

# **Eastleigh Borough Council Parking Standards Supplementary Planning Document**

**Draft for Consultation**

**JULY 2023**



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# 1.0 Introduction

## 1.1 Purpose of this SPD

- 1.1.1 This document has been prepared as a Supplementary Planning Document (SPD) to support the provision of parking for cycles and cars in new development. This current draft of the SPD is published for consultation and will be updated to take account of any representations received. Once adopted, it will replace the Council's Parking Standards SPD published in 2009 and will provide more detailed and up to date guidance to the policies in the adopted Eastleigh Borough Local Plan 2016-2036. Developers will be expected to engage with the Council at the earliest opportunity in the design process in order to maximise the benefits associated with parking provision and to eliminate any potential issues that could otherwise be caused by poorly designed cycle and car parking.
- 1.1.2 Residential and non-residential parking standards were previously the responsibility of Hampshire County Council, as detailed in the Hampshire Parking Strategy and Standards (2002); the residential parking standards were withdrawn in 2011 with the non-residential parking standards withdrawn in 2014. Whilst the Council's Parking Standards SPD has provided guidance for residential parking since 2009, there has been no guidance on non-residential parking standards available locally following the withdrawal of HCC's non-residential standards. This SPD will therefore provide detailed guidance for both residential and non-residential parking standards.
- 1.1.3 This draft SPD firstly sets out the proposed cycle parking standards for Eastleigh Borough for all new development. The provision of convenient and secure cycle parking will help to tap into the potential for increasing cycling as a preferred mode of travel. It also sets out the need to provide car<sup>1</sup> parking with new development. In doing so, the proposed car parking standards take account of minimum parking requirements in accordance with Policy DM14, Parking in the adopted Eastleigh Borough Local Plan 2016-2036. The proposed minimum standards incorporate the findings of recent research and good practice relating to residential parking and take advantage of increased flexibility in Government policy which results in a set of car parking standards which are more responsive to local circumstances.
- 1.1.4 This draft SPD proposes a balanced approach to ensure that the overprovision of car parking is avoided in the interests of maintaining highway safety, residential amenity and the quality of the wider built environment. Creative design solutions are therefore needed to ensure that the provision of car parking spaces makes the most efficient use of land. A balanced approach to car parking is also required in response to the Council's declaration of a Climate and Environmental Emergency in July 2019. However, the shift towards low emission and electric vehicles combined with the Government's proposed ban on the sale of private petrol and diesel vehicles by 2030 will result in a gradual reduction in carbon emissions associated with private transport.
- 1.1.5 The main objectives of this SPD in respect of parking standards for all new development are set out below and will ensure a transparent and consistent approach to assessing planning applications associated with residential and non-residential development. The Council prioritises cycle parking within new development proposals over car parking due to the multifaceted benefits this can help to achieve. Cycling can help towards reducing traffic congestion and associated carbon emissions and has positive health and wellbeing benefits.

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<sup>1</sup> Whilst car parking is largely referenced in this SPD, it is important to acknowledge this can include other forms of motorised transport.

Cycle parking in comparison to car parking also makes more efficient use of land and is much less likely to have a detrimental impact upon residential amenity and the wider street scene.

- **Objective 1**: Provide clear guidance on the provision of convenient and secure cycle parking.
- **Objective 2**: Provide clear guidance on the provision of vehicle (mainly car) parking.
- **Objective 3**: Achieve the National Planning Policy Framework requirement which advocates taking account of expected car ownership levels, the importance of promoting good design and the need to use land efficiently when it comes to the provision of car parking.
- **Objective 4**: To supplement the guidance already contained in existing and emerging updates to other EBC design and planning guidance SPDs.

## 1.2 Reducing the Need for the Private Car

- 1.2.1 Whilst this SPD provides detailed guidance on the provision of vehicle (mainly car) parking with new development, the bigger picture focuses upon reducing the need to travel and the promotion of more sustainable transport modes such as public transport and increased active travel (e.g. walking and cycling).
- 1.2.2 Paragraph 105 of the NPPF states “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”
- 1.2.3 Whilst reducing car use is desirable due to the positive effects this can have upon reducing traffic congestion and carbon emissions, this SPD recognises that this will continue to form an important part of the mix of travel modes with new development proposals. The potential for emissions from the private car is also likely to reduce over time due to the increase in low emission and electric vehicles, particularly against the backdrop of the Government’s proposed ban on the sale of petrol and diesel cars by 2030.

## 1.3 Cycle Usage in Eastleigh Borough

- 1.3.1 The Walking and Cycling Index 2021 for the Southampton City Region, which covers Eastleigh Borough, is the second report to be published and provides local walking and cycling data from a representative survey in terms of age, gender, race, disability status and socio-economic group, not just those who walk or cycle. In terms of cycle participation, 38% of all residents cycled in 2021. This is marginally up from 37% in 2019. Despite a much larger potential, only 18% of people cycle at least once a week, this being slightly lower than the 19% recorded in 2019. Cycling participation, however, is not equal.
- 1.3.2 Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling. Encouragingly, perceptions of cycling safety have improved since 2019. This is illustrated with 38% considering the level of safety for cycling being good, which is up from 26% in 2019. Access to secure cycle storage at or near home is also considered to be a barrier to cycling with 52% of residents supporting this as a measure to help support an increase in cycling. Out of those who do not cycle, the survey found that 27% would like to. This is the same as that recorded in 2019.

- 1.3.3 The report states that Southampton City Council will continue to work in partnership with Hampshire County Council, which covers the Eastleigh Borough administrative area as the Local Highway Authority, to improve cycling across the Southampton City region. It is therefore of great importance that the standards for cycle parking in this SPD maximise the opportunities for increasing an uptake in cycling, including from pent up demand which currently exists.

## 1.4 Car Ownership

- 1.4.1 The 2021 Census for Eastleigh Borough shows a higher level of car ownership compared to the national average. Car ownership levels both locally and nationally have also steadily increased since the 2011 Census. Nationally 35.4% of households have two or more cars (compared to 32.1% in 2011). As Eastleigh is a suburban Borough located on the edge of Southampton, car ownership is significantly higher with 48.4% of households owning two or more cars (compared to 45.5% in 2011). The overall levels of car ownership also vary across the Borough, and is influenced by factors such as location, tenure and number of habitable rooms.
- 1.4.2 Car ownership statistics can provide a guide into the likely parking need and so avoid an over-provision as well as the safety implications, environmental and amenity costs associated with under provision. Further information on car ownership statistics is provided in Appendix 1.

### Car Ownership and Impact upon Parking Demand

- 1.4.3 It is recognised that there will be exceptions where the expected car ownership will not be reached for some development schemes. Any proposed reduction in the application of the residential parking standards set out in this document will normally need to be supported by a transport assessment/transport statement and/or travel plan which explains why the expected car ownership will not be realised or how it will be reduced. Whilst car usage may be less in certain circumstances, overall car ownership levels may not be reduced and provision for adequate parking, in line with expected car ownership levels, will otherwise remain the Council's preferred approach in line with the NPPF.
- 1.4.4 The level, location and layout of residential parking needs careful consideration. Studies have shown that insufficient parking provision can lead to inappropriate parking in areas not designed for such purposes, which can cause damage to footways, grass verges and soft landscaping. Footway parking can cause inconvenience and hazards to pedestrians, in particular people with mobility<sup>2</sup> or sight related disabilities and those who use pushchairs and prams. Under-provision may also result in the conversion of front gardens to parking, leading to loss of visual quality and increased surface water run-off, and the necessity to implement undesirable and costly traffic regulation orders. In addition, there is also little evidence to show that restricting car parking at the home end of the journey, without implementing effective controls, has any real effect on car trips on the network<sup>3</sup>.
- 1.4.5 Conversely, an overprovision of residential parking promotes higher levels of unsustainable car ownership and is wasteful of space, inefficient and can result in a car dominated and unattractive landscape. The Council is seeking to address car dependency in new

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<sup>2</sup> These could require the use of a wheelchair or scooter

<sup>3</sup> Planning for Sustainable Travel,  
<https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.677.7374&rep=rep1&type=pdf>

developments through the provision of alternative transport choices which can include the creation of attractive active travel routes.

## 2.0 Policy Background

### 2.1 National

#### National Planning Policy Framework

- 2.1.1 In March 2012 the National Planning Policy Framework (NPPF) was published. This has been revised at various points with the latest update to the NPPF published in July 2021. The recent consultation on the NPPF undertaken between 22 December 2022 and 2 March 2023 includes no changes to the policy approach for the setting of parking standards. Therefore, it is expected that there will be no overall change to the national policy approach at this time.

#### Cycle Parking

- 2.1.2 Paragraph 106(d) of the NPPF states that planning policies should provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

#### Vehicle Parking

- 2.1.3 The 2021 NPPF guides authorities to take a more pragmatic view and consider local circumstances when setting parking standards. As per paragraph 107, it is recommended that authorities consider:
- a) the 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.
- 2.1.4 Paragraph 108 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. This represents a move away from the previous approach which advocated maximum parking standards. Paragraph 108 further states that in town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
- 2.1.5 Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, it is stated in Paragraph 112 that applications for development should [amongst other things] be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 2.1.6 Paragraph 169 provides further details on how major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. This is relevant to parking areas within a development which can incorporate the use of SuDS or suitable permeable parking surfaces for the purpose of reducing surface water runoff.

## Planning Practice Guidance

- 2.1.7 Planning Practice Guidance (PPG) provides further detail to support the policy within the NPPF. The Section related to Travel Plans, Transport Assessments and Statements states:

***“Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.”***

## Other Relevant National Guidance

### National Design Guide (2021)

- 2.1.8 The *National Design Guide (January 2021)* includes a section on well-considered parking, servicing and utilities infrastructure for all users.
- 2.1.9 Paragraph 84 states that parking standards are set locally and vary in response to local conditions and how parking is arranged has a fundamental effect on the quality of a place or development.
- 2.2.10 Paragraph 85 states that well-designed car and cycle parking at home and at other destinations is conveniently sited so that it is well used. This could be off-street to avoid on-street problems such as pavement parking or congested streets. It is safe and meets the needs of different users including occupants, visitors and people with disabilities. It may be accommodated in a variety of ways, in terms of location, allocation and design.
- 2.2.11 Paragraph 86 states that well-designed parking is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked.
- 2.2.12 Paragraph 87 states that electric vehicle spaces and charging points need to be considered, so they are suitably located, sited and designed to avoid street clutter.

### National Model Design Code

- 2.1.13 Paragraph 50 of the Part 1 document states that well-designed places should be accessible and easy to move around. This can be achieved through a connected network of streets, good public transport, the promotion of walking and cycling and well-considered parking and servicing. Detailed information is provided in Guidance Note Code Content: Movement. This includes specific guidance on cycle parking whereby it is stated that the provision of the storage of cycles for residents, workers and visitors needs to be integrated into all development.

### A Housing Design Audit for England (2020)

- 2.1.14 In early 2020 *A Housing Audit for England* was published by Place Alliance. It found that:

***“When (residents were) asked about what they would change if they could, responses were dominated by dissatisfaction over parking spaces and parking behaviour, with how parking is designed and integrated into schemes being a major cause of concern.”***

- 2.1.15 The Audit found that:

***“Accommodating the car at rest is a notoriously difficult challenge in residential areas, and that challenge becomes progressively more difficult as car parking standards (the number of car parking spaces per household) increases. Whilst trends in how to achieve satisfactory parking design outcomes change over time, what is apparent is that the parking of cars is fundamentally incompatible with other urbanistic design objectives. For example, providing rear parking courts ensures that many cars are kept off the street, allowing streets to be used for social activities such as children’s play, but this is done at the expense of private garden space and leads to the opening up of the rear of properties to crime and predation. At the same time, because of the location of many developments (with poor public transport connections), cars are often a necessity in many new residential areas and the availability of plentiful, convenient parking has become an overwhelming concern of residents... Perhaps because of these challenges this design consideration generally scored poorly... How well a development scored, depended on how obtrusive areas of car parking were.”***

Living with Beauty: report of the Building Better, Building Beautiful Commission (2020)

2.1.16 This publication is concerned with improving the poorly designed built environment whereby beauty must become the natural result of working within our planning system. One factor which has changed the pattern of settlements over time is the rise of the car. One such implication is that the provision of terraces, streets, squares and mansion blocks becomes nearly impossible whereby walking and mixed-use neighbourhoods are swiftly imperilled. This publication looks to address the issues and challenges associated with parking provision by promoting beauty which should be an essential condition on the grant of planning permission.

Manual for Streets (2007) and Manual for Streets 2 (2010)

2.1.17 Further complementing the NPPF and PPG is Manual for Streets (MfS), published in 2007. MfS highlighted that parking is one of five key functions of most streets and that well-designed parking can add to the vitality of the street. Manual for Streets 2 (MfS2), published in 2010, builds on MfS and explains how its principles can be applied more widely. Guidance provided in MfS and MfS2 has been used to inform the design standards detailed in this SPD. It is anticipated that MfS3 will be published soon.

## **2.2 Local**

### **Local Transport Plan 4**

2.2.1 Hampshire County Council in its role as the Local Highway Authority has a statutory requirement to have a Local Transport Plan (LTP) which sets out its vision for future transport and travel infrastructure. The current Local Transport Plan (LTP3) was developed in 2011 but is no longer relevant to today’s challenges and opportunities. The County Council have been developing a new draft Local Transport Plan (LTP4). This proposes a number of transformational changes which:

- shift away from planning for vehicles, towards planning for people and places;
- meet national priorities to decarbonise the transport system;
- reduce reliance on private car travel;
- support sustainable economic development and regeneration; and
- promote active lifestyles

## **Eastleigh Corporate Plan 2023-2026**

2.2.2 The vision of the Council's Corporate Plan 2023-2026 is to lead and support Eastleigh Borough and its communities: enabling improved quality of life for residents, promoting thriving and healthy people and places, supporting the local economy, and maintaining an attractive and sustainable environment that residents value.

The themes reflect the Council's purpose and priorities which include:

- Enabling a Healthier Eastleigh – this includes services and projects that relate to people, or that don't have an obvious connection to a 'place';
- Shaping Places – this includes 'place' based services to create and enhance places where residents and businesses can thrive;
- Protecting our Environment – this includes actions to tackle the Climate and Environmental Emergency, and the Council's new sustainable energy operations and infrastructure;
- Creating Homes and Communities – this includes new housing and associated infrastructure delivery, and the new landlord functions; and
- Improving our Organisation – this enables the delivery of the external themes outlined above.

## **Eastleigh Borough Local Plan (2016-2036) (Adopted April 2022)**

2.2.3 The issues, objectives and policies of the Council's adopted Local Plan (2016-2036) are based on the aims of the previous Corporate Plan 2015-2025 which prioritise public transport and active travel as alternatives to car use in accordance with national and local policies. Issue G17 in the adopted Local Plan (2016-2036) is concerned with addressing parking issues. The identified issues, vision and objectives set the framework for the policies in the adopted Local Plan (2016-2036). The strategic and development management policies which have direct and indirect implications for the provision of vehicle parking are listed below.

### Strategic Policies Relevant to Parking Standards in the Adopted Eastleigh Borough Local Plan (2016-2036)

- **Strategic Policy S1, Delivering sustainable development**
- **Strategic Policy S11, Transport infrastructure**

### Development Management Policies Relevant to Parking Standards in the Adopted Eastleigh Borough Local Plan (2016-2036)

- **Policy DM1, General criteria for new development**
- **Policy DM6, Surface water management and watercourse management (relevant for the provision of permeable parking spaces)**
- **Policy DM13, General development criteria – transport**
- **Policy DM14, Parking (see Appendix 2 for further details)**
- **Policy DM18, Extension and replacement of non-residential buildings in the countryside**
- **Policy DM19, Change of use of buildings in the countryside**
- **Policy DM34, New and enhanced recreation and open space facilities**

## Other Relevant Council Plans, Strategies and Documents

- 2.2.4 The following Council Plans, Strategies and Documents which are either directly or indirectly relevant or which are cross-cutting to cycle and car parking provision are referenced below.

### Eastleigh Local Cycling and Walking Infrastructure Plan

- 2.2.5 This encompasses a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
- 2.2.6 The plan is supported by policies developed and delivered by Hampshire County Council including the emerging Local Transport Plan 4 and Hampshire's walking and cycling strategies. One of the key aims of the county-wide strategies are that by 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation in Hampshire.

### Walking and Cycling Strategy 2022-2030

- 2.2.7 The vision for the Council's newly adopted Walking and Cycling Strategy 2022-2030 states that:

***Walking and cycling in Eastleigh Borough will be safe, healthy and attractive for travel and leisure purposes and will become the natural choice for shorter journeys – or as part of a longer journey – for people of all ages and abilities.***

### Guiding Regeneration Principles

- 2.2.8 The Guiding Regeneration Principles document captures the key themes that together will guide the regeneration of Eastleigh town centre as we recover from the Covid-19 pandemic. It aims to give strategic direction to delivery in the short to medium term, and frame more detailed discussions with stakeholders about how we collectively shape Eastleigh in the future.
- 2.2.9 The eight Guiding Regeneration Principles work together to ensure Eastleigh develops a strong identity – is locally distinct, sustainable and resilient for the future;
- **Principle 1: A great place to live**
  - **Principle 2: A great place to do business**
  - **Principle 3: A green town**
  - **Principle 4: Meeting the needs of its communities**
  - **Principle 5: Well-connected and accessible**
  - **Principle 6: A place you want to spend time**
  - **Principle 7: A distinct town**
  - **Principle 8: Strong leadership and effective partnerships**
- 2.2.10 Town centres, by their very nature, need to be inclusive places and the importance of this is picked up within the 'Guiding Regeneration Principles' document, in particular Principle 4 – A town that meets the needs of its communities. The town already promotes inclusion in a variety of ways: good accessibility due to flat topography, seating, pedestrian areas and disabled parking.

### 3.0 Residential Cycle Parking Standards

#### 3.1 Demand for Cycling

3.1.1 Evidence suggests that there is pent up demand for cycling due to road safety concerns and a lack of convenient and readily accessible cycle parking. As part of the solution to addressing this pent up demand, it is important that cycle parking is provided for with new residential development. Manual for Streets (2007) notes that:

***“Providing enough convenient and secure cycle parking at people’s homes and other locations for both residents and visitors is critical to increasing the use of cycles.”***

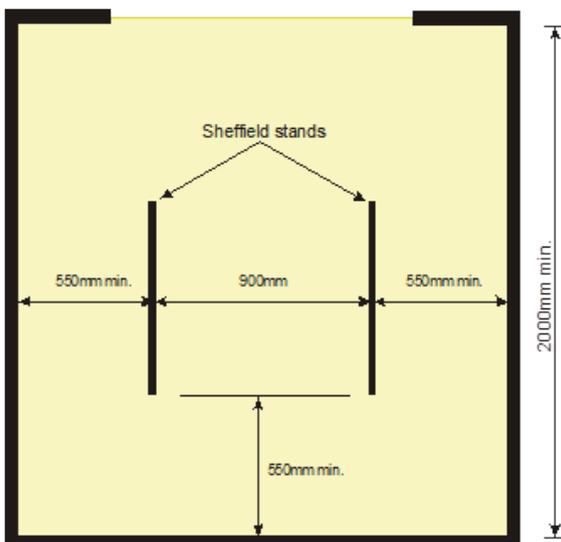
#### 3.2 Cycle Parking Layout and Design within Residential Development

3.2.1 Sufficient space for cycle parking should be both available and convenient in terms of being factored into the design of the development, readily accessible and practical to use whether this be within dwellings, garages or outside. If communal stores are to be provided, generally for flatted developments, they should be fully covered and contain cycle stands in the form of Sheffield stands or similar, to allow individual cycle frames and wheels to be secured horizontally. The storage for cycles in a front hallway or garden shed as two examples is not considered to be convenient or readily accessible.

3.2.2 Examples of Sheffield Type Stands and Wall Fixings as good examples of residential cycle parking are shown in Figures 1 and 2 below. At least one long term secure cycle parking space per dwelling is required along with additional short term communal cycle storage, but more can be provided if needed by the developer. For individual houses, flats and apartments, larger than one bedroom units, at least two spaces per dwelling should be provided (see Table 2 and Table 3 on pages 25 and 26). Stores should be situated to allow convenient but secure access.

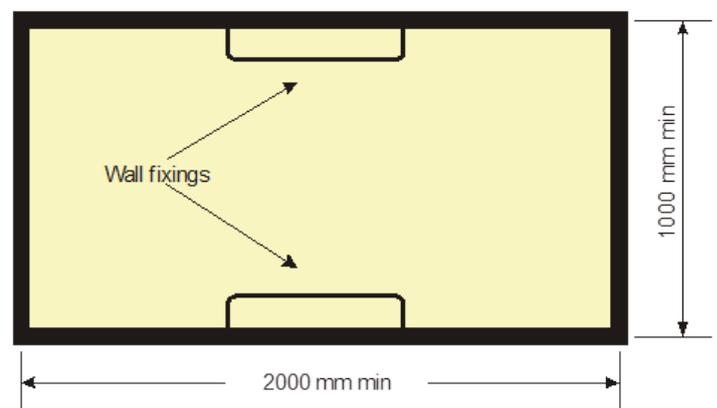
**Figure 1: Sheffield Type Stands**

Plan of communal store for four cycles using Sheffield stands



**Figure 2: Wall Fixings**

Plan of store for two cycles using wall fittings



3.2.3 The provision of garages with new residential development is discouraged by the Council as noted in paragraph 5.6.1 due to the low proportion which are used by residents for car

parking. Where developers do provide garages as part of a residential development, they should have an internal dimension of a minimum of 3.2 x 6.0m (as further stated in paragraph 5.6.3 on page 18) in order to enable sufficient storage space for cycles, should residents so wish along with sufficient space to park a vehicle.

## 4.0 Non-Residential Cycle Parking Standards

### 4.1 Short Stay Cycle Parking

4.1.1 Short stay cycle parking is required by visitors or customers to a building and should be located in a safe, convenient location. Sheffield or CaMden M type stands must be used for short stay cycle parking as they allow the cycle frame and at least one of the wheels to be locked to the stand. Sheffield type stands provide more stability and security than can be achieved by using a style of stand which only allows the front wheel to be locked.

Short stay cycle parking should:

- Allow natural surveillance
- Be well lit
- Be conveniently located within a short distance of the building entrance and, where possible, offer a real advantage over the nearest parking space
- Be located away from bin stores and smoking shelter (or other features that may deter use)
- When located in the footway, stands should include a tapping rail to warn the visually impaired
- Be appropriately spaced apart and clearly visible and signposted

**Figure 3: Example of well-located cycle stands**

Sheffield stands complete with tapping rail for extra stability and security



**Figure 4: Example of poorly located short stay cycle parking**

Although Sheffield type stands have been used they have been placed parallel to the kerb which edges a car park. The cycle stands have not been set back far enough from the kerb and so have been hit by cars rendering them unusable.



## 4.2 Long Stay Cycle Parking

- 4.2.1 Long stay cycle parking provides for the needs of the regular users of the building such as staff. As with short stay cycle parking, Sheffield stands are recommended for long stay cycle parking, however in the case of long-term cycle parking the Sheffield stands should be secured with a covered, lockable shelter or compound or within a building. For sites where space is limited cycle stand designs other than the Sheffield stand may be acceptable, such as cycle lockers or two-tier cycle stands. The suitability of such cycle parking provision will be assessed on a site-by-site basis.
- 4.2.2 Long stay cycle parking should:
- Allow natural surveillance
  - Be well lit
  - Be conveniently located within a short distance of the building entrance and, where possible, offer a real advantage over the nearest parking space
  - Be located away from bin stores and smoking shelter or other features that may deter use
  - Be clearly signed
  - Provide a covered, weatherproof, enclosed and lockable shelter
- 4.2.3 Where long stay cycle parking is provided consideration should also be given to the additional needs of cyclists such as the availability of an appropriate number of showers, changing facilities and lockers as well as space for drying wet clothes.

**Figure 5: Example of long-stay cycle parking**

Fixed Sheffield stands enclosed in a shelter to protect from the elements



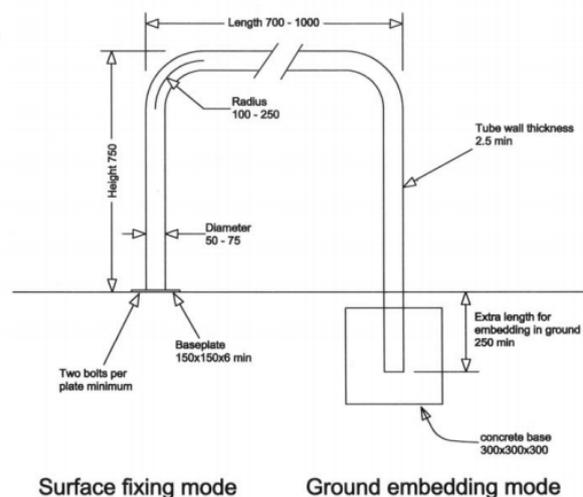
4.2.4 Other types of long stay storage solutions also help to provide safe convenient and secure cycle parking whilst also providing plenty of protection for a large number of bikes. Examples include the provision of the CaMden cycle shelters.

**4.3 Cycle Parking Layout and Design for Non Residential Development**

4.3.1 The following diagrams indicate the necessary dimensions for Sheffield stands and the amount of space required around each stand to enable safe and efficient use. This dimension and layout guidance should be applied for both short term and long-term cycle parking.

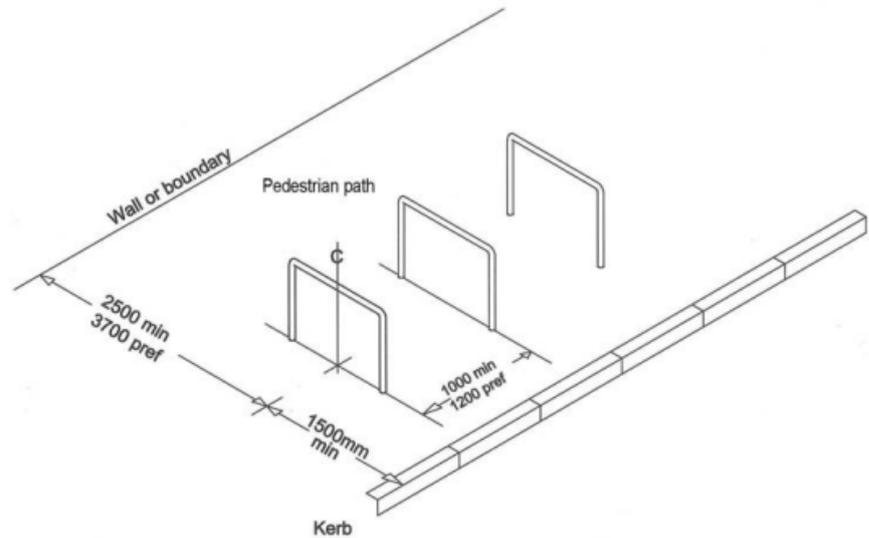
**Figure 6: Basic Sheffield Stand Dimensions**

Note: It is preferred that stands are installed using the ground embedding mode rather than the surface fixing mode.



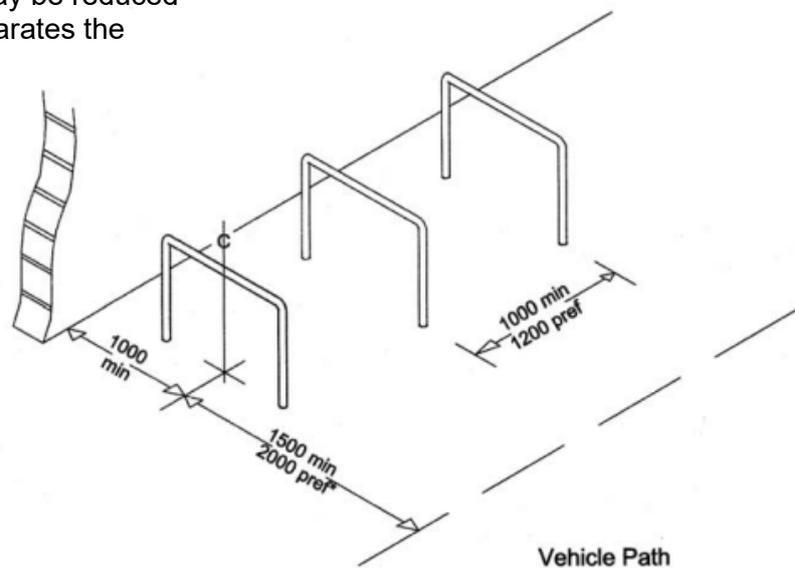
**Figure 7: Sheffield stands at 90° to wall or building line and passing vehicles**

Note: The preferred distance is 2,000mm from passing vehicles. This may be reduced to 1,500mm where a kerb separates the cycle parking from traffic.



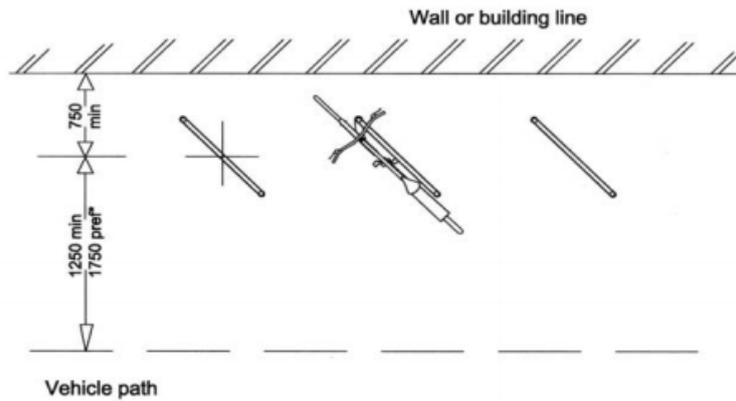
**Figure 8: Sheffield stands at 90° to pedestrian path and passing vehicles**

Note: The preferred distance is 2,000mm from passing vehicles. This may be reduced to 1,500mm where a kerb separates the cycle parking from traffic.

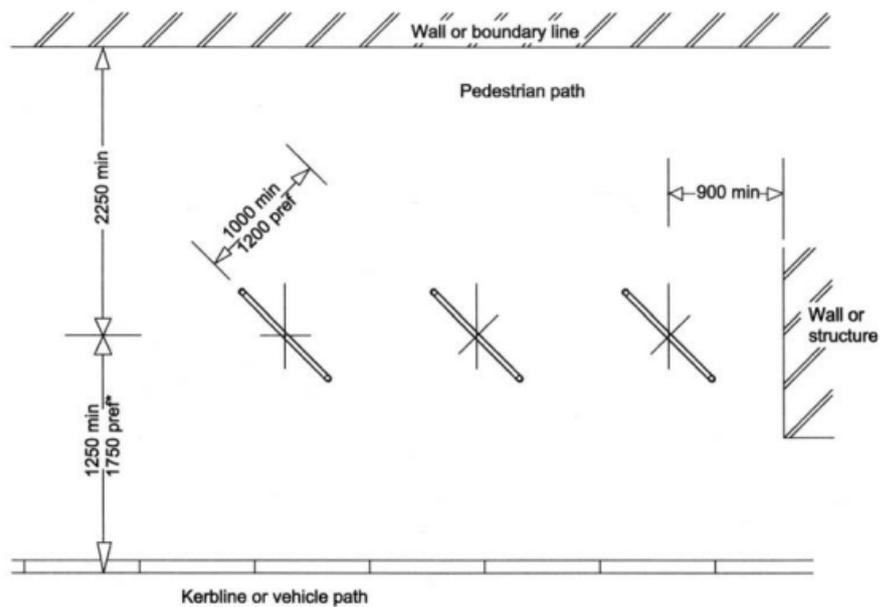


**Figure 9: Sheffield stands at 45° to wall and passing vehicles**

Note: The preferred distance is 1,750mm from passing vehicles. This may be reduced to 1,500mm where a kerb separates the cycle parking from traffic



**Figure 10: Sheffield stands at 45° to kerb and pedestrian path**



## 5.0 Residential Car Parking Standards

### 5.1 Residential Electric and Low Emissions Vehicle Parking and Charging

- 5.1.1 The Government is intending to end the sale of new petrol and diesel vehicles by 2030 and that all new cars and vans be fully zero emission at the tailpipe by 2035. The Council is also committed to further public electric vehicle charging points in the borough. 2022 statistics show that there were an estimated 660,000 electric cars on the road in the UK and 445,000 plug-in hybrids (PHEVs) with electric car sales increasing by 40%<sup>4</sup>. To keep pace with the estimated growth in this emerging technology, the Council recommends that provision along with appropriate placement is made for EV charging points and associated charging kit within residential developments on-plot, on-street and within communal parking areas.
- 5.1.2 Electric and hybrid vehicles represent a potentially significant environmental advantage to internal combustion engines. For Eastleigh this is particularly important for the AQMAs (Air

<sup>4</sup> Source: Department for Transport (DfT), Society of Motor Manufacturers and Traders (SMMT)

Quality Management Areas) in the Borough. These have been declared in these areas in order to reduce pollutant levels such as those relating to nitrogen dioxide, a chemical emitted from internal combustion engines.

- 5.1.3 It is recommended that applicants should design the provision of charging for electric vehicles into residential development in accordance with the following standards:
- Residential dwellings – 1 active EV charging point per dwelling (off-street provision)
  - Residential apartment buildings with 10 or more associated parking spaces – 1 active charging point per dwelling, plus passive provision for all remaining parking spaces
  - Residential apartment buildings with fewer than 10 associated parking spaces – passive provision as a minimum standard for all parking spaces, with active charging points sought where possible
- 5.1.4 Active charging points must be fully wired and ready to use with a mix of rapid and slow charging as appropriate to the location in order to support grid balancing. Tariff-linked charging and charging based on domestic micro generation will also be supported. Passive charging provision can include the installation of infrastructure without an activated connection to the electricity supply to allow retrofitting at a later date with minimal disruption. The Council should be satisfied through consultation with the National Grid and the operator and distributor of electricity along the network that there is sufficient electricity supply to cope with future demand along with the installation of appropriate load balancing technologies.
- 5.1.5 EV charging points and bollards should be designed so that any visual harm to the streetscape is avoided. This can be achieved by eliminating the presence of messy cables and associated charging packs. Messy cabling can also create a hazard for pedestrian access and wider movement as well as harm to the wider public realm.
- 5.1.6 The Council will review the SPD in future to ensure it remains fit for purpose with the requirements for EV charging once petrol and diesel vehicles will no longer be sold in the UK in 2030.

## **5.2 Car Club Vehicles**

- 5.2.1 Car clubs have a vital role to play in reducing society's dependence on the car by giving members access to a car for essential journeys without the need to own one. They can also provide an alternative to a second car for a family. Research published by CoMoUK (2021) shows that each car club vehicle can take 20 private cars off the road, that there were an estimated 5,806 car club vehicles across the UK, whilst car club membership increased 24% over the previous 12 months. Sufficient consideration should therefore be given to car club use and the provision of car club parking bays across the Borough.
- 5.2.2 Car clubs can contribute towards reducing congestion and parking problems, reducing local pollution levels, promoting neighbourhood co-operation and can help to reduce social isolation and increase the viability of low-car housing. The primary focus for car clubs and car club parking bays will be in the more densely populated parts of the Borough where car ownership is lower.
- 5.2.3 The recommended standards for the provision of a car club on site with dedicated space or spaces are as follows:

- At least one car club space on site for developments of at least 100 dwellings with justification required if this cannot be provided on site (this won't be required if the site is located in Eastleigh town centre)
- At least one additional car club space for each additional 100 dwellings to be provided on site (e.g. 2 car club spaces for developments of 200 dwellings)

- 5.2.4 The above standards are considered to be essential for contributing towards the sustainability of larger developments. The Council will expect all car club providers to be CoMo accredited.
- 5.2.5 Applicants of new residential development with fewer than 100 dwellings which is likely to generate a large number of travel movements beyond the immediate vicinity of a development site, which then triggers the need for a Transport Assessment/ Statement or Travel Plan, may need to consider whether a new car club or an extension to an existing car club should be provided to help mitigate the predicted increase in traffic movements. Financial contributions for the extension of existing car clubs off-site will normally be sought where on-site provision is not possible and where this can be justified as a sustainable option for reducing any expected increase in travel movements.
- 5.2.6 There is an existing community car club in Eastleigh town centre through a successful partnership between Eastleigh Borough Council and Co-Wheels. This has been in operation for a number of years. There are currently three locations from which members can hire a vehicle. The Council is supportive of the extension of this scheme via development contributions being received from developers of all residential schemes coming forward in the town centre and is prepared to be flexible over parking standards where this approach would be feasible due to its highly accessible location.
- 5.2.7 Where provided, car club parking spaces should be established in a preferential and readily accessible location within the development, clearly marked up (e.g. car club only road markings) and provided with electric vehicle charging points. A standard upright car club parking sign should also be provided and display information to show that it is for car club permit holders only.
- 5.2.8 Further information on the requirements for car clubs including where financial contributions may be appropriate for their provision or expansion off-site will be set out in the update to the Planning Obligations SPD.

### **5.3 Permeable Car Parking**

- 5.3.1 Permeable car parking such as with Sustainable Urban Drainage Systems (SuDS) can primarily reduce surface water flooding and preserve water quality and flows from a site. Well-designed naturalised SuDS will also have wider multifunctional benefits for amenity and biodiversity. It is easier and more cost effective to incorporate SuDS with landscape design from the earliest stages of planning a scheme. Even for smaller schemes, cost effective drainage solutions are best achieved by integrating components into the overall site design.
- 5.3.2 Parking areas are one element of a development which can incorporate the use of SuDS. These must be designed to allow for the management of surface water run-off to be put in place, unless clearly demonstrated to be inappropriate or there are technical reasons as to why this can't be achieved. SuDS can also contribute to the BREEAM credits for their role in reducing localised flooding on and off site, watercourse pollution and other environmental damage. Further information on SuDS is available via [www.susdrain.org](http://www.susdrain.org).
- 5.3.3 In addition to the use of SuDS, permeable or porous surfacing should also be used within hardstanding surfaces wherever possible to reduce surface water runoff and pollutant filters

should also be incorporated. Impermeable paving should also be limited with the use of soft landscaping maximised. This will help to address potential flooding by draining surface water and will address water quality issues related to surface water run-off.

## 5.4 Car Parking Standards in Town, District and Local Centres

- 5.4.1 Eastleigh town centre (area as defined in the Local Plan policies map) and the surrounding area is the most accessible location in the Borough with regard to public transport services and local facilities. It has the lowest car ownership in the Borough (the Eastleigh Central Ward the lowest out of all Wards across the Borough), it is well served by public off-street parking provision and the majority of local streets are controlled by waiting restrictions or controlled parking zones. It is therefore recommended that, within Eastleigh town centre and the surrounding roads within a Controlled Parking Zone, that residential parking provision below the minimum standards set out in Tables 2 and 3 (see pages 25 and 26) will be supported. It is further recognised that applicants of new residential schemes in Eastleigh town centre may have no parking provision proposed. This may be acceptable in certain circumstances provided that the Council is satisfied that a Transport Assessment/Transport Statement/Travel Plan gives a full justification for this approach. Flexibility within the town will also allow imaginative schemes to come forward as part of any future regeneration.
- 5.4.2 Outside of Eastleigh town centre, district and local centres are more accessible locations with alternative modes of public transport available to serve development. Residential parking provision below the minimum standards set out in Tables 2 and 3 (see pages 25 and 26) will be supported within these centres or within close proximity to these centres. Residential schemes with no parking provision proposed may also be acceptable in certain circumstances provided that the Council is satisfied that a Transport Assessment/Transport Statement/Travel Plan gives a full justification for this approach.

## 5.5 Tandem Parking

- 5.5.1 Tandem parking (i.e. one car behind another) will be acceptable for individual properties only, and not those with parking which is intended for use of more than one dwelling. It is considered to be a more efficient way of utilising land efficiently. However, only one space behind the other will be acceptable and no more than this.
- 5.5.2 Where triple row parking (i.e. three cars located behind each other on a driveway) has been utilised in existing development, it has been shown to be inefficient due to the inefficient movement of vehicles on the driveway, which often results in road-side parking occurring. For this reason, its utilisation will only count as a maximum of two vehicle parking spaces.

## 5.6 Garage Parking and Car Ports

- 5.6.1 Evidence from a number of sources suggests that a significant number of garages are not used for car parking. A University of Edinburgh study found that only 40% of residents surveyed used their allocated parking garages for car parking<sup>5</sup>, and a study commissioned by the Department for Communities and Local Government found that less than a third of people surveyed parked their car in their garage<sup>6</sup>. This can create additional demand for on-street parking when considered within the overall parking numbers for individual dwellings. As such,

<sup>5</sup> University of Edinburgh (2013) *Space to Park*

<sup>6</sup> Department for Communities and Local Government (2007) *Residential Car Parking Research*

garages are not included in the overall parking figures for new development and are discouraged as part of new development schemes.

- 5.6.2 Manual for Streets does however recommend that ‘*car ports are unlikely to be used for storage and should therefore count towards parking provision*’ and as such, with planning conditions applied to prevent the enclosure of this (doors), their inclusion within parking numbers will be acceptable providing the layout is adequate.

**Figure 11: Example of a car barn**

Open car ports and car barns are less likely to be used for non-car parking uses and will count towards the parking requirement. They should be designed so that the uprights of the structure do not prevent opening of car doors.

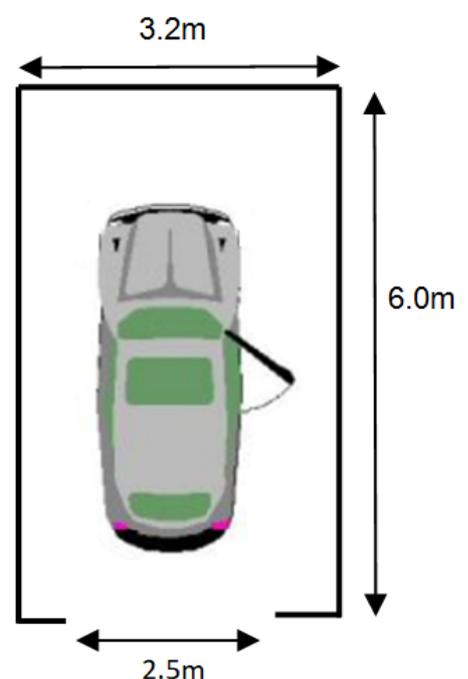


- 5.6.3 Whilst garages are discouraged as part of residential schemes coming forward, it is still considered appropriate to provide guidance on their dimensions for where developers opt to include these in their proposals. They should be a minimum of 3.2 x 6.0m in order to enable sufficient space to park a vehicle within, whilst also providing sufficient storage space for cycles, should residents so wish as noted in Section 3.2 above. Developers should also ensure that the opening to the garage is a minimum of 2.5 metres wide so that a car can easily drive through the opening. Figure 4A shows the required dimensions of a single garage. The minimum opening width of 2.5 metres for garages also applies to car ports/car barns.

- 5.6.4 Where provided, it is recommended that garages are conditioned to prevent any future conversion to habitable rooms, particularly in areas where parking is limited such as within Eastleigh town centre and the other more densely populated parts of the Borough.

**Figure 12: Required dimensions of a single garage**

A garage of this size allows sufficient space for a family sized car to enter/exit the garage, and for space to get in/out of the vehicle once parked. Note the space at the rear of the garage for storage and/or bicycle parking.



- 5.6.5 Garages adjacent to the highway which are set back under 6m from the highway edge can lead to obstructive parking. This occurs when the space afforded in the setback plus the width of the footway is used to park a car perpendicular to the carriageway. To avoid this situation being replicated in new development, garages which are proposed as part of residential schemes coming forward must be set back a minimum of 6m from the rear edge of the footway or road (including where no footway is present) to allow a car to be parked in front of the garage without overhanging and allowing the garage door to be opened/closed without the need to move the car. Or alternatively, where space is limited an absolute minimum setback of 5.5m may be permitted if a roller door is used. This will allow for the vehicle length plus a movement space for cycles/wheelie bins to be afforded without the need to overhang the footway or carriageway edge.

**Figure 13: Example of inadequate set back space being used for parking**

An example of the space provided as set back being used for parking causing the vehicle to overhang onto the footway. Using the standard detailed above, the setback for the property in the picture should be a minimum of 5.5m with the roller door.



## 5.7 Parking Courts

- 5.7.1 Research has shown that large parking courts can be unpopular and residents will often avoid using them if there is opportunity for them to park informally outside their home<sup>7</sup>. However, smaller parking courts that are linked to the back garden of a property have proven to be more popular and better used and are therefore considered to be a more efficient way of utilising land for off-street parking when compared to larger parking courts.
- 5.7.2 Parking courts should offer security and should be overlooked which can be achieved through good design and integration into the public realm. They need to provide adequate lighting and manoeuvring space (see paragraph 5.10.1 Parking Space Dimensions) and should serve no more than eight dwellings.

<sup>7</sup> University of Edinburgh (2013) *Space to Park*

## 5.8 Unallocated Parking

- 5.8.1 A combination of allocated and unallocated parking can be a good way to improve efficiency of the use of space and the layout of the development. There are several advantages to providing a certain amount of unallocated communal parking, for example it:
- Allows for changes in car ownership levels
  - Provides for both residents and visitors needs
  - Provides a solution for variation in parking demand between properties and uses
  - Requires fewer parking spaces overall
  - Can enable parking in such unallocated communal parking areas to be converted to other uses in the future such as public amenity space or for wildlife and biodiversity should demand for parking decrease.
- 5.8.2 With regards to the last bullet point above, the conversion of unallocated parking spaces to other uses can include the conversion into natural/semi-natural greenspace which would have a range of benefits such as an increase in biodiversity, a reduced risk of surface water flooding, a contribution to reducing harmful carbon emissions which contribute to climate change, the provision of ecosystems services and the provision of green infrastructure which can aid urban cooling.
- 5.8.3 In new developments, visitor parking is not provided within the residential curtilage, rather in public areas as with unallocated communal parking where it can be accessed by all. Visitor parking demand can, to some extent, be offset by other residents being away or not owning a car, but this balancing effect is only workable when a high proportion of parking spaces are unallocated and so available to both visitors and residents.
- 5.8.4 The following is required with regards to the quantum of visitor parking to be provided within new residential development:
- a 20% uplift over-and-above dwelling specific parking (see Table 2 on page 25). Of this 20%, or 0.2 parking spaces per dwelling, this should be provided via formally laid out parking spaces with the remainder being indicative spaces in non-obstructive locations.
  - a 40% uplift over-and-above dwelling specific parking is required for flat and apartments (see Table 3 on page 26). Of this 40%, or 0.4 parking spaces per flat or apartment, this should also be provided via formally laid out parking spaces with the remainder being indicative spaces in non-obstructive locations.
- 5.8.5 Further information on the design of unallocated communal parking areas and how they are intended to serve new development will be provided in the update to the Council's Quality Places SPD.

## 5.9 On-street Parking

- 5.9.1 The Council was previously responsible for on-street parking in the Borough with Hampshire County Council now managing this provision from 1 April 2023. Only once off-street parking has been explored as per the sub-sections above should on-street parking solutions be considered. This may be appropriate in instances where it is not possible to provide for off-street residential parking and will only be considered if formally laid out bays are provided, with adequate carriageway widths to enable unobstructed two-way vehicle movements (including cycles), or unobstructed one-way vehicle movements (including cycles) in one-way

streets. The spaces should also relate well to the dwellings which they are to serve to avoid confusion and unauthorised use. Well defined on-street parking also avoids costs to the Council in handling complaints and the need for Traffic Regulation Orders (TROs) to come into force in areas where vehicles can be parked indiscriminately.

- 5.9.2 If such layouts are not provided, vehicles can be parked indiscriminately on the carriageways, and this can block access to dwellings, create obstruction to buses, pedestrians and cyclists and cause safety hazards by masking road users from each other. There have been instances of bus operators changing routes in the Borough due to blocked carriageways caused by indiscriminate parking down some streets. Such problems can also result in a reduced potential for delivering cycling and public transport schemes, and in some instances highway schemes.
- 5.9.3 If on-street residential parking is considered to be appropriate on the basis of off-street provision not being possible, a parking survey should be undertaken to support a planning application. This should make use of the Lambeth Parking Survey Methodology which is seen as the industrial standard for undertaking parking surveys. The choice of days surveyed for determining the level of overnight residential parking and the catchment walking distances are the two key determining factors in undertaking this survey.
- 5.9.4 In addition to the formal visitor parking spaces previously outlined, there will always be casual callers and service vehicle drivers who find it convenient to park on the carriageway and requirements for this demand must be planned for in the design. A minimum carriageway width of 5.5 metres should be provided to allow one service vehicle to pass another that is parked. Demarcated on-street parking bays should allow for a minimum accessible road space of 3.7 metres to 4.0 metres to provide for fire appliance access.

**Figure 14: Example of indiscriminate on-street parking** The carriageway width is not adequate to support on-street parking in this location, causing cars to be parked on the footway, blocking the footway for pedestrians and causing an obstruction to other road users. This is an example of a housing development designed without sufficient provision for off-street parking or formal on-street parking.



- 5.9.5 If less than 5.5m carriageway width is available, separate parking lay-bys or other forms of parking provision will be required. Where a road is to be adopted by the highway authority, unallocated on-street parking spaces should also be adopted and so constructed to the appropriate highway authority standard.
- 5.9.6 When new residential development is proposed in areas of the Borough where a residents' parking scheme or other form of controlled parking zone is in operation, occupiers of new

properties will need to apply for resident/visitor permits via the digital provider who manage this provision on behalf of Hampshire County Council. It has previously been the case that occupants of new residential development have not been eligible to apply for on street parking permits or to park on the highway other than in spaces allocated to the development as part of the planning permission.

- 5.9.7 In order to increase pedestrian and footway safety, Manual for Streets (2007) recommends that there are no maximum widths for footways. It recommends that in lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2 metres. It recommends that additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops. Designing in an appropriate width for footways will benefit pedestrians, parents with pushchairs and wheelchair and mobility scooter users.

## 5.10 Residential Parking Space Dimensions

- 5.10.1 To meet the number of parking spaces required as detailed in Tables 2 and 3 (see pages 25 and 26), car parking spaces must meet the size requirements listed in Table 1 below. These should be designed to allow sufficient space for convenient vehicle circulation and parking. This is best demonstrated by the use of swept path analysis which is the calculation and analysis of the movement and path of different parts of a vehicle when that vehicle is undertaking a turning manoeuvre. A strong justification will be required for applicants to propose parking dimensions over and above these recommended dimensions and are only likely to be acceptable in exceptional circumstances.

**Table 1: Residential Parking Space Dimensions**

Type of Car Parking Space	Recommended Dimensions of Parking Space (metres)	Additional Requirements
Parking within the curtilage of a property	2.4 x 4.8	An additional 0.3m of clear space is required at the side of the space. If this additional width is not provided at the outset, there must be provision (e.g. grass verge) for enlarging at a later date.  No part of the vehicle must overhang the footway/carriageway.
Parallel Parking Bays	2.0 x 6.0	3m required between aisles for manoeuvring.  Should be designed so that bays cannot be used for echelon parking.
Perpendicular Bays (90° to approach)	2.4 x 4.8	6m required between aisles for manoeuvring
Echelon Bays (60° to approach)	2.6 x 5.2	Bays should be arranged to encourage reverse parking  4.2m required between aisles for manoeuvring

<b>Type of Car Parking Space</b>	<b>Recommended Dimensions of Parking Space (metres)</b>	<b>Additional Requirements</b>
Echelon Bays (between 45° and 30° to approach)	2.6 x 5.2	Bays should be arranged to encourage reverse parking  3.6m required between aisles for manoeuvring
Single Garage  (Not to be considered in vehicle parking quantum, but recommended dimensions)	3.2 x 6.0 (internal dimension)	Minimum door width 2.5m (see “set back of garages” in paragraph 5.6.3 above)  Minimum height 2.1m (preferable 2.2m)
Double Garage  (Not to be considered in vehicle parking quantum, but recommended dimensions)	6.0 x 6.0 (internal dimensions)	Minimum door width 2 x 2.3m or 1 x 4.2m
Car Port/ Car Barn	2.9 x 5.5 (internal dimensions)	If there is to be parking in front of the structure at least 6m must be left to avoid overhang onto the footway/ carriageway.
Disabled Spaces	3.6 x 5.0	Should be located no more than 50m to main entrance.  An additional 1.2m along either side and at the rear of the space is required.
For spaces abutting a wall, fence or other obstruction an additional clear space of 0.3m is required. For spaces abutting footways or main access routes an additional clear space of 1.2m is required.		

## 5.11 Table of Residential Parking Standards

- 5.11.1 In line with the guidance detailed in the above sections, the Council will seek a well-designed solution that accommodates the expected level of car ownership for the Borough. This can be in the form of off-street parking and/or specifically identified and designed on-street parking areas that do not impact on the capacity, operation and safety of the highway. Unallocated casual and visitor parking will also need to be considered, particularly for larger developments.
- 5.11.2 The proposed revision of the residential standards, is considered sufficient to meet demand based on expected levels of car ownership, and will provide for increased provision for visitor parking, provided there is a combination of off-street allocated parking and off-street and/or on-street communal unallocated parking, as shown in the Tables 2 and 3 (see pages 25 and 26). These show the minimum standards of parking provision for residential development schemes. The overall number of parking spaces will normally be rounded up.
- 5.11.3 Table 3 is presented as an additional option for flats/apartments and includes an option with unallocated parking for developments of 20 or more dwellings. The Council is also seeking views on how the standards should be applied for developments of up to 19 flats/apartments, particularly with regards to unallocated parking.
- 5.11.4 It is recognised that applicants of new residential schemes may propose no parking or provision below the minimum standards which are set out. As noted in Section 5.4 above, residential parking provision below the minimum standards set out in Tables 2 and 3 (see pages 25 and 26) will be supported where alternative modes public of transport are readily available to serve the proposed development. Residential schemes with no parking provision proposed may also be acceptable in certain circumstances provided that the Council is satisfied that a Transport Assessment/Transport Statement/Travel Plan gives a full justification for this approach. This will be particularly applicable to those parts of the Borough which have the highest levels of local facility provision and public transport such as Eastleigh Town Centre and the district and local centres.
- 5.11.5 Whilst there is expected to be a shift towards low emission and electric vehicles over the next decade, it is recognised that there is a need to avoid the potential for overprovision in order to have full regard to the Council's declaration of a Climate and Environmental Emergency in July 2019. There is also a need to maintain the quality of the wider built environment and associated residential amenity. Therefore, a careful balance needs to be struck when applying the minimum residential parking standards set out in Tables 2 and 3 in order to ensure the demand for residential parking will still be met whilst taking account of these environmental, design and amenity related considerations.
- 5.11.6 Appendix 2 provides some examples for how the residential parking standards can be applied for a development comprising a mix of 1, 2 and 3 bed homes.

**Table 2 – Summary of Residential Parking Standards 2023**

Figures provided in the table are minimum standards (with background evidence provided on existing and future car ownership)

Property Size	Car Ownership (figures used for setting the car parking standards)		Car Parking Standard			Cycle Storage	
	2011 (Census)	2026 (TEMPRO growth)	with 50% or more (of site) unallocated spaces	with <50% (of site) unallocated spaces	Individual/ 'on-plot' allocation	Long Term Secure storage	Short Term Communal storage
	cars per household		parking spaces per dwelling				
<b>GENERAL RESIDENTIAL</b>							
1 bed	0.73	0.82	0.75	1.00	1	1	1
2/3 bed	1.36	1.52	1.50	1.75	2	2	1
4+ bed	2.04	2.28	2.25	2.50	3	3	2
<b>OLDER PEOPLE'S HOUSING</b>							
Active elderly with Warden Control	0.39	0.44	0.50	0.60	1	1	1
Nursing and rest homes			1 vehicle space per 6 bedrooms plus 1 space per staff member (A provision for motorised scooters should also be provided, preferably internally)			1 per 6 staff	

**Notes**

1. Parking below the minimum standards set out will be supported in the town, district and local centres which have alternative modes of public transport available to serve the proposed development
2. 1 active EV charging point to be provided per dwelling (off-street provision). Active charging points must be fully wired, capable of rapid and slow charging as appropriate to the location in order to support grid balancing.
3. 1 car club space per 100 dwellings
4. Garages do not count as vehicle parking spaces and are discouraged but are recommended to be a minimum of 3.2 x 6.0m internally if provision is made
5. A minimum 20% increase in dwelling specific parking is required to cater for visitors. 0.2 spaces per dwelling of this figure should be formally laid out, with the remainder in non-obstructive locations
6. All proportions to be rounded up to the next whole number
7. Unallocated parking should only be utilised in developments of 20 units or more, in order for variances in ownership, etc. to work
8. A minimum of 5% of residential spaces should be available for conversion to future use by disabled people

**Table 3 – Summary of Residential Parking Standards 2023 (Additional Option for Flats or Apartments)**

This table is an additional option for flats/apartments (see paragraph 5.11.3).

Figures provided in the table are the minimum standards (with background evidence provided on existing and future car ownership)

It is recognised that in regard to flats and apartments, due to circumstances such as lower occupancy levels and some ownership restrictions, the provision of a single allocated parking space may be appropriate. In such cases, the following minimum parking standards can be applied.

These standards require all three elements to be provided in a combined manner, resulting in the single allocated space per dwelling plus additional unallocated spaces plus a visitor parking uplift.

Property Size	Car Ownership (figures used for setting the car parking standards)		Overall Combined Car Parking Standard per Flat / Apartment			Long Term Cycle Storage	
	2011 (Census)	2026 (TEMPRO growth)	Allocated Parking	Unallocated Parking	Uplift for Visitor Parking	Individual storage	Communal storage
	cars per household		parking spaces per dwelling				
<b>GENERAL RESIDENTIAL</b>							
1 bed	0.73	0.82	1.00	0.5	40%	1	1
2 bed	1.36	1.52	1.00	0.75	40%	2	1

**Notes**

1. Parking below the minimum standards set out will be supported in the town, district and local centres which have alternative modes of public transport available to serve the proposed development
2. Residential apartment buildings with 10 or more associated parking spaces to provide one active charging point per dwelling, plus passive provision for all remaining parking spaces. Active charging points must be fully wired, capable of rapid and slow charging as appropriate to the location in order to support grid balancing. Passive provision can include the installation of infrastructure without an activated connection to the electricity supply to allow retrofitting at a later date with minimal disruption.
3. The Council will seek passive provision as a minimum standard for all parking spaces, with active charging points sought where possible in residential apartment buildings with fewer than 10 associated parking spaces. Passive provision can include the installation of infrastructure without an activated connection to the electricity supply to allow retrofitting at a later date with minimal disruption.
4. 1 car club space per 100 dwellings
5. Garages do not count as vehicle parking spaces and are discouraged but are recommended to be a minimum of 3.2 x 6.0m internally if provision is made
6. A minimum 40% increase in dwelling specific parking is required to cater for visitors. 0.4 spaces per dwelling of this figure should be formally laid out, with the remainder in non-obstructive locations.
7. All proportions to be rounded up to the next whole number
8. Unallocated parking should only be utilised in developments of 20 units or more, in order for variances in ownership, etc. to work
9. A minimum of 5% of residential spaces should be available for conversion to future use by disabled people

## **6.0 Non-Residential Car Parking Standards**

### **6.1 Table of Non-Residential Parking Standards**

- 6.1.1 In line with the guidance detailed in the above sections, the Council will seek a well-designed solution that accommodates the expected number of vehicle trips to any new non-residential development site. The figures listed in Table 4 below are the expected levels of parking provision for non-residential development schemes. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the Transport Assessment/Transport Statement/Travel Plan. These will be considered on an individual bases taking account of local circumstances and will have full regard to the Council's declaration of a Climate and Environmental Emergency in July 2019.

**Table 4: Summary of Non-Residential Parking Standards 2023**

(Figures provided in the table should be viewed as the expected standard, however as noted above each development will be considered on an individual basis taking account of local circumstances.)

<b>Commercial Development</b>					
<b>Type/Use<sup>8</sup></b>	<b>Car Parking Standard</b>	<b>Operational Parking</b>		<b>Cycle Parking Standard</b>	
		<b>Loading Areas (inc. deliveries and drop off)</b>	<b>Vehicle Parking (inc. pool cars and service vehicles)</b>	<b>Long Stay</b>	<b>Short Stay</b>
Class E Office	1 space per 35m <sup>2</sup>	1 space	To be decided on a site-by-site basis	1 space per 8 staff	1 space per 300m <sup>2</sup>
Class E High-tech/light industry	1 space per 45m <sup>2</sup>	1 space	To be decided on a site-by-site basis	1 space per 8 staff	1 space per 500m <sup>2</sup>
B2 General industrial	1 space per 45m <sup>2</sup>	1 space	To be decided on a site-by-site basis	1 space per 8 staff	1 space per 500m <sup>2</sup>
B8 warehouse	1 space per 80m <sup>2</sup>	1 space	To be decided on a site-by-site basis	1 space per 10 staff	1 space per 600m <sup>2</sup>
B8 Distribution centres	1 space per 100m <sup>2</sup>	To be decided on a site-by-site basis	1 space per 500m <sup>2</sup>	1 space per 10 staff	1 space per 600m <sup>2</sup>
<b>Retail Development</b>					
<b>Type/Use</b>	<b>Car Parking Standard</b>	<b>Operational Parking</b>		<b>Cycle Parking Standard</b>	
		<b>Loading Areas (inc. deliveries and drop off)</b>	<b>Vehicle Parking (inc. pool cars and service vehicles)</b>	<b>Long Stay</b>	<b>Short Stay</b>
Class E Non-food retail and general retail (covered retail areas)	1 space per 20m <sup>2</sup> covered areas	2 spaces	1 space	1 space per 6 staff	1 space per 200m <sup>2</sup>
Class E Non-food retail and general retail (uncovered retail areas)	1 space per 30m <sup>2</sup> uncovered areas	2 spaces	1 space	1 space per 6 staff	1 space per 200m <sup>2</sup>

<sup>8</sup> Please see the Use Class Order 1987 (\*as amended) for the range of uses listed under Class E which apply.

Class E Food retail	1 space per 14m <sup>2</sup> covered areas	2 spaces	1 space	1 space per 6 staff	1 space per 200m <sup>2</sup>
Class E Eating and drinking establishments	1 space per 5m <sup>2</sup>	1 space	1 space	1 space per 5 staff	2 spaces per establishment
Sui Generis Take-away hot food shops	1 space per 3 staff	1 space	1 space	1 space per 8 staff	2 spaces per establishment
<b>Health Establishments</b>					
Type/Use	Car Parking Standard	Operational Parking		Cycle Parking Standard	
		Loading Areas (inc. deliveries and drop off)	Vehicle Parking (inc. pool cars and service vehicles)	Long Stay	Short Stay
Class E Private hospitals, community and general hospitals	To be assessed on a case by case basis following review of transport assessment/travel plan				
Class E Health centres	3 spaces per consulting room	2 spaces	Essential vehicles as required	1 space per 5 staff	1 space per consulting room
Class E Doctors, dentists or veterinary surgery	3 spaces per consulting room	2 spaces	Essential vehicles as required	1 space per 5 staff	1 space per consulting room
<b>Care Establishments: Public and Private</b>					
Type/Use	Car Parking Standard	Operational Parking		Cycle Parking Standard	
		Loading Areas (inc. deliveries and drop off)	Vehicle Parking (inc. pool cars and service vehicles)	Long Stay	Short Stay
Class E Day centres for older people, adults with learning/physical disabilities	1 space per 2 staff plus 1 space per 2 clients	2 spaces	1 space for minibus or ambulance	1 space per 8 staff	2 spaces per establishment plus 1 stand per 200m <sup>2</sup>
Class C2 or C3 Homes for children	1 space per residential staff, 0.5 space per non-residential staff plus 0.25 space per client	2 spaces	1 space for minibus or ambulance	1 space per 5 staff	2 spaces per establishment plus 1 stand per 200m <sup>2</sup>

Class C2 Family centres	1 space per 2 staff plus 1 space per 2 clients	1 space	1 space for minibus	1 space per 6 staff	2 spaces per establishment plus 1 stand per 200m <sup>2</sup>
Class C3 Residential units for adults with learning or physical disabilities	1 space per residential staff plus 0.5 space per non-residential staff plus 0.25 space per client	1 space	1 space for minibus or ambulance	1 space per 6 staff	1 space per 2 bedrooms
Sui Generis Hostels	Assessed on a case by case basis	1 space	Assessed on a site by site basis	1 space per 4 staff	1 space per 2 bedrooms
Class C2 Active elderly with warden control	See residential parking standards				
Class C2 Nursing and rest homes	See residential parking standards				
<b>Leisure Facilities and Places of Public Assembly</b>					
Type/ Use	Car Parking Standard	Operational Parking		Cycle Parking Standard	
		Loading Areas (inc. deliveries and drop off)	Vehicle Parking (inc. pool cars and service vehicles)	Long Stay	Short Stay
Class C1 Hotels/motels/guest houses/boarding houses	1 space per bedroom plus 1 space per 2 staff	1 space	1 space	1 space per 5 staff	1 space per 10 bedrooms
Sui Generis Eating and drinking establishments	1 space per 5m <sup>2</sup> of public floorspace	2 spaces	1 space	1 space per 4 staff	1 space per 20m <sup>2</sup>
Sui Generis Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space	1 space	1 space per 6 staff	1 space per 20m <sup>2</sup>
Sui Generis Bowling centres, bowling greens	3 spaces per lane	1 space	N/A	1 space per 6 staff	1 space per 20m <sup>2</sup>
Class E Sports halls	1 space per 5 fixed seats plus 1 space	1 space	N/A	1 space per 6 staff	1 space per 10m <sup>2</sup>

	per 30m <sup>2</sup> of public space				
Class E and Class F Swimming pools, health clubs, gymnasias	1 space per 5 fixed seats plus 1 space per 20m <sup>2</sup> of open hall/ pool area	2 spaces	N/A	1 space per 6 staff	1 space per 10m <sup>2</sup>
Class E Tennis courts	2 spaces per court	1 space	N/A	1 space per 6 staff	1 space per court
Class E Squash courts	2 spaces per court	1 space	N/A	1 space per 6 staff	1 space per court
Class F Golf courses	3 spaces per hole	1 space	N/A	1 space per 8 staff	5 spaces per 9 holes
Class F Golf driving ranges	1 space per tee/bay	1 space	N/A	1 space per 8 staff	1 space per 5 tees/bays
Marinas	1 space per berth	1 space	N/A	Assessed on a case by case basis	1 space per 4 berths
Class F Places of worship/church halls	1 space per 8 fixed seats plus 1 space per 10m <sup>2</sup>	N/A	N/A	1 space per 6 staff	1 space per 20m <sup>2</sup>
Class F2 Stadia	Assessed on a case by case basis				
<b>Miscellaneous Commercial Developments</b>					
Type/Use	Car Parking Standard	Operational Parking		Cycle Parking Standard	
		Loading Areas (inc. deliveries and drop off)	Vehicle Parking (inc. pool cars and service vehicles)	Long Stay	Short Stay
Class E Workshops-staff	1 space per 2 staff	1 space	1 space	1 space per 6 staff	No minimum
Class E Workshops-customers	2 spaces per service bay	N/A	N/A	No minimum	2 spaces
Sui Generis Car sales-staff	1 space per 2 staff	1 space	N/A	1 space per 6 staff	No Minimum
Sui Generis Car sales-customers	1 space per 10 showroom spaces	N/A	N/A	No minimum	2 spaces

## Notes

1. EV charging for active provision to be made available for approximately 20% of all parking spaces provided. Charging points must be fully wired, capable of rapid charging (40kw+) and ready to use.
2. EV charging for passive provision to be made available for an additional 20% of all parking spaces provided. This can include the installation of infrastructure without an activated connection to the electricity supply
3. All proportions to be rounded up to the next whole number
4. Mixed use developments should sum the requirements of the different uses whilst taking account of the opportunities for the shared use of space at different times of the day/week
5. Unless otherwise stated, floor areas are gross external areas (GEA), including the thickness of the external wall
6. “staff” applies to full-time equivalent (FTE) member of staff
7. “Private hospitals, community and general hospitals” to include: inpatient, day patient, outpatient or accident unit; locally based psychiatric units; ambulatory care units including day surgery/assessment/treatment and administration/support services
8. A minimum of 5% of spaces should be designated for use by disabled people, or available for future conversion, with a minimum of 1 space per individual development. These parking spaces should be clearly marked with the international symbol for access.
9. Where appropriate, such as at care establishments, the need to provide parking and charging facilities for disability motor scooters should be considered
10. Parking spaces for powered two wheelers should be provided for all sites at a minimum level of 5% of total car parking spaces with a minimum of 2 spaces provided per site

## 6.2 Operational Parking Spaces

- 6.2.1 Operational parking is that which is required for deliveries, loading and maintenance. Table 4 includes operational parking standards by development type/use. These are in addition to the general parking standards included in Table 4 (see pages 28 to 32). These requirements will vary depending on land use, for example a retail outlet will require parking space for regular deliveries and a sports centre may require space for coach or mini-bus parking.
- 6.2.2 Due consideration must be given to the operational requirements of each site so as to avoid the need for service and delivery vehicles to park in unsuitable locations. The required amount and location of operational parking spaces based on Table 4 will be considered on a site by site basis.

## 6.3 Non-Residential Electric and Low Emissions Vehicle Charging and Parking

- 6.3.1 Further to recommending the provision and appropriate placement of electric vehicle charging points for residential development as referenced in Section 5, the Council also recommends that this provision is made as part of non-residential development in accordance with the following standards:
- Active provision for approximately 20% of all parking spaces provided. Charging points must be fully wired, capable of rapid charging (40kw+) and ready to use.
  - Passive provision for an additional 20% of all parking spaces provided. This can include the installation of infrastructure without an activated connection to the electricity supply to allow retrofitting at a later date with minimal disruption.
- 6.3.2 Where this passive provision is provided the Council should be satisfied through consultation with the National Grid and the operator and distributor of electricity along the network that there is sufficient electricity supply. This is to ensure that the network can cope with future demand along with the installation of appropriate load balancing technologies.
- 6.3.3 The Council will review the SPD in future to ensure it remains fit for purpose with the requirements for EV charging once petrol and diesel vehicles will no longer be sold in the UK in 2030.

## 6.4 Non-Residential Parking Space Dimensions

- 6.4.1 In order to meet the number of parking spaces required as detailed in Table 4 (see pages 28 to 32), car parking spaces must meet the size requirements listed in Table 5 below.

**Table 5: Non-Residential Parking Space Dimensions**

<b>Type of Car Parking Space</b>	<b>Recommended Dimensions of Parking Space (metres)</b>	<b>Additional Requirements</b>
Parallel Parking Bays	2,0 x 6.0	3m required between aisles for manoeuvring.  Should be designed so that bays cannot be used for echelon parking.
Perpendicular Bays (90° to approach)	2.7 x 5.2	6m required between aisles for manoeuvring.
Echelon Bays (60° to approach)	2.7 x 5.2	Bays should be arranged to encourage reverse parking.  4.2m required between aisles for manoeuvring.
Echelon Bays (between 30° and 45° to approach)	2.7 x 5.2	Bays should be arranged to encourage reverse parking.  3.6m required between aisles for manoeuvring.
Disabled Spaces	2.7 x 5.2	Should be located no more than 50m to main entrance with flush kerbs installed as required.  An additional 1.2m either side and the rear of the space is required.
Parent and Toddler Spaces	2.7 x 5.2	Should be no more than 75m from main entrance.  An additional 1.2m along either side and at the rear of the space is required.
For spaces abutting a wall, fence or other built obstruction an additional clear space of 0.3m is required. For spaces abutting footways or main access routes an additional clear space of 1.2m is required.		

## 6.5 Powered Two Wheelers

6.5.1 Powered two wheelers (motorcycles, mopeds and scooters) are seen by many as a convenient and affordable alternative to running a car. There were around 1.32 million motorcycles registered in Great Britain at the end of 2020 accounting for just under 4% of

all registered motorcycles and cars.

- 6.5.2 Indiscriminate parking of powered two wheelers (PTWs) can cause a hazard to pedestrians if pavements are blocked or if cycle parking is misused to secure PTWs. In order to reduce the likelihood of indiscriminate parking of PTWs, developments should be designed to include PTW parking which is in a convenient location, with good natural observation, as close as is practical to the trip destination.
- 6.5.3 It is recommended that PTW parking spaces should be provided in new non-residential developments at a rate of 5% of total car parking spaces with a minimum of 2 spaces provided per site. It is not necessary to mark individual bays for motorcycle parking, however a space of 2.8m long by 1.5m wide is required for parking each PTW as this will allow sufficient space for riders to safely dismount once parked.
- 6.5.4 Areas designed for PTW parking should provide a level, well-drained, non-slip surface, capable of supporting the weight of the PTW when resting on its stand. Facilities for securing PTWs should be provided through either a ground anchor or a raised anchor point; both of which should be located so that they do not cause a hazard to pedestrians or conflict with other vehicles.
- 6.5.5 As with parking for bicycles, parking for PTWs should also offer security, ease of access, and where possible, protection from the elements. For long stay PTW parking (likely to be required at places of employment), facilities for the secure storage of motorcycle helmets and clothing should also be considered.

**Figure 15: Poorly designed Motorcycle Parking Area**

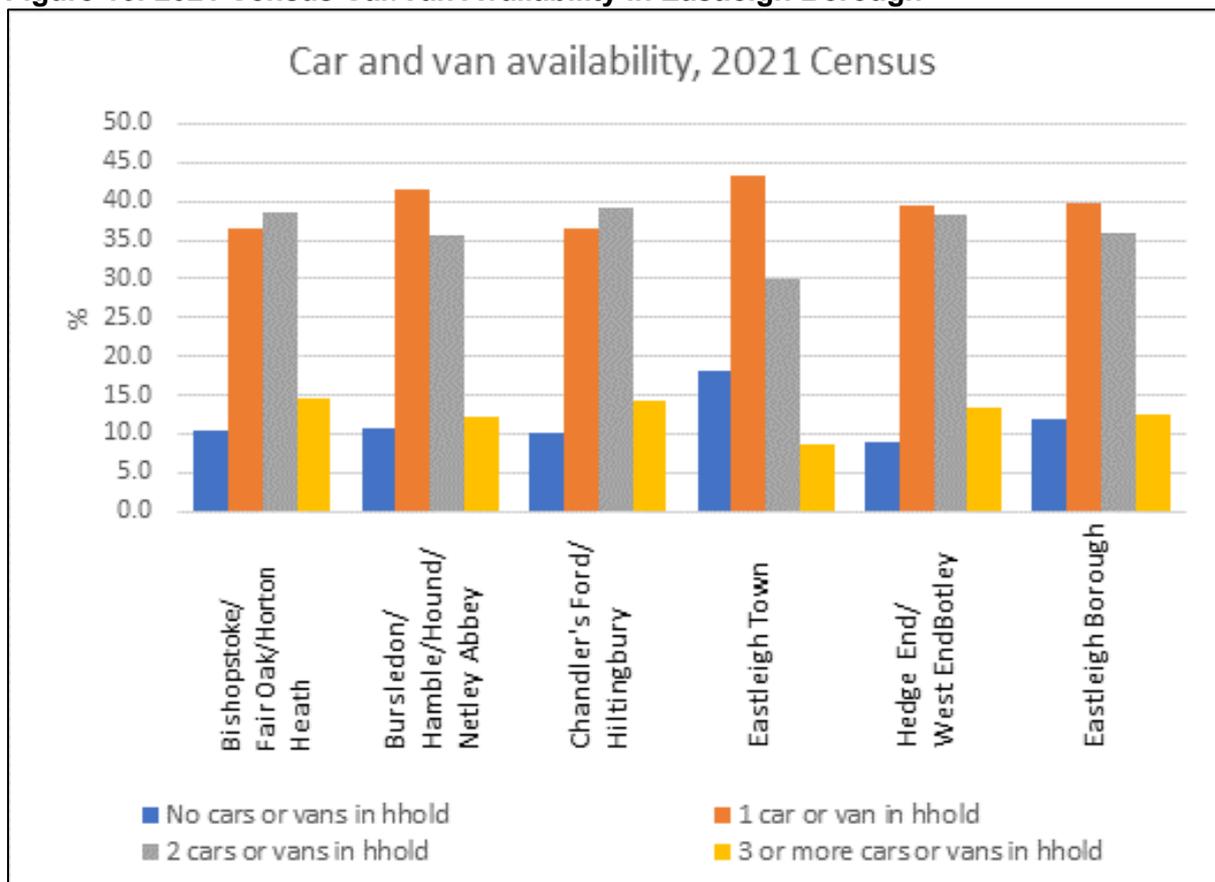
This area provided for PTW parking does not provide any means of securing the vehicles such as ground anchors or raised anchor points. There is also insufficient space for the number of PTWs requiring parking leading to one motorcycle being parked on the footway.



## Appendix 1: Car Ownership Statistics

- A.1 According to the 2021 Census, the Eastleigh Central Ward has the highest proportion of households without a car at 22.4%. The Hedge End North Ward has the lowest proportion of households without a car at 6.6%. The variation in car ownership levels across the Borough is more likely to be linked to the type of housing provision and social demographic profiles of existing housing areas and would not necessarily be reflected in new housing schemes. Figure 16 below illustrates car and van availability across the Borough’s Local Areas and for the Borough as a whole. This highlights the need to continue with providing for private car use and other forms of motorised transport.

**Figure 16: 2021 Census Car/Van Availability in Eastleigh Borough**



Source: 2021 Census

- A.2 The planning process seeks to allocate development in more sustainable locations. However, statistical data demonstrates that even with good accessibility in terms of public transport provision, high levels of car ownership are likely to remain, due mainly to changing work patterns and multi-car households. For example in Eastleigh Central ward there is a good level of public transport provision and a reasonable network of cycle routes, therefore many alternatives available to make non-car journeys. Despite this, levels of car ownership in this ward have continued to increase with 77.6% of households now owning at least one car, up from 75.6% in 2011.
- A.3 The evidence from Eastleigh Central and other wards therefore continues to show that even if more sustainable modes of travel and a greater choice of travel for some journeys are available, residents may still retain the option of keeping a car, or multiple cars, to use for those journeys where it is needed. It is therefore important that appropriate provision

should be made to reflect this demand which also helps to provide mobility and support the economic life of an area. Such provision will also need to be managed against a wider backdrop to encourage more sustainable modes of travelling such as through active travel (walking and cycling) and public transport.

- A.4 Further historical data based on the 2011 Census relating to projected car ownership across the Borough is provided in Table 6 below. This shows a longer-term projected increase in the proportion of households with 2 or more cars and vans and a decrease in households with no cars or vans or 1 car or van by 2036. This provides an indication that the level of car ownership is likely to increase further over the next decade which in turn will have implications for how parking provision is integrated into the overall design and layout of new development across the Borough.

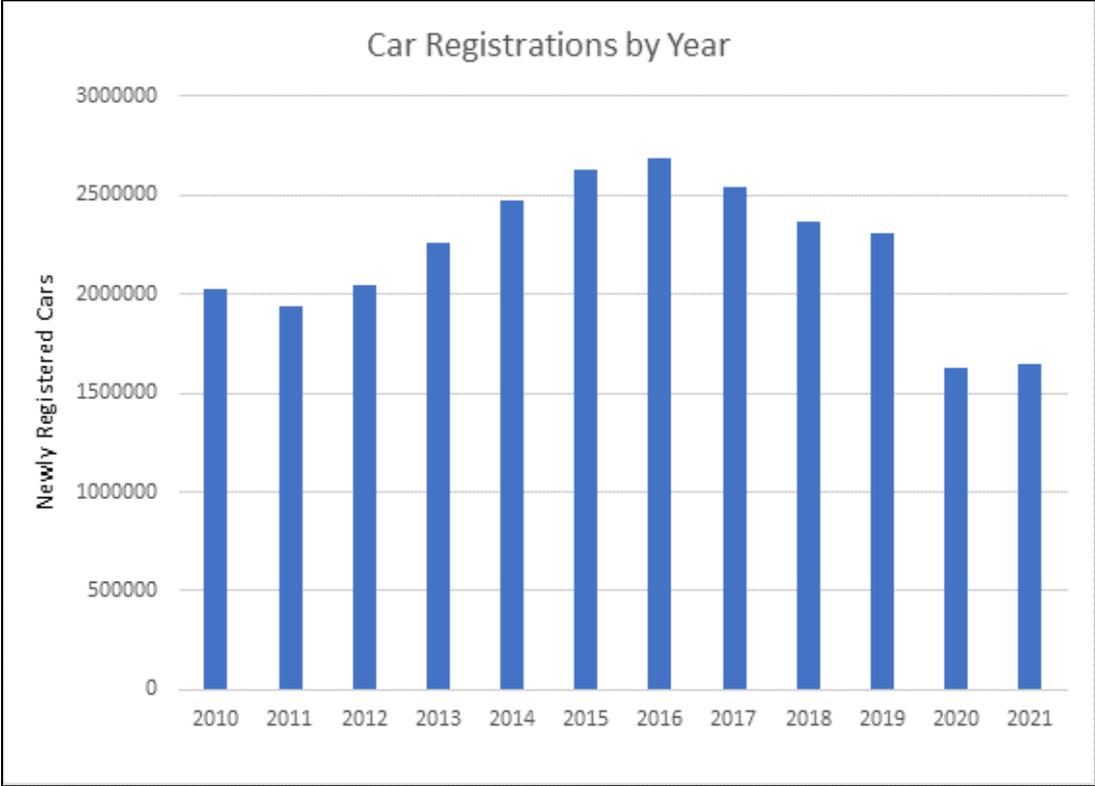
**Table 6: 2011 Current and Projected Car Ownership Levels in Eastleigh Borough**

	Percentage of Households			
	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars and vans in household
2011 Census	13%	41%	35%	11%
2036 Projections	10%	39%	37%	13%

Source: National Transport Model (DfT) (2011 Census data used as a baseline for modelling)

- A.5 There is no evidence to suggest that the general level of car ownership will reduce over time and, nationally, it has increased steadily over recent decades. Statistics from the Department for Transport (2018) show that car ownership in England and Wales is forecast to grow from approximately 29 million cars in 2015 to between 38 million and 42 million in 2050, which equates to growth of between 30% and 45% over 35 years.
- A.6 The application of maximum parking standards for new developments between 2010 and 2015 did not have a noticeable impact on new vehicle registrations, in fact there was a steady rise in vehicle registrations over this period. However, there has been a steady decline since possibly due to wider macro-economic factors and more recently the Covid-19 pandemic (see Figure 17 below).

**Figure 17: Vehicles registered for the first time, GB 2010-2021**



Source: Department for Transport

## **Appendix 2: Eastleigh Borough Local Plan 2016-2036 Policy DM14, Parking**

- 1. New residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for parking provision. Over provision relative to car ownership levels or which would create an ineffective use of space will be avoided. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan.**
- 2. For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.**
- 3. Within town, district and local centres and in neighbourhood parades, parking needs will be assessed in relation to wider needs within the centre/parade. Where existing provision is inadequate, the provision of additional parking may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.**
- 4. Proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted if:**
  - a. it can be demonstrated that this is the only way the transport requirements driving the proposals for car parking provision can be met;**
  - b. the proposals form part of a strategy aimed at managing use of the private car, such as a workplace travel plan; and**
  - c. transport and other environmental assessments demonstrate that the benefits of the proposal (e.g. reduction of on-street parking pressures, reduction of traffic congestion) outweigh any adverse effects; and**
  - d. the design, layout, planting and landscaping and lighting provision addresses visual and landscape impacts, noise, lighting and impacts on residential amenity; and**
  - e. the developer pays for any off-site highway improvements necessary from traffic generated by the proposal, and any additional works necessitated by an inability to meet workplace travel plan targets; and**
  - f. for sites outside the urban edge and in accordance with other policies in the Plan, they are subject to a sequential approach prioritising sites within the urban edge. Proposals in settlement gaps will only be acceptable in exceptional cases (see strategic policy S6).**

## Appendix 3: Examples of Residential Car Parking Requirements

Figure 18 provides theoretical examples of developments which vary in size and dwelling mix (i.e. flats and houses) for the purpose of showing how the car parking standards are calculated.

**Figure 18: Examples of residential parking requirements**

<b><u>Example: Minimum parking requirement for a development of 100 houses, predominantly 2/3 bedrooms (see Table of Residential Parking Standards)</u></b>				
Proposed dwelling mix	No. of houses	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/on-plot allocation
1 bed (1 space per dwelling)	20	20	25	40
2/3 bed (2 spaces per dwelling)	70	105	123	140
4+ bed (3 spaces per dwelling)	10	20	23	30
<b>Total spaces required</b>		145	171	210
<b>Average spaces per dwelling</b>		1.45	1.71	2.1
<b><u>Example: Minimum parking requirement for a development of 100 houses, a mix of number of bedrooms (see Table of Residential Parking Standards)</u></b>				
Proposed dwelling mix	No. of houses	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/on-plot allocation
1 bed (1 space per dwelling)	30	30	38	60
2/3 bed (2 spaces per dwelling)	35	53	61	70
4+ bed (3 spaces per dwelling)	35	70	82	105
<b>Total spaces required</b>		153	181	235
<b>Average spaces per dwelling</b>		1.53	1.81	2.35
<b><u>Example: Minimum Parking requirement for a development of 100 houses, predominantly one bedroom (see Table of Residential Parking Standards)</u></b>				
Proposed dwelling mix	No. of houses	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/on-plot allocation
1 bed (1 space per dwelling)	64	64	80	128

<b>2/3 bed (2 spaces per dwelling)</b>	20	30	35	40
<b>4+ bed (3 spaces per dwelling)</b>	16	32	37	48
<b>Total spaces required</b>		126	152	206
<b>Average spaces per dwelling</b>		1.26	1.52	2.06