

12 MARCH 2024

KEY DECISION? YES

**ADOPTION OF THE CAR AND CYCLE PARKING STANDARDS
SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

SUMMARY:

Following approval by the Cabinet in November 2023, a public consultation has been undertaken on the draft Car and Cycle Parking Standards Supplementary Planning Document (SPD). A number of responses were received, however no significant amendments were required to the SPD. The final Car and Cycle Parking Standards SPD is now put to the Cabinet for adoption.

RECOMMENDATIONS:

It is recommended that the Cabinet approves the adoption of the Car and Cycle Parking Standards Supplementary Planning Document (SPD).

1. INTRODUCTION

- 1.1. The purpose of this report is to set out the outcomes of the public consultation on the draft Car and Cycle Parking Standards SPD undertaken between 8th December 2023 and 26th January 2024 and to put the final Car and Cycle Parking Standards SPD to the Cabinet for adoption.
- 1.2. This is a key decision because the SPD will be implemented borough wide.

2. BACKGROUND

- 2.1. Historically Rushmoor has had supplementary guidance on car and cycling parking to ensure that appropriate levels of parking are provided for development. The Parking Standards Supplementary Planning Guidance (SPG) was applied from 2003 until 2008 when the Car and Cycle Parking Standards Supplementary Planning Document (SPD) was adopted. Since 2008, the SPD has been updated in 2012 and 2017 (the current version).
- 2.2. In January 2023 the Cabinet agreed a recommendation that the Strategic Housing and Local Plan Group (SHLPG) undertake a review of the current SPD to take account of changes in policy moving towards car ownership, recent town centre applications, 2021 Census data and a factual update to the SPD. Following this, in July 2023 a number of options for the review were presented to and discussed with SHLPG, which included the scope of

the review, options for meeting residential car parking standards in the town centres and the option to review the residential car parking standards.

- 2.3. In November 2023 the Cabinet approved the draft revised Car and Cycle Parking Standards SPD to be published for consultation. The consultation was undertaken between 8th December 2023 and 26th January 2024. Further details of the consultation are set out in paragraphs 3.3-3.6 and Appendix 2 – Regulation 12 Consultation Statement.

3. DETAILS OF THE PROPOSAL

Car and Cycle Parking Standards Supplementary Planning Document (SPD)

- 3.1. The key change in this version compared with the 2017 SPD is that for residential cycle parking, the borough is split into two zones: Zone A - Sustainable Parking Zones which covers the town centres and surrounding areas and Zone B – Rest of the Borough which covers the remaining areas outside of Zone A. Zone A has a lower parking requirement and some additional options for meeting the car parking requirement for a development on- and off-site, such as the use of car clubs. Within Zone B, the car parking requirement and principles from the 2017 SPD remain unchanged.
- 3.2. A revised residential cycle parking standard is also set across the whole of Rushmoor and the Introduction, National and Local Policy Context, and Background and Evidence chapters have been updated.

Consultation

- 3.3. The Council is required to consult on SPDs. The legal requirements are set out in Part 5 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The consultation was undertaken for 7 weeks between 8th December 2023 and 26th January 2024.
- 3.4. Responses were received from the following:
- A local resident
 - Historic England
 - Savills on behalf of Wates Developments
 - Hampshire & Isle of Wight Constabulary
 - Surrey County Council
 - Hampshire County Council
- 3.5. The key issues raised through the consultation were:
- Zone A should cover a wider area around Aldershot and Farnborough town centres
 - The one space per dwelling requirement in Zone A should be removed
 - The approach to visitor parking in Zone A should apply to Zone B too
 - The minimum of 100 units for car clubs is onerous

- The 10% cap for offsetting car parking spaces with car clubs is too low/should be removed
 - 1 car club car offsetting 9 car parking spaces is too low
 - Car parking standards are too high (Census data shows lower average ownership)
 - Car clubs should also be encouraged in existing residential areas
 - Request that methodology for defining Zone A is shared
 - Request that research into impact of maximum parking standards is shared as per NPPF paragraph 112
- 3.6. Details of the responses received and an officer response to these are set out in Appendix 2 – Regulation 12 Consultation Statement. Following a review of the responses, it has been concluded that no significant changes to the SPD are required prior to adoption, however some minor changes to the wording of the SPD have been made to correct typographical errors, reflect factual updates and/or to provide clarity. These have been highlighted in Appendix 2. In addition, the methodology for defining Zone A has been provided in response to the request for this included in some consultation responses.

Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA)

- 3.7. The Council is required to consider whether Strategic Environmental Assessment (SEA) or Habitats Regulations Assessment (HRA) is required for the SPD. A screening statement was prepared in October 2023 and consulted on alongside the SPD. The screening statement set out that in the Council's opinion, the Car and Cycle Parking Standards SPD does not require a Strategic Environmental Assessment under the SEA regulations or an appropriate assessment under the Habitats Regulations.
- 3.8. Historic England confirmed in response to the consultation that it concurs with the assessment set out in the screening statement that the SPD is unlikely to result in significant effects and therefore it is not necessary to undertake SEA. No response was received from Natural England or the Environment Agency.
- 3.9. Following consultation, a Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) Screening Determination Statement has been prepared (Appendix 3). This concludes that the SPD is unlikely to have any significant environmental effects or any significant adverse effect on any Natura 200 sites and therefore does not require SEA or a full appropriate assessment under the Habitats Regulations.

Alternative Options

- 3.10. The alternative option would be not to adopt the SPD and the existing 2017 SPD would remain in place. However, the 2017 SPD does not reflect changes in policy, recent town centre applications or 2021 Census data on car ownership.

4. IMPLICATIONS (of proposed course of action)

Risks

- 4.1. There are no risks to the delivery of the proposal or associated with the implementation of the report recommendations.

Legal Implications

- 4.2. There are no legal implications of the implementation of the report recommendations. Consultation has been undertaken in accordance with Part 5 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Financial and Resource Implications

- 4.3. There are no financial or resource implications of the implementation of the report recommendations.

Equalities Impact Implications

- 4.4. Whilst the Car and Cycle Parking Standards SPD allows car parking within Zone A - Sustainable Parking Zone to be provided off-site, it still requires all disabled parking bays to be provided on-site. It is therefore considered that there will be no equalities impact implications arising from the SPD.

Other

- 4.5. There are not considered to be any other implications.

5. CONCLUSIONS

- 5.1. Following approval by the Cabinet in November 2023, a consultation has been undertaken on the draft Car and Cycle Parking Standards SPD between December 2023 and January 2024. A number of responses were received during the consultation and a review of these has concluded that no significant amendments are required to the SPD. The final Car and Cycle Parking Standards SPD is now put to the Cabinet for adoption.
- 5.2. The SPD will enable the Council to continue to ensure that appropriate levels of car and cycle parking are provided in developments whilst supporting a move towards reducing private car ownership, which will have positive impacts on reducing the Borough's carbon emissions and improving resident health and fitness.

APPENDICES

- Appendix 1 – Car and Cycle Parking Standards Supplementary Planning Document (SPD) (March 2024)
- Appendix 2 – Car and Cycle Parking Standards Supplementary Planning Document (SPD) (Regulation 12) Consultation Statement

- Appendix 3 – Car and Cycle Parking Standards Supplementary Planning Document (SPD) Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) Screening Determination Statement

BACKGROUND DOCUMENTS:

There are no background documents.

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**CAR AND CYCLE PARKING STANDARDS
SUPPLEMENTARY PLANNING DOCUMENT
(SPD)**

March 2024

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For further information on parking in Rushmoor (car parks, parking management and on-street parking) please visit: www.rushmoor.gov.uk/parking

1. Introduction

What is a Supplementary Planning Document?

- 1.1 A Supplementary Planning Document (SPD) builds upon and provides more detail advice or guidance on policies in an adopted local plan. The adopted local plan in Rushmoor is the [Rushmoor Local Plan 2014-2032](#). As they do not form part of the development plan (which includes any local plans and other spatial development strategies), they cannot introduce new planning policies. They are however a material consideration in decision-making.

What is the purpose of this SPD?

- 1.2 The purpose of the Car and Cycle Parking Standards SPD is to build upon Local Plan Policy IN2 – Transport. It sets out guidance on appropriate parking provision in terms of amount, design and layout to meet the requirements of the policy.

When does this guidance apply?

- 1.3 The parking standards should be applied to all development, including changes of use, residential sub-divisions, and extensions. Where residential extensions would increase the number of bedrooms, this may result in an increase in the parking standard. Consideration will be given to the existing parking provision for a property however where the increase in the size of the property represents a “step change” in the number of bedrooms as defined by the residential parking standard an equivalent “step change” in the number of parking spaces will be required.

How should this SPD be used?

- 1.4 Our approach to car and cycle parking is set out around a number of 'key principles' in Chapter 4. These provide information about our expectations for car and cycle parking in new residential and non-residential development and support the implementation of the parking standards which are set out at Appendix A. In relation to non-residential development the standards are not expressed as either a maximum or a minimum, instead they provide an indication of the appropriate level of parking for the different uses. With regard to residential development, the guidelines are expressed as the minimum level of parking that would normally be expected.
- 1.5 Developers and their agents are required to have regard to this SPD from an early stage of developing their proposal. The Council generally encourages pre-application discussion for all development proposals.

2. National and Local Policy Context

National Context

National Planning Policy Framework (NPPF) – in particular Chapter 9 (Promoting sustainable transport)

Paragraph 107 of the NPPF requires the setting of local parking standards for both residential and non-residential developments 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
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

Regional/County Context

Local Transport Plan 2011-2031 (LTP3) and emerging Local Transport Plan 2020-2050 (LTP4)

Outcome G of LTP4 is a network that promotes active travel and active lifestyles to improve our health and wellbeing. Guiding Principle 1 of LTP4 is to significantly reduce dependency on the private car.

Local Context

Rushmoor Local Plan 2014-2032

Policy IN2 (Transport) provides the principal hook for this SPD.

This document also supports and adds detail to the following policies:

- DE1 (Design in the Built Environment)
- DE11 (Development on Residential Gardens)
- NE7 (Areas at Risk of Surface Water Flooding)

Your future, your place (a vision for Aldershot and Farnborough 2030)

Six key areas:

- Vibrant and distinctive town centres
- Housing for every stage of life
- Strong communities, proud of our area
- Healthy and green lifestyles
- A growing local economy, kind to the environment
- Opportunities for everyone – quality education and a skilled local workforce

2.1 Further guidance and best practice on car and cycle parking design and its integration into the design of developments and streets is available in a number of national guidance documents:

- [LTN 1/20 Cycle Infrastructure Design](#)
- [Manual for Streets](#)
- [Building for a Healthy Life](#)
- [Streets for a Healthy Life](#)

3. Background and Evidence

- 3.1 In accordance with national policy, it is important to ensure that the Council's parking standards reflect local circumstances. They must strike the right balance between providing a sufficient number of car parking spaces (to prevent vehicles from being displaced onto the public highway), promoting good design and using land efficiently, and encouraging the transition to away from private car ownership.

Residential car parking standards

- 3.2 Information from the 2001, 2011 and 2021 Census' provides a helpful indicator of the parking need in the Borough, and allows the Council an opportunity to compare the level of car ownership over a 20 year period and across various parts of Rushmoor.
- 3.3 Table 1 shows the level of car ownership in Rushmoor (the availability of cars/vans) making a comparison between 2001, 2011 and 2021. The table also compares the level of car ownership with neighbouring authorities together with the current parking standard in use for each of the authorities.
- 3.4 The average car ownership for all authorities has not changed significantly since 2001 and Rushmoor still has a lower average car ownership than the other authorities. Whilst Hart has higher parking standards than Rushmoor, standards are lower in Basingstoke and Surrey Heath.

Authority (date of SPD)	Cars per household			Parking Standard (spaces for property size)			
	2001 census	2011 census	2021 census	1 bed	2 bed	3 bed	4 or more bed
RUSHMOOR (2017)	1.3	1.4	1.4	1	2	2	3
Hart (2023)	1.65	1.7	1.7	1 (+ 1)	2 (+ 0.5)	2 (+ 1) OR 3 (+ 0.5)	3 (+ 0.5)
Basingstoke (2018)	1.4	1.5	1.5	1.1	1.5	1.5	2.4
Surrey Heath (SCC, 2022)	1.6	1.7	1.6	1.3	1.1	1.5	1.5

Table 1: Average car ownership per housing and current parking standard for Rushmoor and adjoining authorities (Source: 2021, 2011, 2001 Census' and authority websites)

3.5 To understand whether the level of car ownership is affected by local characteristics, Table 2 shows car ownership data from the 2021 Census by ward. Average car ownership does not vary significantly across the wards. Car ownership is marginally higher in Farnborough than Aldershot, with Fernhill and St Johns wards having the highest ownership and Wellington ward having the lowest ownership.

	1 bedroom	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms	Average
Fernhill	1.0	1.2	1.7	2.0	2.6	1.7
Cherrywood	0.6	1.1	1.5	1.8	1.8	1.4
St Johns	0.9	1.3	1.7	2.1	2.3	1.7
West Heath	0.8	1.2	1.6	2.0	2.3	1.6
Empress	0.7	1.1	1.6	1.9	2.2	1.5
Cove & Southwood	0.6	1.2	1.6	2.0	2.3	1.5
Knellwood	0.7	1.2	1.7	1.9	2.2	1.6
St Marks	0.7	1.2	1.6	1.8	2.1	1.5
Farnborough	0.8	1.2	1.6	1.8	2.2	1.5
Wellington	0.5	1.1	1.5	1.7	1.6	1.3
Rowhill	0.6	1.1	1.6	2.0	2.2	1.5
North Town	0.8	1.2	1.6	2.1	2.2	1.6
Aldershot Park	0.6	1.1	1.5	2.1	2.2	1.5
Manor Park	0.6	1.0	1.6	1.8	1.8	1.4
Aldershot	0.6	1.1	1.6	1.9	2.0	1.4
Average	0.7	1.2	1.6	1.9	2.1	1.54

Table 2: Percentage of residences by car ownership by ward (Source: 2021 Census)

- 3.6 To understand whether the type of housing affects the level of car ownership, Table 3 compares average car ownership between houses and flats with the same number of bedrooms. The Census 2021 data shows that car ownership is lower for flat than for houses with the same number of bedrooms. The most significant differences are for 1 bedroom and 3 bedroom where car ownership for flats compared to houses is 40% less and 31% less.

Property type/size	1 bed house	1 bed flat	2 bed house	2 bed flat	3 bed house	3 bed flat
Average car ownership	1.0	0.6	1.3	1.0	1.6	1.1

Table 3: Car ownership per dwelling type and size (Source: 2021 Census)

- 3.7 Using information from the 2011 and 2021 Census' and comparing the Council's residential parking standards with those of neighbouring authorities, it is apparent that our main parking standard is sufficient to provide the right number of parking spaces for new development across the majority of the Borough.
- 3.8 Given the high percentage of flatted residential dwellings within the two town centres (Farnborough and Aldershot) and surrounding areas and the proximity in these locations to both services and public transport, it is considered appropriate to have a lower parking standard in these areas. This will support the transition away from private car ownership and to use of active travel and public transport to meet local and national goals around carbon emissions and health and fitness.

Non-residential car parking standards

- 3.9 It is considered that journey destinations have the greatest influence upon the mode of transport used which should not be confused with the desire for residential car ownership (and parking spaces at the point of residence). In light of this, and in the context of the requirements of the National Planning Policy Framework, the SPD adopts maximum parking standards for non-residential development to encourage more use of sustainable transport.
- 3.10 This allows provision below the standard to be sought and provided in highly accessible locations, where it would be appropriate and not result in problem parking or highway safety issues. This may be complemented by other demand management measures, such as the requirement for high quality cycling facilities and proactive Travel Plans. Given the urban character of Rushmoor, a single parking standard for non-residential development throughout the Borough is the preferred approach.

4. The Principles behind our Parking Standards

- 4.1 This SPD describes Rushmoor Borough Council's car and cycling parking requirements with a series of key principles, which are set out and explained below.
- 4.2 For the purposes of this SPD, the borough has been split into two zones: Zone A – Sustainable Parking Zones and Zone B – Rest of the Borough. Where principles relate to only one of the zones, this will be clearly stated in the principle; otherwise it should be assumed that the principle relates to both zones. Maps of Zones A and B are set out in Appendix B.

Principle 1 – Use of car and cycle parking standards

The car and cycle parking standards included in this Supplementary Planning Document (SPD) apply to all development (including changes of use).

- 4.3 The number of car and cycle parking spaces required for different classes of development is set out in Appendix A. Residential car parking standards are expressed as 'required standards', and non-residential car parking standards are expressed as 'maximum standards'. For maximum standards, attention is also drawn to the requirements of Principle 3.
 - 4.4 Where development includes two or more land uses to which different parking standards apply, the parking demand should be assessed on the basis of the uses' respective floor areas. Developers are encouraged to make best use of any shared parking areas (for example, by time of day/day of week) where this can be achieved without difficulty.
 - 4.5 If the sum of the parking requirement results in part spaces greater than 0.5, the provision should be rounded up to the nearest whole number.
 - 4.6 The parking standards should be applied to all development, including changes of use, residential sub-divisions, and extensions. Where residential extensions would increase the number of bedrooms, this may result in an increase in the parking standard. Consideration will be given to the existing parking provision for a property however where the increase in the size of the property represents a "step change" in the number of bedrooms as defined by the residential parking standard an equivalent "step change" in the number of parking spaces will be required.
 - 4.7 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 2017.
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General Principles

Principle 2 – Meeting the car parking impact of new development

Where an increase in floor area or a change of use would result in a higher parking standard, additional spaces need only be provided to serve the extra demand, and not to make up for any deficiencies in the existing provision.

- 4.8 It would be unreasonable to expect new development to ameliorate an existing situation.

Principle 3 – Demonstrating that the parking requirement can be met

Planning applications must include information to demonstrate to the satisfaction of the Council that the functional parking needs of the development can be accommodated on or close to the site without prejudicing highway safety or other planning objectives.

- 4.9 Applications should be accompanied by a Parking Layout drawing which should be a scaled plan (at a minimum scale of 1:500) to show how the car parking would be accommodated and accessed within the site.
- 4.10 To count towards the car parking standard, car parking spaces need to meet minimum size requirements set out in Table 4.

Type of parking space	Minimum size
Parking bays	4.8m x 2.5m*
Parallel parking spaces	6.0m x 2.0m
Parking bay in front of a garage**	5.5m x 2.5m
Requirements for larger vehicles are set out in Principle 11.	

Table 4: Size requirements for car parking spaces

* Parking space dimensions for new development (existing residential spaces can be 4.8m x 2.4m)

** For conventional “up and over” or external opening garage doors

- 4.11 Widths and lengths of spaces will need to increase if those spaces are next to a wall, footway, shrubbery or grass. Aisle width between rows of spaces should be at least 6.0m to enable vehicles to manoeuvre safely.
- 4.12 Where the parking area also provides the pedestrian access to a residential property a minimum width of 900mm shall be shown on the parking layout outside of the defined parking spaces.
- 4.13 Parking spaces also need to take account of the minimum space requirements set out for electric vehicle charge points in Building Regulations Part S, which vary depending on whether they are free standing, or wall mounted.

Principle 4 – Tandem Parking

No more than two parking spaces shall be laid out one behind the other for all residential development.

4.14 Tandem parking spaces provided in line one behind the other are acceptable on-plot within the curtilage of a dwelling if no more than two cars are parked in tandem. This principle shall apply to other parking layouts requiring three parking spaces such that no more than one parking space is obstructed by other parking spaces.

4.15 Turning diagrams may be required to demonstrate that vehicles can manoeuvre safely into and out of spaces.

Principle 5 – Loss of on street parking

The loss of on street parking spaces to facilitate a new or modified access to the highway shall be re-provided subject to consultation with the Highway Authority.

4.16 Where planning permission is required, the loss of an on-street parking space to facilitate a new vehicular access to the highway for a new development shall be re-provided within the site or accommodated on street. Any traffic management costs associated with this will be recovered from the development under a S106 agreement.

4.17 Where the site is constrained, a condition may be imposed to ensure that any internal or external car parking spaces are retained for car parking and not used for any other purpose.

5. Principles for Car Parking for Residential Development

Principle 6 – The application of residential parking standards

Residential developments should provide the number of car parking spaces set out in Appendix A.

- 5.1 The Council's residential parking standards strike a balance between providing sufficient on-site parking to meet residents' needs, environmental sustainability and good design. There is a presumption that the parking standard (including the visitor parking requirement) should be provided in full.
- 5.2 Car parking should normally be provided within the development site. However, Principle 12 sets out that off-site provision may exceptionally be allowed in the Sustainable Parking Zones. Subject to Principle 7, consideration may also be given to a reduced parking standard for the conversion or re-use of an existing property, however the full parking standard will be required for new build development.

Principle 7 - The provision of at least one car parking space per dwelling

Notwithstanding the size or location of the development, a minimum parking standard of one space per dwelling will be required.

- 5.3 It is also recognised that in some circumstances where there has been a change of use, the development's overall parking provision may still end up being less than 1 space per unit. This is because it would still be necessary to take into account the balance of parking provision from the previous use of the building (in accordance with Principle 2).

Principle 8 – Allocated parking spaces

Where car parking is located within the development site but beyond the residential curtilages of the new property (e.g. flatted developments), at least one space should be allocated for use by each property. This would ensure compliance with Principle 7.

Parking is not required to be allocated where Principles 12 and/or 13 apply.

- 5.4 Spaces should be allocated in a way that does not distinguish between market housing and affordable housing, with the usual expectation that each property will have the parking space(s) located closest to it. The Council may require a car parking allocation plan to be submitted as a planning condition, to ensure that all new properties have at least one car parking space, and that these are retained in perpetuity. Allocated parking spaces may not be appropriate for

communal parking areas where the number of parking spaces is less than the number of units (e.g. some older persons housing types).

- 5.5 If, after consideration of the parking requirement for the development in accordance with this SPD, this results in there being less than one parking space for each property, then those parking spaces should not be allocated. Where spaces are not allocated, parking permit schemes should be used manage parking on the site.

Principle 9 – Visitor or unallocated car parking

Individually accessible visitor car parking spaces should be provided in accordance with Table 5. The total visitor space requirement should be rounded up to the nearest whole number.

Within Zone A it is assumed that the visitor car parking requirement will be accommodated within existing car parks and the only visitor parking which must be provided on the site is the 5% which must be disabled parking bays.

Size of property	Number of visitor spaces required (total rounded to nearest whole number)
1 bed	1/3 visitor space per property
2+ beds	1/5 visitor space per property

Table 5: Number of visitor spaces required on residential developments

- 5.6 Visitor spaces should be included to provide more flexibility for residents to accommodate visitors, and for sites to accommodate changes in family generational cycles. For development of over 50 residential units, the visitor parking requirement will be determined on the basis of the Transport Assessment.
- 5.7 Residential properties with one allocated parking space have less flexibility to accommodate visitor parking than residential properties of two or more bedrooms with two or more car parking spaces allocated. The ratio of visitor spaces for one bedroom properties is therefore set higher than for properties of two or more bedrooms.
- 5.8 Visitor spaces should be marked 'VISITOR' or similar indicator where they are located within private car parking areas.

Principle 10 – Parking in garages

Garages provided for new development will not count towards the car parking standard. If a garage is to be counted to provide the accommodation for cycle parking then it should have internal dimensions of no less than 3m x 6m for a single garage.

- 5.9 It is apparent that garages are most often not used for car parking with cars displaced elsewhere while the garage is either converted for habitable accommodation or used for storage. The Council does encourage the use of car ports as these tend to be well used for car parking and may improve the appearance of the parking within the street scene.
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Residential development in Zone A – Sustainable Parking Zones

- 5.10 As set out in Appendix A, a lower parking standard applies within the Sustainable Parking Zones (see maps in Appendix B). This is to reflect that the majority of residential development within these zones is likely to be flatted development which on average has lower car ownership than houses. It is also to reflect the better access to services and public transport available within these zones, reducing the need to rely on a private car.
- 5.11 Even within the Sustainable Parking Zones, for new build development the parking provision shall not be less than one parking space per dwelling. The Council may consider a further reduction of the parking standard where the “Exceptional Circumstances” as defined in para 5.12 can be met.

Principle 11 – Minimum parking standard to serve new build residential development in Zone A

Where a new build development is within Zone A, consideration will be given to a minimum parking standard of one space per dwelling.

- 5.12 “Exceptional Circumstances”, where a reduced provision of parking spaces per dwelling could be considered:
- Where a development involves the retention and re-use of buildings within the defined town centre as set out in the Policies Map of the Rushmoor Local Plan
 - Where suitable alternative off street or on street parking is available within 200m
- 5.13 Such development proposals will also be supported by a Travel Plan to encourage the use of sustainable transport, including car sharing and cycle ownership, and evidence that car ownership is to be actively discouraged.

Principle 12 – Off-site car parking to serve residential development in Zone A

Where a development involves the retention and re-use of existing building or a new residential development of less than 10 dwellings within Zone A, applicants may consider the use of public parking or other off-site locations to meet the parking standard where these are within a reasonable walking distance (200m) of the development site.

Where less than one space per dwelling is provided on site, those spaces should be unallocated.

- 5.14 The use of public parking or other off-site locations means spare capacity in public car parks owned by the Council, spare capacity on the public highway or spare capacity on third party land in separate ownership where these are within a walking distance (200m) of the site.
- 5.15 The Council will expect any existing on-site parking to be retained in the first instance and for any shortfall (to meet the minimum standard of one space per dwelling in town centres) to then be met by firstly off-street parking and then on-street parking.
- 5.16 Spare capacity should be demonstrated through the undertaking and submission of parking surveys (using the Lambeth model or similar). Surveys should be carried out in the early morning and late evening on a sample of week and weekend days over a period of at least two weeks. The survey should note how many spaces are unoccupied at different times on different days and be supported by photographs.
- 5.17 In order for these off-site spaces on third party land to count towards the parking standard, the Council would need to see evidence that they are available to residents, of an appropriate accessibility and suitable standard, and could be secured in perpetuity with a legal agreement.

Principle 13 – Car clubs for residential development in Zone A

Residential developments of 100 or more units within the town centre may offset part of the car parking requirement by provision of a new, or contribution to an existing, car club.

- 5.18 There are a number of different car club operating models including commercial car clubs, peer-to-peer commercial car sharing and community car clubs. Commercial car clubs are usually operation by one of three main methods: bay to bay, back to area, or one-way or flex. Where a commercial car club is to be provided, the developer should work with the commercial car club operator to determine which operation method is most appropriate.
- 5.19 For commercial car clubs, each car club car provided will be the equivalent of 9 parking spaces and no more than 10% of the total parking space requirement for the site may be offset by the provision of car club cars. Where a car club is provided to offset the total parking space requirement, the remaining car parking spaces provided should be less than one per dwelling to encourage use of the car club.

5.20 The developer should provide a package of information on the car club to all new residents of the development and should also consider other methods to incentivise uptake of the car club such as providing free trials or credits to residents and/or requiring purchase of parking permits to use other car parking spaces provided on the development. This should be outlined within the Travel Plan for the site.

5.21 Larger car club schemes are likely to be more successful since they can offer a choice of vehicle types and better availability, therefore car club schemes should ideally be made available to the general public as well as those living within the development. The vehicles must be made easily accessible 24 hours a day, seven days a week. This is an important consideration in the siting of car club cars within new residential developments, where the car club cars are to be shared with people from outside the development. They should not be prevented or deterred from using the cars through difficult access arrangements. Ideally the car club bays should be sited in an open and highly visible location.

5.22 The following condition can be used on applications where additional car clubs cars are proposed:

The development hereby approved shall not be first occupied unless and until x car club vehicles have been provided for occupiers to use in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the car club vehicles shall be retained and maintained for their designated purpose(s).

5.23 Once car clubs are well established in Farnborough and Aldershot, consideration will be given to allowing smaller developments (less than 100 units) to contribute to existing car clubs either by financial contribution or provision of existing vehicles to offset the parking requirement.

6. Principles for Car Parking for Non-Residential Development

Principle 14 – Application of non-residential car parking standards

Non-residential car parking standards, as set out in Appendix A, are expressed as maximum standards. Even if the proposal would not exceed the maximum parking standard, evidence should be provided to demonstrate that the parking level proposed would minimise car use and would be appropriate for the site.

- 6.1 As set out in Chapter 3, it is recognised that the car parking provision at journey destinations has the greatest influence upon car use.
- 6.2 Proposals should avoid over generous parking provision to use land efficiently. It should not be assumed that a proposal will automatically be acceptable just because it does not exceed the maximum standard and applicants for non-residential development should demonstrate what measures they are taking to minimise the need for people to travel to the site by private car to reduce the need for car parking.
- 6.3 Equally, proposals with substantially reduced parking provision may be unacceptable if the Council considers that this would result in parking pressure on existing or proposed streets which cannot be reasonably mitigated.
- 6.4 The parking requirement (as set out at Appendix A) is calculated on the basis of gross external floor area (GEA) and includes the thickness of the external walls. Information provided on the standard application form relates to gross internal area. Unless information about the GEA is provided with the application, the Council will apply a conversion factor of x1.0375 (plus 3.75%) to convert the internal floorspace to external floorspace¹.

Principle 15 – Parking and delivery space for commercial vehicles

Applicants should make provision for lorry and van parking and deliveries, on the basis of a robust appraisal of the development's future needs. The standards (in Table 6) below will be used as a guideline.

The design and layout of new commercial premises should include rear access and servicing facilities. Where appropriate, support will be given to proposals that provide or improve rear access and servicing to reduce disruption and improve safety to highways users.

¹ Conversion rate taken from the DCLG Core Output Indicators – Update 2/2008, July 2008 (Indicator BD1)

Industrial/warehouse (B1c, B2 & B8) uses	<ul style="list-style-type: none"> • For the first 2000sqm, one lorry space per 500sqm • For floorspace over 2000sqm, one lorry space per 1000sqm
Retail and other uses	Applicant to demonstrate that lorry/van deliveries can be made without disruption or reduced safety to customers or other users of the highway
Parking bay sizes (minimum)	<ul style="list-style-type: none"> • 7.5m x 3.5m for vans and minibuses • 12.0m x 3.5m for rigid trucks, buses and coaches • 17.0m x 3.5m for articulated trucks

Table 6: Parking and delivery space requirements for commercial vehicles

Principle 16 - Drop-off spaces for nurseries, day centres and health establishments

Day centres and health establishments will be required to provide drop-off spaces.

6.5 It is recognised that many of the visitors to day care uses only make short visits. It is therefore appropriate to require the provision of drop-off spaces. The number of drop-off spaces will be determined on the basis of the scale and specifics of the proposed use.

Principle 17 – Motorcycle parking requirement

At least one motorcycle parking space will be provided for every 25 car parking spaces required in the development. The siting and design of the motorcycle parking area should ensure that the facility is secure, possibly by the inclusion of ground anchorages.

7. Principles for Transport Assessments and Travel Plans

Principle 18 – Transport Assessment

A Transport Assessment must be submitted with all planning applications exceeding the thresholds set out in Table 7.

- 7.1 A Transport Assessment is a comprehensive and systematic process that sets out the transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

Principle 19 – Travel Plans

A condition requiring the submission of a company or site Travel Plan will be imposed for all proposals exceeding the thresholds set out in Table 7. The Council will work with developers to produce the best possible Travel Plan for the site.

- 7.2 A Travel Plan is an integrated package of actions and measure aimed at reducing the role of single occupancy car journeys to and from a development. This could be through the introduction of sustainable travel information, incentives and travel demand management measures (for example, flexible working and working from home). The developer would be expected to fund the monitoring and development of the Travel Plan over time and secure this through a Section 106 agreement.
- 7.3 Where possible, a company or site Travel Plan should be integrated with other Travel Plans to create economies of scale and achieve greater benefits through more significant measures.

Development type	Threshold
Residential	50 units
Commercial (B8)	5,000 square metres (GEA)
Other commercial	2,500 square metres (GEA)
Retail	1,000 square metres
Education	1,000 square metres
Health establishments	2,500 square metres
Care establishments	500 square metres (GEA) or 30 bedrooms
Leisure: general	1,000 square metres

Development type	Threshold
Leisure: stadia, ice rinks	All

Table 7: Threshold above which a Transport Assessment and a Travel Plan will be required

8. Principles for Cycle Parking

Principle 20 – The application of cycle parking standards

The cycle parking standards in Appendix A set out the minimum requirement for cycle parking that will normally be applied to new development.

However, for major developments² there is scope to consider the cycle parking provision on the development's specific characteristics. This should be justified in a statement submitted with the application.

The cycle parking standards relate to the total cycle parking requirement, and the mix between long stay and short stay cycle parking spaces should be determined by the nature of the development.

Parking for cycles must be secure, weatherproof, and accessible. A proportion of the cycle parking should be accessible to three-wheelers, tandems, recumbents, cycles with trailers and other "non-standard" cycles.

- 8.1 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.
- 8.2 Further guidance on the design of cycle parking is provided in Chapter 11 of the Department for Transport's [Local Transport Note 1/20: Cycle Infrastructure Design \(July 2020\)](#).

For residential uses

- 8.3 Every residential development is expected to provide long term (or overnight) cycle parking. Developments should provide cycle parking in accordance with the adopted standard. However, it is recognised that some larger developments may result in the need for a very large number of cycle parking spaces, so their need will be considered on the basis of the specifics of the proposal.
- 8.4 Long term cycle parking should be provided by a secure structure within the curtilage of the property. Acceptable examples would include a secure outbuilding, bespoke cycle store or a space within a garage in line with Principle 10³. Cycle parking accommodation should be secure, safe and well-lit, weatherproof, accessible and fitted with a Sold Secure Silver Standard (or equivalent) cycle anchor point.

² Currently defined as residential developments of ten or more dwellings, and non-residential developments of over 1000sqm gross floorspace.

³ If a garage is to provide accommodation for cycle parking as well as car parking (existing garages only), it would need to have internal dimensions of no less than 6.0m x 3.0m.

- 8.5 In the case of flats and other multi-occupancy buildings, it is preferable for each residential unit to have its own secure cycle storage area to offer maximum security for residents' bicycles and their cycling equipment. It is recognised, however, that this may not be possible in some higher density schemes.
- 8.6 In all cases, the cycle store should be at ground level, easily accessible and should not require the bicycle to be carried through habitable accommodation. Cycle parking should be located within 10 metres of a dropped kerb. Storage within halls or other communal spaces will not be acceptable. The cycle store should be of a sufficient size to allow the requisite number of bicycles to be stored with both wheels on the ground. In some instances, two-tier cycle parking may be suitable.
- 8.7 For some types of development (for example blocks of flats), short stay or visitor cycle parking space should be provided. Short stay parking need not be to the same standard as long stay parking, but should usually still be covered. A popular option is a 'Sheffield Stand', which comprises of a metal frame (often an inverted 'U') secured to a fixed base. Short stay cycle parking should be unallocated and located within the site so it can be accessed independently from residential properties.

For non-residential uses

- 8.8 Destinations (other forms of development such as places of work) should provide a mix of long stay and short stay cycle parking depending upon the likely mix of users. Cycle parking should be located in areas with good natural surveillance and should not be provided in locations where it is necessary to carry the bicycle through a building. Cycle parking facilities should be easy to find and as close to destinations as possible.
- 8.9 On large sites, it may also be preferable to have small groups of cycle parking facilities spread around a development, rather than clustered at a central location which may prove less convenient for some users.
- 8.10 For developments above the threshold for a Company or Site Travel Plan, shower and changing facilities should also be provided. These should be shown on the application floor plans and maintained in perpetuity.

9. Principles for Disabled Parking Bays

Principle 21 – Disabled Parking Bays

Non-residential developments should provide a minimum of 5% of their total parking allocation as disabled parking bays.

- 9.1 The size of a car parking space for a person with disabilities is larger than the size of a 'standard' parking space (2.5m plus 1.2m margin in width and 4.8m plus 1.2m margin in length⁴). Disabled parking bays should usually be located as close to the entrance to the destination point as possible and dropped kerbs should be provided to enable easy access from disabled parking bays to/from the footway.
- 9.2 Residential developments for elderly persons and other developments which are likely to be used by people with disabilities may require a higher provision of disabled parking bays and should make adequate provision for access, parking and charging of mobility vehicles in secure, weatherproof and accessible accommodation.

⁴ Where disabled parking bays are adjacent to a footway, the width of that footway may count as part of the margin. The margin between two disabled parking bays may be shared.

10. Electric Vehicle Charging Points

- 10.1 Electric vehicle charging points should be provided in line with the requirements of the [Building Regulations 2010 Approved Document S: infrastructure for charging electric vehicles](#).
- 10.2 For public charge points, regard should also be had to the [British Standards Institute PAS:1889](#) which specifies requirements for the provision of accessible public charge points for electric vehicles to all potential users, including, for example, people with disabilities and older people.

11. Parking and Design

- 11.1 One of the purposes of this SPD is to ensure that parking provision is well designed and in the right location.

Principle 22 – High quality design and layout of car parking areas

The Council will promote high-quality, inclusive parking design in the layout of new developments and individual buildings. The design of car parking areas should take account of crime prevention and personal safety.

- 11.2 The quality of a development will not only be influenced by the number of car parking spaces, but also how they have been integrated into the public realm. The layout and design of car parks should also incorporate 'Secured by Design' principles to reduce crime and maximise personal safety.
- 11.3 There are many ways of designing high quality residential parking and minimising the impact of parking and car access for development. Developers should consider a range of approaches to car parking and will need to satisfy the Council that they have proposed the most appropriate solution.
- 11.4 The location of parking should always take reference from the character and appearance of the street scene and the surrounding area.
- 11.5 Car parking should always be located close to the property it serves. For houses, car parking should ideally be provided within the residential curtilage and at the front of the property. This encourages activity within the street scene and recognises that residents often park there out of convenience anyway. However, it is important that the car parking and garaging enhances the street scene and creates a positive interface with the public realm. This could be done alongside other design aspects such as landscaping and planting.
- 11.6 Design solutions should avoid large expanses of hard surfacing and ensure that parked vehicles do not dominate street frontages. This is particularly important for flatted development and some commercial development where the number of parking spaces may be high in relation to the size of the site.
- 11.7 The size of any rear parking courts should be minimised and both the parking area itself and the access to it should be overlooked. Where rear parking courts are used, these should only have one entrance/exit point to ensure that there is no reason for outsiders to travel through the site. Where properties back onto shared parking courts, these boundaries should be made of robust and attractive brick walls. These ensure the long term appearance of the area and provide privacy and security for garden areas.

- 11.8 A mixture of high quality materials and landscaping can be used to break up and improve the appearance of parking areas. The landscaping scheme should be resilient to pedestrians and vehicles and should be appropriate to the level of management that the parking area will receive. Large shrubs and other features that could allow intruders to hide, and make the area feel unsafe, should be avoided.
- 11.9 Where undercroft, basement or decked parking is proposed, full consideration should be given to the access and use of the space and the safety of users. Multi-storey car parks should be designed carefully to contribute to the street scene.
- 11.10 The Department for Transport "Manual for Streets" (March 2007) provides guidance to developers on the layout of new developments and in particular the design of parking facilities for vehicles. This document can be downloaded from the following link: <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>.
-

Principle 23 – Respecting residential amenities

Car parking should not affect the amenities of adjoining properties.

- 11.11 Suitable site layouts will demonstrate the relationship between car parking spaces and the residence that they serve. Poorly designed and cramped layouts that place parking spaces in close proximity to other residential properties and their private amenity space will not be accepted.
-

Principle 24 – Sustainable design

Parking areas should be designed to minimise surface water run-off.

- 11.12 New development often results in an increase in hard surfaced areas that reduce water infiltration and increase the rates and volumes of surface water run-off.
- 11.13 The Rushmoor area is particularly susceptible to surface water flooding and Local Plan Policy NE7 requires applicants to minimise surface water run-off. This can be done through Sustainable Drainage Systems (SUDS) such as permeable paving, or through the storage of run-off water in underground tanks, which could release water into the sub-soil more slowly or be used to irrigate the landscaping.

Appendix A: Car and Cycle Parking Standards

PARKING STANDARDS FOR RESIDENTIAL DEVELOPMENT				
Development	Description	Number of car parking spaces in Zone A - Sustainable Parking Zones	Number of car parking spaces in Zone B - rest of the borough	Cycle standard ⁵
General Residential (including age-restricted)	1 bedroom ⁶	1 space per unit	1 space per unit	1 space per unit
	2 bedroom	1 space per unit	2 spaces per unit	2 spaces per unit
	3 bedroom	2 spaces per unit	2 spaces per unit	3 spaces per unit
	4+ bedroom	2 spaces per unit	3 spaces per unit	3 spaces per unit
Older people's housing⁷	Retirement living or sheltered housing	1 space per unit		0.5 spaces per unit
	Extra care housing or housing-with-care	1 space per unit if Use Class C3 OR 1 space per 4 residents plus 1 space per staff if Use Class C2		0.5 spaces per unit if Use Class C3 OR 1 space per 6 staff if Use Class C2
	Residential care homes and nursing homes	1 space per 4 residents plus 1 space per staff		1 space per 6 staff

⁵ See Principle 17 for motorcycle parking requirements.

⁶ A studio flat, bedsit or residential unit within a HMO is counted as a 1 bed property.

⁷ If warden or staff spaces are identified, these apply to full-time equivalent staff.

PARKING STANDARDS FOR NON-RESIDENTIAL DEVELOPMENT⁸

Where standards refer to floor area, these relate to the gross external floor area and include the thickness of external walls. Mixed use developments should sum the requirements of the different uses whilst taking into account opportunities for the share use of space at different times of the day/week.

Development	Description	Maximum number of car parking spaces required	Cycle standard (minimum) ⁹
Commercial	Office	1 space per 30sqm	1 space per 150sqm
	High tech/light industrial	1 space per 45sqm	1 space per 250sqm
	General industrial	1 space per 45sqm	1 space per 350sqm
	Warehouse	1 space per 90sqm	1 space per 500sqm
	Wholesale cash and carry	1 space per 30sqm	1 space per 150sqm
Retail	Non-food retail and general retail (covered)	1 space per 20sqm covered area	1 space per 6 staff or 1 space per 300sqm
	Non-food retail and general retail (uncovered)	1 space per 30sqm uncovered area	
	Food retail	1 space per 14sqm covered area	
	Financial/professional services	1 space per 20sqm	
	Garden centre	1 space per 25sqm	
Educational Establishments¹⁰	16+ colleges and further education colleges	Determined within a Travel Plan (already in place or submitted with an application)	

⁸ See Principle 15 and Table 6 for lorry parking requirements.

⁹ See Principle 17 for motorcycle parking requirements

¹⁰ The parking allocation caters for staff, visitors and parents. 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. Please refer to Hampshire County Council's On-Site School Parking Guidelines (April 2013) for parking at schools.

PARKING STANDARDS FOR NON-RESIDENTIAL DEVELOPMENT⁸

Where standards refer to floor area, these relate to the gross external floor area and include the thickness of external walls. Mixed use developments should sum the requirements of the different uses whilst taking into account opportunities for the share use of space at different times of the day/week.

Development		Description	Maximum number of car parking spaces required	Cycle standard (minimum) ⁹
		Day nurseries/playgroups (private) and creches	1 space for 2 FTE (full time equivalent) staff	1 space per 6 staff
Health Establishments		Private hospitals, community and general hospitals	Determined within a Travel Plan	Determined within a Travel Plan
		Health centres	4 spaces per consulting room	1 space per 2 consulting rooms or 1 space per 6 staff
		Doctors, dentists or veterinary surgeries	3 spaces per consulting room	
Care Establishments ¹¹	Day centres for older people, adults with learning/physical disabilities	Staff	1 space per 2 FTE staff	1 space per 6 staff (min. 1 space)
		Visitors	1 space per 2 clients	
	Homes for children	Residential staff	1 space per 1 FTE staff	1 space per 6 staff (min. 1 space)
		Non-residential staff	1 space per 2 FTE staff	
		Visitors	0.25 space per client	
	Family centres	Staff	1 space per 2 FTE staff	1 space per 6 staff (min. 1 space)
		Visitors	1 space per 2 clients	
	Residential units for adults with learning/physical disabilities	Residential staff	1 space per 1 FTE staff	1 space per 6 staff (min. 1 space)
		Non-residential staff	1 space per 2 FTE staff	
		Visitors	1 space per 4 clients	

¹¹ The staff standards apply to the number of staff on duty at the busiest time.

PARKING STANDARDS FOR NON-RESIDENTIAL DEVELOPMENT⁸

Where standards refer to floor area, these relate to the gross external floor area and include the thickness of external walls. Mixed use developments should sum the requirements of the different uses whilst taking into account opportunities for the share use of space at different times of the day/week.

Development	Description	Maximum number of car parking spaces required	Cycle standard (minimum) ⁹
Other Uses	Hotels/motels/guest houses ¹²	1 space per bedroom	1 space per 6 staff or 1 space per 40sqm (whichever is the greater)
	Eating and drinking establishments ¹³	1 space per 5sqm dining/bar/dance area	
	Cinemas, theatres and conference facilities	1 space per 5 fixed seats	
	Bowling centre/bowling greens	5 spaces per lane	
	Sports halls	1 space per 5 fixed seats plus 1 space per 30sqm playing area	
	Swimming pools, health clubs and gyms	1 space per 5 fixed seats plus 1 space per 10sqm open hall/pool area	
	Tennis courts	3 spaces per court	
	Squash courts	2 spaces per court	
	Playing fields ¹⁴	12 spaces per ha pitch area	
	Golf courses	4 spaces per hole	Determined within a Travel Plan
	Golf driving ranges	1.5 spaces per tee/bay	
	Marinas	1.5 spaces per berth	

¹² Other facilities e.g. eating, drinking and entertainment are treated separately if they are available to non-residents.

¹³ Where these would serve HGVs (for example transport cafes), some provision will be needed for HGV parking.

¹⁴ Other facilities, e.g. clubhouses, are treated separately.

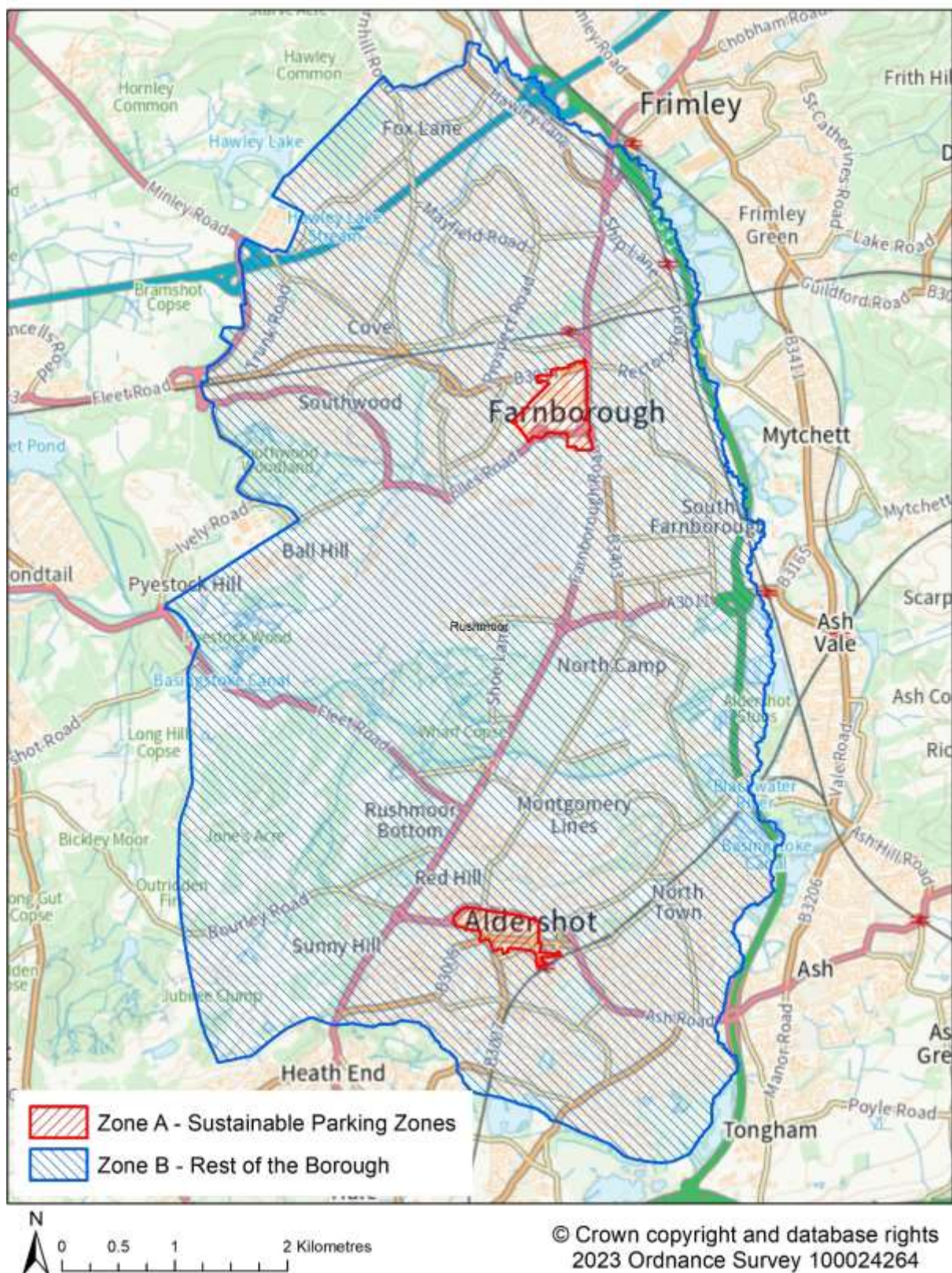
PARKING STANDARDS FOR NON-RESIDENTIAL DEVELOPMENT⁸

Where standards refer to floor area, these relate to the gross external floor area and include the thickness of external walls. Mixed use developments should sum the requirements of the different uses whilst taking into account opportunities for the share use of space at different times of the day/week.

Development	Description	Maximum number of car parking spaces required	Cycle standard (minimum) ⁹
	Places of worship/church halls	1 space per 5 fixed seats plus 1 space per 10sqm open hall/pool area	1 space per 6 staff or 1 space per 40sqm (whichever is greater)
	Petrol filling stations	These will be considered under the appropriate retail category. Petrol pump spaces count as one space each.	N/A
	Car workshops – staff	1 space per 45sqm	1 space per 8 staff or 1 space per 250sqm
	Car workshops – customers	3 spaces per service bay	N/A
	Car sales – staff	1 space per 1 FTE staff	1 space per 8 staff or 1 space per 250sqm
	Car sales - customers	1 space per 10 cars on display	N/A

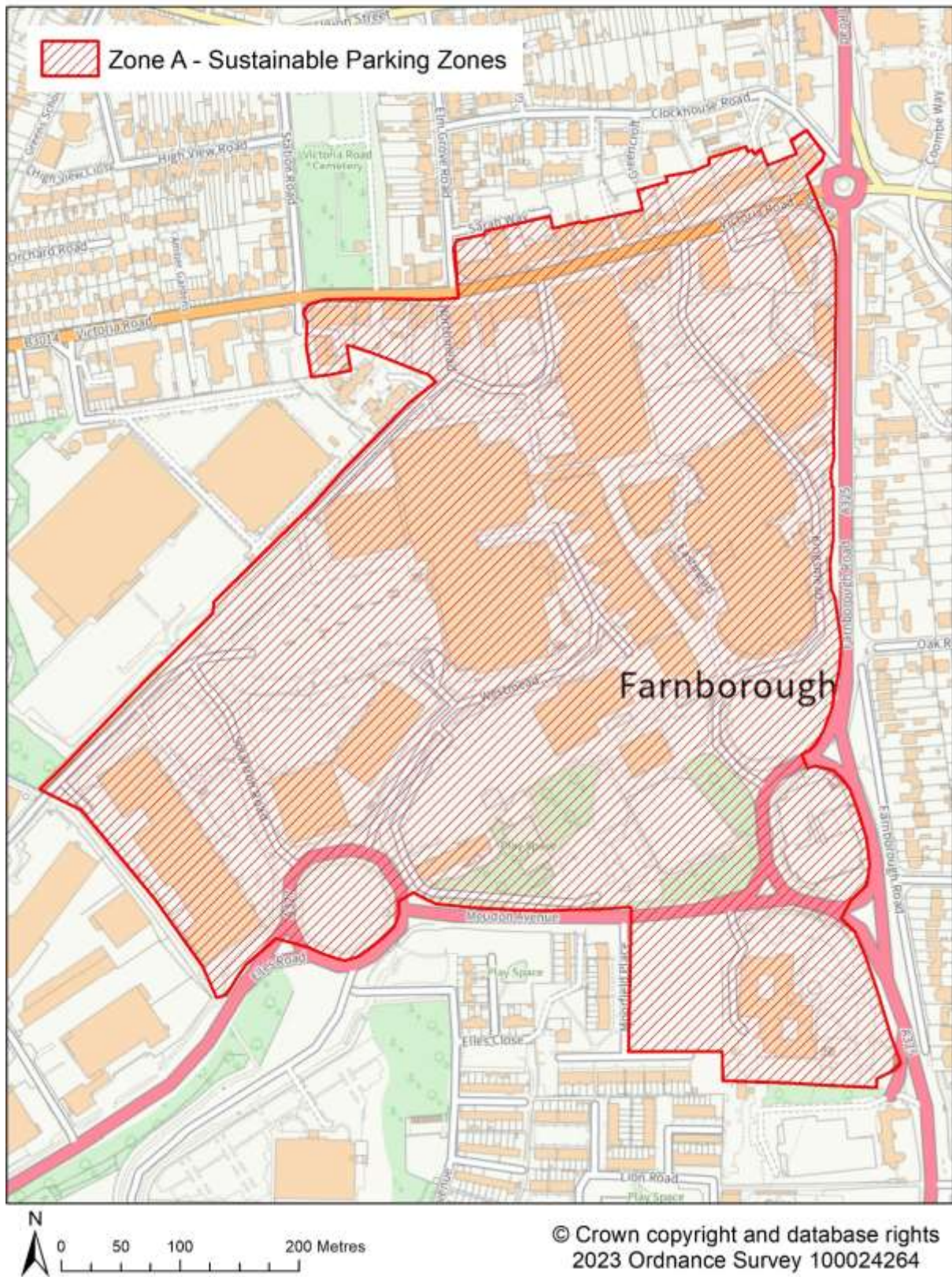
Appendix B: Maps of Zones A and B

Parking Standards Zones in Rushmoor



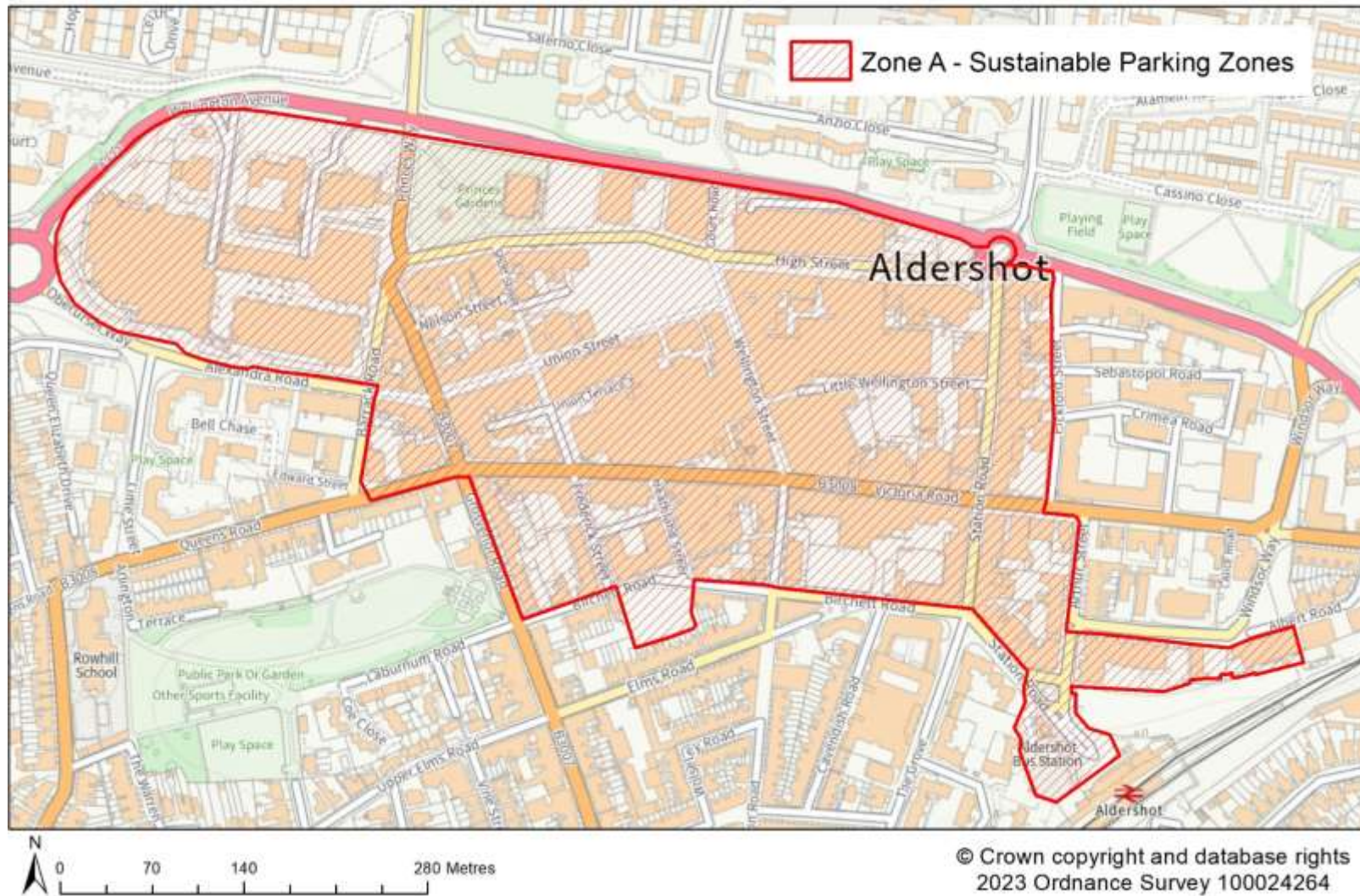
Map 1 – Areas of Rushmoor covered by Zones A and B

Zone A - Sustainable Parking Zone in Farnborough



Map 2 – Zone A in Farnborough

Zone A - Sustainable Parking Zone in Aldershot



Map 3 – Zone A in Aldershot

Appendix C: Methodology for defining Zone A – Sustainable Parking Zone

Background

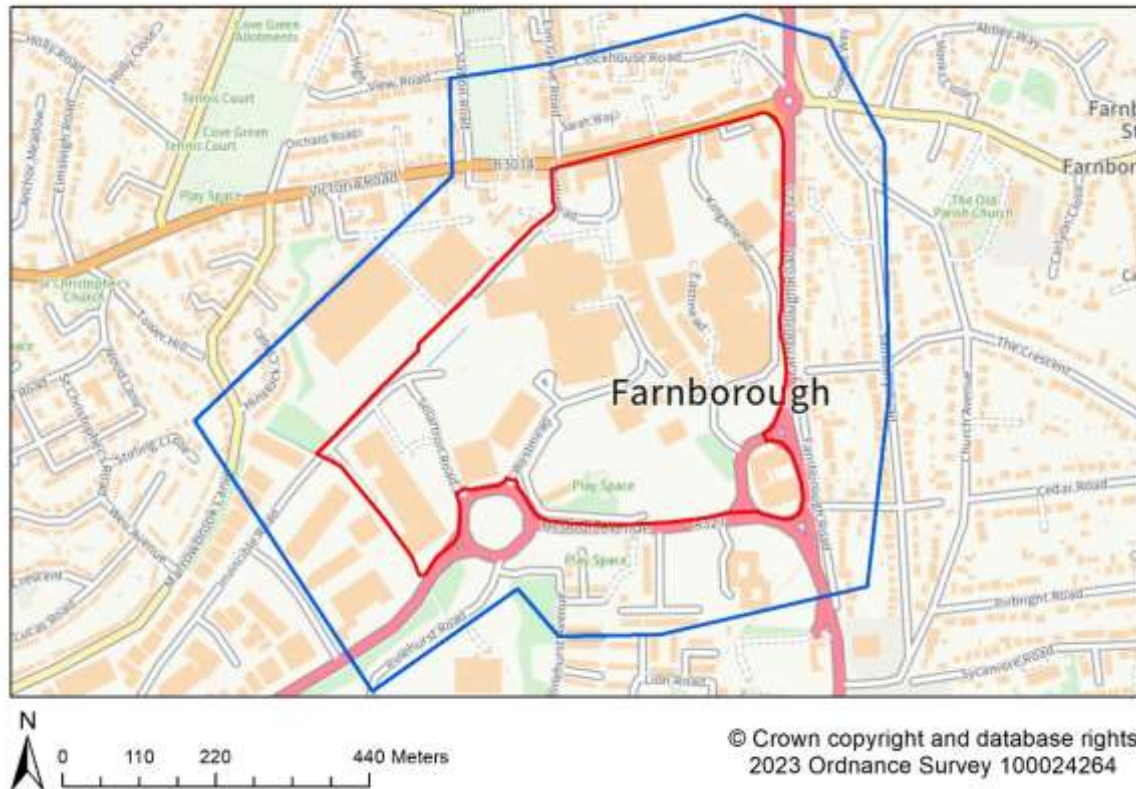
- C.1 The 2017 Car and Cycle Parking Standards Supplementary Planning Document (SPD) set out certain principles for car parking provision which only applied to residential development in the town centres, recognising that they are the most sustainable locations in the borough. This included consideration of a minimum parking standard of one space per dwelling, and provision of off-site car parking in public car parks or on land in separate ownership.
- C.2 The town centre boundaries defined in the Rushmoor Local Plan 2019 are drawn tightly to reflect only those areas which contain town centres uses. It is recognised that for the purposes of the SPD, there are areas outside of these defined Local Plan town centres which make up the wider town centre areas and are just as sustainable. A wider area including the town centres is therefore proposed for Zone A – Sustainable Parking Zone.
- C.3 These locations are most likely to have high density/flatted development and 2021 Census data for Rushmoor indicates that car ownership is lower in flats than houses for units with equivalent numbers of bedrooms.

Property type/size	1 bed house	1 bed flat	2 bed house	2 bed flat	3 bed house	3 bed flat
Average car ownership	1.0	0.6	1.3	1.0	1.6	1.1

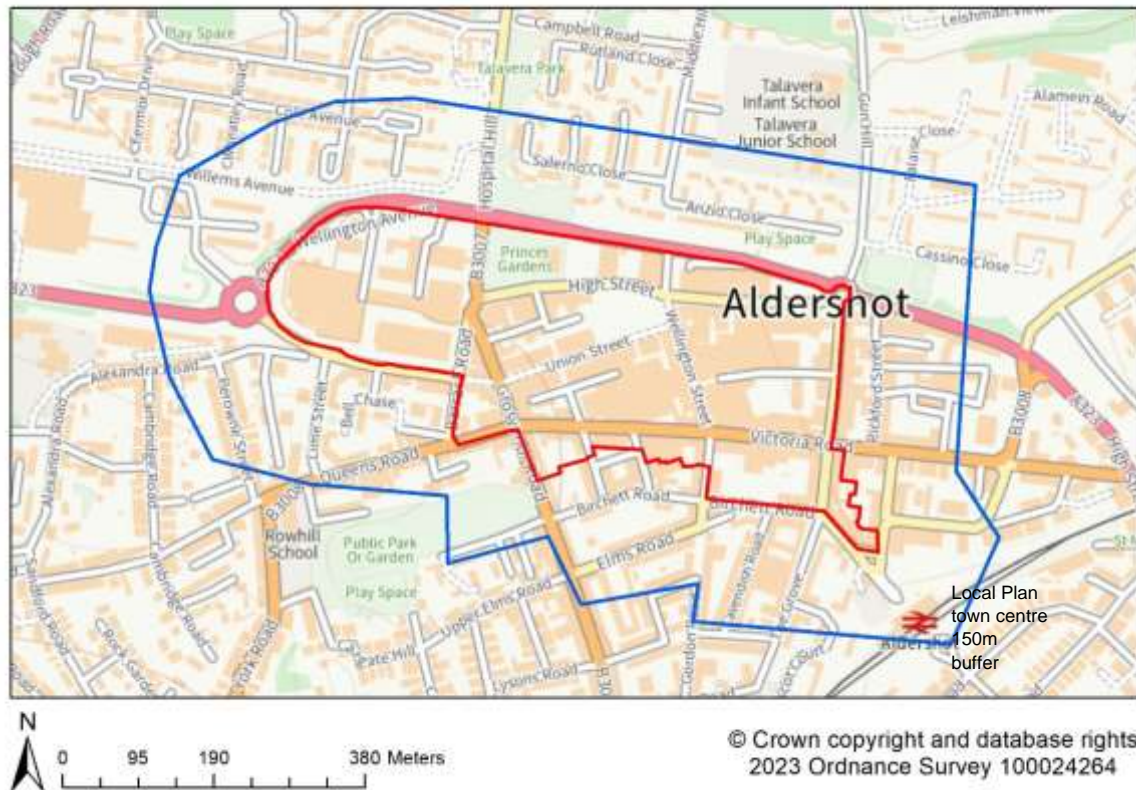
Approaches to defining Zone A

- C.4 The starting point for defining Zone A – Sustainable Parking Zone was the town centres. As set out above, the 2017 Car and Cycle Parking Standards SPD set out certain principles which only applied to residential development in the town centres, recognising that they are the most sustainable locations in the borough. It is therefore logical that the starting point for defining Zone A is the town centre boundaries. These are set out in the below figures.
- C.5 One of the options considered for the defining Zone A was to draw a buffer of a certain distance around the town centres. The below figures show an area of 150 metres around each of the town centres as an example. This was not considered a suitable approach as it does not take into account the types of residential development (housing vs flats) which are currently there or may be suitable in the future. It also does not take account of physical barriers which separate those areas from the core town centres, make access to public transport challenging and therefore make those areas less sustainable locations.

C.6 The second option considered was to assess parcels of land adjoining the town centre boundaries individually against a set of criteria to determine whether it is appropriate to include them within Zone A. This is a suitable approach as it allows for consideration of the individual characteristics of these areas.



Map 4 – Farnborough town centre (red) and 150m buffer (blue)

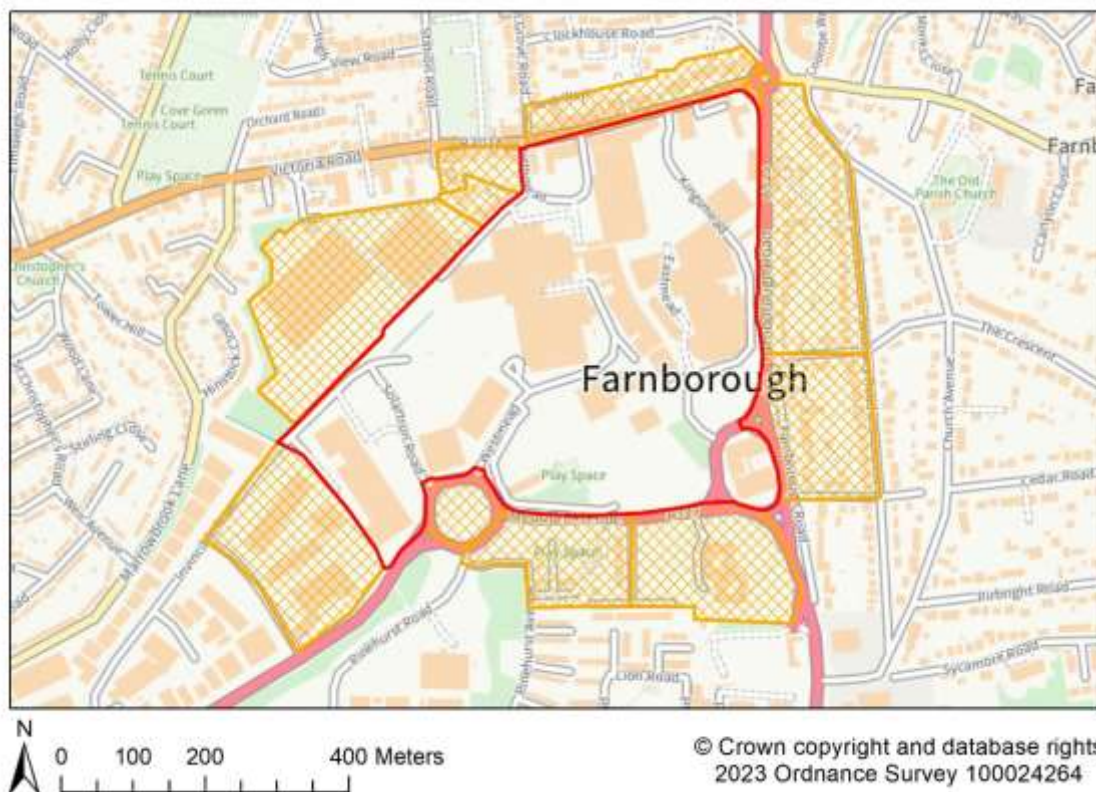


Map 5 – Aldershot town centre (red) and 150m buffer (blue)

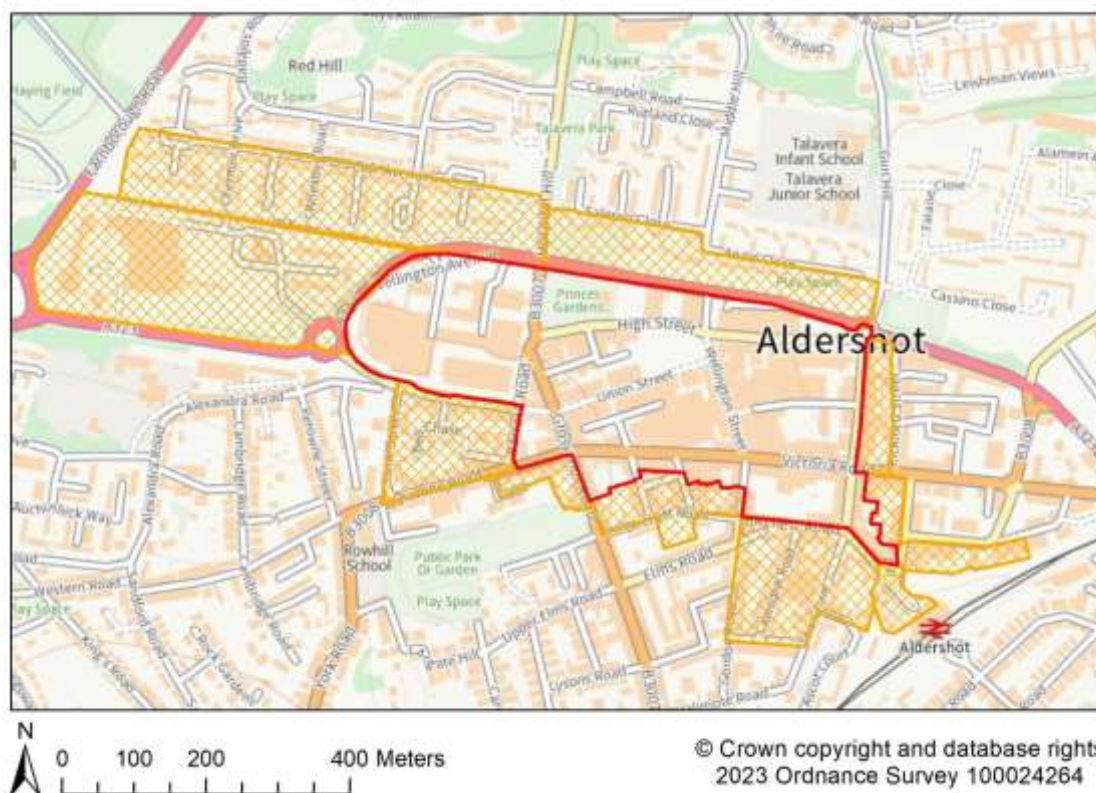
Methodology & Assessment Criteria for Zone A

C.7 The areas adjoining the town centre boundaries was split into parcels based on physical features such as roads and/or the use of the land. Each parcel was then considered against the following criteria:

- Is the parcel well-connected to the town centre? Is there a direct route? Are there physical barriers between the parcel and the town centre e.g. main roads which are difficult to cross?
- Is the parcel in close proximity (by walking) to public transport e.g. bus stops or train stations?
- Is the parcel in close proximity (by walking) to an existing public car park?
- Is the parcel in close proximity (by walking) to a range of day-to-day facilities e.g. convenience store, meeting places, cultural buildings, places of worship?
- Is there currently high-density/flatted residential development or would it potentially be suitable for such development in the future? Is there a planning application for such development?
- Are there on-street parking restrictions within the parcel? Are there existing parking issues?

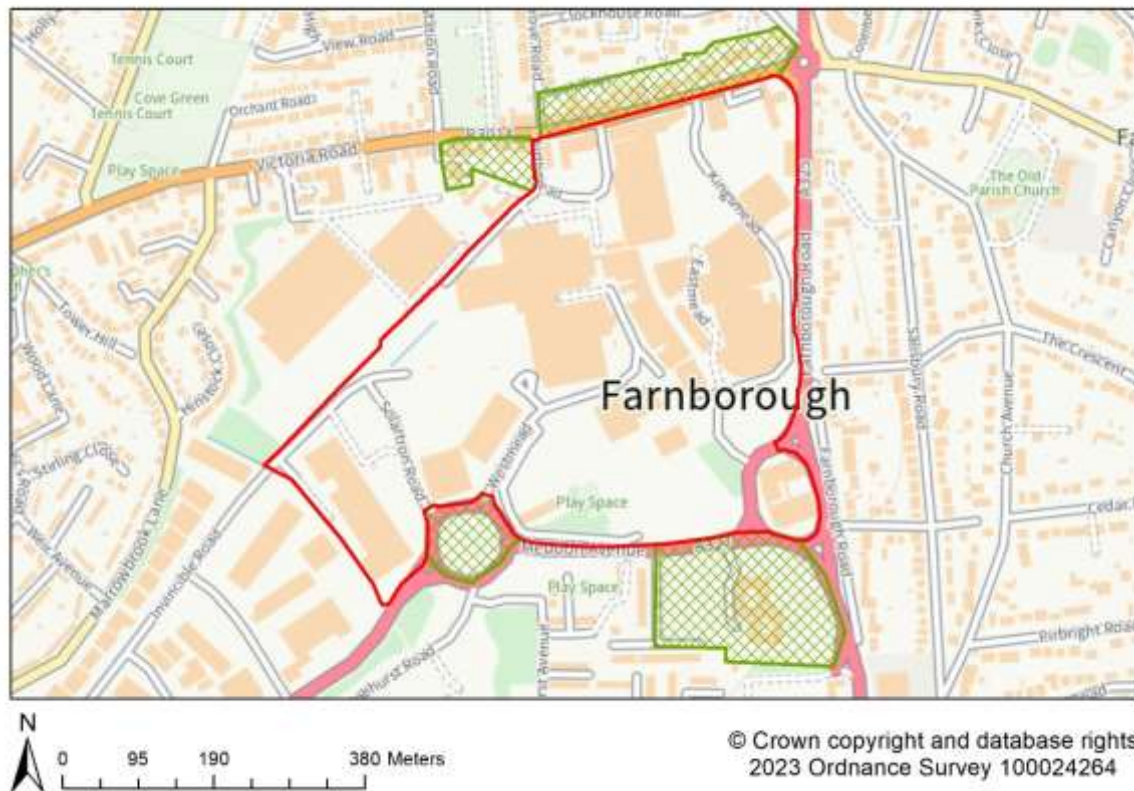


Map 6 – Farnborough town centre (red) and land parcels assessed (orange)

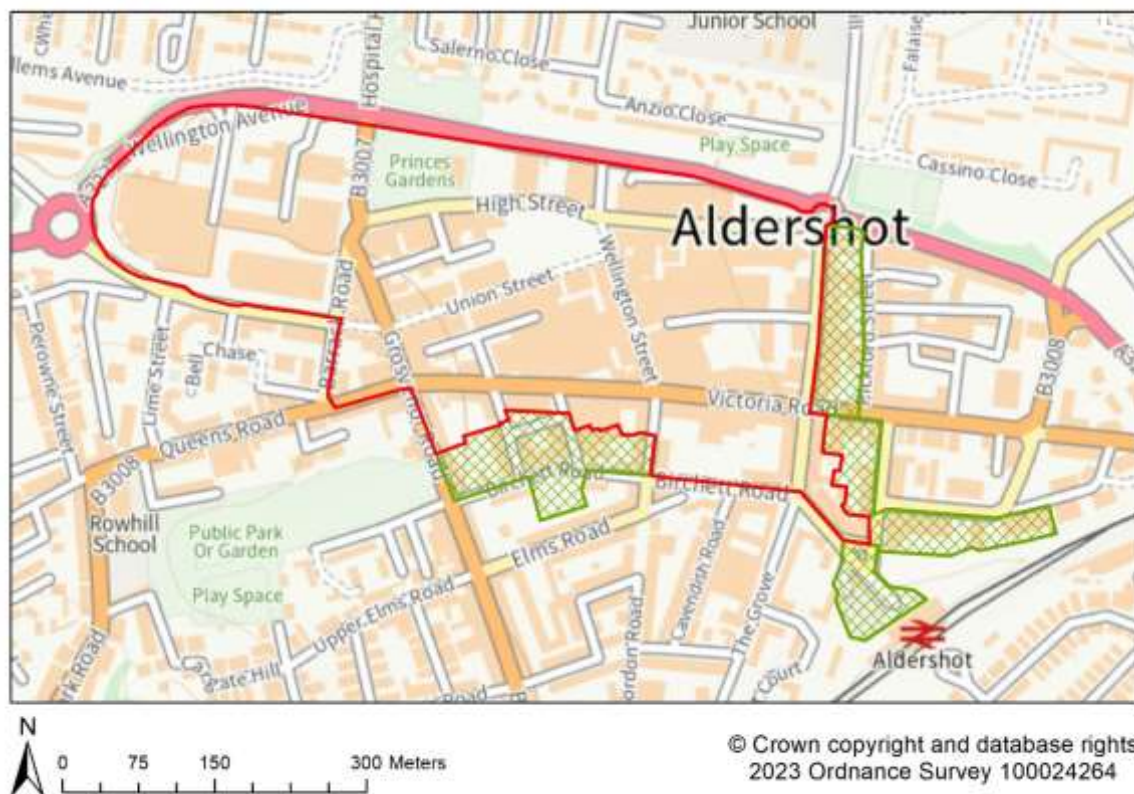


Map 7 – Aldershot town centre (red) and land parcels assessed (orange)

Parcels proposed for inclusion in Zone A



Map 8 – Farnborough town centre (red) and additional land parcels proposed for inclusion in Zone A (green)



Map 9 – Aldershot town centre (red) and additional land parcels proposed for inclusion in Zone A (green)

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement



Car and Cycle Parking Standards Supplementary Planning Document (SPD)

Consultation Statement

Regulation 12 Town and Country Planning (Local Development) (England) Regulations 2012 (as amended)

Persons consulted when preparing the supplementary planning document

The Draft Car and Cycle Parking Standards SPD was subject to public consultation for a period of 7 weeks between 8 December 2023 and 26 January 2024. Copies of the draft SPD and supporting documents (namely a Strategic Environmental Assessment Screening Statement and Statement of Matters and Availability (see Appendix 1)) were made available to view at the following locations during opening hours:

- Rushmoor Borough Council Offices
- Aldershot Library
- Farnborough Library

The SPD and supporting information was also made available to view online at <https://www.rushmoor.gov.uk/planningpolicyconsultations> (see Appendix 2.)

Representations were invited via email or via post.

Consultation emails

The Council notified all those registered on the Rushmoor Local Plan consultation database. The database covers a wide range of stakeholders including local residents, businesses, statutory bodies such as Natural England and the Environment Agency. In total, there are approximately 190 contacts on the database and all were contacted via email (see Appendix 3).

Documents available on the Council's website

Copies of the draft SPD, the Strategic Environmental Assessment Screening Statement and Statement of Matters and Availability were made available to view/download on the Council's website at <https://www.rushmoor.gov.uk/planningpolicyconsultations>

Summary of the main issues raised

Six responses to the consultation were received in total, including from Historic England and Hampshire County Council.

The main issues raised by respondents include:

- Zone A should cover a wider area around Aldershot and Farnborough town centres
- The one space per dwelling requirement in Zone A should be removed
- The approach to visitor parking in Zone A should apply to Zone B too

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

- The minimum of 100 units for car clubs is onerous
- The 10% cap for offsetting car parking spaces with car clubs is too low/should be removed
- 1 car club car offsetting 9 car parking spaces is too low
- Car parking standards are too high (Census data shows lower average ownership)
- Car clubs should also be encouraged in existing residential areas
- Request that methodology for defining Zone A is shared
- Request that research into impact of maximum parking standards is shared as per NPPF paragraph 112

The detailed comments received are set out in Appendix 4.

How those issues have been addressed in the supplementary planning document

The Officer responses relating to the detailed comments and how they have been addressed in the final version of the SPD can be found in Appendix 4. Where changes to the SPD have been made in response to comments received, these are flagged in bold within the officer response.

Appendix 1 Statement of SPD Matters and Availability



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

Statement of SPD Matters and Availability

Regulation 12 Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

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

Area Covered: Rushmoor Borough

Subject Matter: The purpose of the Car and Cycle Parking Standards SPD is to build upon Local Plan Policy IN2 – Transport. It sets out guidance on appropriate parking provision in terms of amount, design and layout for both residential and non-residential development to meet the requirements of the policy. The parking standards apply to all development, including changes of use, residential sub-divisions, and extensions.

Representation Period: 8th December 2023 – 26th January 2024 (5pm)

Copies of the draft documents and the supporting information are available to view at:

- **Rushmoor Borough Council Offices** between 9am and 2pm Monday to Friday
- **Aldershot Library**, 109 High Street, Aldershot, Hampshire, GU11 1DQ at the following times:
 - Monday 9.30am – 1.30pm
 - Tuesday, Wednesday, Friday and Saturday 9.30am - 5pm
- **Farnborough Library**, Pinehurst, Farnborough, Hampshire GU14 7JZ at the following times:
 - Monday, Wednesday, Thursday, Friday, Saturday 9.30am – 5pm
 - Tuesday 9.30am – 1.30pm
- **Online** at www.rushmoor.gov.uk/planningpolicyconsultations

Representations to be sent:

By **email** to planningpolicy@rushmoor.gov.uk

Or **in writing** to: Planning Policy, Rushmoor Borough Council, Council Offices, Farnborough Road, Farnborough, Hampshire, GU14 7JU

Adoption Notification: If you wish to be notified of the adoption of this SPD, please request this as part of your submissions.

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

Appendix 2 Planning Policy webpages

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Supplementary planning documents and advice notes

- Affordable housing SPD
- Aldershot town centre prospectus SPD
- Locally Listed Heritage Assets SPD
- Car and cycle parking SPD**
- Development affecting public houses SPD
- Farnborough civic quarter masterplan SPD
- Farnborough town centre SPD
- Home improvements and extensions SPD
- Shop front design guide SPD
- Transport contributions SPD
- Financial contributions for open space
- Draft biodiversity SPD

A Supplementary Planning Document (SPD) that sets out the approach to car and cycle parking in Aldershot and Farnborough.

Consultation on the draft Car and Cycle Parking Standards SPD (2023)

We are currently consulting on a [draft Car and Cycle Parking Standards SPD \(2023\)](#) which will replace the current [Car and Cycle Parking Standards SPD \(2017\)](#).

The purpose of the Car and Cycle Parking Standards SPD is to build upon [Rushmoor Local Plan Policy IN2 - Transport](#). It sets out guidance on appropriate parking provision in terms of amount, design and layout to meet the requirements of the policy.

Draft SPD and supporting documents

You can read the draft Car and Cycle Parking Standards SPD (2023) and supporting documents below. The documents are also available to view at the Council Offices and at Aldershot Library and Farnborough Library during opening hours.

- [Draft Car and Cycle Parking Standards SPD \(2023\)](#)
- [SEA/HEA Screening Statement](#)
- [Statement of Matters and Availability](#)

Have your say

You can send us your comments and feedback by emailing planningpolicy@rushmoor.gov.uk or by post to the following address:

Planning Policy
Rushmoor Borough Council
Council Offices
Farnborough Road
Farnborough
GU14 7JU

This consultation closes on **Friday 26 January 2024**

Car and Cycle Parking Standards SPD (2017)

The [Car and Cycle Parking Standards SPD \(2017\)](#) sets out our approach to car and cycle parking in new development.

Documents relating to the adoption of the car and cycle parking SPD

- [Car and cycle parking standards \(2017\) - Consultation statement](#)
- [Car and cycle parking standards \(2017\) - Adoption Statement](#)

Car and cycle parking standards for schools

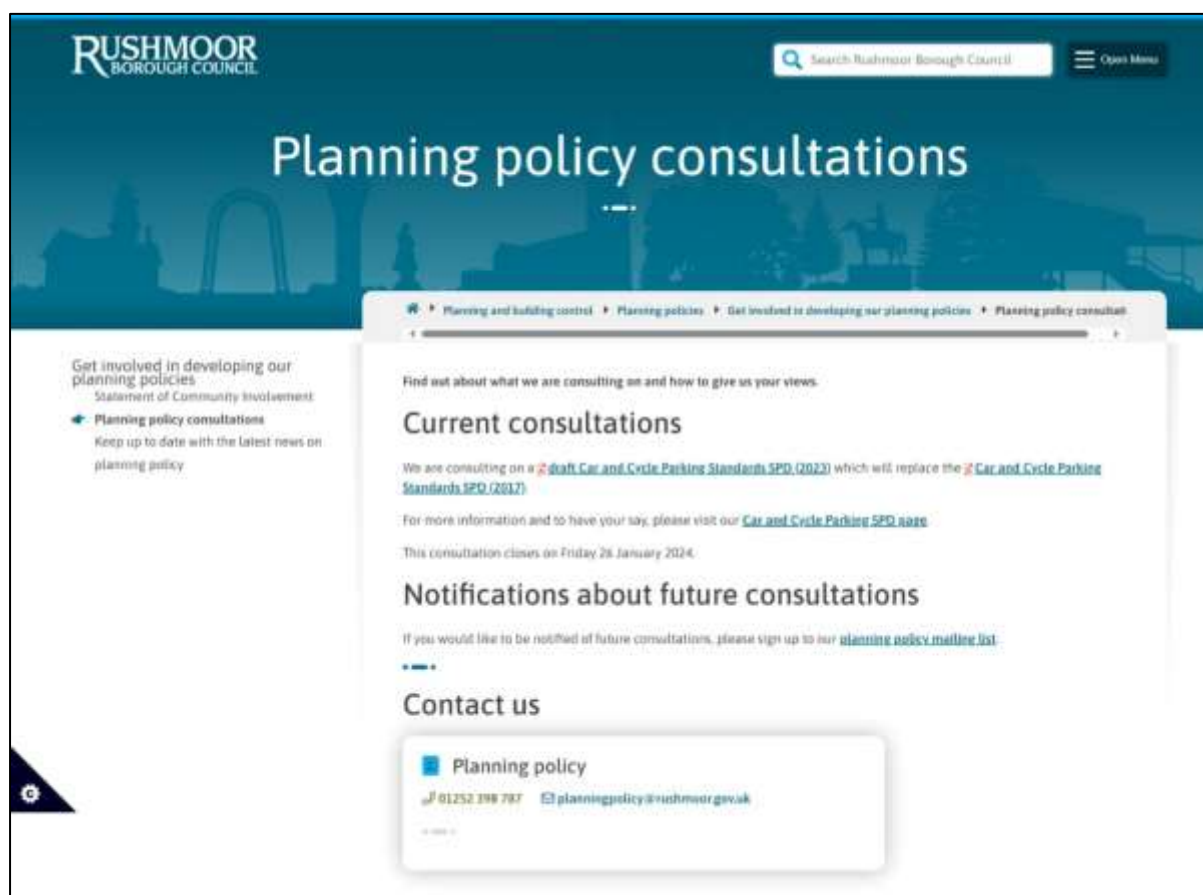
Hampshire County Council is the planning authority for most education establishments. It has adopted a set of guidelines called the [On-site school parking guidelines \(April 2013\)](#). These guidelines provide a more up-to-date parking standard for schools and replace this element in our Car and Cycle Parking Standards SPD (2017).

Contact us


Planning policy

01252 318 787 | planningpolicy@rushmoor.gov.uk

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement



Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement



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Farnborough town centre SPD

Home improvements and extensions SPD

Shop front design guide SPD

Transport contributions SPD

Financial contributions for open space

Draft biodiversity SPD

Get involved in developing our planning policies

Planning obligations and the Community Infrastructure Levy

Green Infrastructure Strategy

Local cycling and walking infrastructure plan

National, regional and county planning policy documents

Neighbourhood planning

Former local plans and policies

Details of our supplementary planning documents and advice notes.

Following the adoption of the [Rushmoor Local Plan](#), we are reviewing our adopted supplementary planning documents (SPDs) and published guidance notes. Please see our [former local plans and policies](#) page for more information.

Current consultations

We are consulting on a [draft Car and Cycle Parking Standards SPD \(2023\)](#) which will replace the [Car and Cycle Parking Standards SPD \(2017\)](#).

For more information and to have your say, please visit our [Car and Cycle Parking SPD page](#).

This consultation closes on Friday 26 January 2024.

Adopted supplementary planning documents (SPDs)

There are ten adopted supplementary planning documents and one supplementary note.

- Affordable housing
- Aldershot town centre prospectus
- Locally listed heritage assets
- Car and cycle parking standards
- Development affecting public houses
- Farnborough civic quarter masterplan
- Farnborough town centre
- Home improvements and extensions
- Shop front design guide
- Transport contributions

Draft Biodiversity SPD

We consulted on a [draft Biodiversity SPD](#) between 29 August and 10 October 2023.

We will now review all the responses received before deciding whether the document should be adopted or if any changes are needed.

Interim Policy Statements

- First Homes Interim Policy Statement

Advice note

- Financial contributions for open space - Interim advice note

In addition, you will find advice on highways development planning on the [highways development](#) page on Hampshire County Council's website in the document called 'notification to local planning authorities document'.

Contact us

Planning policy

01252 396 767

planningpolicy@rushmoor.gov.uk

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Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

Appendix 3 Email to Consultees

From: Rushmoor Council Planning Policy
Sent: 08 December 2023 09:46
To: Rushmoor Council Planning Policy
Subject: Rushmoor Draft Car and Cycle Parking Standards Supplementary Planning Document (SPD) Consultation

Dear Sir/Madam,

The Council is currently consulting on the following document for a period of six weeks:

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

You can view the SPD and supporting documents online at www.rushmoor.gov.uk/planningpolicyconsultations.

The closing date for comments is 5pm on Friday 26th January 2024. Comments can be submitted:


- by email to planningpolicy@rushmoor.gov.uk or
- in writing to: Planning Policy, Rushmoor Borough Council, Council Offices, Farnborough Road, Farnborough, Hampshire GU14 7JU.

Hard copies of the draft SPD and the supporting information are available to view at:

- Rushmoor Borough Council Offices between 9am and 2pm Monday to Friday
- Aldershot Library, 109 High Street, Aldershot, Hampshire, GU11 1DQ at the following times:
 - Monday 9.30am – 1.30pm
 - Tuesday, Wednesday, Friday and Saturday 9.30am - 5pm
- Farnborough Library, Pinehurst, Farnborough, Hampshire GU14 7JZ at the following times:
 - Monday, Wednesday, Thursday, Friday, Saturday 9.30am – 5pm
 - Tuesday 9.30am – 1.30pm

If you wish to be notified of the adoption of the Car and Cycle Parking Standards SPD, please request this as part of your submissions.

Yours faithfully,

Planning Policy and Conservation Team
Planning Policy and Conservation Team | Rushmoor Borough Council | Council Offices | Farnborough Road | Farnborough | Hampshire | GU14 7JU
DDi: 01252 398787 | e:planningpolicy@rushmoor.gov.uk | w:www.rushmoor.gov.uk
 Please consider the environment - do you really need to print this email?

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

Appendix 4 Detailed Consultation Responses and Officer Comments

Respondent	Section	Comment	Officer response
David Mowbray (Resident)	General	There is no consideration given to charging vehicles on-street where there are no front gardens or garages.	Hampshire County Council is the local highways authority for Rushmoor and further information on on-street charging for electric vehicles is available on their website: Electric vehicle charging guidance for residents Hampshire County Council (hants.gov.uk)
Historic England	SEA Screening	Concur with the assessment that the SPD is unlikely to result in significant environmental effects and therefore endorse the conclusion that it is not necessary to undertake SEA of this SPD.	Comments noted.
Savills obo Wates Developments	General	General support for improved residential parking arrangements in the borough.	Comments noted.
	Aldershot SPZ (Zone A)	Object to the proposed red line around the Sustainable Parking Zone in Aldershot as it does not go far enough or take account of sites that could come forward for development close to the town centre in highly accessible locations. Consider that land promoted for residential development adjacent to Aldershot Town Football Club (ATFC) stadium has the same sustainability credentials as the Town Centre due to proximity of public transport & LCWIP route 170.	The extent of the Sustainable Parking Zones (SPZs) was determined through a process which looked at a number of criteria which define highly accessible locations. This included distance to public transport and day-to-day facilities. The process also considered the suitability of the area for high-density development, as data shows that this type of development has the lowest car ownership in Rushmoor. The starting point for the assessment was the town centres as the 2017 SPD already provided for a different consideration to parking within these locations. Parcels of land adjoining the town centre were then considered for their suitability for inclusion within the SPD. The Council will monitor the implementation of the SPZs and consider their expansion in the future if appropriate.
	Zone B	High parking requirement would severely impact on sites such as ATFC site, make them have limited viability and impact on provision of tree planting, landscaping and greenspaces due to less efficient use of land and less sustainable layout.	The parking requirement in Zone B remains as set out in the SPD adopted in 2017. The Local Plan policies as a whole have been tested for viability, although we recognise that this does not mean that there will not be sites which come forward where viability will need to be tested on an individual basis. We consider that the parking requirement

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

			does not preclude the provision of adequate tree planting, landscaping and provision of greenspaces.
	Zone A	Requirement for minimum of one space per dwelling is onerous and there should be a section on 'car free development' subject to certain criteria being met. Alternatively, the list of 'exceptional circumstances' in para 5.12 should be expanded.	The 2021 Census data shows that average car ownership for flats in Rushmoor is 0.84 cars per unit. We wish to avoid setting standards for parts of parking spaces and therefore this has been rounded to the nearest whole number of one space per dwelling.
	Visitor parking	Supports approach in Zone A but considers this should be expanded to include any residential development within close proximity of an existing car park.	The approach to visitor parking in Zone A will only work where there is no option for visitors other than to use existing car parks because parking is restricted both on the development and between the development and the existing car park. Otherwise visitors will likely park on-street if it is closer to the development than the existing car park. Parking restrictions within Zone A ensure this approach is possible but parking restrictions vary across Zone B therefore it would not be appropriate to apply the approach to Zone B.
	Car clubs	Support offsetting car parking requirement through use of car clubs but consider that the minimum of 100 units is onerous and suggests that 10% cap should be removed.	The minimum of 100 units reflects that there are not currently any established car clubs in Rushmoor and therefore any development making use of the principle would need to establish the car club and provide at least one car. This is unlikely to be feasible for smaller developments. Once car clubs are established and proven viable in Rushmoor, the SPD will be reviewed, and consideration given to smaller developments offsetting car parking requirements by contributing to these car clubs. Data shows that although it is growing, national uptake of car club membership is still very low, particularly outside of London. The 10% cap is to ensure that car clubs are not used to justify indiscriminately reduced parking which will not meet the needs of future residents of development. The Council will monitor the evidence on the uptake of car club membership and review the SPD if necessary.
Hampshire & Isle of Wight Constabulary	Para 8.4	Ask that the requirement for all cycle stores to have a Sold Secure Silver Standard cycle anchor point is included.	ADD REQUIREMENT FOR SOLD SECURE SILVER STANDARD (OR EQUIVALENT) CYCLE ANCHOR POINT

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

	Para 8.8	Facilities for secure staff cycle parking should be separate to those provided for use by the general public and ask that this requirement is included.	The SPD does not differentiate between the level of parking required for staff and members of the public for commercial uses but sets one overall level, therefore it would not be appropriate to require that these are separated.
Surrey County Council	Car clubs	10% parking space requirement cap for offsetting by car club cars means the parking ratio would still be no less than 0.9 spaces per dwelling. Greater flexibility for reduced parking should be considered to encourage use of car clubs.	Data shows that although it is growing, national uptake of car club membership is still very low, particularly outside of London. The 10% cap is to ensure that car clubs are not used to justify indiscriminately reduced parking which will not meet the needs of future residents of development. The Council will monitor the evidence on the uptake of car club membership and review the SPD if necessary.
Hampshire County Council	Background, context & principles	Little or no reference made to several key documents: LTN 1/20, Manual for Streets, Building for Healthy Life and Streets for Healthy Life. Also minimal reference to benefits and impact on health and wellbeing.	ADD ADDITIONAL REFERENCES/TEXT TO CHAPTER 2
	National & local policy context	Update to reflect latest version of LTP4. Recommend that air quality should also be a key consideration when setting parking standards.	UPDATE TO REFLECT LATEST VERSION OF LTP4
	Para 3.7	Query the statement that the parking standard is sufficient to provide the right number of parking spaces as Table 2 shows average car ownership levels are lower than requirement.	The 2021 Census shows that average car ownership per household in Rushmoor has not changed significantly since the 2011, therefore the existing parking standards are still considered appropriate for Zone B (outside of the SPZs). The Council intends to undertake an in-depth review of these parking standards as part of work on either a new local plan or design code for Rushmoor.
	Para 3.8	Request that the methodology for defining the zones is shared. Consider that there is an opportunity to extend and review the SPZs using routes in minutes and walking distanced ped shed analysis to include other areas of high connectivity e.g. train stations.	PROVIDE METHODOLOGY AS APPENDIX TO SPD
	Para 3.9	Request research into impact of maximum parking standards on the local highway network from additional informal parking as per NPPF para 112.	The principle of maximum parking standards for commercial uses has been long established in Rushmoor through the Car and Cycle Parking SPD and this update to the SPD does not seek to change that approach.

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

	Para 3.10	It would be more appropriate to consider a lower parking standard in the most accessible areas. There is a possible text error in the last sentence and incorrect term for non-residential development.	The use of maximum parking standards allows for provision below the standard to be sought and provided where it would be appropriate and not result in problem parking or highway safety issues. An example of this would be in the most accessible locations. ADD REFERENCE TO ACCESSIBLE LOCATIONS & CORRECT TYPOGRAPHICAL ERROR
	Para 4.8	Any development will need to consider wider impact on highway network, therefore existing demand for parking in the area must be considered.	The impact of para 4.8 is not that the existing demand for parking in the area should not be considered when considering the level of parking appropriate for the development, but that new development should not have to ameliorate an existing situation.
	Table 4	Suggest parking bays in front of garage should be 6m long.	No evidence has been provided to support the change to the size of parking bays in front of garages.
	Para 4.11	Suggest change of words from 'may need to' to 'must'. Where car parking space is constrained on one side 0.3 must be added to width and if constrained on both sides then 0.6m. Shrubbery and grass are other reasons to widen adjacent parking spaces.	AMEND 'MAY' TO 'WILL' AND ADD REFERENCE TO SHRUBBERY AND GRASS TO PARAGRAPH 4.11
	Para 4.14	Urge caution with excessive use of tandem parking. Principle 4 reads as though tandem parking is acceptable anywhere within the development however para 4.14 only refers to provision on-plot.	Para 4.14 provides the explanatory text to Principle 4 and the two should be read together. We consider it is therefore clear in which situations tandem parking spaces are appropriate.
	Principle 5	Request addition of "subject to consultation with the Highway Authority".	ADD SUGGESTED ADDITION TO PRINCIPLE 5
	Para 4.16	Discussions around loss and re-provision of parking will be considered on a site-by-site basis and should be discussed with HCC.	The above amendment will clarify this position.
	Part 5.1	Are there any instances where the presumption to provide the parking standard in full would not be met and what evidence would be required to consider a deviation from standard?	These are set out in Para 5.12.

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

	Principle 7	Consider that this will need to specify that this only applies to development in Zone B.	Principle 7 will also apply to Zone A.
	Para 5.4	Suggest change of wording from 'may' to 'will'. HCC would be interested to understand the rationale for potentially excluding some communal parking areas.	UPDATE WORDING TO CLARIFY THAT ALLOCATED PARKING SPACES MAY NOT BE APPROPRIATE WHERE THE NUMBER OF SPACES IS LESS THAN THE NUMBER OF UNITS (E.G. SOME OLDER PERSONS HOUSING TYPES)
	Para 5.5	Not clear on in what circumstance this would apply if even in Zone A there is a requirement for 1 space per dwelling.	Examples would be where car club cars are used to offset part of the parking requirement for the site in line with Principle 13 or where off-site parking is used in line with Principle 12.
	Table 5	Is the requirement for 2+ beds correct, or should this be lower than the requirement for 1 beds?	The requirement for 2+ beds is lower than the requirement for 1 beds – 1 beds must provide 1/3 of a visitor space per property and 2+ beds must provide 1/5 of a visitor space per property.
	Para 5.6	On what basis would the TA determine the visitor parking amount and what kind of evidence will be required?	Given the constrained nature of Rushmoor, applications for over 50 residential units outside of the Sustainable Parking Zones are likely to be rare. We therefore propose that these matters can be discussed with an applicant on a case-by-case basis through the pre-application process. However, matters such as the sustainability of the site, access to public transport and on-street parking restrictions within the site and the surrounding areas are likely to be relevant.
	Para 5.8	Suggest addition of "or similar indicator".	ADD SUGGESTED ADDITION TO PARA 5.8
	Principle 10	Inconsistent with commentary later in the document (Para 8.4).	Paragraph 8.4 is referring to cycle parking spaces being provided in older garages which are already being used for car parking.
	Para 5.9	This should read as displaced.	CORRECT TYPOGRAPHICAL ERROR
	Para 5.10	Reference should be made to Appendix B where the zones are mapped.	ADD REFERENCE TO APPENDIX B TO PARA 5.10
	Para 5.11	HCC are interested in the rationale for requiring at least one parking space per dwelling in Zone A.	The 2021 Census data shows that average car ownership for flats in Rushmoor is 0.84 cars per unit. We wish to avoid setting standards for parts of parking spaces and therefore this has been rounded to the nearest whole number of one space per dwelling.

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

	Principle 11	Suggest removing this principle as it is contrary to the principle of identifying the SPZ.	For the reason set out above, we consider it appropriate to retain the baseline of one space per dwelling within Zone A.
	Para 5.12	Suggest this is worded more positively to reflect the comments on Principle 11.	As set out above in response to comments on Para 5.11 and Principle 11, we consider that retaining the requirement for one space per dwelling is appropriate and therefore the wording on Para 5.12 regarding 'exceptional circumstances' is considered appropriate.
	Principle 12	Suggest this is applied to all sites within Zone A.	Whilst there is capacity within existing public car parks to absorb small amounts of parking from new residential development, there is not capacity to absorb the amount of parking resulting from large-scale development and this would be detrimental to overall parking levels.
	Para 5.14	Suggest making reference to Principle 3.	The SPD should be read as a whole and it is not considered necessary to reference Principle 3 in this paragraph.
	Principle 13	Suggest that car clubs could also be encouraged in existing residential areas to reduce overall impact of parking numbers. Query the application of this principle only to development in Zone A.	There are currently no established car clubs in Rushmoor and we consider that the most feasible location for these to be established initially is within the town centres and wider SPZs. Paragraph 5.21 sets out that car club schemes should ideally be made available to the general public as well as those living with the development. It is likely that once car clubs are established within the town centres/SPZs, operators will want to expand into existing residential areas in order to grow their membership. The Council will monitor the success of car clubs in Rushmoor and in the future consider extending Principle 13 to Zone B if appropriate.
	Para 5.19	Query the provision of 1 car club vehicle only replacing only 9 parking spaces and the maximum 10% of total parking spaces.	Whilst the latest data shows that across the country as a whole, each car club car replaces 23.5 private vehicles, this is likely to be skewed by data from large cities such as London. The 2022 CoMoUK Annual Car Club Reports show that 667,440 out of 752,560 (88.6%) car club members in the UK were in London. The Council therefore expects this number to be significantly lower in Rushmoor in comparison. The precedent of 1 car club vehicle offsetting 9 car parking spaces is established in the Farnborough Civic Quarter development

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

			<p>which has a resolution to permit outline planning permission. The Council will monitor the uptake of car club membership and number of private cars they replace as car clubs are established in the borough and review the SPD if necessary.</p> <p>Data shows that although it is growing, national uptake of car club membership is still very low, particularly outside of London. The 10% cap is to ensure that car clubs are not used to justify indiscriminately reduced parking which will not meet the needs of future residents of development. The Council will monitor the evidence on the uptake of car club membership and review the SPD if necessary.</p>
Para 5.20	Suggest the following addition to the text: “this should be outlined within the Travel Plan for the site.”		ADD SUGGESTED ADDITIONAL TEXT TO PARA 5.20
Para 5.22	Suggest amending the suggested wording of the planning condition so that it is not limited to “for occupiers to use” which would bring the wording in line with para 5.21.		The condition only ensures that car clubs cars are available for residents of the development to use before the units are occupied but does not restrict car club cars to use only by residents in accordance with paragraph 5.21.
Para 6.3	Did the Council mean “reasonably mitigated” or should it read “reasonably accommodated”?		The paragraph wording is correct in saying “reasonably mitigated”.
Principle 16	HCC would like to be sure on whether this is a requirement to provide the drop-off spaces within the development or nearby on the highway. From a public health perspective, car parking for non-residential uses should be designed so it does not compromise pedestrian and cycle routes.		The intention of this policy is to require drop-off spaces within the development. Any car parking should be designed so that it does not compromise pedestrian and cycle routes in line with the sustainable transport hierarchy.
Principle 19	Threshold is lower than HCC threshold so any travel plans submitted for fewer than 100 units will not be reviewed by HCC.		Comment noted.
Para 1.2 (7.2)	Suggest SPD needs to specify that the Travel Plan will be secured via S106 agreement.		ADD SUGGESTED TEXT TO PARA 7.2
Para 8.2	Standards for quantum of cycle parking spaces in LTN 1/20 are a minimum and the SPD should reflect this. SPD doesn’t currently reflect the priority matrix in Manual for Streets.		UPDATE PARA 8.2 TO CLARIFY THAT THE REFERENCE TO LTN 1/20 IS FOR THE DESIGN OF CYCLE PARKING NOT THE QUANTUM WHICH IS SET OUT IN APPENDIX A

Appendix 2 – Car and Cycle Parking Standards SPD (Regulation 12) Consultation Statement

	Para 8.4	Do not recommend the inclusion of garden sheds as suitable location to store bikes – the SPD should refer to suitable locations in LTN 1/20.	REPLACE “GARDEN SHED” WITH “SECURE OUTBUILDING”
	Para 8.6	Recommend adding a requirement for cycle parking to be located within 10m of dropped kerb per Healthy Streets Design Check. In some instances two-tier cycle stands may be suitable (LTN1/20 pg 136).	ADD REFERENCE TO DROPPED KERBS AND TWO TIER CYCLE STANDS TO PARA 8.6
	Para 8.7	Recommend that ‘safe and well lit’ should also be added as a criteria.	ADD SUGGESTED TEXT TO PARA 8.4
	Para 9.2	Would be beneficial to include requirement for parking and charging of mobility vehicles within the residential parking standards section of the SPD as well.	Chapter 9 covers requirements for both residential and non-residential development and applicants will need to consider the requirements of the SPD as a whole. We wish to avoid duplication of information in different sections of the document.
	Chapter 10	Suggest changing heading to “Electric Vehicle”. The SPD should reference opportunities to charge electric vehicle for smaller infill or change of use where there isn’t sufficient capacity to provide on-plot infrastructure which could include a financial contribution towards EV charging infrastructure on the highway.	AMEND HEADING TO “ELECTRIC VEHICLE”
	Para 11.5	The meaning of “negative interface with the public realm” may be open to interpretation. Parking design could be used to enhance the street scene as well as other design aspects such as landscaping and planting. Excessive use of frontage parking is discouraged where there are identified walking and cycling routes and suggest additional wording.	Elements of design guidance may always be open to interpretation, however we consider that this paragraph could be re-worded more positively to encourage good parking design. AMEND WORDING OF PARA 11.5 TO BE POSITIVE AND ENCOURAGE GOOD DESIGN



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

**Strategic Environmental Assessment (SEA)
and Habitats Regulations Assessment (HRA)
Screening Determination Statement**

February 2024



Introduction

- 1.1 This statement sets out the Council's determination on whether the 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; and
 - An assessment to establish whether there would be any significant effects on European site(s) in accordance with Regulation 61 of the Conservation of Habitats and Species Regulations 2017 (as amended)
- 1.2 The purpose of the Car and Cycle Parking Standards SPD is:
- the effective implementation of Policy IN2: Transport in the [Rushmoor Local Plan 2019](#)¹
 - to support the effective implementation of Policy DE1: Design in the Built Environment, DE11: Development on Residential Gardens and Policy NE7: Areas at Risk of Surface Water Flooding in the Rushmoor Local Plan 2019
 - to provide guidance on appropriate parking provision in terms of amount, design and layout
- 1.3 The SPD contains:
- Policy context based upon the [Rushmoor Local Plan 2019](#)
 - Evidence on current car ownership in Rushmoor using data from the 2021 Census
 - Key principles for meeting the car and cycle parking requirements
 - Standards for car and cycle parking spaces for both residential and non-residential development
- 1.4 The SPD provides guidance on how the car parking standard can be met within Zone A: Sustainable Parking Zones and Zone B: Rest of the Borough, including through use of car clubs.

Strategic Environmental Assessment – Regulatory Requirements

- 1.5 The basis for Strategic Environmental Assessment legislation is the [Environmental Assessment of Plans and Programmes Regulations 2004 \(SEA Regulations\)](#)² which was transposed from European Directive 2001/42/EC. Detailed guidance of these regulations can be found in the Government publication '[A Practical Guide to the Strategic Environmental Assessment Directive](#)'³ and Paragraph 11-008 (Strategic Environmental Assessment and Sustainability Appraisal) of the [Planning Practice Guidance \(PPG\)](#)⁴. This states that:

¹ <https://www.rushmoor.gov.uk/planning-and-building-control/planning-policies/the-rushmoor-local-plan/>

² <https://www.legislation.gov.uk/ukxi/2004/1633/contents/made>

³

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

⁴ <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

“supplementary planning documents do not require sustainability appraisal but may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already been assessed during the preparation of the local plan”.

- 1.6 Under the requirements of the [Environmental Assessment of Plans and Programmes Regulations \(2004\)](#)⁵, certain types of plans that set the framework for the consent of future development projects, must be subject to an environmental assessment.
- 1.7 The objective of a Strategic Environmental Assessment is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.

The Strategic Environmental Appraisal Process

- 1.8 The first stage of the process is for the Council to determine whether the SPD is likely to have significant effects on the environment. This screening process includes assessing the SPD against a set of criteria (as set out in [Schedule 1 of the SEA Regulations](#))⁶. The results of this are set out in Table 3 of Appendix 1 of this statement.
- 1.9 The Council prepared a Screening Statement, which provided sufficient information to ascertain whether the SPD is likely to have significant environmental effects. The Council consulted the Environment Agency, Historic England and Natural England on this screening statement. The responses received are set out in Table 1 below.
- 1.10 Where the Council determines that a SEA is not required, Regulation 9(3) of the SEA Regulations states that the Council must prepare a statement within 28 days of making its determination. If it determines that an SEA is not required, the statement must include the reasons for this.

Strategic Environmental Assessment Determination

- 1.11 Before making a determination under Regulation 9, the three statutory bodies were consulted between 8th December 2023 and 26th January 2024. The responses received are as set out in Table 1 below.

Table 1: Comments received by Statutory Consultation Bodies

Statutory Consultation Body	Comments
Natural England	No response received,
Environment Agency	No response received.
Historic England	In terms of our area of interest, given the nature of the SPD, we concur with your assessment that the document is unlikely to result in significant environmental effects and will simply provide additional guidance on existing policies contained within an adopted Development Plan Document which has already been subject to a Sustainability Appraisal/SEA. As a result, we endorse the Authority’s conclusions that it is not necessary to undertake SEA of this particular SPD.

⁵ <https://www.legislation.gov.uk/uksi/2004/1633/contents/made>

⁶ <https://www.legislation.gov.uk/uksi/2004/1633/schedule/1/made>

	The views of the other statutory consultation bodies should be taken into account before the overall decision on the need for an SEA is made.
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- 1.12 Having regard to the considerations above, the Council considers that the Car and Cycle Parking Standards SPD is unlikely to have any significant environmental effects and therefore does not require a Strategic Environmental Assessment. This determination was made on 22 February 2024.

Habitats Regulations Assessment

- 1.13 In addition to the SEA, the Council is required to consider a Habitats Regulations Assessment (HRA). HRA is the process used to determine whether the plan or project would have significant adverse effects on the integrity of any internationally designated sites of nature conservation importance, known as European sites. The need for an HRA is set out within the [Conservation of Habitats and Species Regulations 2017 \(as amended\)](#)⁷, which transposed EC Habitats Directive 92/43/EEC into UK law. The Rushmoor Local Plan 2019 was subject to a [comprehensive HRA](#).⁸
- 1.14 The HRA (Appendix 1)⁹ screened out the Local Plan Policies IN2, DE1 and NE7 at an early stage, based on the below conclusions. Policy DE11 was screened in for appropriate assessment based on the increase in dwellings that could result from the policy which, unmitigated, could lead to additional recreational pressure and disturbance on the Thames Basin Heaths SPA. Paragraph 12.1.6 of the HRA sets out that a number of policies in the Local Plan provide mitigation for the effects of increased recreational pressure on the Thames Basin Heaths SPA.

Table 2: Summary of Rushmoor Local Plan HRA Screening Decisions

Policy	Rushmoor Local Plan HRA Screening Decision
IN2: Transport	The policy encourages minimising the need to travel by promoting opportunities for sustainable transport modes. Criterion j) of the policy requires development proposals to take appropriate measures to avoid adverse impact on air quality, including on European Nature Conservation Sites. In addition, Criterion h) requires the provision of a Travel Plan where the appropriate threshold is met.
Policy DE1: Design in the Built Environment	No HRA implications. The policy is concerned with the approach to be taken to ensure that new development makes a positive contribution toward improving the quality of the built environment. There are no impact pathways present.
DE11: Development on Residential Gardens	Potential HRA implications. The policy relates to proposals that would result in development in residential gardens. The increase in dwellings that could result from this policy could lead to an increased demand on space for leisure and recreation activities within the Borough. Unmitigated, this could lead to additional recreational pressure and disturbance on the Thames Basin Heaths SPA, since the entire borough lies within 5km of the SPA, a zone in which the Thames Basin Heaths Avoidance Strategy requires mitigation to be applied to avoid such effects.

⁷ <https://www.legislation.gov.uk/uksi/2010/490/contents>

⁸ https://www.rushmoor.gov.uk/media/wrznaddk/habitats_reg_assessment_2017_-_final.pdf

⁹ https://www.rushmoor.gov.uk/media/wrznaddk/habitats_reg_assessment_2017_-_final.pdf

Policy NE7: Areas at Risk of Surface Water Flooding	No HRA implications. The policy is concerned with Areas at risk of Surface Water Flooding. There are no impact pathways present.
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- 1.15 On the basis of the above and having regard to the scope of the SPD, the Council considers that the Car and Cycle Parking Standards SPD will not have a significant adverse effect on any Natura 2000 sites and that a full appropriate assessment is therefore not required. The SPD will support the delivery of Rushmoor Local Plan (specifically Policy IN2: Transport, DE1: Design in the Built Environment, DE11: Development on Residential Gardens and NE7: Areas at Risk of Surface Water Flooding), which have been subject to a full Assessment, including any in-combination effects with other plans.

Conclusion

- 1.16 Based on the screening process, it is the Council's opinion that the Car and Cycle Parking Standards SPD does not require a Strategic Environmental Assessment under the SEA regulations or an appropriate assessment under the Habitats Regulations. This is because there will be no negative significant environmental, social or economic effects arising from its implementation, as it seeks only to expand upon and provide guidance for the effective and consistent implementation of Local Plan policies.

Appendix 1

Table 3: Establishing Whether There Is a Need for an SEA

Based on Figure 2 – Application of the SEA Directive to plans and programmes from '[A Practical Guide to the Strategic Environmental Assessment Directive](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf)'¹⁰

Assessment Criteria	Yes/No	Assessment
1. Is the PP 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)).	Yes. Proceed to Q2	Supplementary Planning Documents are prepared by local planning authorities under the provisions of Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2 (a))	Yes. Proceed to Q3	The SPD is consistent with and expands upon the Rushmoor Local Plan 2019. It is therefore necessary to answer the following questions to determine further if an SEA is required.
3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, water 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 Environmental Impact Assessment Directive? (Art 3.2 (a))	No. Proceed to Q4	Although the SPD is prepared for car and cycle parking in relation to town and country planning purposes it does not set a framework for future development consent for projects that are required to undergo an Environmental Impact Assessment.
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)).	No. Proceed to Q6	The SPD will provide further guidance on policies in the adopted Local Plan. These policies have been subject to Habitats Regulations Assessment. See paragraph 1.11 and table 1 in this document.
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).	Yes. Proceed to Q8	The SPD provides further guidance to supplement policies related to car and cycle parking. The SPD does not allocate land and it does not set policy or a framework for future development, but it does provide guidance in relation to policies in the Rushmoor Local Plan.

¹⁰

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

Appendix 3 – Car and Cycle Parking Standards SPD SEA HRA Screening Determination

8. Is it likely to have a significant effect on the environment? (Art. 3.5)	No	Directive does not require SEA.
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Table 4: Assessment of the Likelihood of the Car and Cycle Parking Standards SPD Having Significant Effects on the Environment

Significant Effect Criteria	Potential Effects of the SPD	Is There a Likely Significant Effect?
The characteristics of the plan having regard to:		
a) The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	The SPD provides more detail on the policies and principles established in the Rushmoor Local Plan 2019, which has been subject to comprehensive SA incorporating SEA ¹¹ . The purpose of the SPD is to provide guidance on the effective and consistent implementation of the relevant policies in paragraph 1.2 above. The guidance in the SPD must not and does not conflict with the policies in the Local Plan and as such are subservient and supplement the Local Plan.	No
b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;	The purpose of the SPD is to supplement the Local Plan policies and sits below the Local Plan in terms of the Development Plan hierarchy.	No
c) The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	The adopted Local Plan and other higher-level policies set the context for achieving sustainable development in the borough. The SPD will not change the higher-level policy requirements which have, in themselves, been subject to SA (inc. SEA). The SPD will assist with meeting the SA (inc. SEA) objectives.	No
d) Environmental problems relevant to the plan or programme;	The Local Plan SA (inc. SEA) identified that Policy IN2 will help to minimise negative effects on air quality and has the potential for a long-term positive effect by helping to reduce greenhouse gas emissions. It also identified that Policy DE1 will make a positive contribution to improving the quality of the built environment and that Policies DE11 and NE7 are likely to have indirect long-term positive effects on biodiversity. The SPD will provide further guidance and reinforce relevant parts of the policies.	No

¹¹ https://www.rushmoor.gov.uk/media/rt5pdvto/sa_reg_19_final_report.pdf

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e) The relevance of the plan or programme for implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection)	The purpose of the SPD is to provide guidance on the effective and consistent implementation of policies relating to provision of car and cycle parking for development. The Rushmoor Local Plan contains other policies relating to these objectives.	No
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Table 5

SEA Directive Criteria	Response	Is There a Likely Significant Environmental Effect?
Characteristics of the effects likely having regard, in particular, to:		
a) The probability, duration, frequency and reversibility of the effects	The SPD is not expected to give rise to any significant environmental effects. The SPD seeks to ensure the effective and consistent implementation of policies relating to provision of car and cycle parking, which in themselves should ensure positive effects relating environmental impact.	No
b) The cumulative nature of the effects;	The SPD is not considered to have any significant cumulative effects. The SPD seeks to ensure the effective and consistent implementation of policies relating to provision of car and cycle parking, which in themselves should ensure positive effects relating environmental impact.	No
c) The transboundary nature if the effects;	The SPD is not expected to give rise to any significant transboundary environmental effects.	No
d) The risks to human health or the environment (e.g. due to accidents);	There are no anticipated effects of the SPD on human health or the environment. The SPD seeks to ensure the effective and consistent implementation of policies relating to provision of car and cycle parking, which in themselves should ensure positive effects.	No
e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	The effective and consistent implementation of policies relating to provision of car and cycle parking will have positive benefits for all Rushmoor residents and those who wish to move to Rushmoor.	No
f) The value and vulnerability of the area likely to be affected due to (i) Special natural characteristics or cultural heritage;	The SPD is not anticipated to adversely affect any special natural characteristic or cultural heritage. Nor would the SPD be expected to lead to the exceedance of environmental standards or promote intensive land use. Matters relating to	No

Appendix 3 – Car and Cycle Parking Standards SPD SEA HRA Screening Determination

(ii) Exceeded environmental quality standards or limit values; or (iii) Intensive land use;	environmental standards and land use are contained in the Rushmoor Local Plan.	
g) The effects on areas or landscapes which have a recognised national, Community or international protection status.	The SPD is not expected to have any adverse effect on areas with national, community or international protection.	No
Part 2 Overall Conclusion	No Likely Significant Environmental Effect	