

The Rushmoor Plan: Car and Cycle Parking Standards Supplementary Planning Document

Statement of consultation and summary of representations and responses

Regulations 17(1)(b) and 18(4) of the Town and Country Planning (Local Development) (England) Regulations 2004

This statement sets out the consultation that has taken place in the development of the revised Car and Cycle Parking Standards SPD. It also sets out a summary of the issues raised by the representations, and how these have been addressed in the version of the document that we intend to adopt.

OUR CONSULTATION

Whilst developing the draft SPD

Prior to its publication, the Council undertook the following stakeholder consultation:

- Parking Strategy Members Steering Group

The cross-party group of members discussed the proposed new document and expressed an interest that the review should:

- i) Consider the definition/inclusion of 'exceptional circumstances' and where zones could be defined e.g. town centres, where different standards might apply
- ii) Review of the standard requirements, particularly for one and three bed properties (including discussion with Spelthorne regarding how their standards are working – they have a 1.25 space allocation for a one-bed property)
- iii) Consideration to the application of increased standards to both new larger-scale developments and changes to existing properties (e.g. extensions)
- iv) Whether changes needed to be made in respect of garages, tandem parking
- v) Size of spaces should be increased
- vi) Standard will also take HMOs into account
- vii) Removal of on-street parking as a result of new developments could be taken into account
- viii) New standard could use 'allocated/unallocated spaces', rather than 'visitor' spaces

These comments were taken into account in the draft consultation SPD.

During the formal consultation period

A consultation on the draft SPD took place over 8 weeks between Friday 7 July 2017 and Wednesday 6 September 2017.

We also published a screening assessment for the SPD as required by Regulation 17 (attached to this document as Appendix 1).

Who was consulted and how?

Consultation letters and emails

The Council sent out letters and emails to notify interested parties about the consultation. These contacts were identified in the following way:

Groups on the LDF consultation database with an interest in developing locally and specific highways matters. This included Hampshire County Council Highways, the Highways Agency and adjoining Local Authorities. The consultation was also extended to a list of developers and applicants/ agents who have submitted planning applications using a list generated from the Council development management system (Unifom) database. The majority of these contacts had email addresses (and so received the email set out in Appendix 2), but a small number received their consultation by post (letter in Appendix 3).

Documents were also deposited in Council Offices and Public Libraries.

The documents (the SPD, Statement of Matters, Availability and Consultation, and SEA determination) were all made available to view at the Council Offices (during opening hours) and in Aldershot and Farnborough libraries.

Documents available on the Council's website;

The SPD and SEA determination were all made available to view on the Council's website.

Engagement with Rushmoor Councillors

A report was presented to the Rushmoor Cabinet on 27 June 2017 seeking approval to the draft SPD for consultation and to the Rushmoor Development Management Committee on 19 July 2017 drawing their particular attention to this consultation (Appendices 4 and 5). The Parking Strategy Members Steering Group cross party group of Members was also kept informed throughout the process of the consultation.

RESPONSES TO THE CONSULTATION

How many responses were received?

A total of sixteen individuals and organisations responded to the Draft SPD. A summary of the comments made are set out in the schedule attached as Appendix 4. The main points raised were:

- Cycle parking facilities should be well located, convenient, accessible and located as close to the destination as possible.
- Where facilities for mobility scooters are required they should be secure and under cover.
- Cycle parking standard for older persons housing could result in over provision.
- Calculation of car parking numbers that result in fractions should be rounded up to the next whole number.

- The rationale behind the requirement that a higher ratio of visitor car parking spaces are required for 1 bedroom residential properties than for larger properties should be explained.
- Discouraging the provision of garages will encourage more use of car ports which will have a negative impact on the street scene.
- It is wholly unreasonable that garages should not count to the overall parking provision. Those needing permission can be granted subject to a condition to retain it as such.
- Public parking bays are not wide enough.
- Caravans on drives take up parking spaces.
- It is divisive that residents seeking to increase the size of their property are required to provide additional parking to meet the parking standard while those that can extend a property under permitted development rights are not.
- There is insufficient evidence to justify the increase in the width of parking spaces.
- There is no rational basis to preclude tandem parking of more than 2 residential vehicles.
- The requirement to provide alternative parking that is displaced as a result of the insertion of a new vehicular access is wholly impractical and unreasonable.
- The application of a minimum parking standard for “Exceptional Circumstances” should be applied across the borough.
- A policy that garages should not be counted as parking spaces should not apply to extant outline planning consents (such as Wellesley).
- The commercial car parking ratios are too high and more parking should be provided at commercial developments.
- The car parking standard for older persons housing is too high and could be reduced to 0.3 spaces per residential property in some cases.
- Town maps for Aldershot and Farnborough should be included in the SPD to show where “Exceptional Circumstances” applies.
- The car parking standard for educational establishments may not be sufficient.
-

How were the issues addressed?

The main changes that have been made to the SPD are summarised below:

- A reference has been added that cycle parking facilities should be easy to find and as close to destinations as possible.
- The wording for accommodation for mobility scooters now requires that it shall be secure, weatherproof and accessible.
- The requirement for visitor parking spaces to be rounded up to the nearest whole number if greater than 0.5.

- A new paragraph 4.18 is inserted to explain the rationale for visitor car parking spaces.
- Further justification for not counting garages as car parking spaces has been inserted into paragraph 4.19.
- The statement that, “Extant and outline planning permissions are not subject to the changes set out in this SPD (compared to the Car and Cycle Parking Standard 2012)” has been added to paragraph 4.6.
- The parking standard for educational establishments has been revised to mirror the HCC parking standard for on-site school parking (2013)
- Maps showing the extent of the town centres of Aldershot and Farnborough that can be considered as “exceptional circumstances” for a reduced parking standard have been included in the SPD.

Strategic Environmental Assessment (SEA)

Draft Car and Cycle Parking Standards Supplementary Planning Document

Screening Report

June 2017

1. Introduction

This screening report is designed to determine whether or not the Rushmoor Car and Cycle Parking Standards Supplementary Planning Document (SPD) requires a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004. The primary aim of the SPD will be to help the Council's customers by setting out the level of parking provision required for differing types of new development. This will include guidance on the levels of car, cycle, motorcycle and disabled parking that should be provided. Information and advice on design and layout will also be included.

The legislative background for a screening exercise is set in Section 2 below. Section 3 provides a screening assessment of the likely significant environmental effects of the SPD and the need for a full SEA.

2. Legislative Background

The legislative basis for Strategic Environmental Assessments and Sustainability Appraisal (SA) is European Directive 2001/42/EC which was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004, known as the SEA Regulations. Detailed guidance on these regulations can be found in the Government publication 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM2005):

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practical_guidesea.pdf

The Planning and Compulsory Purchase Act 2004 first required Local Authorities to produce Sustainability Appraisals (SA) for all local development documents to meet the requirement of the EU Directive on SEA. In England it is considered best practice to incorporate requirements of the SEA Directive into an SA when required.

The Planning Act 2008 removed the requirement to undertake a Sustainability Appraisal for all Supplementary Planning Documents, as they do not normally introduce new policies or proposals or modify planning documents which have already been subject to Sustainability Appraisal. However, the Council is still required to screen its SPDs to ensure that the legal requirements for SA are still met where there are impacts that are not covered in the appraisal of an adopted parent DPD (Development Plan Document) or where an assessment is required by the SEA Regulations.

The principal DPD for Rushmoor Borough is the Rushmoor Borough Local Plan (Core Strategy).

During preparation of the plan work was undertaken to ensure the Plan was compliant with both the requirements of Sustainability Appraisal and SEA. The Rushmoor Borough Pre-Submission Core Strategy Sustainability Appraisal is the penultimate document in this process and accompanied the Pre-Submission Plan. It is available to view online:

The Local Plan (Core Strategy) went on to be adopted with no changes being made that would affect the sustainability appraisal findings in respect of parking. Other Sustainability Appraisal documents published to support the Local Plan, including the Local Plan (Allocations) can be viewed on our website.

This report focuses on screening for the SEA and the criteria for establishing whether a full assessment is needed for the Parking SPD.

3 Assessment

The diagram below, taken from 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM 2005), illustrates the process for screening a planning document to ascertain whether a full SEA is required:

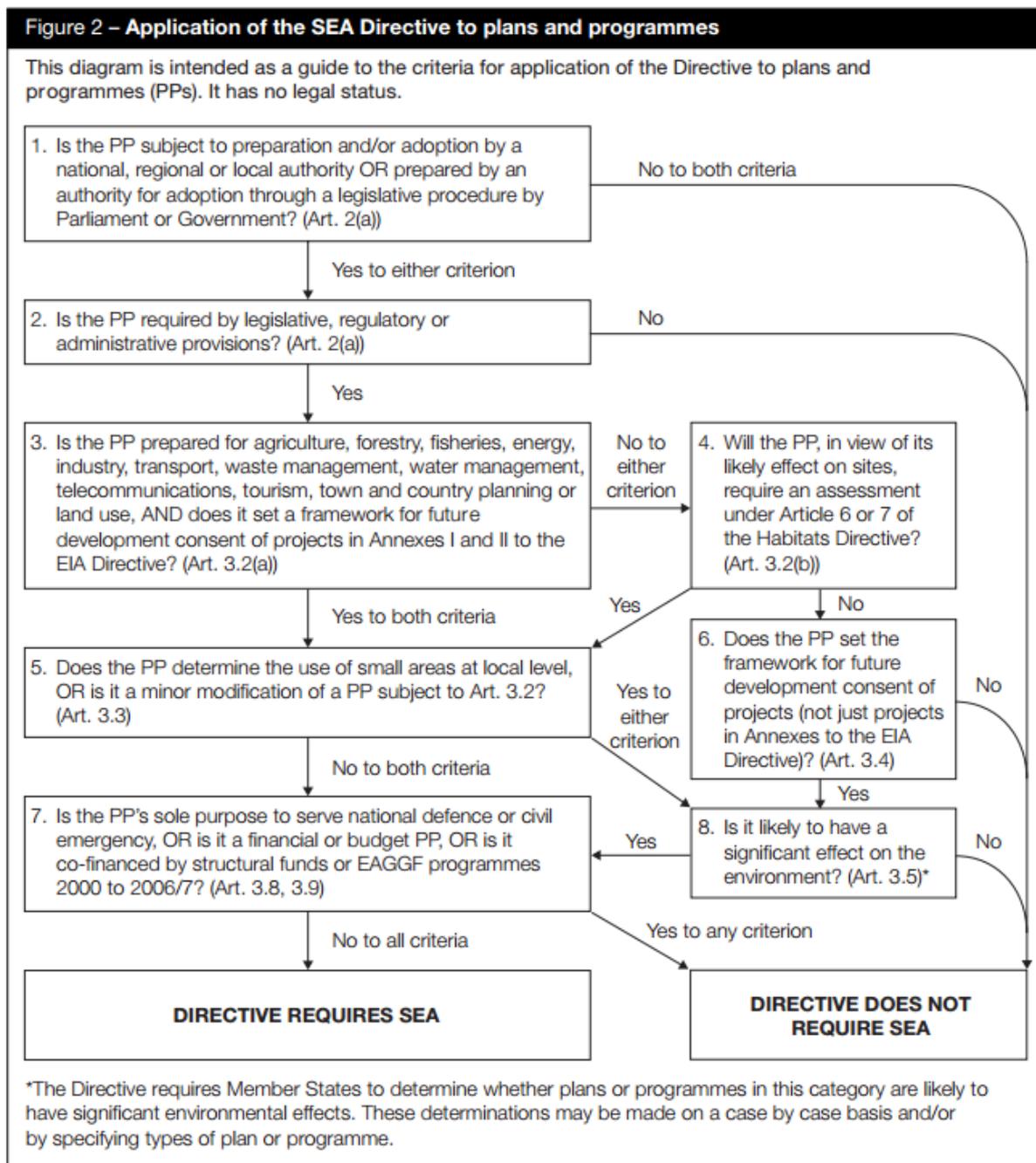


Table 1 later shows the assessment of whether the Parking SPD will require a full SEA. The questions in the table are drawn from the diagram above.

Table 1: Requirement for SEA

Decision making criteria	Yes/No	Reason
<p>1. Is the PP (plan or programme) subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a)) If no, SEA not required. If yes, go to Q.2</p>	Yes	The Rushmoor Car and Cycle Parking Standards Supplementary Planning Document (SPD) is prepared by the local authority
<p>2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a)) If no, SEA not required. If yes, go to Q.3</p>	Yes	The SPD is required for administrative purposes. The document will provide additional information to supplement the Local Plan (Core Strategy) and will be used in assessing the adequacy of the levels of parking provision in planning applications
<p>3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a)) If no, go to Q.4 If yes, go to Q5</p>	No	Although the SPD is prepared for transport and town and country planning purposes, it does not set a framework for future consent of projects in Annexes I and II to the EIA Directive
<p>4. Will the PP, in view of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b)) If no, go to Q.6 If yes, go to Q.5</p>	No	No The SPD is not likely to have an effect, particularly given that it will have little influence over the location of development and therefore is unlikely to have an impact on habitats.

Decision making criteria	Yes/No	Reason
5. Does the PP Determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (Art. 3.3) If no, go to 7 If yes, go to 8	Yes	Yes The SPD does not constitute a modification of any plan but it will set out parking standards which will inform the use of the land at a local level
6. Does the PP set the framework for future development consent of projects (not just projects in annexes to the EIA Directive)? (Art 3.4) If no, SEA not required If yes, go to 8	Yes	Yes This SPD will be accorded weight as a material planning consideration in the determination of planning applications
7. Is the PP's sole purpose to serve the national defence or civil emergency, OR is it a financial or budget PP, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art 3.8, 3.9) If no, SEA required. If yes, SEA not required	No	The SPD will not serve the national defence or civil emergency, it is not a financial or budget PP, and it is not co-financed by structural funds or EAGGF programmes
8. Is it likely to have a significant effect on the environment? (Art. 3.5) If no, SEA not required If yes, SEA required	No	See Tables 2 and 3 for full details.

The second stage of the SEA screening process only needs to be undertaken if Question 8 is reached and is used to determine whether the policy is likely to have significant adverse environmental effects. This stage involves assessing the aims of the SPD against a set of criteria that are set out in Schedule 1 of the SEA Regulations 2004 and as set out in following two tables:

Table 2: The Characteristics of the Plan or Programme

Criterion	Response
(a) Does the Parking SPD set a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	The SPD will expand further on existing policy in the Rushmoor Borough Local Plan (Core Strategy). It does not itself set a framework for projects or other activities. However it will set out site specific guidance and criteria for certain types of development, the impacts of which are anticipated to be small-scale and localised in nature
(b) Does the Parking SPD influence other plans including those in a hierarchy	No. The SPD will expand upon other policies in higher level documents and sits at the lowest tier of the development plan system
(c) Does the Parking Standards SPD relate to the integration of environmental considerations in particular with a view to promoting sustainable development	Yes. The SPD will set out the minimum amounts of car and cycle parking that may be provided at various types of new developments throughout the Borough. The contents of the SPD will directly influence the amount of parking provided at new developments, and this will have some implications for land use, drainage and runoff, having positive environmental implications. Also, as the Parking Standards SPD is likely to restrict parking in accessible locations, there is a possibility that it will indirectly influence choice of travel mode and the environmental impact of trips to/from new developments.
(d) What environmental problems are relevant to the SPD	The main environmental problems that are relevant to this SPD are those related to transport. Parking availability has a major influence on choice of mode of travel and this SPD could encourage more sustainable modes of travel, especially in sustainable locations. Modal shift has various positive environmental implications including reducing carbon emissions, reducing air pollutants, reducing noise, as well as having positive economic and social implications.
(e) Will the SPD aid the implementation of EC legislation on the environment?	Yes. The SPD may aid the implementation of EC legislation, in particular that relating to air quality and climate change

Table 3: The characteristics of the effects and of the area likely to be affected

Criterion	Response	Is the effect significant?
(a) What are the probability, duration, frequency and reversibility of the effects of the SPD	The Parking SPD will provide supplementary guidance to Policies CP16 and CP17 of the Rushmoor Borough Local Plan (Core Strategy) and Policy IN2 of the emerging Rushmoor Local Plan which sets planning policy to 2032. The SPD will influence the nature of parking at new developments following its adoption and the effects are considered to be localised in nature. The effects of the SPD will be apparent for the duration of the development, which are likely to be long-term, and irreversible without alteration to the actual development.	No
(b) What are the cumulative nature of the effects of the SPD	The cumulative effects are considered to be positive with better/more appropriate parking having a positive effect on the environment. The SPD may encourage more sustainable modes of travel. Modal shift has various positive environmental implications including reducing carbon emissions, reducing air pollutants, reducing noise, as well as having positive economic and social implications	No
(c) What is the transboundary nature of the effects of the SPD	There are no anticipated transboundary effects	No
(d) Are there any risks to human health or the environment from the SPD	There are not considered to be any risks to human health or the environment that will result from implementation of the SPD	No
(e) What is the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected) of the SPD	The SPD will be applicable to developments within the Borough of Rushmoor, which covers a total area of 3,905 hectares and has a population of 93,807 (2011 Census). The majority of development will take place within the urban area. Although this is sizeable any anticipated effects arising from the SPD would be small scale and confined to the site and the immediate area and population surrounding a development	No

Criterion	Response	Is the effect significant?
(f) Is the value and vulnerability of the area likely to be affected due to: i. special natural characteristics or cultural heritage ii. exceeded environmental quality standards or limit values, or iii. intensive land use	The Borough contains numerous heritage assets, including conservation areas and listed buildings which are dispersed throughout the built up area and contains numerous natural sites that have either a local or national designation. It is not anticipated that the Parking Standards SPD will have any adverse effects on any of the listed considerations	No
(g) Will the SPD have effects on areas of landscape which have are recognised national, EC or international protection status	The Borough contains a number of areas of biodiversity importance. These include parts of the Thames Basin Heaths Special Protection Area. international designations comprise the Special Protection Area (SPA) and a number of local nature reserves. Any impacts arising from the SPD are considered to be small scale and localised in nature. Appropriate parking provision on developments near these sites will avoid indiscriminate parking encroaching onto sites of importance.	No

4 Determination of the need for SEA

On the basis of this screening process, although Table 1 shows that SEA may be required, the results from Tables 2 and 3 show it to be unlikely that there will be any significant environmental effects arising and as such, it is the council's opinion that no SEA is required.

5 Consultation

In accordance with Regulation 9 (2) (b), the screening opinion will be sent to the three statutory consultation bodies for consideration:

Environment Agency

Historic England

Natural England

This screening report will also be made available on the Council's website.

The consultation period commences on 7 July 2017 and closes on 6 September 2017.

Representations should be made to:

Planning Policy

Rushmoor Borough Council

Council Offices

Farnborough Road

Farnborough

GU14 7JU

Tel 01252 398789

From: Samuel Rimmington [<mailto:samuel.rimmington@rushmoor.gov.uk>]

Sent: Thursday, July 6, 2017 3:27 PM

Subject: Draft Car and Cycle Parking Standards Supplementary Planning Document (SPD)

Dear Sir/Madam,

Draft Car and Cycle Parking Standards Supplementary Planning Document (SPD)

We are contacting you because you (or your organisation) have:

- requested to be informed of the publication by Rushmoor Borough Council of any planning policy documents that affect the Borough; and/or
- submitted comments on the draft Rushmoor Local Plan in previous consultations; and/or
- been in discussion with the council about parts of the Plan and its supporting evidence.

We would like to alert you to the publication of the draft Car and Cycle Parking Standards SPD for consultation for a period, running from 7th July to 6th September 2017 inclusive.

Rushmoor Borough Council has published a draft Car and Cycle Parking Standards SPD and wants to give you the opportunity to submit any representations that you may have before it is finalised for adoption. The draft SPD sets the appropriate car and cycle parking standards for all forms of new development across the Borough. The existing Parking Standards SPD was adopted by the Council in March 2012. The Council has considered it necessary to review it to consider latest evidence on car ownership for the residential parking standard and to clarify and better define some of the existing policy.

The Council will consider your comments and will take these into account before the document is finalised for adoption by the Council this Autumn.

The draft Car and Cycle Parking Standards SPD is available to view from Friday 7th July on the Council's website via: www.rushmoor.gov.uk/parkingspd. In addition, a paper copy of the draft SPD is available to view at the Council's offices in Farnborough, and at Aldershot and Farnborough Libraries. Further information about the availability of the documents and how to submit comments (including how to request to participate in the public hearings) are attached to this email. Please note that any formal comments submitted on the draft SPD cannot be treated as confidential.

If you have any queries about the consultation process or the Car and Cycle Parking Standards SPD, please do not hesitate to contact a member of the Planning Policy team at plan@rushmoor.gov.uk or by telephone on 01252 398789.

Kind regards,

Jim Pettitt

Transportation Strategy Officer

All representations must be received by the 5pm deadline on the 6th September 2017.

To: Rushmoor Plan (Parking Standard),

Council Offices,

Farnborough Road

Farnborough GU14 7JU

E mail: plan@rushmoor.gov.uk

Dear Sir/Madam,

Draft Car and Cycle Parking Standards Supplementary Planning Document (SPD)

We are contacting you because you (or your organisation) have submitted a planning application recently.

We would like to alert you to the publication of the draft Car and Cycle Parking Standards SPD for consultation for a period, **running from 7th July to 6th September 2017** inclusive.

Rushmoor Borough Council has published a draft Car and Cycle Parking Standards SPD and wants to give you the opportunity to submit any representations that you may have before it is finalised for adoption. The draft SPD sets the appropriate car and cycle parking standards for all forms of new development across the Borough. The existing Parking Standards SPD was adopted by the Council in March 2012. The Council has considered it necessary to review it to consider latest evidence on car ownership for the residential parking standard and to clarify and better define some of the existing policy.

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To:

Rushmoor Plan (Parking Standard),

Council Offices,

Farnborough Road

Farnborough

GU14 7JU

E mail: plan@rushmoor.gov.uk

**CR. MARTIN TENNANT, ENVIRONMENT AND
SERVICE DELIVERY PORTFOLIO HOLDER**

CABINET

27 JUNE 2017

KEY DECISION :YES

REPORT NO PLN 1719

**CAR AND CYCLE PARKING STANDARDS
REVIEW OF SUPPLEMENTARY PLANNING DOCUMENT**

SUMMARY AND RECOMMENDATIONS:

This report follows a review of the current Parking Standards that sets the policy for residential and commercial parking in new and existing development in the borough and seeks approval to consult on the draft Supplementary Planning Document, the Rushmoor Car and Cycle Parking Standards SPD 2017.

It is recommended that the Cabinet:

- **Consider the review of the Council's Car and Cycle Parking Standards SPD as set out in this report;**
- **Approve the draft Car and Cycle Parking Standards SPD (attached) for consultation;**
- **Cabinet delegates authority to the portfolio holder for Environment in conjunction with the Head of Planning to agree any minor changes prior to publication for consultation.**

1. INTRODUCTION

- 1.1 This report seeks approval from Cabinet to undertake a public consultation exercise on a draft Supplementary Planning Document (SPD), which follows a review of the Council's current Car and Cycle Parking standards.
- 1.2 The current Council's Car and Cycle Parking SPD was adopted in April 2012, and followed government guidance, which encouraged councils to develop parking policies for residential development and commercial development by taking account of expected levels of car ownership, balanced against the importance of promoting good design and the need to use land efficiently.
- 1.3 In January 2011, the Government announced changes to Planning Policy Guidance 13, the principal effect being the deletion of the requirement to

express “maximum” parking standards for residential development. Our current standard adopted in 2012 reflected this change and gave us more scope to set more realistic parking policies that reflect the circumstances in the borough.

- 1.4 The National Planning Policy Framework (NPPF), required the setting of local parking standards for residential and commercial development to take account of :
- The accessibility of the development
 - The type, mix and use of the development
 - The availability and opportunities for public transport
 - Local car ownership levels, and
 - An overall need to reduce the use of high emission vehicles

This report seeks approval from Cabinet to carry out public consultation on a draft Supplementary Planning Document (SPD), which follows a review of the Council’s current Car and Cycle Parking standards.

2. **BACKGROUND**

- 2.1 To provide the background evidence to support new parking standards, Officers have studied information on car ownership using the 2001 and 2011 census and to compare this data with our neighbouring authorities. While the average car ownership per household has increased by 0.1 cars (7.5%) between 2001 and 2011 Rushmoor still has a lower level of car ownership than our neighbouring authorities.
- 2.2 Our requirement since 2012 for additional visitor parking spaces for new residential developments our parking standard is more stringent than our neighbouring authorities.
- 2.3 This study also demonstrated that the number of cars owned by residents bears little relationship to the accessibility of an area (which considers proximity to public transport and to local facilities including shops).
- 2.4 Night time surveys of residential developments that comply with our current standard have been undertaken at 8 locations in Aldershot and Farnborough. These show that there is vacancy of some parking spaces suggesting that the present standard not only meets current demand but also allows future flexibility for the future (e.g.family sizes changes through the life cycle of an individual property).

3 DETAILS OF THE PROPOSAL

Proposed changes to our Car and Cycle Parking Standards SPD

- 3.1 Our present residential parking standard is :
- 1 parking space for 1 bed properties
 - 2 parking spaces for 2/3 bed properties, and
 - 3 parking spaces for properties with 4 or more bedrooms
Plus visitor parking

 - 1 visitor space for every 3 x 1 bed properties, and
 - 1 visitor space for every 5 properties of 2 or more bedroom
- 3.2 The review suggests no change is made to the fundamental parking standards above but that more clarity is given to other areas where the present guidance is not clear.
- 3.3 In town centre locations, the standards refer to a minimum of 1 parking space for each residential dwelling in “exceptional circumstances”. It is proposed that the new standard clarifies this distinction by firstly defining the town centres and making a distinction between new build and conversion or re-use of properties for residential use. It is not the intention to discourage re-use of existing buildings which are expected to meet the minimum standard by a combination of parking off street and on street (supported by parking surveys). While for new development it is expected that the minimum standard will be available within the development.
- 3.4 Residential developments in multiple occupation (HMOs) or studio flats or bedsits will be need to meet the standard in terms of the number of beds being provided.
- 3.5 Experience has shown that while garages of sufficient size to accommodate a modern family car (3m x 6m) have been provided on developments they are quite often not used for parking. It is proposed to no longer count a garage as a parking space for new development.
- 3.6 The principle of parking cars one behind the other in a tandem formation is considered satisfactory for two cars but our present standard does not prevent this being extended for three cars in a line, which is not considered acceptable.

- 3.7 The size of parking spaces for new residential development should be increased from the present 4.8m x 2.4m to become 4.8m x 2.5m to reflect the increased size of modern cars.

Programme for Adoption

- 3.8 The process for adoption of an SPD requires consultation of the draft document for a minimum of 4 weeks. Subject to approval of the draft document by Cabinet, it is proposed to start the consultation at the start of July to conclude on the 6th September 2017 to give more time to allow for the summer leave period.
- 3.9 Consideration of responses to the consultation and preparation of the final SPD should be completed for consideration by Cabinet in October.

4. IMPLICATIONS OF DECISION

Legal Implications

- 4.1 The adopted Car and Cycle Parking Standard Supplementary Planning Document will set the policy for determination of the parking requirements for new and existing residential and commercial developments.

Financial and Resource Implications

- 4.2 The adopted Car and Cycle Parking Standard Supplementary Planning Document needs to be supported by evidence of its suitability and appropriateness in accordance with the NPPF to ensure that challenges from planning appeals can be defended that could result in legal costs and unnecessary use of staff resources. The revision to this standard is based upon evidence of car ownership levels and local circumstances in the borough.

BACKGROUND DOCUMENTS:

A number of background documents have informed the preparation of the draft Car and Cycle Parking Standards SPD 2017. These include the National Planning Policy Framework, 2001 and 2011 Census (Car ownership per household), Parking Standard SPDs for other Local Planning Authorities.

CONTACT DETAILS:

Report Author – Jim Pettitt; jim.pettitt@rushmoor.gov.uk ; 01252 398200

Head of Service – Keith Holland; keith.holland@rushmoor.gov.uk; 01252 398790

Development Management Committee
19th July 2017

Head of Planning
Report No. PLN1723

Car and Cycle Parking Standards

Review of Supplementary Planning Document

1. Introduction

- 1.1 This report is part of the consultation on a draft Supplementary Planning Document (SPD), which follows a review of the Council's current Car and Cycle Parking standards.
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- 1.3 In January 2011, the Government announced changes to Planning Policy Guidance 13, the principal effect being the deletion of the requirement to express "maximum" parking standards for residential development. Our current standard adopted in 2012 reflected this change and gave us more scope to set more realistic parking policies that reflect the circumstances in the borough.
- 1.4 The National Planning Policy Framework (NPPF), required the setting of local parking standards for residential and commercial development to take account of :
- The accessibility of the development
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2. Background

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2.3 This study also demonstrated that the number of cars owned by residents bears little relationship to the accessibility of an area (which considers proximity to public transport and to local facilities including shops).

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3.3 In town centre locations, the standards refer to a minimum of 1 parking space for each residential dwelling in “exceptional circumstances”. It is proposed that the new standard clarifies this distinction by firstly defining the town centres and making a distinction between new build and conversion or re-use of properties for residential use. It is not the intention to discourage re-use of existing buildings which are expected to meet the minimum standard by a combination of parking off street and on street (supported by parking surveys). While for new development it is expected that the minimum standard will be available within the development.

3.4 Residential developments in multiple occupation (HMOs) or studio flats or bedsits will be need to meet the standard in terms of the number of beds being provided.

3.5 Experience has shown that while garages of sufficient size to accommodate a modern family car (3m x 6m) have been provided on developments they are quite often not used for parking. It is proposed to no longer count a garage as a parking space for new development.

3.6 The principle of parking cars one behind the other in a tandem formation is considered satisfactory for two cars but our present standard does not prevent this being extended for three cars in a line, which is not considered acceptable.

- 3.7 The size of parking spaces for new residential development should be increased from the present 4.8m x 2.4m to become 4.8m x 2.5m to reflect the increased size of modern cars.

4. Legal Implications

- 4.1 The adopted Car and Cycle Parking Standard Supplementary Planning Document will set the policy for determination of the parking requirements for new and existing residential and commercial developments.

5. Financial implications

- 5.1 The adopted Car and Cycle Parking Standard Supplementary Planning Document needs to be supported by evidence of its suitability and appropriateness in accordance with the NPPF to ensure that challenges from planning appeals can be defended that could result in legal costs and unnecessary use of staff resources. The revision to this standard is based upon evidence of car ownership levels and local circumstances in the borough.

Keith Holland
Head of Planning

BACKGROUND PAPERS

A number of background documents have informed the preparation of the draft Car and Cycle Parking Standards SPD 2017. These include the National Planning Policy Framework, 2001 and 2011 Census (Car ownership per household), Parking Standard SPDs for other Local Planning Authorities.

Consultation Responses

APPENDIX 6

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
<p>Sarah Wood Rushmoor Cycle Forum</p>	<p>The comments are restricted to cycle parking standards, which do not appear to have changed from the original document "Car and Cycle Parking Standards SPD (2012)2</p> <p>Section 4.41 of the draft states</p> <p><i>"Cycle storage is required to encourage cycle ownership and use, and to make cycling a feasible alternative to using the private car. It is therefore important that there is adequate storage of the right type at home, and at the journey destination. "</i></p> <p>The forum supports this statement. In terms of residential parking a fair measure of "adequate" suggests one cycle parking space per household member.</p> <p>Section 4.44 of the draft acknowledges that it is preferable for each residential unit to have its own secure cycle storage but the difficulty in allowing for this is high density schemes. The forum would request that in this situation any communal cycle storage should allow for each household member to have a covered, secure ground space to store a bike with both wheels on the ground.</p>	<p>The proposed Car and Cycle Parking Standard makes no changes to cycle parking standards from the 2012 SPD.</p> <p>Principle 18 requires that parking for cycles to be secure, weatherproof and accessible. Para 8.5 requires for cycle stores to</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>Section 4.48 looks at cycle parking for non residential use on a larger site. The forum agrees that small groups of cycle parking facilities spread around a development is preferable to clustered at a central location. This situation has not been adequately addressed in The Meads where cycle parking is largely confined to the edges of the centre. Although there has been a recent addition of well placed cycle parking close to Decathlon. The forum requests that cycle parking needs to be well located and more or at least as convenient as provision for car parking. Please be aware that these are not just ideas identified by the forum but relate to documents such as Local Transport Notes 2/08 which states that cycle "parking facilities should be easy to find and as close to destinations as practicable. "</p> <p>The forum therefore requests that sections 4.47 and 4.48 need an additional policy that non-residential cycle parking should be: "Well located - convenient, accessible, as close as possible to the destination, and preferably sheltered"</p> <p>Parking for cycles should be at least as convenient as parking for cars.</p> <p>This suggested policy statement is taken from the London Cycling Design Standards, Chapter 8 Cycle Parking: https://tfl.gov.uk/cdn/static/cms/documents/lcds-chapter8-</p>	<p>be designed such that both wheels are on the ground.</p> <p>The words, "parking facilities should be easy to find and as close to destinations as practicable" will be added to paragraph 8.7.</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>cycleparking.pdf</p> <p>This document is an excellent reference for Cycle Parking issues.</p> <p>Appendix A: Car and Cycle Parking Standards gives the minimum requirements for cycle standard. The forum requests that the cycle standard should be one parking space per household member. This should allow for everyone in a household to be able to cycle and provide for a whole family to cycle together. The forum thinks that two cycle spaces for two, three, four or more bedroomed units is inadequate.</p>	<p>The cycle parking standard of 1 space per residential unit and 2 spaces for residential units of 2 or more bedrooms is a minimum standard. The standard seeks the provision of quality cycle parking accommodation that is secure, weatherproof and accessible to encourage cycle ownership and use.</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
<p>Mrs K Parrish (e mail enquiry, no address given)</p>	<p>The plan for mobility scooters does not consist of shelter places to keep them under lock and key only charging points.</p>	<p>Para 9.2 to have added, “in secure, weatherproof and accessible accommodation”.</p>
<p>Trevor Hills (email correspondent, no address given)</p>	<p>At a first, quick reading the document seems satisfactory with the exceptions set out below:</p> <ol style="list-style-type: none"> 1. In “Overarching principles” para 4.4 requires rounding up to the nearest whole number. This is in contradiction to Principle 9 which requires rounding to the nearest whole number (which could be a rounding down). I suggest that the wording in both cases should be 	<p>Principle 9 amended to read, “rounded up to the nearest whole number”.</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>rounding up to the next whole number.</p> <ol style="list-style-type: none"> 2. In Principle 9 the requirement for more visitor space for a 1 bedroom property than for a larger property should be explained. 3. The rationale for Principle 10 should be explained. This seems difficult to justify if “car parking standard” means Principle 7. Notwithstanding para 3.12 Principle 10 seems calculated to discourage the provision of garages. Satisfying Principle 7 by means of provision of a garage will help “improve the appearance of the parking within the street scene” even more than car-ports. 4. I am unable to find in this document any specified minimum size for garages except where it includes accommodation for cycle parking. In view of the seemingly inexorable trend for new cars to be larger (especially in width) than older ones it is no wonder that it is found impracticable to use many garages for their intended purpose (i.e housing cars!). A minimum width may well assist in encouraging home owners to get their cars off the street and out of sight. 	<p>New paragraph 5.7 inserted, “Residential properties with one allocated parking space have less flexibility to accommodate visitor parking than residential properties of 2 or more bedrooms with two or more car parking spaces allocated. The ratio of visitor spaces for a one bedroom properties is therefore set higher than for residential properties of 2 or more bedrooms.”</p> <p>Inserted into para 5.9, “It is apparent that garages are most often not used for car parking with cars being displaced elsewhere while the garage is either converted for habitable accommodation or used for storage”. The Council will not discourage the introduction of garages of the minimum dimensions of 3m x 6m but these will not be counted as parking spaces to meet the parking standard.”</p> <p>As above</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
<p>Mrs O Allday, Langdale Close, Farnborough</p>	<p>The document is repetitive in places.</p> <p>Could be written in more simple English.</p> <p>Not enough houses use the space in their front gardens to provide off street parking.</p> <p>Caravans on drives take up parking spaces. Communal car parks should have height restrictors to stop them being used for storing caravans.</p>	<p>Noted</p> <p>Noted</p> <p>Applications for off street parking are normally supported subject to suitable dimensions being available.</p> <p>Planning approvals include a Condition that parking spaces , “shall be used only for the parking of motor vehicles.....and not used for the storage of caravans or trailers.”</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>Public parking bays are not long enough or wide enough.</p> <p>Public cycle and motorcycle parking should be covered.</p> <p>Visitors parking spaces should be marked.</p> <p>Most folk will want to own a car or motor cycle.</p> <p>Why is only 1 lorry space required for 1000 sqm of B1c/B2/B8 use for developments of over 2000 sqm when 1 space for 500 sqm is required for developments of less than 2000 sqm?</p>	<p>The proposed standard will require wider public parking bays.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>The parking standard for lorry parking is a guideline. For larger development there is an economy of scale.</p>
<p>TAG Farnborough Airport</p>	<p>We have reviewed the content and have no queries or comments to submit.</p> <p>Our review has however assisted us in determining that we are moving in the right direction with respect to our own travel planning schemes and parking arrangements.</p>	<p>Noted</p>
<p>Ruth Griffiths Acting Headteacher Fernhill Primary School</p>	<p>Are there any plans to address the parking outside of our school?</p>	<p>Noted</p>
<p>Gregory Gray Associates Representations on behalf of Rio Homes</p>	<p>General</p> <p>It would help the reader to distinguish between new and existing policy in the Draft e.g. some existing Principles are re-numbered for no apparent reason.</p>	<p>Principles have been re-numbered as new Principles have been inserted in the new standard.</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>Paragraph and Principles Comments</p> <p>2.2. Policies must be consistent with the general thrust of national policy to significantly boost sustainable development.</p> <p>4.4. The requirement should only be rounded up if greater than 0.5.</p> <p>4.5. It would be unreasonable in circumstances where permission is required for an extension that a property owner should be fettered whereas those that are permitted development are not. It is divisive and runs counter to the regime of national policy of progressively increasing permitted development rights to enlarge dwellings so as to enable home owners to make best use of their homes, accommodating growing families or providing a home for elderly relatives without having to move. The second paragraph should be deleted.</p> <p>Table 2. It is unreasonable to increase the width of parking spaces to 2.5m. There is no qualitative benefit as the majority of all modern car spaces in the Borough are 2.4m wide and the Council brings no empirical evidence that spaces are not being</p>	<p>Noted</p> <p>Inserted into para 4.4 , “greater than 0.5”.</p> <p>The “step change” requirement in para 4.5 is applied to take account of the potential increase in the household of a property while recognising the existing situation where a property may not have previously met the parking standard.</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>used because they are apparently 100mm too narrow. It also runs counter to the aim in para. 4.58 to minimise expenses of parking. It should revert to current policy of 2.4m wide.</p> <p>New Principle 4. There is no rational basis to preclude tandem parking of more than 2 residential vehicles. Two spaces in tandem behind a garage (and third space) are not uncommon. the Council brings no empirical evidence that spaces are not being used and it should be deleted.</p> <p>New Principle 5. This is wholly impractical and unreasonable. This is tantamount to requiring the provision of public parking on private property. It would be impossible to police and has the potential for considerable legal/insurance problems, ultimately involving the Council, should for example a vehicle be damaged. It should be noted also that not all vehicular accesses require planning permission, Furthermore, in circumstances where a new access is constructed to form an estate road for example, the additional length of highway that would be created would provide additional on-street parking. This Principle should be</p>	<p>The change to require the minimum width of parking bays to be increased from 2.4m to 2.5m in response to concerns about parking modern vehicles that are wider than their earlier counterparts. The requirement stated in Table 2 for 2.5m bays only applies to new development.</p> <p>The inconvenience of tandem parking does lead to vehicles being parked on street due to the ordering of vehicles parked in a line. The standard allows tandem parking of 2 vehicles in a row but not layouts where more than one parking space is obstructed by other parking spaces.</p> <p>It is expected that this alternative provision will be achieved by identifying where displaced parking resulting from the insertion of a new vehicular access will be accommodated on street within a</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>deleted.</p> <p>4.13. There is no rational basis to distinguish between conversions and new build when it comes to parking provision. The same should apply to both, noting the application of para.4.6. This paragraph should be deleted.</p> <p>Principle 7 (and Appendix A and Footnote 18). This takes no account of the fact that the occupants of certain types of dwellings e.g. HMOs, older persons housing or extra care, are less likely to be car owners. It should be amended to read; ‘Unless it can be satisfactorily demonstrated otherwise to the authority, a minimum parking standard of...’</p> <p>Principle 9. It is absurd that a 1 bed flat should make the same visitor provision as a 2-bed house because of the application upwards of the fraction. It should only be rounded up if greater than 0.5.</p>	<p>reasonable distance of the new access. This may require changes to on street traffic management (waiting restrictions).</p> <p>Para 4.13 first sentence to be replaced with, “Where a new vehicular access results in the loss of an on street parking space an alternative on street parking space shall be identified within a reasonable distance of the new access”.</p> <p>The distinction is that a new build development has more opportunity to design and build a property a scale that matches the size of the plot available and modern parking requirements.</p> <p>Older persons housing requiring 1 space per residential unit applies to “Active elderly” accommodation. Residential accommodation for elderly persons requiring extra care is covered under Nursing and Rest Homes or Residential units for adults with learning/ physical disabilities.</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>New Principle 10. It is wholly unreasonable that garages should not count to the overall parking provision. Those needing permission can be granted subject to a condition to retain it as such. Many homeowners welcome the provision of garage space to park their vehicles. Not allowing them to count will render redundant any form of condition or control to prevent their use for some other purpose. It also runs counter to the aim in para. 4.58 to minimise expenses of parking. The Principle should be deleted.</p> <p>4.22. The exceptional circumstances can and should be applied throughout the Rushmoor Borough which is not a large geographical area. The opportunity to restore or reuse an older property or a heritage asset supports the efficient use of buildings and is sustainable development. The paragraph should be amended accordingly.</p> <p>Principle 11d. There is no Principle 9b.</p> <p>4.45. It is not necessary to specify that all bicycle wheels should be placed on the ground given the availability if suitable alternatives that take up less space e.g. Spacepod Storage Modules which has won awards and are commonly used in</p>	<p>Inserted into Principle 9, “if greater than 0.5”.</p> <p>It is not practical to enforce the use of garages.</p> <p>Inserted into para 5.9, “It is apparent that garages are most often not used for car parking with cars being displaced elsewhere while the garage is either converted for habitable accommodation or used for storage”. The Council will not discourage the introduction of garages of the minimum dimensions of 3m x 6m but these will not be counted as parking spaces to meet the parking standard.”</p> <p>The application of “Exceptional Circumstances” only in town</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>London. The last sentence should therefore be deleted.</p> <p>Principle 21. is supported but will not be achieved with the raft of unnecessary and unjustified changes proposed that hamper ingenuity and restrict and will discourage rather than boost development in accordance with the NPPF.</p> <p>Principle 22. Should say ‘...should not have a significant adverse effect on...’ In many urban locations neighbours parking already occurs next to dwellings without having any adverse impact.</p>	<p>centres as defined considers the higher degree of accessibility including access to public transport and proximity to local facilities.</p> <p>Amended to, “Where the proposal would comply with Principle 11a”.</p> <p>The principle of storing/ parking vehicles with both wheels on the ground is preferred by the Rushmoor Cycle Forum in their comments. It is easier and safer for cyclists not to have to lift cycles into place and when cycles are parked adjacent to a Sheffield stand or similar there is improved security of being able to lock both the frame and wheels.</p> <p>Noted</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
		Noted
Waverley Borough Council	<p>Thank you for consulting Waverley Borough Council on the above document.</p> <p>The council have considered the likely impacts on Waverley and have no comments to make.</p>	Noted
Historic England	<p>We are grateful for having been consulted but have no comments on the document.</p>	Noted
Natural England	<p>Whilst we welcome this opportunity to give our views, the topic of the Supplementary Planning Document does not appear to relate to our interests to any significant extent. We therefore do not wish to comment.</p> <p>Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.</p>	Noted
Savills on behalf of Grainger plc	<p>Grainger notes that the revised draft SPD is very similar to the March 2012 document and that the boroughwide parking standards in Appendix 1 of the SPD remain unchanged. On this basis, this representation supports the most of the principles and standards set out in the revised draft Cycle and Parking</p>	

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>StandardsSPD.</p> <p>Notwithstanding the general support for improve residential parking arrangements within the Borough, Grainger objects to Principle 10 of the consultation document.</p> <p>Garages provide a much sought after parking arrangement for family homes. Discounting garages from onsite parking provision will result in an increase of driveways and on-street parking having to be incorporated into site layouts in order to achieve Rushmoor’s parking standards. This will result in a greater increase in hard standing, larger areas of parking in front of and in between houses and an overall less efficient use of land. As an example, standard house types for 4+ bed houses often include standalone or integral garages within the design which provides for one of the required three parking spaces. The loss of the garage as a parking space will result in additional hard standing around the property in order to achieve the required amount of parking. For dense urban schemes, such as some of the phases at Wellesley, for example, this will be to the detriment of the landscaping/planting provision, pedestrian movement, and to the overall aesthetic of the street scene. It is noted that the Council does encourage the use of car ports as an alternative to garages. In some situations it is agreed that these provide suitable parking provision. However, it should be noted that in our experience, potential purchasers of larger family homes would prefer to have a integrated garage. For the reasons set out, Grainger recommends that a degree of flexibility is factored</p>	<p>Inserted into para 5.9, “It is apparent that garages are most often not used for car parking with cars being displaced elsewhere while the garage is either converted for habitable accommodation or used for storage”. The Council will not discourage the introduction of garages of the minimum dimensions of 3m x 6m but these will not be counted as parking spaces to meet the parking standard.”</p> <p>Added to para. 4.6, “Extant and outline planning permissions are not subject to the changes set out in this SPD when compared to the Car and Cycle Parking Standard SPD 2012 (e.g. not counting garages as car parking spaces and width of car parking spaces).”</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>into the wording of Principle 10, to allow the suitability of garages to be included within a parking space calculation to be assessed on their individual merits. This is particularly pertinent to extant outline planning consents, such as Wellesley, for which the density and housing capacity would have been calculated on the basis of garages (and more over integral garages. It should also allow for flexibility where there is precedent for allowing garages as parking spaces on those sites. Principle 10 should allow for a larger garage size with internal dimensions of no less than 3m x 7m that would allow for a car and some storage/cycle parking. This would result in more efficient use of land to have integrated garages, would allow for improved landscaping and result in less on-street car parking.</p>	
<p>Steve Barrett Hurst Warne Chartered Surveyors</p>	<p>I support a lot of this document mostly the need for car charging ports.</p> <p>However it must be noted that the maximum parking ratios published are too high.</p> <p>As a letting agent it is of paramount importance to have good parking levels to attract the best businesses from outside the area in to Rushmore. Although not largely out I would suggest a slight correction for offices from 30 sq m per space to 25 sq m per</p>	<p>Noted</p> <p>The proposed non-residential maximum parking ratios are similar to those for neighbouring authorities.</p> <p>Paragraph 3.14 confirms the Council policy to encourage the use of sustainable transport through the adoption of realistic maximum parking standards for non-residential development rather than focusing on reducing car parking for residential</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>space. and 45 sq m per space to 35 sq m per space for Hi-tech.</p> <p>As for B8 warehouse 90 sq m is far too high, given the increase in e-commerce a lot of businesses will take a percentage of floor space as offices for sales/admin etc and therefore they will need a much lower ratio of parking and I would suggest a compromise 50-60 sqm. We have seen both, offices, hi-tech and warehouse units struggle to be let on the back of poor parking and I am more than happy to give examples and elaborate on the above.</p>	<p>development where it is recognised that there is a desire for car ownership.</p>
Churchill Retirement Living	<p>Retirement Housing Standards</p> <p>There does not appear any evidence base for the retirement housing land use. Although there is reference to car ownership census data for general C3 housing across the borough, this does not specifically relate to active elderly accommodation. It is a well established premise that older peoples accommodation requires less parking that general C3 housing given that occupants tend to give up their cars.</p> <p>Retirement housing developments are built in close proximity to town centers and it sustainable locations in terms of public transport access and walking distances to local facilities in order for the giving up of a car to be encouraged.</p>	<p>Older persons housing requiring 1 space per residential unit applies to “Active elderly” accommodation. Residential accommodation for elderly persons requiring extra care is covered under Nursing and Rest Homes or Residential units for adults with learning/ physical disabilities.</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>The parking level for a Churchill Retirement Living Development is generally 0.30 spaces per unit. This parking provision has been determined through surveys taking place of established lodges and is a level that is accepted across Local Authorities.</p> <p>Furthermore, the SPD does not provide the developer to present parking evidence that is specific to the exact type of land use being promoted within the planning application. There are different types of retirement living accommodation, and the SPD should acknowledge that the parking demands will vary depending on the product being provided.</p> <p>In relation to national parking policy requirements, on 27th March 2012, the National Planning Policy Framework (NPPF) replaced the parking guidance which was set out in the withdrawn PPG13: Transport and PPS3: Housing documents. In considering parking provision at the local level, the NPPF states that local authorities should take into account:</p> <ul style="list-style-type: none"> ● The accessibility of the development; ● The type, mix and use of development; ● The availability of and opportunities for public transport; ● Local car ownership levels; and ● An overall need to reduce the use of high-emission vehicles. <p>Given the above, the SPD should allow for justification to be</p>	

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>provided on a site by site basis to take into consideration the needs for retirement developments.</p> <p>“Parking Principles”</p> <p>The “Parking Principles” do not given any real consideration as to the benefit of unallocated parking reducing the overall need for spaces. In retirement housing developments, as explained above, it is common that some residents will not own cars. Therefore, if all of the spaces are allocated, a number of spaces would remain empty in this scenario, creating additional parking space numbers which are not necessary for this type of development.</p> <p>Unallocated provision is more efficient, particularly with reference to retirement housing and the SPD should acknowledge that would result in a reduction in the need for spaces.</p> <p>Cycle Parking</p> <p>Turning to cycles parking requirements, the proposed cycle parking levels do not reflect the demand or requirements of those residents who live within warden control scheme. Again, this does not appear to be calculated using any form of evidence base. This will result in a significant over-provision which could affect the successful delivery of retirement development schemes. As stated previously, the SPD should allow for justification for lower levels of provision depending of the</p>	<p>Inserted at end of Para 5.4, “Allocated parking spaces may not be appropriate for some communal parking areas (e.g. retirement housing developments.)”</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	particular development.	<p>Principle 18 recognises that for developments of ten or more dwellings there is scope to consider the cycle parking provision on the development's specific characteristics. The standard seeks the provision of quality cycle parking accommodation that is secure, weatherproof and accessible to encourage cycle ownership and use rather than over provision lower quality facilities.</p>
<p>Responses from Rushmoor Cabinet 27th June 2017</p>	<p>Cllr Barbara Hurst</p> <p>Are Census surveys 2001 and 2011 sufficient evidence as would have been at times when less residents would have owned cars?</p> <p>By increasing parking space widths are we not encouraging gas guzzling cars?</p>	<p>Census surveys are the available comparable data that would be used at appeals. Our evidence also includes night time 2017 surveys of developments in Rushmoor.</p> <p>No link between car sizes and environmental impact of vehicles. Larger spaces also recognises that many residents have trade vehicles</p>

Respondent	Response (paragraph numbers refer to Consultation draft)	Officer Comment (paragraph numbers refer to Revised SPD)
	<p>Query how non- residential parking standards can encourage sustainable transport</p> <p>Sought clarity on the distinction between 1/3 and 1/5 visitor parking spaces</p> <p>CLlr Gareth Lyons</p> <p>Will visitors be able to use disabled spaces that are not used?</p> <p>The parking standard for educational establishments in the non residential part of the standard may not be sufficient</p> <p>Town maps should be included in the SPD</p> <p>CLlr Ken Muschamp</p> <p>- Concerned about displacement of parking onto existing street from new development</p>	<p>More options for employees to car share, walk, cycle use public transport and work flexibly</p> <p>Residents with 2 or more parking spaces have more flexibility for visitor parking</p> <p>We require 5% at planning but if there is evidence of under use and a management organisation will make changes and monitor need there is no reason not to encourage flexibility</p> <p>Reference is now made to the HCC School Parking Standard in the Rushmoor Car and Cycle Parking Standard.</p> <p>Town maps for Aldershot and Farnborough town centres shall be included as Appendix to SPD</p> <p>Residential parking standard designed to for developments to meet resident’s needs on site. Principle 5 requires loss of on street parking for new accesses to be re-provided by traffic management changes.</p>

