

## Car and Cycle Parking Standards

### Review of Supplementary Planning Document

#### 1. Introduction

- 1.1 This report is part of the consultation on a draft Supplementary Planning Document (SPD), which follows a review of the Council's current Car and Cycle Parking standards.
- 1.2 The current Council's Car and Cycle Parking SPD was adopted in April 2012, and followed government guidance, which encouraged councils to develop parking policies for residential development and commercial development by taking account of expected levels of car ownership, balanced against the importance of promoting good design and the need to use land efficiently.
- 1.3 In January 2011, the Government announced changes to Planning Policy Guidance 13, the principal effect being the deletion of the requirement to express "maximum" parking standards for residential development. Our current standard adopted in 2012 reflected this change and gave us more scope to set more realistic parking policies that reflect the circumstances in the borough.
- 1.4 The National Planning Policy Framework (NPPF), required the setting of local parking standards for residential and commercial development to take account of :
  - The accessibility of the development
  - The type, mix and use of the development
  - The availability and opportunities for public transport
  - Local car ownership levels, and
  - An overall need to reduce the use of high emission vehicles

#### 2. Background

- 2.1 To provide the background evidence to support new parking standards, Officers have studied information on car ownership using the 2001 and 2011 census and to compare this data with our neighbouring authorities. While the average car ownership per household has increased by 0.1 cars (7.5%) between 2001 and 2011 Rushmoor still has a lower level of car ownership than our neighbouring authorities.
- 2.2 When we consider our requirement since 2012 for additional visitor parking spaces for new residential developments our parking standard is more stringent than our neighbouring authorities.

- 2.3 This study also demonstrated that the number of cars owned by residents bears little relationship to the accessibility of an area (which considers proximity to public transport and to local facilities including shops).
- 2.4 Night time surveys of residential developments that comply with our current standard have been undertaken at 8 locations in Aldershot and Farnborough. These show that there is vacancy of some parking spaces suggesting that the present standard not only meets current demand but also allows future flexibility for the future (e.g. family sizes changes through the life cycle of an individual property).

### **3. Proposed changes to our Car and Cycle Parking Standards SPD**

- 3.1 Our present residential parking standard is :
- 1 parking space for 1 bed properties
  - 2 parking spaces for 2/3 bed properties, and
  - 3 parking spaces for properties with 4 or more bedrooms  
Plus visitor parking
  - 1 visitor space for every 3 x 1 bed properties, and
  - 1 visitor space for every 5 properties of 2 or more bedroom
- 3.2 The review suggests no change is made to the fundamental parking standards above but that more clarity is given to other areas where the present guidance is not clear.
- 3.3 In town centre locations, the standards refer to a minimum of 1 parking space for each residential dwelling in “exceptional circumstances”. It is proposed that the new standard clarifies this distinction by firstly defining the town centres and making a distinction between new build and conversion or re-use of properties for residential use. It is not the intention to discourage re-use of existing buildings which are expected to meet the minimum standard by a combination of parking off street and on street (supported by parking surveys). While for new development it is expected that the minimum standard will be available within the development.
- 3.4 Residential developments in multiple occupation (HMOs) or studio flats or bedsits will be need to meet the standard in terms of the number of beds being provided.
- 3.5 Experience has shown that while garages of sufficient size to accommodate a modern family car (3m x 6m) have been provided on developments they are quite often not used for parking. It is proposed to no longer count a garage as a parking space for new development.

- 3.6 The principle of parking cars one behind the other in a tandem formation is considered satisfactory for two cars but our present standard does not prevent this being extended for three cars in a line, which is not considered acceptable.
- 3.7 The size of parking spaces for new residential development should be increased from the present 4.8m x 2.4m to become 4.8m x 2.5m to reflect the increased size of modern cars.

#### **4. Legal Implications**

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

#### **5. Financial implications**

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

Keith Holland  
Head of Planning

#### **BACKGROUND PAPERS**

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