

Havant Borough Council

Parking

Supplementary Planning Document

July 2016



This page is left deliberately blank

Contents

1	Introduction	4
2	Parking Standards.....	6
3	Additional Information relating to Parking Standards	20
4	Design and Layout of Parking Spaces.....	23
5	Travel Plans and Transport Assessments	31
	Appendix 1: Statistical Evidence	32

Adopted by
Havant Borough Council
27 July 2016

1 Introduction

- 1.01 This document sets out Havant Borough Council's off-street parking standards relating to new development in the Borough. Applications for planning permission will be assessed against the guidance set out in this document. Parking in proposed developments should not create undue impact on the built environment, street congestion, road safety issues or create tensions within a community.
- 1.02 Guidance is given on the levels of car, cycle, motorcycle and disabled parking that should be provided. The inclusion of design advice demonstrates how car parking should be integrated into a high-quality external space that is accessible to all.
- 1.03 This document also defines Accessibility Zones within the Borough, where lower levels of parking may be acceptable. In addition, the document sets out the circumstances in which developers will be required to submit a Travel Plan to support a planning application.

Why is this document required?

- 1.04 The Council's existing parking standards pre-date the introduction of the National Planning Policy Framework (NPPF) and as the [government statement in March 2015](#) points out 'the imposition of maximum parking standards leads to congested streets and pavement parking'. The Council considers that there is clear and compelling justification for local parking standards to ensure that there is adequate parking provision both in new residential developments and around our town centres and high streets. Essentially the proposal is to seek car parking as a minimum requirement on developments so that the congestion created by maximum standards is reversed.



Where else to look:

Paragraphs 32, 35 and 39 of the NPPF and The Planning Practice Guidance to support the framework can be viewed: <http://planningguidance.planningportal.gov.uk/>

Government Statement March 2015: <http://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Commons/2015-03-25/HCWS488/>

The local context

- 1.05 This document replaces the Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document which was adopted in March 2010. It also updates Appendix 5 of the Core Strategy adopted March 2011 (non-residential parking standards). All the Borough's parking standards are now detailed within the new SPD, which is a valuable supplement to Policies DM13 (Car and Cycle Parking on Residential Development) and DM14 (Car and Cycle Parking on Development (excluding residential) of the Local Plan (Core Strategy).
- 1.06 Other policies set out in the Local Plan (Core Strategy) are relevant to parking; namely Policy CS8 (Community Safety), Policy CS16 (High Quality Design), DM11 (Planning for More Sustainable Travel) and DM12 (Mitigating the Impacts of Travel).
- 1.07 Additional guidance on accommodating the car is provided in the Havant Borough Council Borough Design Guide Supplementary Planning Document (December 2011).



Where else to look:

Local Plan (Core Strategy): <http://www.havant.gov.uk/planning-and-environment/planning-policy/local-plan-core-strategy>

Borough Design Guide Supplementary Planning Document (December 2011):
<http://www.havant.gov.uk/planning-and-environment/planning-policy/supplementary-planning-documents/borough-design-guide>

- 1.08 A Sustainability Appraisal was prepared to accompany the original Residential Parking and Cycle Provision SPD. There is no longer a requirement to provide a sustainability appraisal for the replacement document¹.
- 1.09 A Habitats Regulations Assessment Screening Statement has been published alongside this document. The screening statement concludes 'no further detailed Habitats Regulations Assessment is required for the draft SPD in itself and Policies DM13 and DM14 have no negative effect on any European Site.'
- 1.10 Residential Parking Standards are set out in Tables 4A - 4D of Chapter 2. The standards are evidenced from figures derived from the 2011 Census data and government forecasts in car ownership. Further information on the statistical background evidencing the adequacy of these standards is set out in Appendix 1. These standards have also been reviewed against the levels of parking provided in recent planning decisions.

When does this guidance apply?

- 1.11 The parking standards will apply to all developments for the provision of one or more residential units (gross) and all developments that result in the creation of non-residential floorspace. If a planning application for extension/alterations (residential and non residential) involves a significant increase in area then the impact of the development on parking will be a material consideration and additional parking spaces may be sought to ensure that a suitable level of parking provision is made.
- 1.12 Where mixed use, residential and commercial developments are proposed, the parking requirements for each element should be calculated individually. Where appropriate, the Council will consider the shared use of parking between residential and commercial elements where it can be demonstrated that the relevant standards are met.
- 1.13 Proposals for larger schemes will be assessed against the criteria and thresholds set out in Chapter 5 of this SPD: Travel Plans and Transport Assessments.

Monitoring and future review

- 1.14 In the event that this SPD is failing to meet its objectives, or should it require amendment or the addition of further information, a review and/or amendments will be sought. This will be undertaken with a programme of community involvement.
- 1.15 Where appropriate, monitoring of this SPD will be undertaken as part of the Annual Monitoring Report (AMR).

¹ Planning Practice Guidance: Reference ID: 11-006-20140306

2 Parking Standards

TABLE 1			
Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
A1 Shops (non-food retail and general retail)	1 space per 20 sqm covered areas	1 space per 6 staff or 1 per 300 sqm GEA whichever is the greater	1 stand/ 200 sqm GEA
	1 space per 30 sqm uncovered areas	1 space per 6 staff or 1 per 300 sqm GEA whichever is the greater	1 stand/ 200 sqm GEA
A1 Shops (food retail)	1 space per 14 sqm covered areas	1 space per 6 staff or 1 per 300 sqm GEA whichever is the greater	1 stand/ 200 sqm GEA

Notes

1. A company or site travel plan will be required for stores over 1000 sqm GEA, with the GEA including uncovered areas subject to the discretion of the local planning authority in conjunction with the Highway Authority.
2. Petrol stations with a shop will be considered under the appropriate retail category but with petrol pump spaces counting as one space each.
3. One motorcycle space is to be provided for every 25 car parking spaces.
4. Disabled people's car parking spaces should be provided in a ratio of 5% of the total allocation.

TABLE 2				
Land Use	Car parking standard		Cycle standard (minimum)	
	Minimum parking standard		Long stay	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1		1 stand per 150 sqm GEA note	1 stand per 500 sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45 sqm		1 stand per 250 sqm GEA note	1 stand per 500 sqm GEA
B2 general industrial	1 space per 45 sqm		1 stand per 350 sqm GEA note	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm		1 stand per 500 sqm GEA note	1 stand per 1000 sqm GEA

Notes

1. Subject to a condition or legal agreement restricting consent to the specified use.
2. Long-stay cycle parking to be at least the greater of the spaces per GEA identified or 1 space per 8 staff.
3. For all major commercial developments, a transport assessment and company or site travel plan will be required (see Chapter 5 for thresholds).
4. Proposed standards will take account of commercial development in predominantly residential areas. Where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered.
5. This document does not provide guidance on commercial vehicle parking standards, which will be considered by the local planning authority on the basis of individual application.
6. One motorcycle space is to be provided for every 25 car parking spaces.
7. Disabled people's car parking spaces should be provided in a ratio of 5% of the total allocation.

TABLE 3				
Land Use	Car parking standard		Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay	
C2 Hospitals (Private hospitals, community and general hospitals, including: Inpatient, day patient, outpatient or accident unit; locally based psychiatric units; ambulatory care units including day surgery/assessment/treatment and administration/support services)	All new health establishments or major expansions of more than 2,500 sqm will require a transport assessment and extensions of over 500 sqm will require a site travel plan ² . The maximum car parking limit for staff and visitors will be based on these			

² Whichever is the greater of these standards

TABLE 4A			
C3 Dwelling Houses – Vehicle Parking			
Zone	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
Size of dwelling			
1 Bed Unit	1 space	Max 1 space	Max 1 space
2 Bed Unit	2 spaces	Max 1 space	Max 1 space
3 Bed Unit	2 spaces	Max 1 space	Max 2 spaces
4+ Bed Unit	3 spaces	Max 2 spaces	Max 2 spaces

Notes

1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated.
2. Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate.
3. Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered.

TABLE 4B			
C3 Dwelling Houses – Shared/Communal Parking (unallocated)			
Zone	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
Size of dwelling			
1 Bed Unit	0.9 spaces	Max 0.5 spaces	0.6 spaces
2 Bed Unit	1.3 spaces	Max 0.8 spaces	1 space
3 Bed Unit	1.9 spaces	Max 1 spaces	1.4 spaces
4+ Bed Unit	2.4 spaces	Max 1.2 spaces	1.8 spaces

Notes

1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated. In larger developments with no allocation of spaces, a lower visitor space allowance may be acceptable provided it can be shown that sufficient resident cars will likely be absent when visiting takes place.
2. Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate.
3. Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered.

TABLE 4C			
C3 Dwelling Houses – Older Peoples’ Housing			
Zone	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
Type of Provision			
Sheltered Housing	Given the broad range of accommodation available and the resulting variability of parking requirements, parking will be considered on a site by site basis. A full assessment of parking need should be provided (see notes 3 and 4).		
	Age restriction conditions or legal undertakings may be appropriate to define the age of occupants. Mobility vehicle storage provision may also be required in addition to cycle long and short stay provision (see Table 4D)		
Nursing and Rest Homes	1 space per 4 residents and 1 space per staff and 1 long stay cycle space per 6 staff and 1 loop/hoop per 4 units	1 space per 8 residents and 0.5-1 space per staff and 1 long stay cycle space per 3 staff and 1 loop/hoop per 2 units	1 space per 6 residents and 1 space per staff and 1 long stay cycle space per 4 staff and 1 loop/hoop per 3 units
	The resulting level of parking would allow flexibility for visitors, visiting health care professionals, ambulances, etc. As staff are likely to operate over a 24 hour period the calculation based on the number of staff should be based on the number typically present on the site at any one time. Information to support this should be submitted with any planning application and should form the basis of pre-application discussions		

Notes

1. This type of housing comprises a considerable range of need. From retirement living homes for the over 55s with few shared facilities which are managed and maintained by staff living off site to homes with full time onsite managers and varying degrees of personal care as required. These will attract people with a wide demographic and health profile with variable car ownership.
2. 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 staff and visitors.

3. Given the broad range of accommodation available and the varying needs of occupants the Council will consider the parking requirements of older people' housing on a case by case basis and will require a full assessment of individual needs to be submitted in the Design and Access Statement, Transport Assessment or other supporting information.
4. The assessment should be based on parking provision and parking need and should demonstrate how and where parking needs will be met throughout a 24 hour period. The performance of a comparable development should be provided where practicable. The following should also be provided in respect of the proposed development and any comparable development informing the proposal:
 - 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 care professionals
 - Other visitors including family, friends, supporters and entertainers
 - 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

TABLE 4D**C3 Dwelling Houses – Cycle Parking/Storage Provision**

Size of Dwelling	Long stay	Short Stay
1 Bed Unit	1 space per unit	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
2 Bed Unit	2 spaces per unit	
3 Bed Unit	2 spaces per unit	
4+ Bed Unit	2 spaces per unit	

TABLE 5				
Land Use	Car parking standard		Cycle standard (minimum)	
	Minimum parking standard		Long stay	Short stay
D1 Educational Establishments (Schools)	1 space per teaching member of staff plus 2 spaces per 3 non-teaching staff.		(Note 1)	(Note 1)
D1 Educational Establishments (16+ Colleges and further education colleges)	1 space per teaching member of staff plus 2 spaces per 3 non-teaching staff.		(Note 1)	(Note 1)
D1 Educational Establishments (Day nurseries/playgroups (private) and crèches)	1.5 space per 2 full-time staff		1 stand per 6 full-time staff	At least 2 stands per establishment

Notes

1. All new educational establishments or expansions of more than 50 sqm will require a transport appraisal and school or college travel plan to determine provision and facilities. The plan and transport appraisal or assessment is required to identify and justify any allocation to staff, students or community users. For 16+ colleges/further education colleges consideration should be given to the use of powered two wheelers/mopeds by young people.
2. The parking allocation will need to cater 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-age education and above, unless otherwise justified.
4. Accessibility of the catchment area will be taken into account for schools.
5. Space to safely drop people off should also be provided
6. One motorcycle space is to be provided for every 25 car parking spaces.
7. Disabled people's car parking spaces should be provided in a ratio of 5% of the total allocation.

TABLE 6				
Land Use	Car parking standard		Cycle standard (minimum)	
	Minimum parking standard		Long stay	Short stay
D1 Health centres	(Note 1)		(Note 1)	(Note 1)
D1 Doctors, dentists or veterinary surgery	3 spaces per consulting room		1 space per 6 staff (Note 2)	1 stand per consulting room

Notes

1. Given the broad range of uses at Health centres and the varying needs of occupants the Council will consider the parking requirements of D1 health centres on a case by case basis and will require a full assessment of individual needs to be submitted in the Design and Access Statement, Transport Assessment or other supporting information
2. One motorcycle space is to be provided for every 25 car parking spaces.
3. Disabled people's car parking spaces should be provided as a ratio of 5% of the total allocation.

TABLE 7				
Care establishments – public and private				
Land Use	Car parking standard		Cycle standard (minimum)	
	Minimum parking standard		Long stay	Short stay
Day centres for older people, adults with learning/physical disabilities	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 space per non-res staff visitor: 0.25 space per client (note 3)		1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	1 space per 2 staff visitor: 1 space per 2 clients (note 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 space per non-res staff visitor: 0.25 space per client (note 3)		1 space per 6 staff	1 loop/hoop per 2 bedrooms
Day nurseries/playgroups (private)	See Educational Establishments (Table 5)			
Hostels for the homeless	No standard set		1 space per 6 staff	1 loop/hoop per 2 bedrooms

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. 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).
5. One motorcycle space is to be provided for every 25 car parking spaces.
6. Disabled people's car parking spaces should be provided as a ratio of 5% of the total allocation.

TABLE 8				
Leisure facilities and places of public assembly				
Land Use	Car parking standard		Cycle standard (minimum)	
	Minimum parking standard		Long stay	Short stay
Hotels/motels/guest houses/boarding houses	1 space per bedroom (note 1)		1 space per 6 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 6 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 6 staff or 1 space per 40sqm (note 2)	1 stand per 20sqm
Bowling centres, bowling greens	3 space per lane		1 space per 6 staff or 1 space per 40sqm (note 2)	1 stand per 20sqm
Sports halls	1 space per 5 fixed seats and 1 space per 30sqm playing area		1 space per 6 staff or 1 space per equivalent badminton court (notes 2 & 4)	1 stand per equivalent badminton court (note 4)
Swimming pools, health clubs/ gymnasias	1 space per 5 fixed seats and 1 space per 10sqm open hall/pool area		1 space per 6 staff or 1 space per 40sqm (note 2)	1 stand per 20sqm
Tennis courts	3 spaces per court		1 space per 6 staff or 1 space per 5 courts/pitches (note 2)	1 stand per pitches or courts
Squash courts	2 spaces per court		1 space per 6 staff or 1 space per 5 courts/pitches (note 2)	1 stand per pitches or courts

Playing fields	12 spaces per ha pitch area	1 space per 6 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 space per tee/bay	(note 6)	(note 6)
Marinas	1.5 space per berth	(note 6)	(note 6)
Places of worship/church halls	1 space per 5 fixed seats and 1 space per 10sqm of open hall	1 space per 6 staff or 1 space per 40sqm (note 2)	1 stand per 20sqm
Stadia	Refer to note 6	1 space per 6 staff or 1 space per 40sqm (note 2)	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 will be considered individually as part of a transport assessment.
7. All new leisure establishments or major expansions will require a transport assessment and company or site travel plan to determine provision and facilities (see Table 5.1 for thresholds).
8. 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.
9. One motorcycle space is to be provided for every 25 car parking spaces.
10. Disabled people's car parking spaces should be provided as a ratio of 5% of the total allocation.

TABLE 9			
Miscellaneous commercial developments			
Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
Car sales and garage forecourts Workshops - staff	1 space per 45sqm GEA	1 space per 8 staff or 1 space per 250sqm GEA (note 1)	1 stand/500sqm GEA
Car sales and garage forecourts Workshops - customers	3 spaces per service bay	-	-
Car sales and garage forecourts Car sales - staff	1 space per full-time staff (note 2)	1 space per 8 staff or 1 space per 250sqm GEA (note 1)	1 stand/500sqm GEA
Car sales and garage forecourts Car sales - customers	1 space per 10 cars on display (note 3)	-	-

Notes

Whichever is the greater of these standards:


1. Full-time equivalent staff.
2. Applies to the number of cars on sale in the open.
3. One motorcycle space is to be provided for every 25 car parking spaces.
4. Disabled people's car parking spaces should be provided as a ratio of 5% of the total allocation.

3 Additional Information relating to Parking Standards

Highly Accessible Areas

- 3.01 It is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are more accessible by non-car means. In these areas, reliance on private vehicle use and ownership should be less.
- 3.02 Within the Borough access to public transport and shops and services varies significantly. The town centres at Havant and Waterlooville provide the greatest range of alternative transport modes and also shops and services.

Table 3.1 Variable accessibility by non-car means

<p>Highly Accessible</p>  <p>Less Accessible</p>	<ul style="list-style-type: none"> • Havant Town Centre (train and bus stations) • Waterlooville Town Centre (bus station) • Bedhampton Train Station • Emsworth Train Station • Emsworth Town Centre (two bus routes and shops) • A3 Bus Corridor • District Centres • Warblington Halt • General bus route nearby • Lack of continuous cycle routes • Not easily accessible by public transport
--	--

Havant and Waterlooville Town Centres

3.03 Havant Town Centre offers the widest choice in alternative transport with a mainline train station, serving a variety of locations and a bus station that provides services across the Borough and to Portsmouth, Chichester and beyond. Havant Town Centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the most accessible and sustainable part of the Borough.



Havant Bus Station

3.04 Waterlooville Town Centre provides a variety of bus routes across the Borough and beyond to Portsmouth. The town centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the second most accessible part of the Borough.

3.05 Proposals within the Havant and Waterlooville Town Centre boundaries will be expected to have a reduced or even zero standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicles in accordance with the requirements of the NPPF. A reduced standard can also apply in instances where a site is located less than 800 metres from the centre of the town (when measured as an on the ground walking distance, not 'as the crow flies'). This should be demonstrated in the design and access statement accompanying an application. However, parking for people with disabilities should be provided.



Where else to look:

Maps showing Town Centre Boundaries:

<http://www.havant.gov.uk/sites/default/files/documents/3%20Adopted%20Allocations%20Plan%20July%202014%20Appendix%205.pdf>

(Please note that it is only Havant and Waterlooville Town Centres for which the proposals in Paragraphs 3.01-3.05 apply.)

Other Public Transport Availability

- 3.06 On brownfield sites outside the town centres, it may be possible to reduce the number of car parking spaces required where developments are within a reasonable distance of good public transport links e.g. The A3 Bus Corridor and local services or Emsworth Station and Emsworth District Centre. Planning applications will be considered on a case by case basis (see 3.07 below).

Demonstrating Accessibility

- 3.07 Planning applications for residential development should demonstrate where the site is located in relation to the highly accessible locations of Havant and Waterlooville Town Centres or to the availability of public transport. This is ideally suited to the design and access statement (if required) and the application should address how this has been considered in relation to the parking proposed for the development.
- 3.08 When distances are measured it should be the on the ground travel distance rather than 'as the crow flies' to ensure it is as realistic as possible.

Additional Information relating to Non-residential Parking and Cycle Standards

- 3.09 The standards for non-residential Car Parking were originally set out by Hampshire County Council in the Hampshire Parking Standards 2002. These were based on guidance set out in Planning Policy Guidance Note PPG13, which advised applying maximum standards. More emphasis in the current NPPF is placed on accommodating the car; in addition to public transport availability and accessibility, local car ownership levels should also be taken into consideration.
- 3.10 To test if the standards set in 2002 are still 'fit for purpose' a number of case studies have been examined to see if developments built since this date have sufficient car parking. Where a lesser amount of car parking has been provided within a site, within the limits set down by the Hampshire Parking Standards 2002, there have been ongoing local parking issues.
- 3.11 Where standards refer to staff numbers, this is based on full time equivalent numbers unless otherwise specified. Where standards refer to floorspace this relates to the gross external area unless otherwise specified.

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

- 3.12 Reductions in parking standards should be justified in the Transport Assessment or Design and Access Statement accompanying a planning application.

Parking for People with Disabilities

- 3.13 Suitable parking spaces should be provided for people with disabilities. Generally, except for residential land uses where there is no specific requirement, disabled people's car parking spaces should be provided as a ratio of 5% of the total allocation.
- 3.14 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.
- 3.15 Further guidance on parking for people with disabilities can be found in Part M of Building Regulations and BSI 8300



Where else to look:

Parking for Disabled People Manual for Streets (DFT and DCLG 2007)

<https://www.gov.uk/government/publications/manual-for-streets>

Inclusive mobility; a guide to best practice on access to pedestrian and transport infrastructure (DFT December 2005): <https://www.gov.uk/government/publications/inclusive-mobility>

Traffic Advisory Leaflet 5/95 Parking for Disabled People (DFT April 1995):

http://webarchive.nationalarchives.gov.uk/20090505152230/http://www.dft.gov.uk/adobepdf/165240/244921/244924/TAL_5-951

4 Design and Layout of Parking Spaces

- 4.01 The provision of parking and its location influences the choices people make when deciding where to live, when travelling, and on the appearance and form of a development. Parking and circulation layouts should aim to provide a safe, convenient pattern of movement into, across and out of a site, putting pedestrians, cyclists and those with mobility restrictions at the top of the hierarchy of road users.
- 4.02 The Council would wish to emphasise the importance of well-designed, responsive parking that is not considered in isolation from principles of good urban design. In accordance with published guidance, it is essential that the need to provide car parking is balanced with the aim of achieving active places that feel safe to use and support sustainable attractive residential and commercial development.
- 4.03 The Department for Communities and Local Government and the Department for Transport jointly published the Manual for Streets in March 2007. This document contains detailed advice and guidance on the layout of streets in new development. This was followed by Manual for Streets 2 (Department for Transport) in 2010. Hampshire County Council produced a companion document in the same year.



Where else to look:

Manual for Streets (DFT and DCLG 2007)

<https://www.gov.uk/government/publications/manual-for-streets>

Manual for Streets 2 (DFT 2010)

<https://www.gov.uk/government/publications/manual-for-streets-2>

Companion Document Companion Document to Manual for Streets (HCC April 2010)

http://www3.hants.gov.uk/manual_for_streets.pdf

- 4.04 The layout and design of car parks should also consider 'Secured by Design' an initiative to reduce crime and maximise personal safety: <http://www.securedbydesign.com/>. Crime prevention is discussed later in this chapter.
- 4.05 The Havant Borough Council Borough Design Guide SPD provides guidance on parking for prioritising active street frontage, accommodating the car and avoiding spaces left over after planning and advice on rear courtyard parking.



Where else to look:

Havant Borough Council Borough Design Guide Supplementary Planning Document

<http://www.havant.gov.uk/planning-and-environment/planning-policy/supplementary-planning-documents/borough-design-guide>

Residential Car Parking Space Size and Arrangement

- 4.06 An individual car parking space should measure a minimum 2.4m in width by 4.8m in length. Space should also be provided for car doors to be opened and car boots to be accessed or garage doors to be opened. These should be regarded as minimum lengths as cars continue to increase in size.
- 4.07 In addition, sufficient space for turning facilities on site to allow vehicles to enter and leave in a forward gear (see Figure 1) will be encouraged. Where vehicles reversing from or onto the highway would give rise to highway safety issues, on-site turning space will be compulsory.

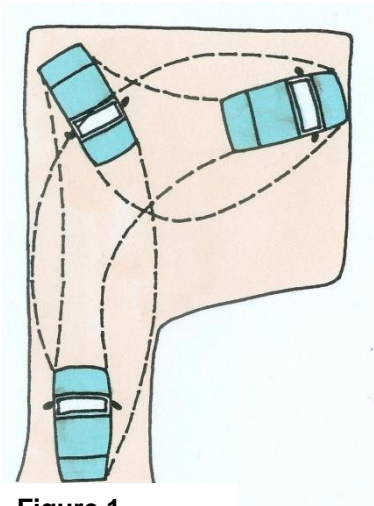


Figure 1

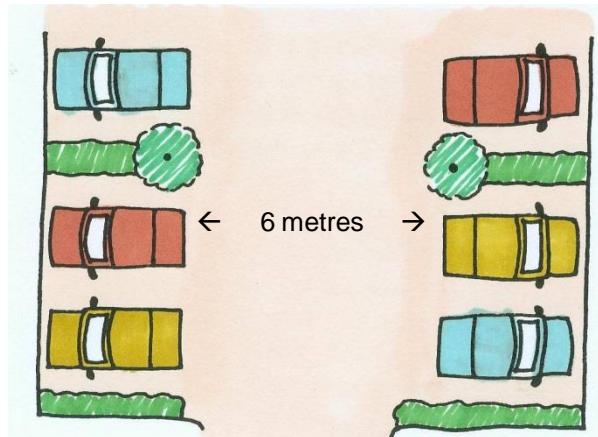


Figure 2

- 4.08 In car parking courts, sufficient space should be provided to allow vehicles to reverse. Six metres between sets of spaces is normally sufficient for this purpose (see Figure 2).

Garages and Car Ports

- 4.09 A single garage/car port should measure a minimum of 3m in width by 6m in length internally and a double garage/car port 6m by 6m internally. This will allow room for a modern car to be parked and still allow room for access down the side of the vehicle. The length is to allow room for storage, particularly cycles.
- 4.10 A reduced size of garage/car port is unlikely to count as a vehicle parking space as it is unlikely to provide sufficient space for a modern vehicle and/or some storage.

Tandem Parking

- 4.11 Tandem parking (i.e. one car behind another) will be acceptable for individual properties. However, only one space behind the other will be acceptable - including garage parking provision. See Figures 3 and 4.

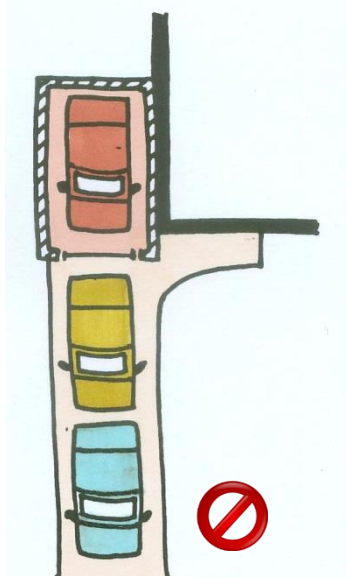


Figure 3

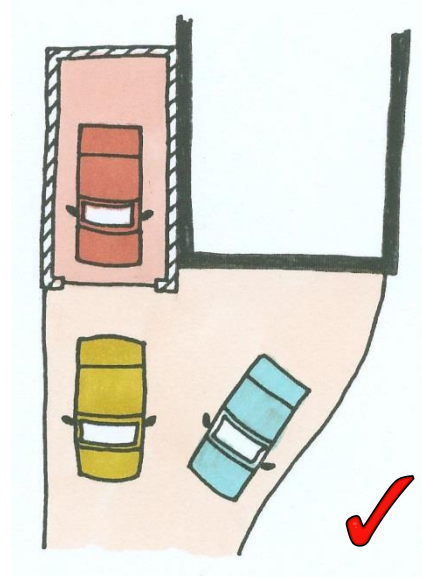


Figure 4

Storage for Bicycles

- 4.12 All properties should be provided with long stay, secure (overnight) cycle storage facilities. Should a garage meeting the standards referred to above be provided for a residential property then no further external storage facility will be insisted on for that property.
- 4.13 Secure and weatherproof cycle storage provision should be provided for flats in appropriate, easily accessible locations, incorporating good design principles.

External or Communal Bicycle Storage

- 4.14 Cycle parking (including that for visitors) should allow for the frame and both wheels to be locked to the fixture. Cycle stands which only grip the cycle by a wheel are not recommended as they offer only limited security and can result in damage to wheel rims.

Visitor Parking/Cycle Storage

- 4.15 With the exception of small residential developments visitor parking will normally need to be considered and incorporated within a planning proposal. Visitor parking shall be unallocated and individual site circumstances will be considered to ascertain whether on-site visitor parking would be required. An allowance of 20% of the long stay cycle standard should be made for visitor parking.
- 4.16 Additional guidance on cycle parking provision is provided in Traffic Advisory Leaflet 5/02 produced by the Department of Transport in July 2002.



Where else to look:

Traffic Advisory Leaflet 5/02 produced by the Department of Transport in July 2002:
<http://tsrgd.co.uk/pdf/tal/2002/tal-5-02.pdf>

Motorcycle Parking

- 4.17 Guidance on motorcycle parking is provided in Traffic Advisory Leaflet 2/02 produced by the Department of Transport in March 2002.:
- 4.18 As a general rule, one motorcycle space should be provided per every 25 car parking spaces on the site.



Where else to look:

Traffic Advisory Leaflet 2/02 produced by the Department of Transport in March 2002:
<http://webarchive.nationalarchives.gov.uk/20120606202850/http://assets.dft.gov.uk/publications/tal-2-02/tal-2-02.pdf>

Drop-off Spaces

- 4.19 While there are no set standards for drop off spaces, applicants should consider the likely need for drop-off spaces near the development. This will be particularly important for uses that are likely to create a large amount of drop-off traffic, such as transport interchanges, health establishments, educational establishments, hotels and leisure facilities.

Electric Vehicles

- 4.20 The NPPF states that there is an overall need to reduce the use of high-emission vehicles and that developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles.
- 4.21 Normal household sockets are adequate to charge electric vehicles however a survey must be completed first to ensure the wiring is good enough to handle the high electrical draw. A home charging point can be installed at a cost of £800-£1000. These guarantee safety and can charge the car around two and a half times faster than a standard UK socket. Recharging at home, at night, will be the most convenient and practical option for drivers by using cheaper off peak tariffs. Where possible, garages and car ports should have a home charging point or electric socket.
- 4.22 Electric charging points and parking for mobility scooters should be provided in new residential developments in a convenient location at ground floor level where possible. This particularly applies to flatted developments and elderly peoples housing where it may be difficult for occupants to charge scooters within the property itself.



Where else to look:

The Plug-In Vehicle Infrastructure Strategy
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3986/plug-in-vehicle-infrastructure-strategy.pdf

Additional advice on Non-residential Car Parking Design and Layout Guidance

- 4.23 Table 4.0 sets out standard space requirements of some typical vehicles. These may be used as basic minimum reference values but different layouts such as parallel, herringbone and in-line, have slightly different overall space requirements and detailed layout of parking spaces will be site specific.

Table 4.0: Standard space requirements of typical vehicles

Type of Vehicle	Size
Car	2.4 x 4.8 metres
Light Vans	2.4 x 5.5 metres
Rigid Vehicles	3.5 x 14.0 metres
Articulated Vehicles	3.5 x 18.5 metres
Coaches (60 seats)	3.5 x 14.0 metres

Notes

1. These dimensions refer to standing space only and do not take account of access, manoeuvring space or space required for loading/unloading.
2. Operational parking space for commercial and service vehicles will depend on the type attracted to a development and should provide for manoeuvring space to enable vehicles to exit the site in forward gear.

Other Considerations in the Design of Car Parking

Crime Reduction

- 4.24 The safety of users, or the perceived safety of users will be affected by sufficient lighting, the distance between a parking facility and the property and natural surveillance (i.e. property windows facing toward parking area). More formal surveillance such as CCTV may be appropriate. Wherever CCTV is used its visual impact should be minimised.
- 4.25 Statistics show that vehicles parked within the curtilage of properties are less vulnerable to crime and on-street parking is more vulnerable. Curtilage parking is therefore the preferred option in the interest of crime reduction.



Materials

- 4.26 The use of loose gravel or stone material can give rise to a highway nuisance or danger should the material migrate onto the footpath and/or road. Where these materials are used, a 3m length of non-transferable materials should be provided from the edge of the highway (including the footpath) into the curtilage/plot to contain loose materials.
- 4.27 Permeable solutions should be used wherever practicable. Impermeable surfaced or paved areas should be minimised to reduce surface water run-off. For larger developments introduction of permeable surface material alone may be insufficient and consideration should be given to the use of onsite sustainable drainage systems (SUDS).



Where else to look:

Parking incorporating permeable p

Advice is provided by the Environment Agency and DCLG document: Guidance on the permeable surfacing of front gardens (September 2008):

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

Sustainable Drainage Systems (SUDS): A Guide for Developers (Environment Agency):

http://www.rtpi.org.uk/media/12399/suds_a5_booklet_final_080408.pdf

Residential Amenity

- 4.28 Car parking can dominate residential development, whether it is new large developments, domestic extensions or infill development in the existing urban area. Particular attention should be given to developments which convert dwellings into flats as although the amount of development does not increase, the intensity does.
- 4.29 It will not necessarily be appropriate to lower parking standards simply because there is capacity for parking on the immediate road network. This approach can individually or cumulatively alter and detrimentally affect the character and visual amenity of an area and may be considered unacceptable.
- 4.30 Where residential parking schemes exist (i.e. Residential Parking Permit Zones), residents/occupants of new developments will not be eligible to apply to the Council for permits as agreed by the Council's Executive on the 22 October 2008.
- 4.31 If on-street parking is intrinsic to the character of the area, the main concern will relate to additional capacity. If sufficient, safe, or appropriate on-street parking is not available then indiscriminate parking will occur, resulting in highway safety issues or inappropriate parking on grass verges. The general presumption is that sufficient parking should be provided within

the development site and reliance should not be made of on-street parking unless it has been appropriately designed in from the start (i.e. new large residential developments).

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

Car Parking Surveys (where relevant)

- 4.33 Surveys should be undertaken over a period of at least one week including both weekends and weekdays at a variety of times throughout the day including late in the evening and early in the morning. This will allow a true reflection of the existing car parking arrangements to be established and this should be submitted with the planning application.

Planning Conditions

- 4.34 In cases where 'unallocated parking' has been provided it may be appropriate for a condition to be applied whereby no parking spaces can be individually marked or attributed to individual dwellings. This will ensure that maximum flexibility in the use of the spaces is achieved. On occasions it will be appropriate that the applicant/landowner enters into a legal undertaking to this effect.

Flexible Surfaces

- 4.35 Flexible surfaces are those that can provide a dual function, for example, well designed hard surfacing in a rear garden can be used either for vehicle parking or patio/amenity space, depending on the individual requirements for the occupants. Such surfaces can be counted as a vehicle space providing they can be practically used as such.

Allocated Parking

- 4.35 This is usually curtilage parking or parking courts where spaces are marked or belong to individual properties (i.e. parking spaces available for the use of specific properties). Remote parking in rear access courts should not be the only parking opportunity as residents will be encouraged to park on pavements or verges, closer to their home, resulting in highway safety and amenity issues.
- 4.36 Allocated standards are relevant for new development, change of use and domestic (household) proposals where car parking provision is provided within individual dwelling curtilages or where it will be labelled or attributed to individual properties.

Shared/Communal Parking (Unallocated)

- 4.37 This is parking provision available for general use. Spaces are not owned or attributed to a specific property.
- 4.38 Parking spaces available for shared/communal use are relevant for new development and change of use proposals where parking spaces will not be marked or specifically allocated to individual properties, allowing for flexibility of use. When calculating the overall requirement figures should be rounded up to the nearest whole number.
- 4.39 Shared parking facilities are a more flexible and efficient use of available space and enable a reduced number of spaces to meet the same demand. Shared parking could include designed in on-street parking where privately managed on large developments.



Where else to look:

Space to Park Report 2014: <http://www.spacetopark.org/>

Creating Safe Places to Live Through Design (Design Council/CABE/Home Office 2014):
<http://www.designcouncil.org.uk/sites/default/files/asset/document/creating-safe-places-to-live.pdf>

What it is like to live there: the views of residents on the design of new housing (CABE 2005):
<http://webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/files/what-its-like-to-live-there.pdf>

5 Travel Plans and Transport Assessments

- 5.01 Travel Plans, Transport Assessments and Statements are ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements (see Table 5.1 for thresholds).
- 5.02 The NPPF and National Planning Practice Guidance promotes Travel Plans as a means of reducing car usage and increasing use of public transport, walking and cycling.
- 5.03 Transport impacts are likely to be greater for larger schemes and Hampshire County Council has set the following thresholds:

Table 5.1: Thresholds for requiring a transport assessment

Land Use	Threshold above which a Transport Assessment is required
Residential	50 units
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 5 bedroom
Leisure: General	1000 sqm
Leisure: Stadia, Ice Rinks	All (1500 seats)
Miscellaneous Commercial	500 sqm

Note: Where appropriate the local planning authority can require a transport assessment or company/site travel plan below the thresholds specified, for example where there are potential cumulative effects.



Where else to look:

National Planning Practice Guidance:

<http://planningguidance.planningportal.gov.uk/blog/guidance/travel-plans-transport-assessments-and-statements-in-decision-taking/overarching-principles-on-travel-plans-transport-assessments-and-statements/>

Guidance on Transport Assessment' (DFT March 2007):

<https://www.gov.uk/government/publications/guidance-on-transport-assessment>

Hampshire Local Transport Plan (HCC April 2013):

<http://www3.hants.gov.uk/hampshire-ltp-2011-part-a.pdf>

Appendix 1: Statistical Evidence

Residential Parking Standards

The Department for Transport indicate there are a number of factors behind increases in car ownership. These include population, GDP (Gross Domestic Product) per capita, making car ownership more affordable; 'as people are better off they may also spend a share of their increased income on road transport through purchasing and using a car....there currently appears to be scope for further growth amongst other, less wealthy, sections of the population'. Other factors such as fuel price and fuel efficiency improvements also play a part, rapid fuel efficiency improvements significantly decreasing the fuel cost of driving.

This appendix provides further information on the statistical information behind car and van ownership/use in the Borough derived from the 2011 Census.



Where else to look:

Road Transport Forecasts 2013 - Results from the Department for Transport's National Transport Model (DFT July 2013):

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/260700/road-transport-forecasts-2013-extended-version.pdf

Census 2011:

<http://www.ons.gov.uk/ons/guide-method/census/2011/uk-census/index.html>

The 2011 Census – The National Picture (Source: ONS)

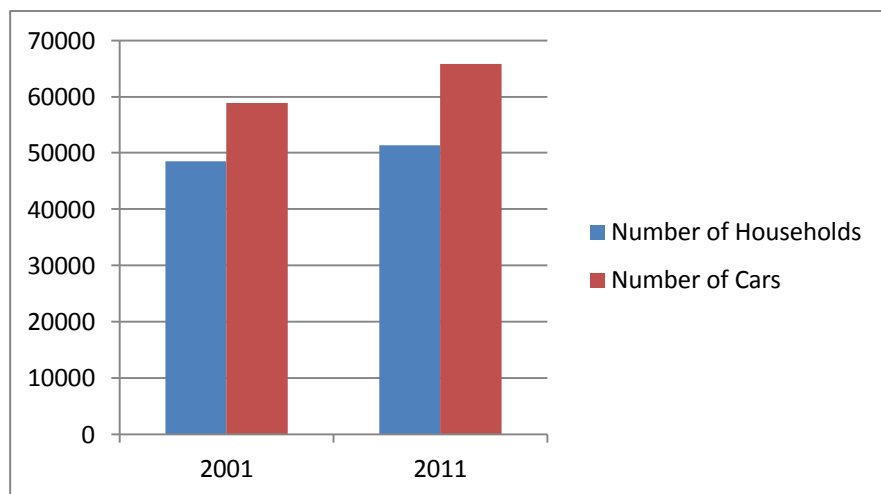
The number of cars and vans available for use by households in England and Wales increased from 23.9 million to 27.3 million between 2001 and 2011. The increase of 3.4 million cars and vans is similar to the overall increase in the usually resident population (3.7 million) over the same period. In 2001 there were on average 11 cars per 10 households whereas in 2011 there were 12 cars per 10 households. The proportion of households with access to no cars or one car declined over the decade whereas the proportion with two or more cars rose. London was the only region where the number of cars and vans was lower than the number of households.

The resident population of England and Wales on the 27 March 2011 was 56.1 million, a seven per cent (3.7 million) increase since 2001 with 55 per cent (2.1 million) of this increase being due to migration.

The average household size was 2.4 people per household in 2011.

The 2011 Census – The Local Picture (Source: ONS)

Chart A1: Growth in Number of Households and Cars in Havant Borough



Source: ONS 2001 and 2011 Census

Table A1: Growth in Population, Number of Households and Cars in Havant Borough

Census	Havant Borough		
	Population	Number of Households	Number of Cars*
2001	116849	48460	58877
2011	120700	51311	65856
Actual increase	3851	2851	6979
% increase	3.29%	5.88%	11.85%

Source: ONS 2001 and 2011 Census

Notes:

Percentages may not reflect actual figures due to rounding differences

*Number of cars relates to car/van availability not necessarily ownership

Table A1 indicates that there has been an 11.85% increase in the number of cars available to the residents of the Borough. In relative terms to the 5.88% increase in households in the same 2001- 2011 period this means that the average household now has access to 1.28 cars rather than the 1.21 cars they had in 2001. Whilst the average increase is relatively minor when multiplied across all the households of the Borough it produces a significant 6,979 increase in the number of cars that need to be parked in and move about the Borough.

Population Projections

The 2011 Census stated the population of the Borough to be 120,700 people comprising 51311 households. Latest population estimates provided by Hampshire County Council Small Area Population Forecasts indicates that the population is estimated to increase to 128,383 comprising 57109 dwellings in 2021 (Source: 2014 HCC SAPF).



Where else to look:

Hampshire County Council Population Statistics:

<http://www3.hants.gov.uk/factsandfigures/population-statistics.htm>

Chart A2: 2011 Census - Percentage number of households in England and Wales with car/van available in their household

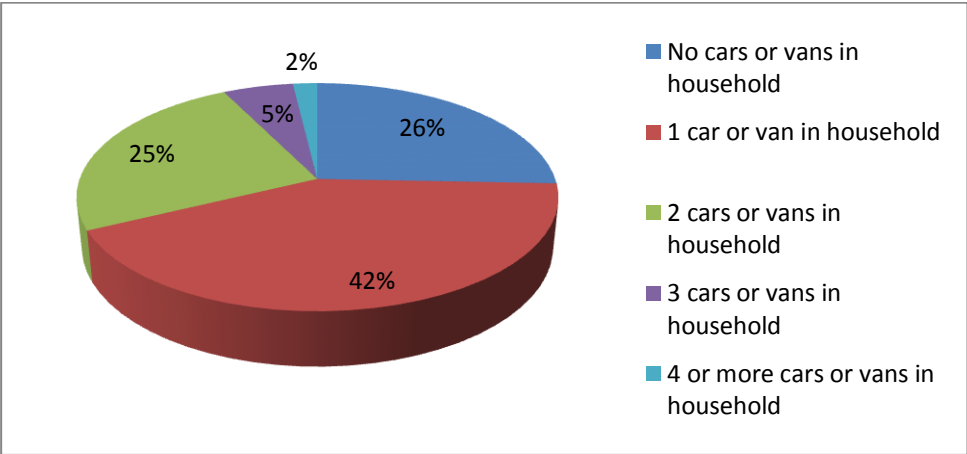
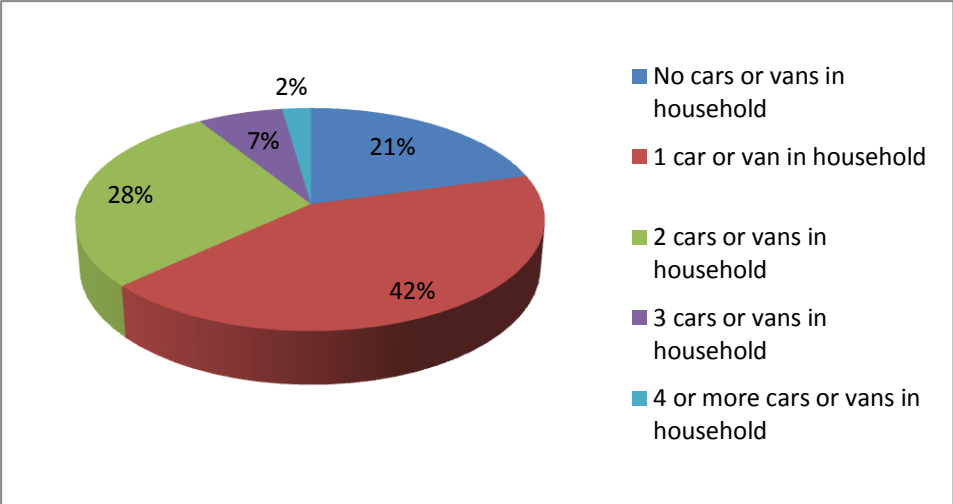


Chart A3: 2011 Census - Percentage number of households in Havant Borough with car/van available in their household



The total sum of all cars and vans in the Borough at the 2011 Census was 65856³.

The information in Charts A2 and A3 show that Havant Borough is generally characterised by slightly higher levels of car ownership/use than that typically in England and Wales with some categories being the same. Overall Charts A2 and A3 indicate that access to cars/vans in the Borough is not dissimilar to that experienced nationally.

The 2011 Census includes data relating to the number of cars or vans in relation to the number of rooms in a dwelling. However the Census does not provide information on the number of cars and vans in relation to the number of bedrooms.

The conversion from the number of rooms, as provided by the census, to the number of bedrooms has been determined as follows:

Table A2: Room to Bedroom Conversion

Number of Rooms* -as per census information	Number of bedrooms
<3 rooms	One bedroom or studio
4/5 rooms (4.5 average)	2 bedrooms
6/7 rooms (6.5 average)	3 bedrooms
8 rooms	4+ bedrooms

*The number of rooms provided by the census includes all rooms separated from other rooms by doors excluding bathrooms, WCs, hallways, landings and storage rooms.

This conversion technique was first used in a Partnership for Urban South Hampshire Housing Market Assessment and the original Havant Borough Council Residential Parking and Cycle Provision SPD. Since then this methodology has been used by several other Hampshire Authorities and there is no evidence of an update to this approach.

The plan period for the current Havant Borough Local Plan is 2006 to 2026, a period of 20 years. The government has forecast car ownership/use to increase in the region of 20-40% from 2013 to 2035.

³ **Limitations of this data:**

1. Applies to the number of cars or vans that are owned, or available for use, by one or more members of a household. This includes company cars and vans that are available for private use. It does not include motorbikes or scooters, or any cars or vans belonging to visitors. The count of cars or vans in an area relates only to households.
2. Cars or vans used by residents of communal establishments are not counted.
3. Households with 10 to 20 cars or vans are counted as having only 10. Responses indicating a number of cars or vans greater than 20 were treated as invalid and a value was imputed.

Table A3 shows that beyond a small number of exceptions car ownership/use is similar across the Borough. It is therefore not considered appropriate or necessary to apply different standards to different wards or Lower Super Output Areas⁴ within the Borough.

Tables A3 and A4, later in this appendix, show the impact of minimum and maximum anticipated increases in car ownership to 2035.

⁴ A Lower Layer Super Output Area (LSOA) is geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. Typically a ward will be made up of a number of LSOAs

Table A3: Calculation of Car Parking Requirements by Ward assuming a growth in car ownership/use of 20%

Ward	Total No. of rooms	Total No. of cars	Cars per room	Cars per room plus 20%	1 bed or studio (X3)	Car Parking Spaces required	2 beds (X 4.5)	Car Parking Spaces required	3 beds (X 6.5)	Car Parking Spaces required	4+ beds (X 8)	Car Parking Spaces required
Barncroft	12461	2622	0.21	0.252	0.756	1	1.134	2	1.638	2	2.016	3
Battins	13678	2590	0.19	0.228	0.684	1	1.026	2	1.482	2	1.824	2
Bedhampton	20697	4953	0.24	0.288	0.864	1	1.296	2	1.872	2	2.304	3
Bondfields	13728	2652	0.19	0.228	0.684	1	1.026	2	1.482	2	1.824	2
Cowplain	22178	5962	0.26	0.312	0.936	1	1.404	2	2.028	3	2.496	3
Emsworth	25146	5867	0.23	0.276	0.828	1	1.242	2	1.794	2	2.208	3
Hart Plain	22135	5427	0.24	0.288	0.864	1	1.296	2	1.872	2	2.304	3
Hayling East	22409	5881	0.26	0.312	0.936	1	1.404	2	2.028	3	2.496	3
Hayling West	22185	5510	0.24	0.288	0.864	1	1.296	2	1.872	2	2.304	3
Purbrook	21256	5487	0.25	0.3	0.9	1	1.35	2	1.95	2	2.4	3
St Faiths	22919	5152	0.22	0.264	0.792	1	1.188	2	1.716	2	2.112	3
Stakes	21231	5166	0.24	0.288	0.864	1	1.296	2	1.872	2	2.304	3
Warren Park	14057	2715	0.19	0.228	0.684	1	1.026	2	1.482	2	1.824	2
Waterloo	23423	5872	0.25	0.3	0.9	1	1.35	2	1.95	2	2.4	3

For example:

Barncroft Ward

The census data together with a 20% increase to reflect rise in car ownership showed that there were 0.252 vehicles per room of a dwelling.

A one bedroom property would typically be expected to have three rooms therefore three rooms at 0.252 per room would indicate that typically a one bedroom property in Barncroft Ward requires 0.756 spaces (rounded up to one whole).

$$0.252 \times 3 \text{ (number of rooms)} = 0.756 \text{ (1 whole)}$$

Table A4: Calculation of Car Parking Requirements by Ward assuming a growth in car ownership/use of 40%

Ward	Total No. of rooms	Total No. of cars	Cars per room	Cars per room plus 40%	1 bed or studio (X3)	Car Parking Spaces required	2 beds (X 4.5)	Car Parking Spaces required	3 beds (X 6.5)	Car Parking Spaces required	4+ beds (X 8)	Car Parking Spaces required
Barncroft	12461	2622	0.21	0.294	0.882	1	1.323	2	1.911	2	2.352	3
Battins	13678	2590	0.19	0.266	0.798	1	1.197	2	1.729	2	2.128	3
Bedhampton	20697	4953	0.24	0.336	1.008	2	1.512	2	2.184	3	2.688	3
Bondfields	13728	2652	0.19	0.266	0.798	1	1.197	2	1.729	2	2.128	3
Cowplain	22178	5962	0.26	0.364	1.092	2	1.638	2	2.366	3	2.912	3
Emsworth	25146	5867	0.23	0.322	0.966	1	1.449	2	2.093	3	2.576	3
Hart Plain	22135	5427	0.24	0.336	1.008	2	1.512	2	2.184	3	2.688	3
Hayling East	22409	5881	0.26	0.364	1.092	2	1.638	2	2.366	3	2.912	3
Hayling West	22185	5510	0.24	0.336	1.008	2	1.512	2	2.184	3	2.688	3
Purbrook	21256	5487	0.25	0.35	1.05	2	1.575	2	2.275	3	2.8	3
St Faiths	22919	5152	0.22	0.308	0.924	1	1.386	2	2.002	3	2.464	3
Stakes	21231	5166	0.24	0.336	1.008	2	1.512	2	2.184	3	2.688	3
Warren Park	14057	2715	0.19	0.266	0.798	1	1.197	2	1.729	2	2.128	3
Waterloo	23423	5872	0.25	0.35	1.05	2	1.575	2	2.275	3	2.8	3

The Car Parking Spaces identified in Tables A3 and A4 support the Parking Standards for Dwelling Houses set out in Chapter 2 of this document (Tables 4A-C). As growth in car ownership increases the current standards become less sufficient. However in viewing the '1 bed or studio' column for example, you will note that this need to consider additional car parking spaces is only just at the point where an additional car

parking space would be required. It would not be a good use of land to impose an increased parking requirement based on anticipated and unproven need.