Appendix A

DRAFT Technical Advice Note

Residential Cycle and Car Parking Standards

1.0 Introduction and Background

Purpose

1.1 This Technical Advice Note (TAN) pulls together a number of changes that have taken place since the Council's Interim Parking Provision Guidance was published in 2008. Work has commenced on preparation of a Supplementary Planning Document which will cover both residential and non-residential parking standards for both cycles and cars.

1.2 The intention is that the following standards are applied in the interim to new planning applications for residential development[1]. Applicants and their agents are encouraged to discuss emerging schemes at the early stages of preparation with the Council to resolve any issues arising.

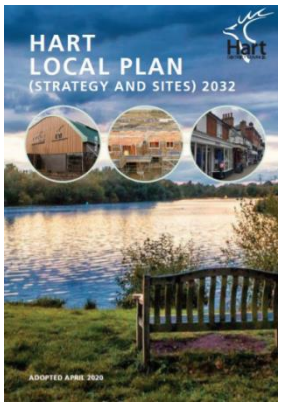
1.3 Feedback from application of the following standards will then inform the draft SPD which will be subject to formal consultation.

Background – what's changed?

Local updates:

1.4 Hart District Council adopted the Hart Local Plan (Strategy & Sites) 2032 in April 2020.

- Local plan objective '*to maximise opportunities for the provision of sustainable transport infrastructure that supports new development, including facilities for walking, cycling and public transport* ….'
- Policy NBE9 Design – criterion f) states *'it includes well-designed facilities/areas for parking (including bicycle storage) taking account of the need for good access for all users;*'



[1] The existing 2008 non-residential standards are set out in full at Appendix A for convenience

- Policy INF3 Transport – criterion d) states '*provide appropriate parking provision, in terms of amount, design and layout in accordance with the Council's published parking standards*….'

1.5 The Hart Vision 2040 was agreed in 2020 having been shaped in consultation with residents, community groups, business leaders and partners, and had identified a series of clear priorities for the Council around:

- Affordable quality housing;
- Healthy and sustainable transport;
- Enhanced leisure facilities;
- Mitigating the impact of climate change;
- Improved access to education; and
- Conserving and enriching the district's heritage and distinction.

1.6 This Vision includes the ambition to create a Green Grid across the Hart district - routes between all settlements to encourage walking, cycling and other forms of sustainable healthy transport. As well as connecting communities together, there is an opportunity to connect people to existing green spaces and other key destinations.

1.7 The Council will commission a Local Cycling and Walking Infrastructure Plan (LCWIP) for Hart district. The purpose of the LCWIP will be to identify opportunities for improved walking and cycling routes thereby increasing active travel and the wider benefits this will bring in terms of reducing emissions, improving air quality and health and wellbeing improvements.

1.8 In April 2021 Hart District Council declared a Climate Emergency, in which amongst other matters stated:

> "… *This Council now wishes to declare a climate emergency, which commits us to putting the reduction of CO2 in the atmosphere at the front and centre of all policies and formal decision making, particularly Planning, and will:*
>
> *Pledge to make Hart District carbon neutral by 2040 whilst bringing forward the current 2040 target to 2035 for areas under direct control of Hart District Council."*

National updates:

1.9 In July 2021 the latest version of the National Planning Policy Framework (NPPF) was published. Para 107 refers to setting local parking standards for both

residential and non-residential development and that these should take account of:

a) accessibility of the development
b) the type, mix and use of development
c) the availability of and opportunities for public transport
d) local car ownership levels; and
e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

1.10 Para 133, refers to 'Building for a Healthy Life – A Design Toolkit for neighbourhoods, streets, homes and public spaces' which was published in 2020 and endorsed by Homes England, the HBF, Design Network and the Urban Design Network, reflecting the requirement for appropriate designs and layouts.

1.11 In January 2021 the Government published National Design Guide and then in June/July 2021 :

National Model Design Code: Part 1
National Model Design Code: Part 2

1.12 Detail of cycle infrastructure provision was published in July 2020 by the Department of Transport LTN1/20.

1.13 Reference to 15 minute cities/20 minute neighbourhoods has been highlighted over the last year with communities accessing local services and facilities as has healthy place making.

1.14 The Environment Act 2021 became law on 9 November 2021 which includes statutory targets for improving air quality amongst other matters.

1.15 Most recently the Government has announced that new homes and buildings in England will be required by law to install electric vehicle charging points from June 2022.

1.16 The remainder of this TAN covers:

- Transport movement and car ownership in Hart;
- Cycle parking;
- Car parking; and
- Documentation to support a planning application, Travel Assessments and Travel Plans.

2.0 Transport Movement and Car Ownership in Hart

2.1 In accordance with the National Planning Policy Framework set out above, the following applies the matters referred to in setting local parking standards in Hart district:

Accessibility of the development

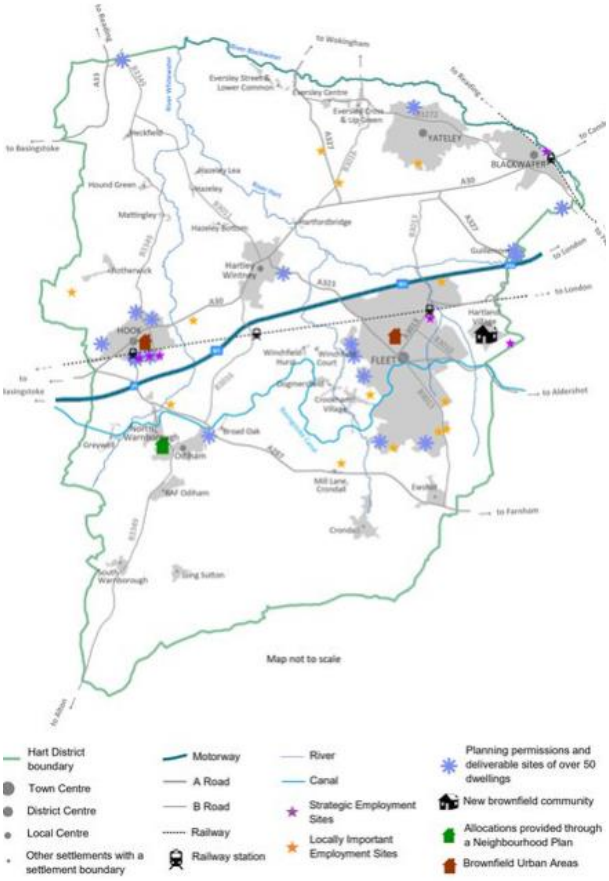
2.2 Hart district varies from urban areas with greater choices of transport modes to more rural settlements where there is a greater reliance on the private car and bike to access services. Therefore, any standards need to be considered alongside the placemaking quality of a development and the parking strategy for the site and accessibility of the locality.

The type, mix and use of development

2.3 Recent developments have been focused with the existing settlements, given the emphasis in the Hart Local Plan (Policy SS1) for new development to be within defined settlements, on previously developed land in sustainable locations.

2.4 Settlements with defined boundaries are distributed across Hart district as indicated on the attached map from the Hart Local Plan (Figure 3 Key Diagram).

2.5 New developments tend to be primarily for housing purposes with some commercial activity in the larger more urban areas such as Fleet, Yateley and Hook.



The availability of and opportunities for public transport

2.6 Up to date public transport information is published on Hampshire County Council's website which includes The Farnborough-Fleet-Bordon Public Transport Guide (September 2021).

2.7 In addition to regular bus services covering the larger settlements, many of the smaller settlements have access to Hart Taxishare which is similar to a bus service but needs to pre-booked and covers residents in Crondall; Ewshot; Dogmersfield; Winchfield; Fleet; Odiham; Mattingley; Hook; Well; North Warnborough; Hartley Wintney; Church Crookham; South Warnborough; Greywell and Long Sutton.

2.8 Within Hart district there are mainline rail stations at Fleet, Blackwater, Hook and Winchfield, providing regular services to London, but also allowing for rail journeys within the district. The location of the rail line through the centre of Hart district further provides opportunities for this to be an alternative means of transport to car use, although it is recognised that this may be for part of a journey given the need to access the rail station.

Local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

2.9 Car ownership in Hart district is high. The Census 2011 data shows that in Hart district car ownership is higher than both the regional and national average:

Location	No Cars	1 Car or Van	2 Cars or Vans	3 Cars or Vans	4 or more Cars or Vans
Hart District	**8%**	**35%**	**42%**	**11%**	**4%**
Hampshire	15%	41%	33%	8%	3%
Southeast	19%	42%	30%	7%	3%

Source : i-Tranport/Census 2011

2.10 It is likely that the car ownership rate has increased over the last 10 years following national trends. National Trip End Model (NTEM) forecasts the following rates of change:

Data Category	NTEM Data For Year		
	2011	2021	2032
Number of households	35,800	39,617	40,222
Number of cars/vans	59,669	67,663	69,522

Data Category	NTEM Data For Year		
	2011	2021	2032
Average cars/vans per household	1.67	1.71	1.73

Source : i-Transport/Tempro

2.11 The growth in the numbers of households and cars/vans, and the ratio of cars/vans per household in Hart district over these periods is summarised below:

Data Category	Growth	
	2011-2021	2021-2032
% increase in the number of households	10.7%	1.5%
% increase in the number of cars	13.4%	2.7%
% increase in the ratio of cars/vans per household	2.5%	1.2%

Source : i-Tranpsort/Tempro

2.12 Data from the model indicates that future growth in car ownership in Hart district is likely to be less than has previously been the case, as this reflects the current high car ownership rates (and therefore less room for growth).

2.13 Other general factors of change include matters such as:

- the number and percentage of petrol and diesel cars is decreasing whilst the number and percentage of alternative fuel vehicles is increasing. Alternative fuel vehicles have increased from 1% of all new car registrations in 2011 to 21% in 2020;
- Less young people choosing to own a car;
- Increase in opportunities for shared mobility – this includes shared rides; cars; bikes and scooters:
    - Shared rides can be informal (lift sharing) or more formal through using tools (apps) to connect passengers and drivers;
    - Car clubs can provide socially inclusive, low emission mobility which helps to break dependency on private car ownership. In addition they can:
        - reduce parking congestion as multiple users share one car and one parking space;
        - reduce traffic on the road as car club members tend to drive less and use public transport, walk and cycle more;
        - offer significant benefits with respect to air quality as the cars are newer and cleaner.

3.0 Cycle Parking

3.1 Hart District Council considers it is important to promote and facilitate modal shift away from the private car to more sustainable modes of transport. This delivers the Council's ambitions around:

- Adapting to and mitigating from the effects of Climate Change:
- Delivering healthy environments through Place Making, where active lifestyles prevent illness; and
- Delivering environmental improvements.

3.2 Safe and secure cycle parking is an important component to encourage cycling both as an element of active travel to reduce dependency on the car but also for the health and wellbeing benefits. The emergence of electric bicycles means this is a realistic choice for many journeys, not just the shorter journeys.

3.3 For all new residential developments, the Council aims to ensure that developers promote sustainable travel choices. The availability of secure cycle parking at home, at the destination or at an interchange point has a significant influence on cycle use. Cycle parking should be pleasant, sufficient and convenient[2].

3.4 Therefore, cycle parking must be considered early in the planning and design process and take into consideration the following:

- provision for traditional 'manual' bikes, and also electric bikes;
- means of charging electric bikes;
- space for secure storage both covered / lockable;
- provision for different types of bikes – cargo bikes; adapted bikes (see Appendix B for typical dimensions of different types of bikes);
- for larger scale developments unallocated cycle parking should be distributed around rather than in one location, particularly if there are several entrances to the site. The distribution of cycle parking should reflect the proportion of people using each entrance;
- To encourage residents to ride their bike instead of using their car, cycle storage must be conveniently located and readily accessible.

[2] LTN 1/20 Dept of Transport July 2020

3.5 For small scale residential developments secure parking may be achieved by installing specialized storage or a small permanent bike stand. Cycle parking which is provided in back gardens must be easily accessible and secure.

Domestic cycle store

Secure bike stand

Secure cycle stand inside a garden shed

Small cycle locker

3.6 Where there are communal areas and open spaces within a larger development, a bike stand may be more appropriate such as a Sheffield-style stand as shown in the image, which can provide two cycle parking spaces (one either side of the stand).

3.7 The table below sets out the <u>minimum</u> number of cycle parking spaces required based on residential occupation. One space means that one bicycle can be secured. A bike stand can provide two cycle parking spaces (see above Sheffield style stand). Provision needs to be tailored to whether this is for self-contained dwellings or more communal accommodation.

3.8 It will also be necessary to consider provision for visitors on the basis of 0.2 spaces per home. When calculating total number of spaces these should be rounded up to the nearest whole figure.

Number of Bedrooms	Minimum provision
1 bed	2 cycle spaces
2 bed	3 cycle spaces
3 bed	4 cycle spaces
4 bed	5 cycle spaces
5 bed	6 cycle spaces
1 space should be able to accommodate a non-standard bicycle	
Unallocated/visitor	0.2 space per home Part spaces need to be rounded up
5% of Communal provision should be able to accommodate a non-standard bicycle	

Source: Local Target, informed in part by work of i-Transport

3.9 An indication of non-residential cycle standards are set out at Appendix C, these are taken from LTN1/20 Cycle infrastructure Design published by the Department of Transport.

4.0 Car Parking

4.1 To reflect the Council's ambition to reduce carbon emissions, improve the environment and promote modal shift to active travel choices, and to reflect the matters expressed in the NPPF above (para 1.9), the recommended residential car parking standards are as follows:

Residential Car Parking Standards		
Property type	**Number of spaces allocated per dwelling**	**Additional unallocated spaces per dwelling**
1 bed	1.0	1.0
2 bed	2.0	0.5
3 bed or	2.0	1.0
Alternative 3 bed	3.0	0.5
4 bed	3.0	0.5
5+ bed	3.0	1.0
If under provide on plot, amount needs to be made up with unallocated spaces		
A minimum of 5% of unallocated spaces should be designed for use by disabled people. The requirement will always be rounded up to a whole number.		

4.2 Parking spaces can be allocated or unallocated:

Allocated includes any spaces within the curtilage of a property (e.g. garage or drive) and any spaces in communal areas where the space is reserved for a particular property;

Unallocated covers all parking spaces that are not allocated, including on-street spaces on the public highway – visitor parking is usually served by unallocated parking and should be located close to where it is likely to be needed.

4.3 The requirements for disabled parking for residential use are set out in the Building Regulations Part M:

- Wheelchair user dwelling (housing category M4(3)) – at least one car parking space within the curtilage of the dwelling or within a communal parking area
- Accessible and adaptable dwelling (housing category M4(2)) – at least one car parking space which is 3.3m wide if within the curtilage of the dwelling
- In addition, a minimum of 5% of unallocated car parking spaces should be designed for use by disabled people

4.4 These car parking standards should not be applied rigidly as maximum or minimum requirements, they should be considered carefully alongside the placemaking quality of a development and the parking strategy for the site, allowing for flexibility in providing alternative parking solutions such as shared

mobility access to alternative modes of transport and opportunities for active travel.

Older Persons Residential car parking standards

4.5 In addition to residential accommodation in the form of houses or flats, there is also provision through older persons housing. This can range from self contained older persons accommodation for those mobile and active to more institutional provision through care and nursing homes. Car ownership is typically higher with the first reference and declines significantly once older people reside in care homes, as supported by census data that shows car ownership per household decreases from 1.74 to 0.64 between the ages of 55 and 85+. There is a need however, to ensure sufficient provision for staff and visitors, at varying times of the day.

4.6 On this basis, parking for older persons accommodation should follow the approach below :

- Provision of accommodation for the active elderly (self contained housing for older people) who are likely to be mobile, still in ownership of a car and have a high level of independence, the above residential standards should be applied to all proposals, taking into consideration the location of the development and access to alternative forms of transport. Parking spaces will also be required for staff and visitors and there should be provision of disabled spaces and facilities for charging of electric cars and mobility vehicles. Cycle parking should also be provided – see section on cycle parking.
- Parking for residential developments for less active elderly persons in care and nursing homes should be considered on a case by case basis taking into consideration the parking (car and cycle) needs of residents, visitors and staff. These may also require higher provision of disabled spaces and should make adequate provision for access, parking and charging of mobility vehicles. Justification for the level provided will need to set out within a Transport Assessment (see details below).

5.0 Car Parking Specifications and Design and Layout Considerations

5.1 **Specifications:**

Parking Type	Recommended Minimum Dimensions (metres)
Standard parking space	2.5 x 5.0
Parallel parking space	2.5 x 6.0
Tandem (2-car)	2.5 x 11.0
Double garage	6.0 x 7.0 (internal dimension)

Source : i-Transport

- An additional minimum of 0.5m will need to be added to the above spaces where either dimension is adjacent to a wall or other obstruction;
- Where a driveway is to be used for parking in front of a garage, the overall length of the space will need to be a minimum of 6.0m to allow access to the garage;
- Single garages are not counted as a parking space – double garages count as one parking space;
- Car ports are counted as a parking space;
- To accommodate side-by-side parking on a driveway, additional width will be required where it is also used for pedestrian/cycle access;
- For tandem parking, the maximum of 2 spaces will be counted, even if there are 3 or more spaces in tandem.

- EV charging points
    - Every new home should be equipped with an EV charging point
    - minimum charging power of 7kW, be at least 'Mode 3'or equivalent and be untethered – see Building Regulations Part S which comes into effect on 15 June 2022.
    - Cabling will need to be provided where there are 10 or more spaces.

- Disabled parking

Parking Type	Recommended Minimum Dimensions (metres)
Residential disabled space – in curtilage	3.7 x 6.2 (this is a standard parking space plus 1.2m clear access zone to one side and the rear)

Parking Type	Recommended Minimum Dimensions (metres)
Off-street disabled space – perpendicular to the access aisle	2.4 x 6.0 plus 1.2m clear access zone to each side (this can be shared with adjacent spaces)
Off-street disabled space – parallel to the access aisle	2.4 x 6.0 plus a minimum 1.8m clear access zone to the side
On-street disabled space – parallel to a kerb	2.7 x 6.6
On-street disabled space – in the middle of a road	3.0 x 6.6

Source : i-Transport

- Within the private curtilage of a dwelling (including the car port or garage), it is a standard parking bay with an additional minimum clear access zone of 1.2m to one side and to the rear
- within a communal parking area, it is a standard parking bay with an additional minimum clear access zone of 1.2m to both sides
- Further requirements for disabled car parking spaces are set out in the Department of Transport's Inclusive Mobility (December 2021) and Building Regulations Part M.

5.2 **Design and Layout Considerations :**

Below are the minimum requirements for the application of the residential parking standards and must be considered within all planning proposals and details submitted with the planning application:

- A plan showing the location of all car parking spaces associated with the development, identifying which spaces are allocated, unallocated and disabled;
- Where unallocated parking is to be accommodated on the public highway this should be accompanied by an assessment of the parking stress in the area and the capacity for on-street parking;
- For developments of 50 or more homes, evidence of exploring the feasibility for a car club or similar facility for the site either alone or in combination with other sites;
- Where there are changes to existing properties such as extensions and garage conversions, developers will be required to provide sufficient parking based on the standards specified. It will be the developer's responsibility to

make sure that the changes made to an existing property will not prejudice the retention of adequate parking within the curtilage of the property.

- where there is allocated and non allocated parking provision which is not adopted by the Highway Authority, the developer will have to provide the appropriate arrangements for their future management and maintenance
- Street width design to be considered and amended to accommodate on-street parking and to reflect any landscaping and planting of street trees to avoid future issues arising.
- Where unallocated parking spaces are distributed throughout a development, an increased carriageway width should be used to allow cars to park on either side of the street, leaving at least an appropriate width carriageway, particularly to allow for access and turning movements of larger vehicles, such as refuse vehicles;
- The design of unallocated parking should make it clear where it is appropriate to park and prevent inappropriate parking (particularly on footways);
- To add appropriate planting to soften the visual impact of cars and to delineate parking vs non parking areas;
- Wherever parking is provided it needs to be more attractive than inappropriate parking opportunities. It should be accessible, well lit, overlooked, and attractive;
- Where a parking court is considered, it must be part of a coherent overall layout, be small, overlooked by dwellings, lit at night, and have convenient pedestrian connections to the properties being served.

6.0 Documentation to support a Planning Application, Transport Assessments and Travel Plans

6.1 As a minimum, developers will be expected to submit the following information with a planning application, either within a Design and Access Statement, or within a Transport Assessment:

- A plan showing the location of all car parking spaces associated with the development, identifying which spaces are allocated or unallocated;
- A plan showing where the unallocated parking will be accommodated (including where this is on-street);
- A written statement setting out the design rationale for the car parking provision, and details of which spaces will be allocated or otherwise, and the management strategy;
- Where unallocated parking is to be accommodated on the public highway – an assessment of the parking stress of the area and whether there is the capacity to accommodate additional on-street parking;
- For developments of more than 50 homes – evidence of correspondence with a car club operator regarding the feasibility of a car club for the site; and
- For developments of older persons accommodation – a Transport Assessment setting out justification for the proposed parking provision.

6.2 There might be circumstances where the recommended parking standards are not appropriate and a developer should submit evidence to justify a higher or lower level of parking within a Transport Assessment, taking into consideration the scale and location of the development; proportion of unallocated spaces and quality placemaking.

6.3 Key tools used to appraise and determine the transport impacts of a development proposal are Transport Assessments and Travel Plans. Hampshire County Council as Highway Authority includes on its website details of when an assessment and plan may be required and the level of detail to be included.

6.4 These residential standards endeavour to ensure that new developments provide the right amount (and type) of parking. However, there will be situations where a risk remains that developments could cause parking problems in surrounding areas. Developers remain responsible for mitigating this impact of their development.

6.5 These issues should be considered through the normal development management processes.

6.6 Transport Assessments detail the estimated impact of developments on the highway network and depending on the scale of development this may not be required although it may be necessary to reflect cumulative impacts. For residential developments an assessment is required for developments over 50 homes for further details contact Hampshire Highways at highways.development.control@hants.gov.uk

6.7 Travel Plans aim to reduce the number of people travelling by car alone and to increase active travel and sustainable travel modes, for further details contact travelplans@hants.gov.uk

Appendix A: Dimensions of cycles – taken from LTN 1/20

Figure 5.2: Typical dimensions of cycles