the challenge, and hence the types of transport interventions and approaches that will be necessary. There are two identified guiding principles for LTP4:
- Significantly reduce dependency on the private car and reduce the overall need to travel
 - Create a transport system that supports high quality, prosperous places and puts people first.
- 2.12 In summary, this approach effectively looks at the delivery of a hierarchy in transport that first looks at ways of reducing the need to travel, and then focuses on options for walking, cycling and public transport infrastructure provision, ahead of the private car.
- 2.13 The standards set out in this SPD have been updated from those in the previous 2012 Parking Standards SPD, to take account of the step changes in national and local policy, ensuring they achieve sustainable development in the context of climate change and other drivers, and are responsive to local circumstances regarding the availability of parking and accessibility.
- 2.14 Parking standards required in new development need to contribute to the delivery of sustainable development and balance the provision of car parking with key drivers of change including climate change, to assist in shifting behaviour of the transport modes currently chosen in the different parts

of the District. The strategic direction is set out in the overarching policies of New Forest District Council's Local Plan 2016-2036 Part 1: Planning Strategy (July 2020) provides this, including **Policy STR1** that plans for reducing reliance on the car creating options for sustainable travel modes including cycling, walking and public transport. Through the need for physical provision and good design, this is further reinforced by **Policy STR7** with Council support for major projects that improve accessibility for pedestrians and cyclists, and that also improve public transport, and **Policy STR8** that looks to ensure the provision of adequate community services, infrastructure and facilities.

- 2.15 From this overarching strategic direction, New Forest District Council's Local Development Plan contains the main policies relevant to parking and for which this SPD provides further guidance on their implementation. From Local Plan 2016-2036 Part 1: Planning Strategy (July 2020), this includes:
- **Policy CCC2:** 'Safe and sustainable travel' which requires new development to provide sufficient car and cycle parking, including secure cycle parking in schools and colleges, workplaces, bus and rail stations, and in shopping areas.
 - **Policy IMPL2:** 'Development standards', which requires the provision in development to enable the convenient installation of charging points for electric vehicles in residential properties and in residential, employee and visitor parking areas. Supporting text to this policy provides further information to ensure new developments are designed to enable the provision of such points
 - **Policy ENV3:** 'Design quality and local distinctiveness' requiring new development to integrate sufficient car and cycle parking spaces so that realistic needs are met in a manner that is not prejudicial to the character and quality of the street, highway safety, emergency or service access or to pedestrian convenience and comfort.

Neighbourhood Plans

- 2.16 There are currently two Neighbourhood Plans that have been made and adopted in the District also address car parking.
- 2.17 New Milton Neighbourhood Plan (2021) includes Policy NM4 (Design Quality) that requires development that incorporates well integrated parking that does not dominate the street environment, with consideration also be given to availability of electric vehicle charging points in communal parking areas.
- 2.18 Hythe and Dibden Neighbourhood Plan (2019) has a similar approach with Policy WEL2, where new developments should be designed so as not to exacerbate, and where possible improve, air pollution, traffic congestion, road safety and parking. New residential developments should provide infrastructure for charging electric vehicles.

3: Background Information

Public Transport in the District

- 3.1 Public transport provision in the New Forest District is currently limited. With regards bus provision:
- a) Routes - they generally follow the existing transport corridors, focusing on the main settlements rather than form a comprehensive 'spider's web'; and
 - b) Frequency and timetable – key routes (including services through Fordingbridge and Ringwood; Southampton and Lymington services; and main Waterside

routes) do provide some evening and/or Sunday services, however remaining areas of the district do not have such service patterns.

- 3.2 The District is also served by railways that operate between Southampton, Portsmouth and London to the east and Bournemouth and beyond to the west. Stations are situated close to the centres of Totton and New Milton. In addition to this, though still regular, a less frequent shuttle service is provided to Lymington Town and Pier. As with bus services, the focus is on this provision at the main settlements.
- 3.3 There are also ferry services that operate from the District, the first linking with railway at Lymington with regular services to the Isle of Wight for both vehicles and foot passengers. There is also a foot passenger service operating daily between Hythe and Southampton, though has no evening service.
- 3.4 Therefore, whilst taxi and car share schemes do exist in some the very rural areas, much of the district has low or very low accessibility characteristics. This means lower parking standards are not always considered appropriate for non-residential developments that rely on its workforce from within the district.

Car ownership levels in the District

- 3.5 Car ownership in the New Forest District stands at about 1.4 cars per household based on Department for Transport statistics from 2020⁶. This figure has remained broadly consistent and is the same figure that was recorded in the 2001 Census. This is more than the national average, but very close to the average for Hampshire (excluding the cities of Portsmouth and Southampton). Car is the dominant mode of travel in the District as it is in Hampshire, with 45% of households having two or more cars or vans. The parking standards take this into account and the rural nature of the District.
- 3.6 Car ownership has also been analysed by 'cars per person' at a finer grain across the District⁷ using data from 2018. This shows that all but a few areas in the centre of the main settlements (Totton and Ringwood in particular) have car ownership significantly above the national average.
- 3.7 Along with increasing levels of low emission and electric vehicles, driven by national targets to phase out petrol and diesel fuels, further research points to a rise nationally in autonomous and shared vehicles – the latter pointing to a potential reduction nationally of car ownership, though this is only expected in the longer term⁸.

Electric and Ultra-low emissions vehicles

- 3.8 There are two key drivers for change that are impacting the transport industry⁹:
- Air pollutants: particles or chemicals (Nitrogen Oxides and Particulate matter) that are released into the atmosphere with the potential to cause harm to human health or the natural environment. The most common are coronary heart disease, strokes, lung cancer, and child asthma.

⁶ <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01#licensed-vehicles>

⁷ <https://www.carbon.place/> - using Lower Super Output Areas (LSOA)

⁸ For example: <https://www.pwc.com/gx/en/industries/automotive/assets/pwc-five-trends-transforming-the-automotive-industry.pdf>

⁹ The Road to Zero:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

- Greenhouse gas emissions (Carbon dioxide, methane, and Carbon monoxide): these have a global impact. A sustainable future will look at both direct and indirect emissions of greenhouse gases.

3.9 Reducing emissions of all major air pollutants is a major challenge and transitioning to zero emission road transport will require long-term solution to the poor air quality in our larger settlements. Electric and hybrid vehicles are important emerging technologies essential to address these drivers for change and achieve the national commitment to phase out new combustion engines, with the end of sale of new petrol and diesel cars to end by 2030.

3.10 The follow graph shows the ultra-low emission vehicles ownership in New Forest District. Whilst the figures in the graph still represent a small proportion of the overall vehicles registered in the District, the trend clearly shows an increasing ownership of this vehicle type.

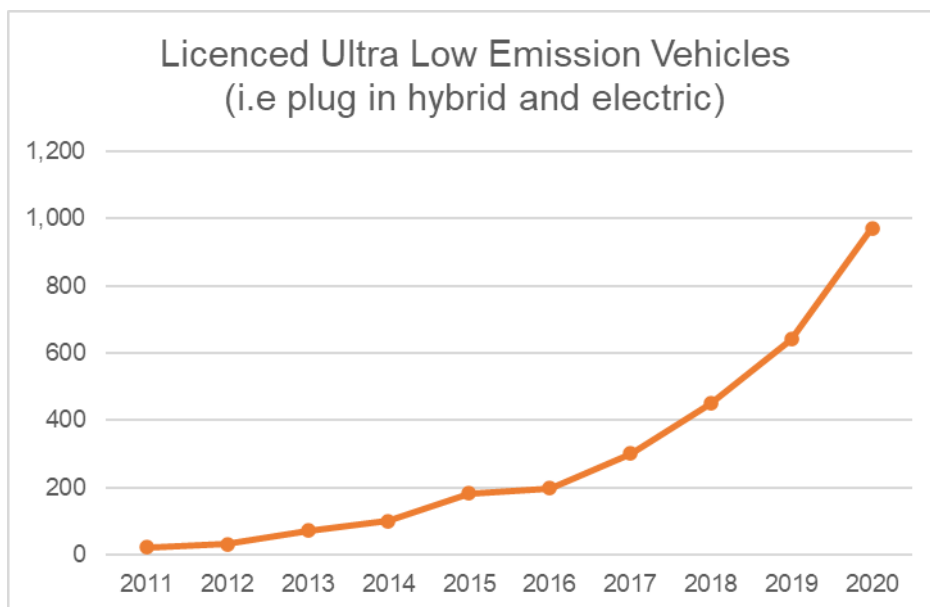


Figure 1 Number of licensed ultra-low emission vehicles in New Forest District (Department for Transport statistics 2020)

3.11 The success of electric and hybrid vehicles as technologies is in part dependent on there being a readily available supply of vehicle charging points. In the context of car parking, national and local policies are now addressing this by ensuring an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Economic vitality, and the quality of the environment

3.12 It is important to ensure that a realistic and sufficient level of vehicle and cycle parking is provided where new development takes place. Ensuring that there is an adequate supply of labour within the district to support the economy of the area is critical in ensuring that existing businesses thrive, business retention and to attract inward investment to the district. The availability of sufficient car parking has a role in economic vitality and improving accessibility to necessary local services and facilities, particularly in rural areas and for the less mobile including people with disabilities.

3.13 Taking account of climate change as a driver for change through prioritising opportunities to walk, cycle and use public transport is key factor for this SPD to support. It is equally as important to approach parking requirements and standards with some flexibility to ensure land is used

efficiently, having regard to existing parking provision, the realistic needs arising from the proposed development, and the accessibility of the location by other travel modes. At non-residential locations, there will also be a need to manage the demand for car travel by ensuring that the availability of car parking space does not discourage the use of alternative transport modes whilst ensuring that car parking does not adversely impact on the surrounding local area.

4: Applying the Parking Standards

- 4.1 The following sections set out a series of principles and further guidance to assist in applying the parking standards for developments where they are required to provide parking.

Residential Development

Principle 1
Residential development within the District should provide the **recommended car parking standards** as set out in Table 1 below, with the following exception:

- In the main town Main Town Centre locations of Fordingbridge, Hythe Village, Lymington, New Milton, Ringwood and Totton, a reduced car parking provision will be acceptable subject to the site being well served by existing public and active modes of travel, and confirmation that factors influencing parking pressure set out in **Annex 2** will not be exacerbated.
- Proposals in these Main Town Centre locations will be assessed on a site by site basis with account taken of the layout and design of the development and where relevant can also take into account future public and active travel projects, where there is sufficient certainty in their delivery.

Dwelling size (bedrooms)	Recommended average provision (car spaces per dwelling)		
	Shared/Communal Parking	OR	On-plot parking
1	1.4		2.0
2	1.5		2.0
3	1.9		2.5
4 or more	2.1		3.0

Table 1 Residential car parking standards

- 4.2 National policy sets out the factors to be taken into consideration if parking standards are to be used by a local planning authority. Those that vary geographically across the district include the accessibility of the development to local shops, services and facilities, the availability of and opportunities for public transport and local car ownership levels.
- 4.3 To provide a general picture, a high-level analysis of these factors across the main settlements in the plan area has been undertaken, along with other localised factors influencing the impact of parking and new development, including the demographics and

parking enforcement cases (reflecting the on-street parking availability). Car ownership is above national average levels across most of the District. Levels of ownership however are lower in the main town centre locations as defined in the settlement hierarchy of the Local Plan (Policy STR4) but are shown to be higher on edge of settlement areas.

- 4.4 Taking in to account the analysis, car ownership levels and higher accessibility to services and facilities, the ‘Main Town Centres’ of Fordingbridge, Hythe Village, Lymington, New Milton, Ringwood and Totton, are areas considered appropriate for a reduced level of car parking from the recommended figures above in Table 1. Proposals in these areas will be assessed on a site by site basis, reflecting the need to follow a design led approach for the overall site layout and design, and taking in to account the factors used to provide the overall settlement analysis shown in Annex 2. This includes vehicle ownership, proximity to public transport and local facilities and incidences of traffic enforcement. Whilst the details of Annex 2 provide a general picture for each settlement, it is acknowledged that there will be variations in the parking pressures within any settlement and therefore as part of the development proposal will need to be assessed on a site by site basis to justify the level of reduction from the recommended standards.
- 4.5 Where this is evidenced, the Council will be supportive of low-car development in these sustainable locations, well served by public transport and the active modes of walking and cycling travel. This may include the use of car clubs for relevant developments (see section 9), with these sustainable modes of travel needing to be integrated into development proposals from earliest stages of the planning process, supported by a comprehensive travel plan.
- 4.6 Layouts based on on-plot parking may include lay-bys and/or other visitor parking space providing that highway safety is not prejudiced and up to a maximum of 20% of the total amount of parking is on site. Such spaces may be counted towards the total provision on the site.

Non-residential Development

Principle 2

Non-residential development within the District should be provided to the **recommended car parking standards** set out in this SPD.

Standards are provided for different uses and are set out in **Annex 1**.

- 4.7 An extensive list of development types and the relevant parking standards that apply are provided in Annex 1. However, some developments proposals may not fall into any of the categories below, in such cases suitable parking provision will be considered on the development’s own merit. Parking provision should be set out in detail in the Design and Access Statement or if required the Transport Assessment.
- 4.8 The Council will be supportive of low-car development in sustainable locations, well served by public transport and the active modes of walking and cycling travel, acknowledging there is a need to manage the demand for car travel by ensuring that the availability of car parking space does not discourage such alternative transport modes whilst ensuring that car parking does not adversely impact on the surrounding local area. Such departures

from the standards are further explained in section 15, and regard should also be given to the factors used to summarise the level of parking stress in a settlement, as shown in Annex 2, as to whether this should justify a higher or lower provision of car spaces.

5: Car Parking Space Size Guide in Private Developments

Principle 3

Car parking space sizes are recommended to be provided to the minimum dimensions set out, to ensure they can be safely and effectively used.

- 5.1 The standard parking space has remained at a consistent size for several decades. However, national research has shown that on average, cars have got larger over time, both in width and in length. In 1965 the top five models sold in the UK had an average width of 1.5 m and average length of 3.9 m, compared to an average width of 1.8 m and length of 4.3 m for the top five sellers of 2020¹⁰. The minimum dimensions recommended in this SPD reflect this trend, whilst ensuring space provided in a development for parking is used efficiently.

Type of Space	Recommended Minimum Dimensions
Standard Parking Space	2.5m x 5.0m
Parallel parking Space	2.0m x 6.0m
Disabled Parking Bay	3.6m x 5.0m ¹¹
Parking Space with EV Charger	2.8m x 5.0m
Garages (Internal sizes)	3.0m x 6.0m

Table 2 Car parking space size guide for private developments

- 5.2 An additional minimum of 0.5m will need to be added to the above spaces where either dimension is adjacent to wall or other obstruction. Where driveways are to be used for parking in front of a garage, then the overall length of the space will need to be a minimum of 6.0m to allow access to the garage.
- 5.3 It is widely accepted that single on-plot garages are often unavailable for cars because they are being used for storage. Given the extent of this practice, whether garages will be counted towards parking provision will be determined on a case by case basis as per Manual for Streets Guidance.
- 5.4 Tandem parking (one vehicle behind another) will be acceptable for individual properties but not where parking is intended for use by more than one dwelling. Driveways longer than 6m will be counted as a single parking space unless the developer can adequately demonstrate that the driveway can reasonably accommodate more than one vehicle and allow access to garages where provided. To accommodate side-by-side parking on a driveway, additional width will be required where it is also used for pedestrian access.

¹⁰ <https://www.racfoundation.org/wp-content/uploads/standing-still-Nagler-June-2021.pdf>

¹¹ Whilst the current UK standard for parking spaces 3.6m wide by 4.8m long (see: https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf), this takes account of recent trends in car sizes

- 5.5 Different layouts such as parallel and herringbone will have different overall space requirements and detailed layout of parking spaces using these approaches will be considered on a site-specific basis.

6: Design and Quality of the Environment

Principle 4

Car parking in residential and non-residential development should be well designed to integrate successfully within a development, should not be an over dominant feature on the street scene and ensure land is used efficiently.

Parking areas should be designed to include the use of sustainable drainage systems (SuDS) to minimise surface water run-off unless there are technical reasons why this cannot be done. Permeable surface materials should also be used wherever possible to reduce surface water runoff.

- 6.1 The impacts of both designated parking spaces and of parking activity wherever it occurs are central to the success or failure of the wider environment. The overall design of parking areas will need to reflect current national guidance, including the National Design Guide¹² and the National Model Design Code¹³, which make clear that how parking is arranged has a fundamental effect on the quality of a place or development. As an example, the use of perimeter blocks can be used and enable the creation of connected streets, and ensure the public areas have a good level of natural surveillance and activity. Courtyard blocks provide opportunity for car parking to be inserted within the block, whereas other block styles will require car parking spaces provided on street.
- 6.2 As part of the comprehensive design-led approach, communal car parking areas in both residential and non-residential development should be suitably screened and landscaped in order to minimise negative impacts on the streetscape. However, the design will need to be balanced with the need to provide adequate lighting and surveillance so that people feel safe using them, particularly after dark.

On street parking

- 6.3 Parking provision on a development should meet the standards set out in this SPD or where reduced levels are justified and agreed in sustainable locations well served by public transport and the active modes of walking and cycling travel.
- 6.4 Where exceptionally it is agreed that on-street parking is relied upon in whole or part, streets on the development should either be designed to accommodate likely demand, or it should first be demonstrated that existing on-street parking capacity is sufficient to meet likely current and future needs. This includes, but not limited to, the following factors:
- Impacts on highway safety, including pedestrian and cyclist safety.
 - Physical widths of the road carriageways close to the site and whether they are capable of accommodating parking and the flow of traffic.

¹²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962113/National_design_guide.pdf

¹³ <https://www.gov.uk/government/publications/national-model-design-code>

- Where there is likelihood of an increase in verge parking based on road and pavement widths.
 - Take into account loss of existing on-street parking due to the creation of new accesses
 - Consider whether the introduction of on-street parking controls are required.
- 6.5 Where measures such as parking controls are proposed for a development will need to be agreed with the relevant Highways Authority and set out in detail in any required Design and Access Statement, Transport Assessment or Transport Statement. The proposals must have a reasonable prospect of implementation so the views of the local community and other key stakeholders of the proposed measures such as parking control need to be established by the developer prior to the submission of the assessment.

7: Electric Vehicle Parking Provision

Principle 5

Residential and non-residential developments should be designed to enable the provision of plug-in charging points for electric and hybrid vehicles. This includes:

- Within all dedicated off-street parking spaces that are within the curtilage of a dwelling, the requirement is the installation of a dedicated fast charging unit and associated infrastructure in a location accessible to the parking space.
- In both residential and non-residential developments where communal parking areas are provided, or where private parking is separate from the premises or dwelling, an electrical supply should be installed with sufficient power capacity to enable the convenient provision of fast charging points to all parking spaces in the future, without the need for significant re-wiring, structural or subsurface works. About 20% of spaces should be provided with 'active' charging points unless up-to-date and robust evidence demonstrates this is not feasible. Rapid chargers are expected in locations of high demand, or of short dwell times.
- The provision of the infrastructure to allow the enable convenient installation of a charging unit on change of use applications will be agreed with the Council on a case-by-case basis.
- Proposals for new garages associated with a dwelling are encouraged to include installing an electrical supply with sufficient power capacity to enable the convenient installation of charging points where they don't already exist on the site.

- 7.1 The provision of electric vehicle (EV) charging points within new development will support the early take up of electric vehicles in the Plan Area, helping to reduce the level of traffic emissions.
- 7.2 Where charging points and infrastructure are provided off-site such as in communal areas, the design will need to consider an approach to the future control access to charge points and allocation of electricity charges to individual users, together with the management and maintenance arrangements.
- 7.3 The technology used by EV vehicles and charging techniques is changing at a fast pace, so new developments should install the latest method of charging that is accepted as an industry standard and cost effective for general use. Current examples of industry benchmarks used include BS

61851 and BS 7671¹⁴. Approaches to the co-location renewable energy such as solar panels to provide power to EV chargers will be explored in separate supplementary guidance prepared by the Council for addressing climate change and sustainable development.

8: Parking for those with disabilities

Principle 6

Suitable parking spaces should be provided for people with disabilities.

Non-residential development that are required to deliver 20 or more spaces should provide a minimum of 5% of their total parking spaces for people with disabilities. However, the use of these bays should be regularly monitored, and the numbers adjusted, by the re-designation of existing parking spaces, to ensure the needs of disabled people are fully met (or vice versa if there is significant over provision).

- 8.1 Disabled car parking spaces should be located close to the main pedestrian entrance and clearly signed. Dropped kerbs should be provided to enable access from the parking space to any pedestrian access.
- 8.2 Developments with a requirement of less than 20 spaces will be considered on a case by case basis.
- 8.3 Residential developments for elderly persons and other developments which are likely to be highly used by people with disabilities may require a relatively higher provision of disabled spaces and should make adequate provision for access, parking and charging of mobility vehicles.
- 8.4 Further guidance on provision is included in DfT's Traffic Advice Leaflet 5/95 'Parking for Disabled People'¹⁵ and the relevant British standard BS8300-1:2018.
- 8.5 Where residential developments are built to accessible standards to meet Part M of the Building Regulations, it will be expected that parking spaces will also be Building Regulations Part M compliant.

9: Car Clubs

Principle 7

Consideration should be given to car club use on residential and non-residential developments, where proposals are likely to generate a large number of travel movements which triggers the requirement for a Transport Assessment/ Statement, or where they meet travel plan objectives.

¹⁴ <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-minimum-technical-specification/electric-vehicle-homecharge-scheme-minimum-technical-specification>

¹⁵

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

Where provided, car club parking spaces should be in a preferential location within the development, clearly labelled as such and will be expected to include electric vehicle charging points.

The Council may also look for contributions to enable the establishment of a car club in settlements where there is likely to be sufficient existing or future demand to make this a sustainable option.

- 9.1 Car clubs are increasingly playing a role in reducing dependence on car ownership by giving member's access to a car for essential journeys without the need to own one. It is currently estimated that for each car club car in operation, 9 private vehicles are taken off the road¹⁶. Car clubs can contribute towards reducing congestion, parking problems and local pollution levels. They can also promote co-operation and avoiding social isolation and support the viability of low-car housing.
- 9.2 Successful operation of car clubs tends to be in areas that have higher density housing, commercial users, and there are parking restrictions with designated parking bays available¹⁷. Schemes also have greater success where there is support from the relevant local council. They function efficiently through complementing other sustainable travel modes, rather than a standalone solution and an act as an incentive for households to reduce car ownership, particularly ownership of second cars.
- 9.3 Car clubs should be considered early in the planning process and normally in combination with the preparation of a site or company travel plan. Provision of car sharing bays should be based on forecast modal splits associated with the development. This could be based on surveys carried out as part of the travel plan process, census data, or other recognised methodologies. Developers are advised to consult with car club operators to determine the suitability and likely costs of a proposed car club and further consider how car sharing bays are expected to be managed.
- 9.4 Where provided, the use of parking areas for car sharing may result in a reduction of the number of parking spaces for other vehicles, which will be considered on a site by site basis.

10: Minimum Cycle Parking Standards

Principle 8

Cycle parking should be provided on-site using at least the minimum standards set out for residential and non-residential development

Provision should also address the short term and longer term parking needs of a development.

¹⁶ Car Club Annual Report England and Wales 2020, comouk

¹⁷ <https://como.org.uk/shared-mobility/shared-cars/why/>

Residential Development

Dwelling size (bedrooms)	Cycle Standard (minimum)	
	<i>Long stay</i>	<i>Short stay</i>
1	1 space per unit	1 loop/hoop per unit
2	2 spaces per unit	1 loop/hoop per unit
3	3 spaces per unit	
4 or more	4+ spaces per unit	1 loop/hoop per unit

Table 3 Cycle Parking Standards for Residential Development

- 10.1 For residential development, the short stay requirements primarily address the needs of visitors in communal developments. However, in the case of individual dwelling houses, other alternative provision for cycle storage may be considered.

Non-Residential Development

- 10.1 The minimum standard of provision is set out for the various development types in Annex 1. The Cycle parking provision for staff and visitors will both need to be addressed in relevant development.

Further guidance on cycle parking provision

- 10.1 Cycle parking is integral to any cycle network, and to the effective operation of wider active transport systems incorporating public transport. The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use. Therefore, to enable cycling, the provision of convenient, safe and secure cycle parking in this District, both at home and at other destinations such as places of work, education and other community establishments is critical. National guidance states that “*opportunities to promote walking, cycling and public transport use are identified and pursued*” and should be considered at the earliest stages of plan-making and development proposals.
- 10.2 The minimum standard of provision is set out are based around Guidance on provision provided by the “Cycle Infrastructure Design” Local Transport Note 1/20 published by the Department for Transport (DfT)¹⁸.
- 10.3 For development providing at least 20 cycle parking spaces, a proportion of the cycle parking (typically 5%) should be provided for non-standard cycles and to accommodate people with mobility impairments and additional cycle parking of this nature provided if a need is identified in either a Transport Assessment or Site/Company Travel Plan.

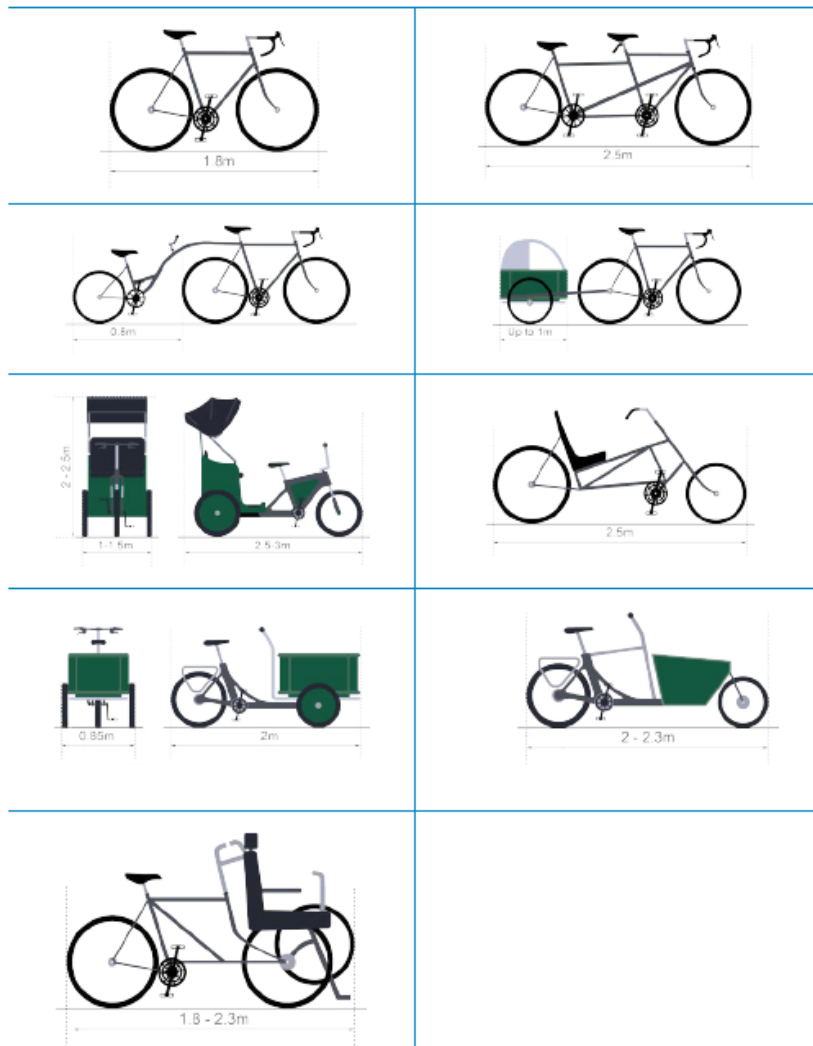


Figure 2: Typical dimensions of cycles (Source: Cycle Infrastructure Design, Local Transport Note 1/20, July 2020, Figure 5.2)

- 10.4 Cycle parking should be located in areas that are convenient for the trip origin/destination, taking into account existing cycle networks and generally should be in a location more convenient than car parking to encourage bicycle use. Likewise, the cycle parking needs to be easy to use and access, secure, covered and overseen, particularly for longer term parking. As with the provision of parking for cars and other vehicles, the design and environmental impacts of the provision of stands, racks, etc. will need to be fully considered as part of the comprehensive overall design of a development, balancing the issues of screening, natural surveillance and safety aspects so that people feel safe using them, and ensuring they are not overly obtrusive on the public realm.
- 10.5 For non-residential developments where longer term cycle parking is provided, particularly education premises and places of work, facilities for the secure storage of clothing should also be provided, as well as showering and changing facilities. An example of how this can be achieved, is through commitments in a site or company travel plan provided in support of a development proposal.
- 10.6 Electric bikes, or e-bikes, are becoming a popular alternative to other modes of travel such as the car for daily activities. The majority of models can also currently be charged using a standard electrical socket. For communal areas in residential development and non-residential developments providing at least 20 cycle parking spaces of longer term cycle parking, provision

should be made for electric bike charging hubs to enable the convenient recharging of these bikes. Provision should equate to 5% of the total spaces, unless evidence presented suggests otherwise.

11: Motorcycle Parking

Principle 9

Parking provision for motorcycles, mopeds and scooters – also known as Powered two-wheelers (PTWs) should reflect national guidance and the proportion locally they make up of registered vehicles.

For developments that provide at least 25 car parking spaces including non-residential and residential communal parking areas, one PTW space is to be provided for every 25 car spaces.

- 11.1 Motorcycles, mopeds and scooters – also known as Powered two-wheelers (PTWs), are seen by many as a convenient and affordable alternative to running a car. They currently make up approximately 4.5% of the vehicles registered in the District¹⁹. Unauthorised parking can cause hazards to pedestrians if pavements are blocked or if cycle parking is misused to secure them.
- 11.2 Parking for PTWs should offer security, ease of access, and where possible, protection from the elements. Facilities for securing them should be provided through either a raised anchor or a ground anchor point. A raised version includes a horizontal bar and requires the PTW owner to have their own lock. A ground level type has an anchor point below the surface, with a loop allowing a lock to be passed through. They should be appropriately located so that they do not cause a hazard to pedestrians or conflict with other vehicles.
- 11.3 For long stay parking normally associated with places of employment, facilities for the secure storage of helmets and clothing should also be provided, as well as changing facilities. An example of how this can be achieved, is through commitments in a site or company travel plan provided in support of a development proposal.
- 11.4 Guidance on provision and further references are included in Manual for Streets²⁰.

12: Mobility Scooter Parking

Principle 10

Developments likely to be used by people that require mobility scooters, electric wheelchairs and other mobility aids should include provision for accessible, safe and covered storage, together with charging of such devices.

- 12.1 Relevant development include those where people with reduced mobility, the elderly or warden-controlled developments are proposed, but may also include health and care establishments, and relevant community, retail and leisure facilities where users may also travel to. The number of

¹⁹ <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01#licensed-vehicles>

²⁰ Page 112/113

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

spaces should be proportionate to the occupancy level for residential institutions or the visitor level for community, retail and leisure uses.

13: Micro-scooter Parking

Principle 11

Provision for micro-scooters parking should be considered on developments for education, or work where their use is more commonplace. Provision is in addition to the cycle parking standards.

- 13.1 The use of micro-scooters as a mode of transport for children and adults using for school or work travel, as well as leisure purposes has become more commonplace. However, they are particularly associated with school trips and in addition to the cycle provision, foot propelled scooter facilities should be provided within the curtilage of the school sites at the same ratio as the short stay requirements.
- 13.2 Such facilities should be under cover, in safe well-lit areas, ideally lockable and near all the main entrances. Scooter parking can generally either be lockable racks or ground stands.

14: Commercial and Lorry Parking Provision

Principle 12

Parking provision for lorries and commercial vehicles will be considered on a case-by-case basis. Developers will be expected to demonstrate that the proposed provision for such vehicles will be adequate for the levels of activity at the site.

- 14.1 Parking provision in new developments for lorries and commercial vehicles will need to take account of size of vehicles expected to serve the site and vehicles' swept path analysis.
- 14.2 As set out in national policy, the provision of overnight HGV lorry parking facilities is a further consideration and any proposals should take into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. This is particularly the case with the parking of commercial vehicles of different sizes in residential areas.

15: Departures from the Parking Standards

Principle 13

Proposals for parking in development should meet the requirements set out in this SPD.

Where an applicant can demonstrate that a departure from the standards is appropriate, this should be fully justified using a robust evidence base. Consideration should also be given to the factors used in Annex 2 to define the parking pressure of a given area. The resultant level of parking pressure identified may justify parking requirements either above or below the standards set out in this SPD.

- 15.1 If the number of car parking spaces on the development meets or is close to the recommended parking provision set out then it may be assumed that the development will meet its parking needs. As set out in section 4, this is also the case for the main town centre residential developments, where the principle of lower levels of car parking provision is accepted, however this is still subject to agreement on a case by case basis.
- 15.2 Where development does not meet its parking needs within the curtilage of the development by a significant margin, the developer will be expected to survey current parking patterns and assess the impact of not meeting the development's parking needs. This is to ensure the long term consequences are fully understood, and unlikely to lead to significant issues with verge parking, and other enforcement problems. This would be evidenced through a Transport Assessment or Statement submitted as part of the planning application.
- 15.3 Examples of the evidence that could be used to justify such departures include an assessment of local parking and traffic conditions, and a parking survey and assessment of the number of parked vehicles as a percentage of the number of standard available parking spaces. Up to date information on local car ownership levels should also be used as a guide to avoid both the inefficiency of over-provision and the safety and environmental costs of under-provision.
- 15.4 The information in Annex 2 may also assist in preparing Transport Assessments and Statements as part of a justification for changes to the recommended parking standards in this SPD at a higher or lower provision level of provision of parking spaces. The analysis has been used to provide a general indication of settlements most likely to experience greater and lesser parking pressure, also referred to as parking stress. Whilst there will be site specific variations in different areas of the settlement, this will give a broad understanding of the main factors affecting parking in a settlement and what will require further consideration.
- 15.5 Relevant factors considered acceptable in justifying variations include:
- the nature and location of the development
 - layout and design of the development should follow a design-led approach
 - areas with greater public transport accessibility or higher active travel usage
 - the allocation of parking spaces on a development
 - visitor parking requirements
 - the function of the street, carriageway width and existing parking demands
 - other site-specific circumstances of the development or local surroundings

16: Transport Assessments or Statements

Principle 14

As required by national policy, developments that generate significant amounts of movement should be supported by a Transport Assessment or Transport Statement. Development thresholds defining this are detailed in the table below.

The Local Planning Authority can as appropriate require a Transport Assessment or Statement below these thresholds based on further consideration or other cumulative effects.

The main requirements expected to be provided in a Transport Assessment or Statement are based on national and the Local Highways Authority guidance.

Land Use	Threshold above which Transport Assessment and Travel Plans required
Residential	50 dwellings for Transport Assessment 100 dwellings for Travel Plan
Commercial: B1 and B2	2500 sqm
Commercial: B8	5000 sqm
Retail	1000 sqm
Education	2500 sqm
Health Establishments	2500 sqm
Care Establishments	500 sqm or 50 bedrooms
Leisure: General	1000 sqm
Leisure: Stadia, ice rinks	All
Miscellaneous Commercial	500 sqm

Table 4: Summary of thresholds for transport assessments and site travel plans. These requirements are also used by the Highways Authority for Hampshire²¹.

16.1 Transport Assessments, Statements and Travel Plans can positively contribute to encouraging

²¹ <https://www.hants.gov.uk/transport/developers/transportassessments>

sustainable travel; lessening traffic generation and its detrimental impacts; reducing carbon emissions and climate impacts; creating accessible, connected, inclusive communities; improving health outcomes and quality of life; improving road safety; and reducing the need for new development to increase existing road capacity or provide new roads.

16.2 National Guidance further recommends that local planning authorities must make a judgement as to whether a proposed development would generate significant amounts of movement on a case-by-case basis and the subsequent requirement for travel assessments. This includes consideration of the following factors:

- the Transport Assessment and Statement policies in the Local Plan – see Policy CCC2: 'Safe and sustainable travel';
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area; and
- whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. minimising traffic generated at peak times).

16.3 A Transport Assessment should provide evidence illustrating the accessibility to the site by all modes of transport, for example cycle, foot, public transport (including bus, train and ferry) or car.

16.4 The Assessment should also give details of measures which will:

- improve public transport;
- reduce the need for parking;
- mitigate transport impact; and
- consideration of the air quality impacts through the transport choices proposed through a development.

16.5 Transport Statements are similar to a Transport Assessments but are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development.

16.6 As well as being required for meeting the thresholds referred to above, Transport Assessments or Transport Statements will also be expected to accompany applications that depart from the parking standards in this SPD, as described in section 15. In such cases the applicant will be required to show the measures they are taking to mitigate any adverse impacts.

17: Travel Plans

Principle 15

Thresholds for developments requiring the production of Travel Plans are detailed in the table x. A Travel Plan is also required with all Transport Assessments.

The Local Planning Authority can as appropriate require a Travel Plan below these thresholds based on further consideration or other cumulative effects.

The main requirements expected to be provided in a Travel Plan or Transport Assessment are based on national and the Local Highways Authority guidance.

- 17.1 National Guidance recommends that local planning authorities must make a judgement as to whether a proposed development would generate significant amounts of movement on a case-by-case basis and the subsequent requirement for travel plans. This includes consideration of the following factors:
- the Travel Plan policies in the Local Plan – see Policy CCC2: ‘Safe and sustainable travel’;
 - the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
 - existing intensity of transport use and the availability of public transport;
 - proximity to nearby environmental designations or sensitive areas;
 - impact on other priorities/ strategies (such as promoting walking and cycling);
 - the cumulative impacts of multiple developments within a particular area; and
 - whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times).
- 17.2 A travel plan is a package of measures that aims to encourage more sustainable modes of transport such as walking, cycling, bus usage or car sharing. They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling.
- 17.3 Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. It should set out measures to reduce the demand for travel by private cars and encourage cycling, walking and public transport use through agreed targets and monitoring arrangements.

18: Planning Obligations

Principle 16

Developers will be required to fund the costs of any mitigation measures set out in a Transport Assessment or site Travel Plan required to enable their development. This may include the cost of the introduction of on-street parking controls in the vicinity of the site.

- 18.1 As set out in national and local policy, developers must provide or contribute proportionately to the provision of on-site and off-site infrastructure necessary and reasonably required to support the development and mitigate its impacts to achieve sustainable development.
- 18.2 If the introduction of on-street parking controls is deemed appropriate for a given development, the developer will be expected to pay the reasonable costs of Hampshire County Council as the Highway Authority, to progress the proposal to the stage when the proposed parking controls are publicly advertised. If having considered any responses, it is decided to implement the advertised proposal in whole or part then the developer will fund the implementation and provide a commuted sum for the issue of parking permits where applicable. If it is decided not to implement the advertised proposals the developer shall still pay the Council’s reasonable costs for any work it undertakes in connection with the proposed parking controls.

ANNEX 1: NON-RESIDENTIAL CAR PARKING AND CYCLE PARKING STANDARDS

Table 5: Commercial development

Type	Recommended car parking provision	Cycle Standard (minimum)	
		<i>Long stay (see Note 2)</i>	<i>Short stay</i>
B1(a) office	1 space per 30 sqm (see note 1)	1 stand per 200 sqmGEA	1 stand per 500 sqmGEA
B1(b)(c) high tech/light industry	1 space per 45 sqm	1 stand per 250 sqmGEA	1 stand per 500 sqmGEA
B2 general industry	1 space per 45 sqm	1 stand per 350 sqm GEA	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 stand per 500 GEA	1 stand per 1000 sqm GEA

1. Subject to a condition or legal agreement restricting consent to the specified use.
2. Long-stay cycle parking is to be at least the greater of the spaces per Gross external area (GEA) identified or 1 space per 8 staff.
3. Where long stay cycle parking is provided, secure storage of clothing should also be made available, as well as showering and changing facilities

Gross external area (GEA) - The total external area of a property (including the thickness of the external wall)

Table 6: Retail development

Type	Recommended car parking provision	Cycle Standard (minimum)	
		<i>Long stay</i>	<i>Short stay</i>
Non-food retail and general retail (covered retail areas)	1 space per 20 sqm covered areas	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand per 200 sqmGEA
Non-food retail and general retail (uncovered retail areas)	1 space per 30 sqm uncovered areas	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand per 200 sqmGEA
Food retail	1 space per 14 sqm covered areas	Greater of 1 space per 6 staff or 1 per 300sqm GEA	1 stand per 200 sqmGEA

1. Petrol stations with a shop will be considered under the appropriate retail category but with petrol pump spaces counting as one space each.

Table 7: Education establishments

Type	Recommended car parking provision	Cycle Standard (minimum)	
		<i>Long stay</i>	<i>Short stay</i>
Schools	1.5 spaces per classroom	See note 1	See note 1
16+ Colleges and further education colleges	1 space per 2 full-timestaff	See note 1	See note 1
Day nurseries/playgroups(private) and crèches	1.5 spaces per 2 full-time staff	1 stand per 6 full timestaff	At least 2 stands per establishment

1. A Transport Statement or Transport Assessment and/or School Travel Plan are required to determine/establish the number of cycle parking facilities for educational establishments. The provision of facilities will be dependent on a number of factors such as type of educational establishment, location and, provision for cycling in the vicinity - Separate provision should be made for staff and students to include minimum for Staff: 1 per 20 staff and Students; 1 per 10 students.
2. The parking allocation caters for staff, visitors and parents.
3. There will be a requirement for a bus/coach loading area, provided either on-or off site, for primary education and above, unless otherwise justified.
4. Accessibility of the catchment area will be taken into account for schools.

Table 8: Health establishments

Type	Recommended car parking provision	Cycle Standard (minimum)	
		<i>Long stay</i>	<i>Short stay</i>
Private hospitals, community and general hospitals more than 2,500sqm,	The car parking provided for staff and visitors will be based on the approved Transport Assessment.		
As above but with gross floor area of 2,500sqm or less.	Outpatients – see standards for Healthcentres. Inpatients - Staff: 1 space per 2 staff; Patients 1 space per 10 beds	1 space per 2 consulting rooms or 1 space per 6 staff (whichever is greater)	1 stand per consulting room
Health centres	5 spaces per consulting room		
Doctors, dentists or veterinary surgery	3 spaces per consulting room		

Table 9: Care establishments – public and private

Type	Recommended car parking provision	Cycle Standard (minimum)	
		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, (Notes 1 & 2)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Homes for children	1 space per residential staff, 0.5 spaces per non-residential staff, Visitor: 0.25 spaces per 2 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	Staff: 1 space per 2 staff, Visitor: 1 space per 2 clients, (Notes 1)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Residential units for adults with learning or physical disabilities	1 space per residential staff, 0.5 spaces per non-residential staff, Visitor: 0.25 spaces per client (Note 3)	1 space per 6 staff	1 loop/hoop per 2 bedrooms
Day nurseries/playgroups (private)	See education standards above (Table 4)		
Hostels for the homeless	No standard set	1 space per 6 staff	1 loop/hoop per 2 bedrooms
<i>Older people's housing:</i>			
Active elderly with warden control	1 space per unit	1 space per unit (also see note 4)	1 loop/hoop per 2 units (also see note 4)
Nursing and rest homes	1 space per 4 residents and 1 space per staff	1 space per 6 staff (also see note 4)	1 loop/hoop per 2 units (also see note 4)

Notes

1. Staff applies to full-time equivalent member of staff.
2. Plus space for dropping off people.
3. Applies to non-residential staff on duty at the busiest time.
4. In addition to the provision for cycle parking spaces will be secure parking for mobility scooters. The figures are based on the maximum number of children for which the group is licensed or the client capacity of the centre (and are rounded to the nearest whole number where appropriate).

Table 10: Leisure facilities and places of public assembly

Type	Recommended car parking provision	Cycle Standard (minimum)	
		Long stay	Short stay
Hotels/motels/guest houses/boarding houses	1 space per bedroom, (Note 1)	1 space per 5 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 10 bedrooms
Eating and Drinking establishments	1 space per 5sqm dining area/bar area/ dance floor, (Note 3)	1 space per 5 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 20sqm GEA
Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 5 staff or 1 space per 40sqm (Note2)	1 stand per 20sqm
Bowling centres, bowling greens	3 spaces per lane	1 space per 5 staff or 1 space per 40sqm (Note2)	1 stand per 20sqm
Sports halls	1 space per 5 fixed seats and 1 space per 30sqm playing area	1 space per 5 staff or 1 space per equivalent badminton court (See notes2& 4)	1 stand per equivalent badminton court (Note 4)
Swimming pools, health clubs/gymnasia	1 space per 5 fixed seats and 1 space per 10sqm open hall/pool area	1 space per 5 staff or 1 space per 40sqm (Note2)	1 stand per 20sqm
Tennis courts	3 spaces per court	1 space per 5 staff or 1 space per 5 courts or pitches (Note 2)	1 stand per pitches or courts
Squash courts	2 spaces per court	1 space per 5 staff or 1 space per 5 courts or pitches (Note 2)	1 stand per pitches or courts
Playing fields	12 spaces per ha pitch area	1 space per 5 staff or 1 space per 5 ha pitch area (Note 2)	1 stand per ha pitch area
Golf courses	4 spaces per hole (Note 5)	(Note 6)	(Note 6)
Golf driving ranges	1.5 spaces per tee/bay	(Note 6)	(Note 6)
Marinas	1.5 spaces per berth	(Note 6)	(Note 6)
Places of worship/church halls	1 space per 5 fixed seats and 1 space per 10sqm open hall	1 space per 5 staff or 1 space per 40sqm (Note2)	1 stand per 20sqm
Stadia	Refer to Note 6	1 space per 5 staff or 1 space per 40sqm (Note2)	1 stand per 20sqm

Notes

1. Other facilities, e.g. eating/drinking and entertainment are treated separately if they are available to non-residents.
2. Whichever is the greater provision of these standards.
3. Where these serve HCVs, e.g. transport cafes, some provision will be needed for HCV parking
4. A badminton court area is defined as 6.1m x 13.4m.
5. Other facilities, e.g. club house, are treated separately.

6. No standards are set for this category. Each application over 1000sqm will be considered individually as part of a transport assessment. For applications 1000sqm or less at least 1 space per 6 staff.
7. Motorway service areas will be included as eating and drinking establishments with additional consideration for associated facilities; parking for HCVs and PCVs will be required.

Table 11: Miscellaneous commercial developments

Type	Recommended car parking provision	Cycle Standard (minimum)	
		<i>Long stay</i>	<i>Short stay</i>
Workshops - staff	1 space per 45sqm GEA	1 space per 8 staff or 1 space per 250sqm GEA (See note 1)	1 stand/500sqm GEA
Workshops - customers	3 spaces per servicebay		
Car sales - staff	1 space per full-time staff (See note 2)	1 space per 8 staff or 1 space per 250sqm GEA (See note 1)	1 stand/500sqm GEA
Car sales - customers	1 space per 10 cars on display (See note 3)		

Notes

1. Whichever is the greater of these standards.
2. Full-time equivalent staff.
3. Applies to the number of cars on sale in the open.

ANNEX 2: PARKING PRESSURE AND MAIN TOWN CENTRES

- A2.1 To provide a general picture of the factors affecting pressure on parking in the Plan Area, a high-level analysis of these factors has been undertaken across the main settlements. This includes localised factors influencing the impact of parking and new development, including the demographics and parking enforcement cases (reflecting the on-street parking availability). They essentially reflect the geographical requirements set out in paragraph 107 of the NPPF.
- A2.2 The analysis has also been used to identify areas more likely to experience greater and lesser parking pressure (often also referred to as parking stress). These have been prepared to assist in justifying a higher or lower parking level for a given development and are summarised using a red / amber / green (RAG) scoring.
- A2.3 Settlements highlighted as green are those where less pressure on parking is likely to be experienced, and where there may be greater opportunities to explore reduced parking levels for a development. Those highlighted red represent areas where there is likely to be greater pressures on parking and therefore areas where reduced parking developments may be harder to justify.
- A2.4 Whilst this provides a general picture for each settlement, it is acknowledged that there will be variations in the parking pressures within any settlement and therefore a development proposal will need to be assessed using these factors on a site by site basis to justify a departure from the recommended standards.

Data	Notes and source of data
Vehicle Ownership (2 cars/vans or more)	Levels of ownership (2011 census): Red = Higher number of 2 car/van households. Green = Lower number relative to other areas.
Car Ownership per person	2011 Census: <0.54 per person 0.55 – 0.64 0.65+ cars
Car Ownership (Demographic trend)	Ownership of 1 car or more by demographic in each settlement (2011 census): Red = Older demographic (60+) with higher car ownership Green = Younger with lower car ownership
% of dwellings within 400m of bus route	GIS analysis of dwellings + bus routes (NFDC data): Red: < 90% within 400m of bus routes Amber: 90-95% within 400m Green: 95-100% within 400m
% of dwellings within 800m of train station	GIS analysis (NFDC data): Red: 0% within 800m Amber: 0% - 20% Green: 30% or above
% of dwellings within 800m of a primary or local shopping frontage	GIS analysis (NFDC data): Red: 70-80% within 800m Amber: 80-90% within 800m Green: 90-100% within 800m
Enforcement	On street enforcement notices served (HCC data): Red = High number of NFDC notices Green = Low number

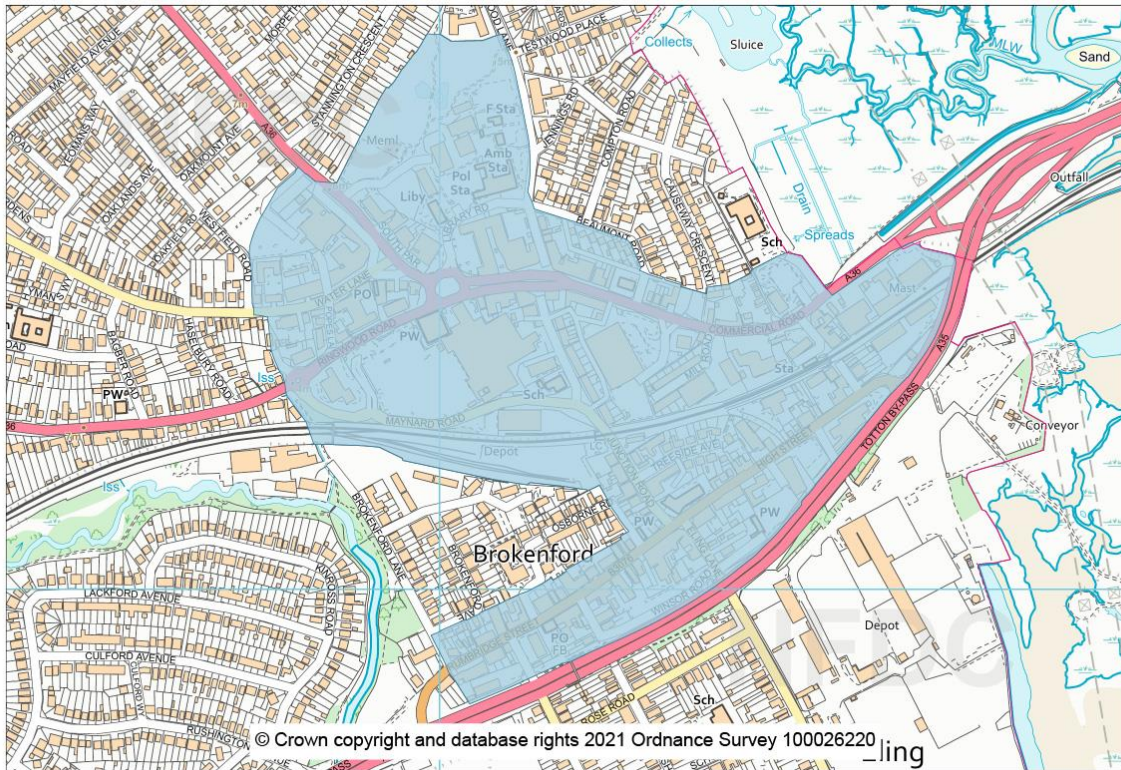
Summary scores for the parking pressure score in the main New Forest District's (outside the National Park) settlements.

Data	Green	Amber	Red
Vehicle Ownership (2 cars/vans or more)	New Milton (central)	Totton Hythe & Dibden Holbury & Blackfield Lymington & Pennington Milford on Sea New Milton (Rest of) Barton on Sea Fordingbridge	Marchwood Hordle & Everton Bransgore Ringwood Ibsley Bashley
Car Ownership per person	Totton Holbury & Blackfield	Marchwood Hythe & Dibden New Milton Lymington Ringwood	Milford on Sea Hordle & Everton Bransgore Fordingbridge
Car Ownership (Demographic trend)	Marchwood Holbury & Blackfield	Totton Hythe & Dibden Lymington & Pennington New Milton Bransgore Ringwood Fordingbridge	Milford on Sea Hordle & Everton
% of dwellings within 400m of bus route	Totton Marchwood Hythe & Dibden Hordle & Everton New Milton Ringwood Fordingbridge	Holbury & Blackfield Milford on Sea Sandleheath	Lymington & Pennington Bransgore
% of dwellings within 800m of train station	New Milton Lymington	Totton	Marchwood Hythe & Dibden Holbury & Blackfield Hordle & Everton Milford on Sea Bransgore Ringwood Fordingbridge
% of dwellings within 800m of a primary or local shopping frontage	Totton Holbury & Blackfield Hordle & Everton Lymington Bransgore Fordingbridge	Marchwood Milford on Sea	Hythe & Dibden New Milton Ringwood
Enforcement (Analysis of notices issued between 01/04/2020 and 31/03/2021)	Marchwood Hythe & Dibden Holbury & Blackfield Hordle & Everton Milford on Sea Bransgore Fordingbridge	Totton Lymington & Pennington New Milton	Ringwood

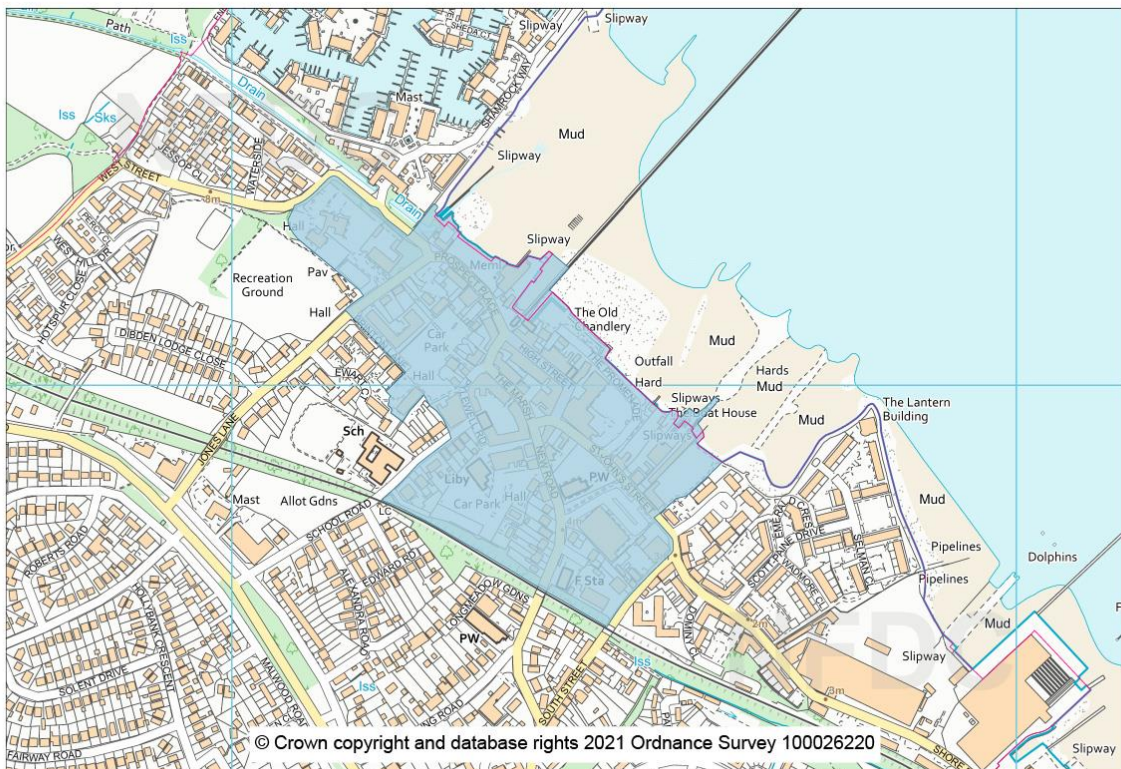
Settlement	Overall Settlement RAG Score
Totton	Amber
Marchwood	Amber
Hythe & Dibden	Amber
Holbury & Blackfield	Green
Lymington	Amber
Milford on Sea	Amber
Hordle & Everton	Amber
New Milton	Green
Bransgore	Red
Ringwood	Red
Fordingbridge	Amber

Main Town Centre Maps

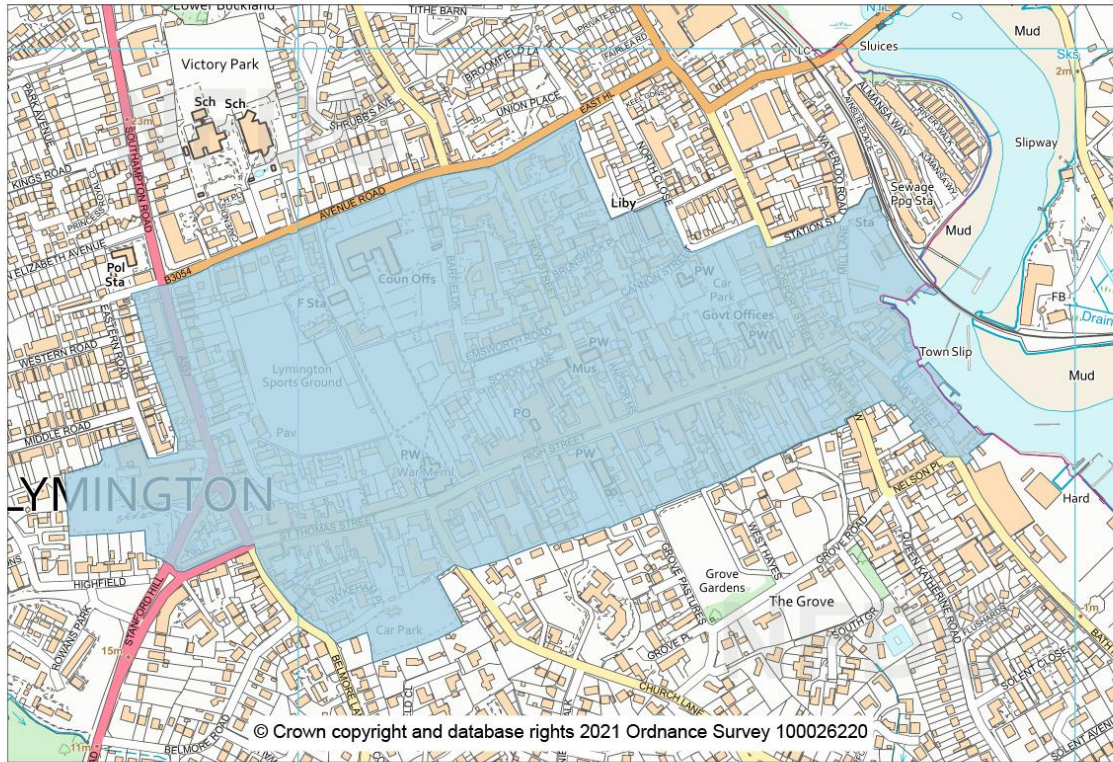
Totton



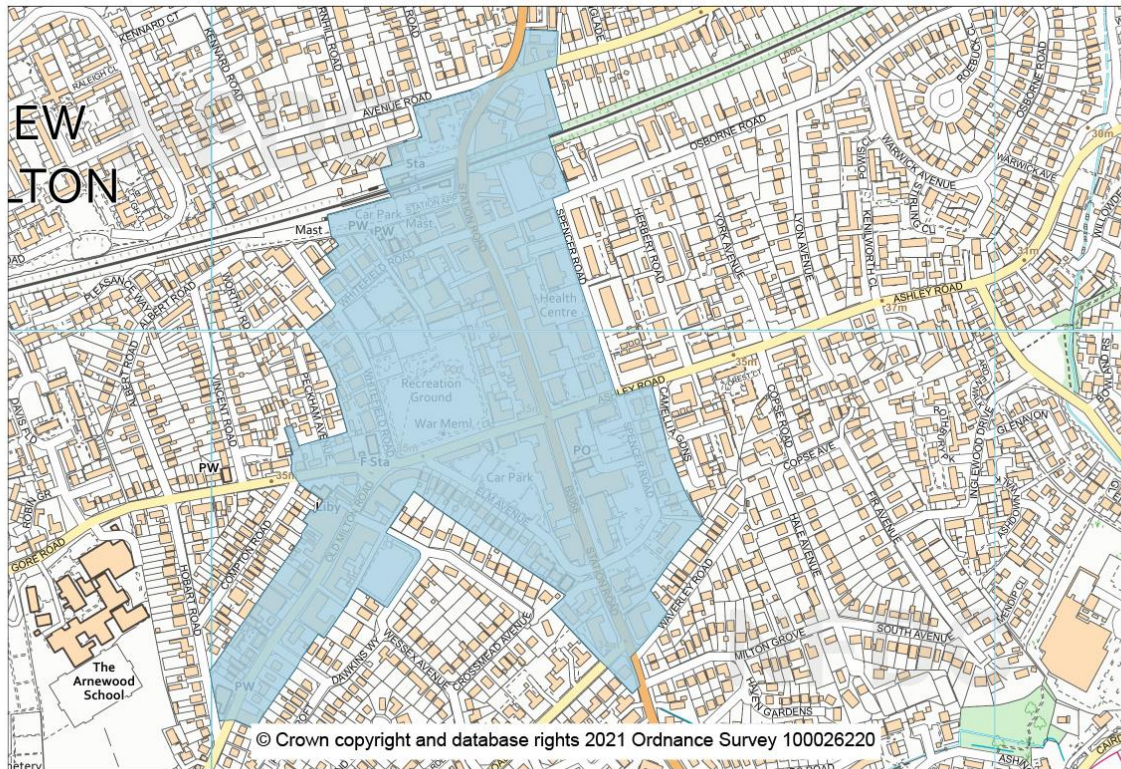
Hythe Village



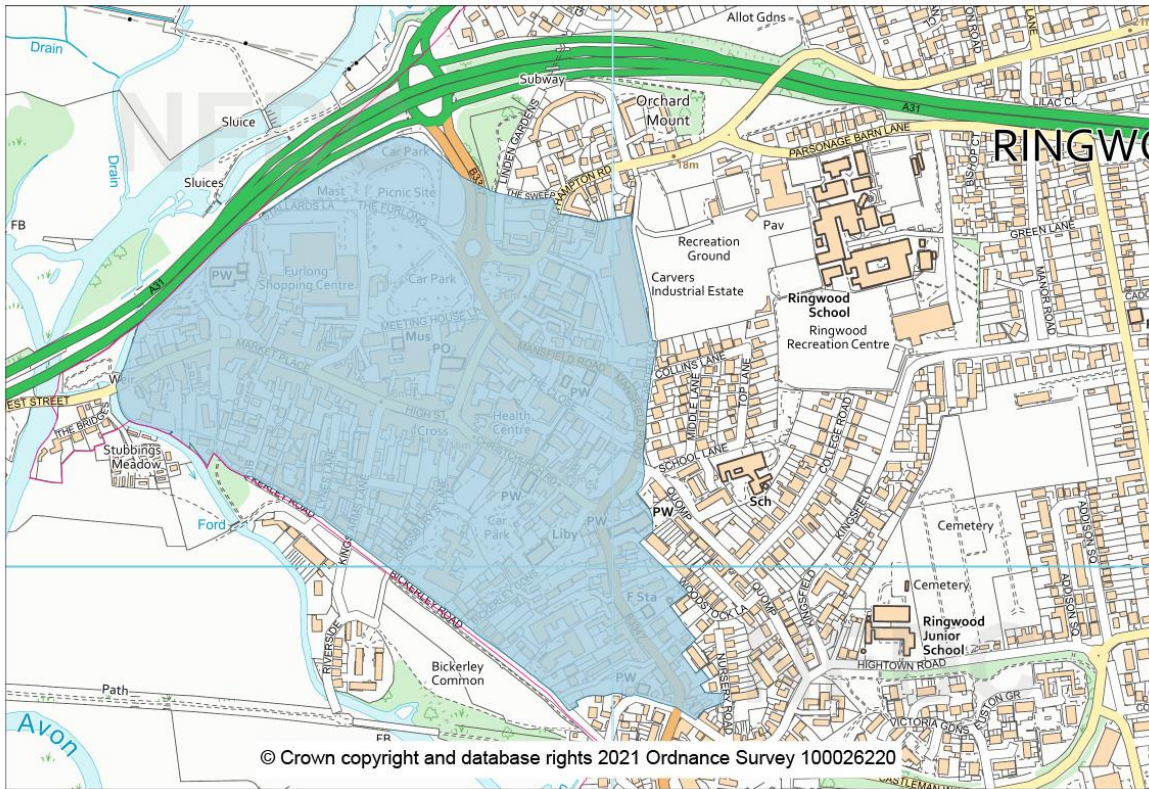
Lymington



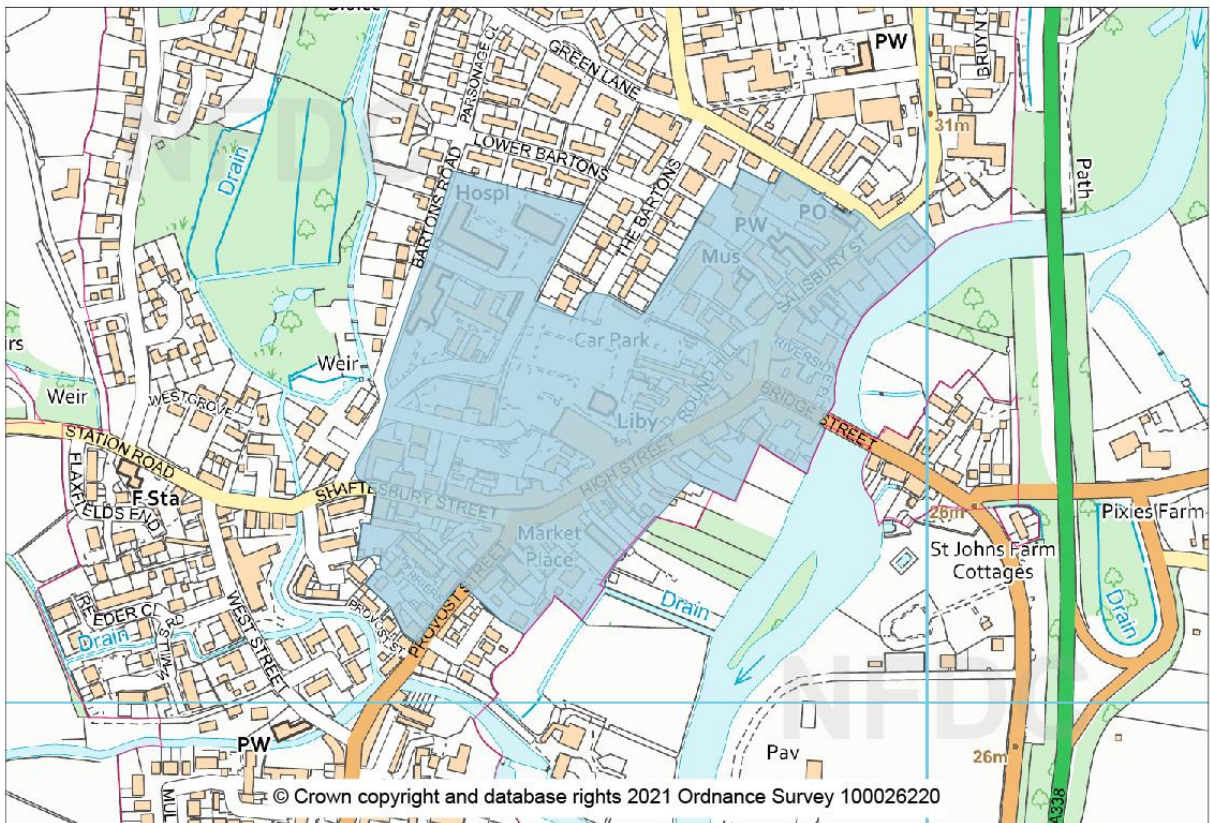
New Milton



Ringwood



Fordingbridge



ANNEX 3: BACKGROUND EVIDENCE SUMMARY

A4.1 This Annex includes background information on car ownership, shown at the Ward level. Based on 2011 census data, it highlights the number of vehicles per household, and whether there are no, one, or multiple cars in the household.

A3.2 The average total number of vehicles in each Ward is 2,371.

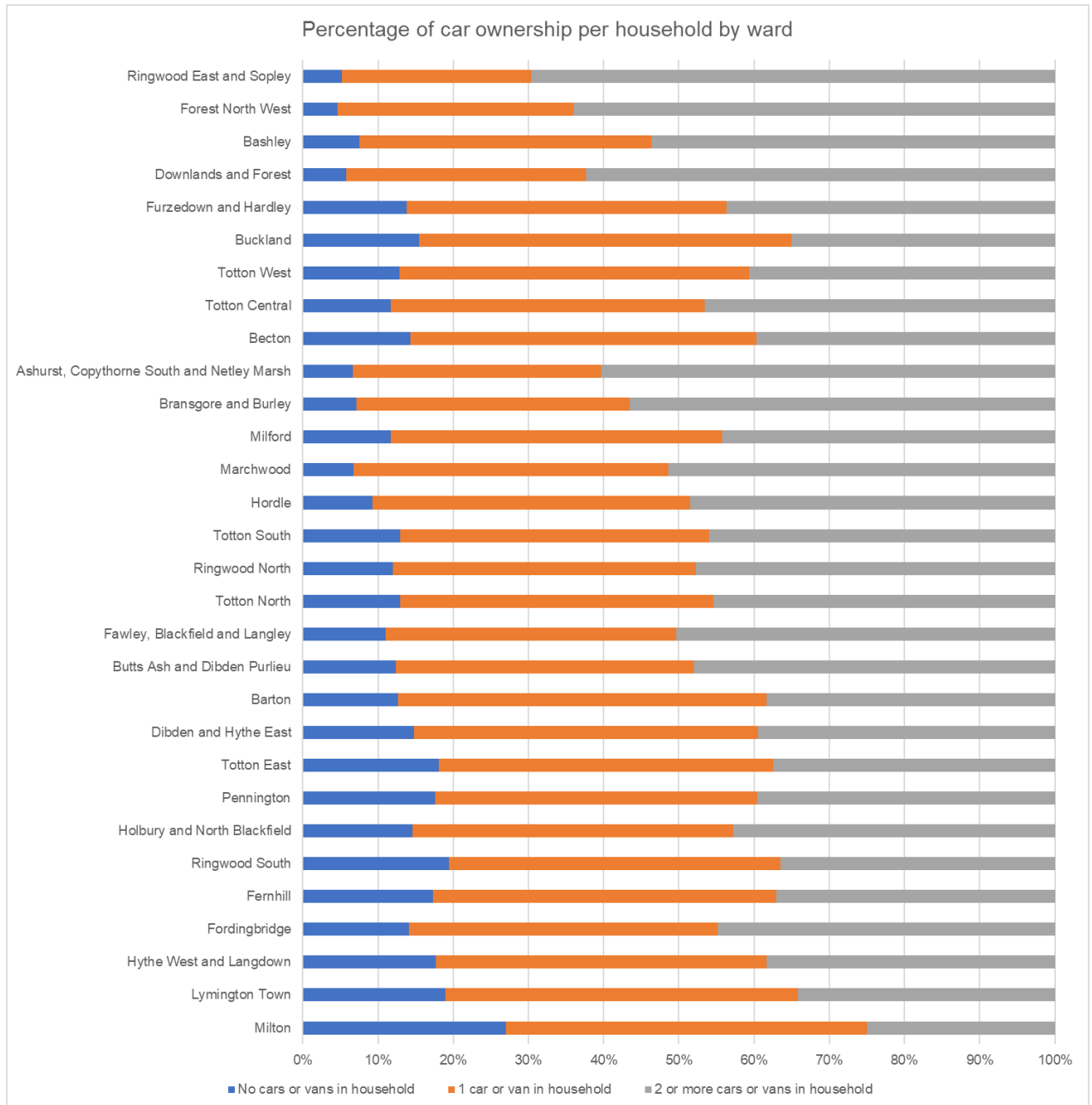
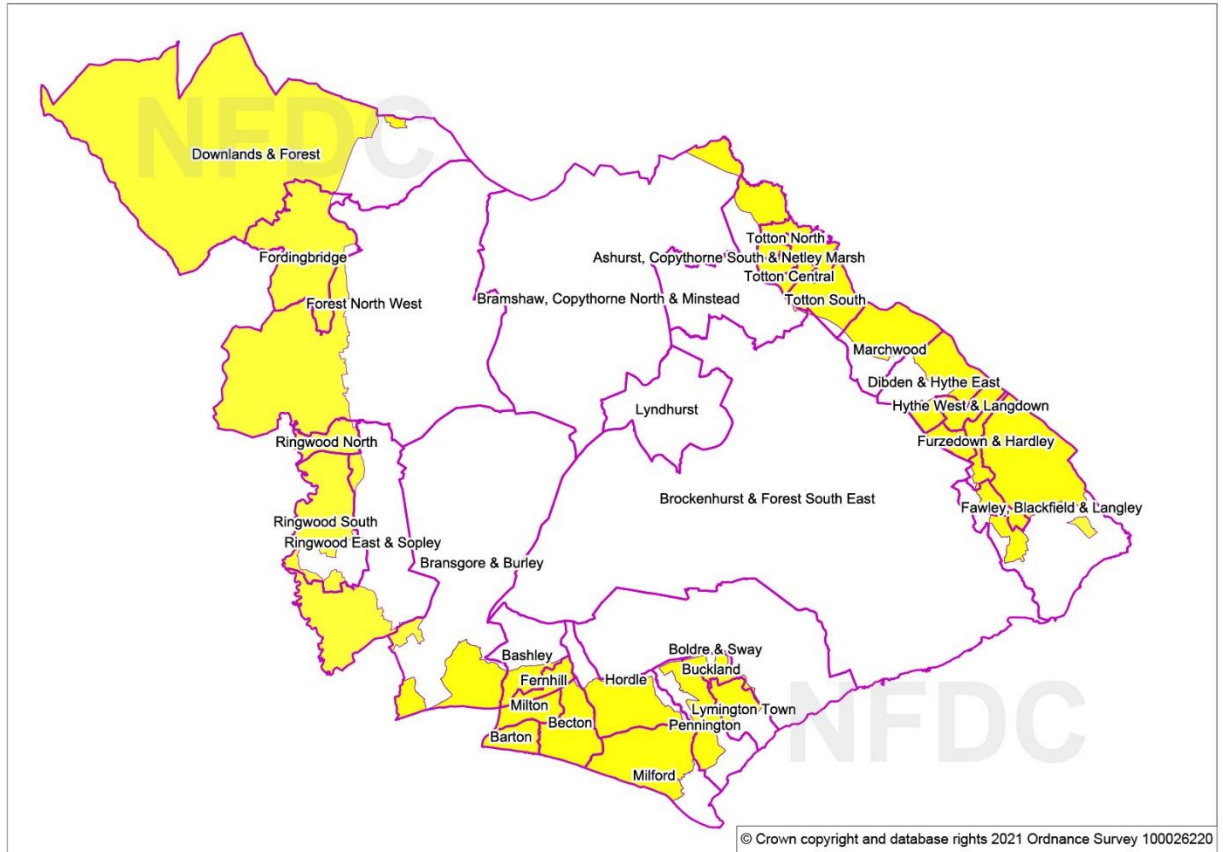


Figure 3: Percentage of car ownership per household



Map 9: New Forest ward names, with the New Forest District Council (outside the National Park) Plan Area shown in yellow.