

# Parking Supplementary Planning Document

## Consultation Statement

May 2018

### 1. Introduction

#### 1.1 Background

1.1.1 Basingstoke and Deane Borough Council has prepared a Supplementary Planning Document (SPD) on parking to guide development in the borough. The SPD adds greater detail to the policies in the adopted Local Plan, and once adopted will be used as a material consideration for planning applications determined within the borough.

#### 1.2 Purpose of the Consultation Statement

1.2.1 Part 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires that, when adopting a Supplementary Planning Document, Local Planning Authorities should prepare a consultation statement. This should include the following information:

- (i) The persons the local planning authority consulted when preparing the supplementary planning document;
- (ii) A summary of the main issues raised by those persons; and
- (iii) How those issues have been addressed in the supplementary planning document.

#### 1.3 How much consultation do the Regulations require? What is good practice?

1.3.1 The Local Plan Regulations set out that LPAs should make the document 'available' for a minimum of four weeks. During such time, the document should be made available for inspection at the council offices and other appropriate locations, and should be published on the local planning authority website.

1.3.2 Basingstoke and Deane Borough Council has adopted a Statement of Community Involvement (SCI), which sets a commitment to go over and above the legal minimum. This states that the Council will undertake the following:

| <b>Table 2: Supplementary Planning Documents</b>   |   |
|--|---|
| <b>Key stages</b>  | <b>Opportunities for engagement</b>   |
| <p><b>Evidence gathering/preparation of draft document</b><br/>           Baseline information and evidence gathering.<br/>           Undertake further technical work; identify reasonable options.</p>               | <p>At the evidence gathering stage, statutory bodies are consulted about the Strategic Environmental Assessment (SEA) Screening and Habitat Regulations Assessment (if required).<br/>           Consultation with councillors on the scope and content of the SPD will be undertaken. Targeted informal consultation will also be undertaken, with relevant agencies, stakeholders, service providers, parish/town councils, local groups and residents where relevant.</p>  |
| <p><b>Consultation on draft SPD</b><br/>           Formal publication for public consultation of the draft SPD along with associated evidence base documents and SEA report (minimum statutory period of 4 weeks).</p> | <p>The council will:</p> <ul style="list-style-type: none"> <li>• Write to specific, general and all other consultees who the council consider may have an interest including those on the planning policy consultation database who wish to be informed of planning policy documents.</li> <li>• Make consultation documents available on the council's website, at the civic offices and other locations as considered appropriate such as libraries.</li> <li>• Discuss the document with stakeholders that are relevant to the topic involved, including statutory consultees, specialist bodies, planning agents and existing groups/forums as appropriate.</li> <li>• Use social media and local media to raise awareness</li> <li>• Depending on the content, consultation may also be supported by workshops/meetings.</li> <li>• If the matter is specific to a location, the council will aim to engage with local residents and groups through meetings/workshops or via community magazines and publications</li> </ul> |
| <p><b>Finalise SPD</b><br/>           Review representations received and make any changes to SPD where justified.</p>   | <ul style="list-style-type: none"> <li>• Comments received will be made available on the council's website along with a summary of their content.</li> <li>• The council will publish a schedule of its response to each of the points made.</li> <li>• Further consultation may be undertaken if responses lead to a significant change of direction.</li> </ul>   |
| <p><b>Adoption of the SPD</b><br/>           SPD is adopted by the Council. It will include a statement explaining what consultation has been undertaken and how the council has dealt with representations.</p>       | <ul style="list-style-type: none"> <li>• Make the Supplementary Planning Document, consultation statement and adoption statement available on the council's website at the civic offices and other locations as considered appropriate such as libraries or parish offices.</li> <li>• Send a copy of the adoption statement to any person who has asked to be notified of the adoption.</li> <li>• Where appropriate, use social media and local media/press to publicise adoption.</li> </ul>   |

1.3.3 The purpose of this document is to demonstrate that LPA has: met the regulatory requirements for a Supplementary Planning Document; complied with the best practice set out in the adopted SCI; and to provide the necessary information required under Part 12 of the Regulations (as set out above).

## **2. Evidence Gathering and Early Engagement**

- 2.1.1 The draft consultation document was informed by discussions with stakeholders including other departments in the council.
- 2.1.2 It is also informed by extensive evidence gathered through the analysis of statistical information such as future car ownership levels and surveys of developments. The views of residents living in recently completed developments were also sought through a postal survey.
- 2.1.3 The draft document was discussed at the Council's Economic, Planning and Housing Committee on 23 November 2017 and a number of further changes were made.
- 2.1.4 Prior to consulting on the SPD, the LPA screened the need for a Strategic Environmental Assessment (SEA) and/or a full Habitats Regulations Assessment to be produced. Following consultation with the three statutory consultees (the Environment Agency, Historic England and Natural England), it was concluded that a SEA was not required and the SPD would not need to be subject to a full Appropriate Assessment under the Habitats Regulations.

## **3. Formal consultation on the draft SPD: Who was consulted and how?**

- 3.0.1 The LPA consulted on the draft SPD for six weeks from 5 February 2018 to 19 March 2018. In accordance with the adopted SCI, the Council consulted a wide range of stakeholders. The engagement was tailored to ensure the consultees were engaged in the most effective and appropriate manner.
- 3.0.2 Where letters/emails were sent out they contained the following information (in accordance with the SCI):
- What is being consulted on;
  - Where documents could be viewed;
  - How and when comments could be made; and
  - What the next steps are in the process.

### **3.1 Statutory consultees**

- 3.1.1 Emails and letters were sent to the relevant statutory consultees. The statutory consultees are listed in **Appendix A** and an example email/letter is contained in **Appendix B**.

### **3.2 Members of the public**

- 3.2.1 The LPA consulted people registered on the Council's planning policy database who had expressed an interest in being notified about new planning guidance. Members of the public were also engaged through a statutory

notice which was placed in the Basingstoke Gazette, Newbury New and Andover Advertiser (as shown in **Appendix C**). Paper copies of the consultation version of the Parking SPD was also available for viewing at the borough council's offices and all libraries across the borough.

3.2.2 Information about the consultation was posted through the council's social media platforms (**Appendix F**) and on the council's website (**Appendix D**).

### **3.3 Others consultees**

3.3.1 The LPA also consulted members of the public. An email was sent to approximately 170 people on the council's planning policy database (**Appendix A and Appendix B**).

3.3.2 In addition the council organised a design workshop during the consultation period and invited over thirty stakeholders and future users of the SPD. There was limited interest in the workshop, so a more focussed meeting was held at the council offices for those who responded to the original invite to discuss the content of the SPD with lead council officers. The minutes of the meeting can be found in **Appendix G**. Formal representations were made by the attendees after the meeting.

### **3.4 Where was the information available to view?**

3.4.1 The consultation was publicised on the council's planning policy consultations web page (<http://www.basingstoke.gov.uk/planning-policy-consultations> ) where consultees could find out more about the consultation and link to where they could read the document.

3.4.2 The council's consultation web page included a PDF copy of the document, the SEA and HRA screening opinions, along with a copy of the representation form, which could be filled in electronically or printed and returned. The web page included an option to respond directly through the council's consultation software if the consultee wished (web text in **Appendix D** and consultation portal page in **Appendix E**).

3.4.3 The web page explained where hard copies of the document could be viewed, explained how to make comments and set out the deadline for making representations. Paper copies of the consultation version of the Parking SPD were also available for viewing at the borough council's offices and all libraries across the borough.

## **4. What issues were raised and how were they taken into account in the final document?**

### **4.1 What responses were received?**

4.1.1 In response to the consultation, the LPA received responses from 11 individuals, groups or organisations. This included responses from:

- Local residents
- Basingstoke and Deane Borough Council and Hampshire County Council (Manydown Project)
- Cycle Basingstoke
- Statutory consultees – the Environment Agency, Natural England, Historic England, Highways England and Southern Water
- Organisations – i- transport, Stuart Michael Associates, Lichfields
- Tadley Parish Council

4.1.2 A table showing who said what and how the LPA responded to those issues raised is set out in **Appendix H**. The full comments can be viewed on the consultation portal at: [http://basingstoke-consult.limehouse.co.uk/portal/fpt/spd/pspd\\_1](http://basingstoke-consult.limehouse.co.uk/portal/fpt/spd/pspd_1)

4.1.3 There have also been a number of other minor changes, typos, presentational amendments and factual amendments/ updates, however these minor changes are not detailed in the appendix.

4.1.4 An acknowledgement email/ letter was sent to all the respondents that made representations.

## **4.2 Issues raised**

4.2.1 A summary of the responses received and the LPA responses are set out in full in **Appendix H**. The key issues raised in the representations, in no order or priority, included the following:

### Parking standards

- Residential parking standards in Basingstoke town centre are too high as it is considered a highly accessible location where lower standards could be required. Standards should be flexible to allow for local circumstances
- There is no residential parking standard for five bed dwellings
- Clarification required as to whether visitor parking is included within the unallocated parking requirement (as per current standards), or if it is now an additional requirement due to ambiguity in footnotes to table 1.
- Allocation of cycle parking needs to be increased to provide additional long stay parking in dwellings of 4 or more bedrooms
- Short stay cycle parking in residential schemes is unnecessary
- Suggestion that Tadley should be classified as a 'rural' in the residential parking standards.

### Parking design and layout:

- Parking spaces should be larger than the current standards of 2.4m x 4.8m but no larger than 2.5m x 5m
- Minimum internal space requirement for garages is too large. Garages should be no larger than 3m x 6m
- Garages should never be counted as parking spaces
- No reference to contra-flow cycling in one way streets
- Concern that parking surveys are carried out when schools are closed
- Parking courts should not be required to link to back gardens.
- Tandem car parking spaces should not be counted towards the number of spaces required for a particular dwellings.
- Electric vehicle charging infrastructure needs to have minimum visual impact
- References to cycle design and layout guidance requested
- Retail cycle parking standards will result in excessive cycle parking requirements for larger schemes.

### 4.3 How was the document changed?

4.3.1 A number of changes were made to the draft document to respond to the representations received. The changes relate to specific comments made, are minor in nature, and strengthen the document rather than change the overall meaning. The following key changes were made:

#### Table 1: Residential Parking Standards

- Clarification that on the most accessible sites lower parking standards may be acceptable in certain circumstances where evidence is provided to demonstrate the parking solution being proposed.
- Clarification that the residential parking standard is for four bedrooms or more
- Clarification that unallocated parking includes visitor parking and that this is included within the overall standard.
- Increase in cycle provision in 4 bedroom dwellings from 2 to 3 long term cycle spaces

#### Parking design and layout

- Clarification that the council's required parking space dimension is 2.7m x 5.2m and the minimum space size is 2.5m x 5.0m where justified by evidence to reflect a balanced approach between viability, efficient use of land and average car dimensions.
- Clarification of parking survey requirements
- Less prescription that parking courts must link to back gardens when they could link to the front or side of properties
- Reference to visual impact being minimised for electric vehicle charging infrastructure
- Inclusion of references to cycle parking design guidance
- Flexibility in the application of cycle parking requirements for large retail units.

## Appendices

- A List of statutory consultees (specific and general bodies) consulted
- B Text of emails/letters sent to statutory consultees and those on the Local Plan database
- C Public Notice for the Andover Advertiser, Newbury News and Basingstoke Gazette
- D Planning Policy consultations on BDBC webpage text
- E Objective (consultation portal) - website text
- F Social media platforms – Twitter and Facebook
- G Minutes of stakeholder meeting held during consultation period
- H Full schedule of comments and proposed changes
  - Part i: LPA response to representations received
  - Part ii: Other changes including those in response to changes in national policy.

## **Appendix A: List of statutory consultees (specific and general consultees) consulted**

### Specific consultees

All parish councils within and adjoining the borough  
East Hampshire District Council  
English Heritage  
Enterprise M3  
Greater London Authority  
Hampshire County Council  
Hampshire Fire and Rescue  
Hampshire Hospitals NHS Foundation Trust  
Hart District Council  
Highways Agency  
Historic England  
Homes England (previously The Home and Communities Agency)  
Mayor of London  
Mono consultants (represents mobile operators)  
National Grid  
Natural England  
Network Strategy and Planning Network Rail South East  
NHS England  
NHS West Hampshire Clinical Commissioning Group  
North Hampshire Clinical Commissioning Group  
North Wessex Downs AONB  
Office for Nuclear Regulation  
Office of Rail Regulation  
Police and Crime Commissioner  
Scottish and Southern Energy  
South East Water  
Southern Gas Networks  
Southern Water  
Test Valley Borough Council  
Thames Water  
The Coal Authority  
The Environment Agency  
The Marine Management Organisation  
Transport for London  
West Berkshire Council  
Winchester City Council  
Wokingham Borough Council

## General consultation bodies

Access for All Working Group  
Association of Parish Councils  
Basingstoke Voluntary Action  
Campaign for the Protection of Rural England  
Church Commissioners for England  
Cycle Basingstoke  
Defence Infrastructure Organisation  
Hampshire and Isle of Wight Local Nature  
Partnership  
Hampshire and Isle of Wight Wildlife Trust  
Hampshire County Council Children's Services  
Hampshire County Council Strategic Transport  
Hampshire Police Authority  
Health and Safety Executive  
Integra  
Maria Miller MP  
Ministry of Defence  
National Farmers Union  
Natural Basingstoke  
North Wessex Downs AONB  
Office for Nuclear Regulation  
Sport England  
Thames Valley Police  
The Whitchurch Association  
Theatres Trust  
Transition Basingstoke  
Various land agents and planning consultants

## **Appendix B: Text of email sent to statutory consultees and consultees on the Local Plan Database**

Dear Sir / Madam,

Basingstoke and Deane Borough Council is consulting on three draft Supplementary Planning Documents (SPDs) relating to Design and Sustainability; Housing; and Parking Standards.

### **What do the documents cover?**

The documents have been prepared by the Local Planning Authority to add further detail to the policies in the Basingstoke and Deane Borough Local Plan 2011-2029 and guide future development across the borough.

The **Design and Sustainability SPD** sets out an approach to ensure a high standard of design and improve the sustainability credentials of the borough.

The **Housing SPD** provides guidance on: affordable housing; the mix of market homes; housing for older people and those in need of care; and self-build and custom housebuilding.

The **Parking Standards SPD** identifies the number of car and cycle parking spaces required for different types of development and guidance on how they should be designed and located.

The council is keen to engage with interested parties on the preparation of the SPDs and to offer the opportunity to raise relevant issues. Once adopted, the SPDs will be used as a material consideration for planning decisions within the borough.

The consultation runs for six weeks from **Monday 5 February to Monday 19 March.**

### ***Viewing the documents***

The draft SPDs and supporting documents can be viewed on the council's website at [www.basingstoke.gov.uk/planning-policy-consultations](http://www.basingstoke.gov.uk/planning-policy-consultations).

Paper copies of all the documents are available for public viewing at the Borough Council's offices, London Road, Basingstoke, Hampshire, RG21 4AH between the hours of 8.30 – 17.00 Mon to Thurs and 8.30 to 16.30 on Fridays. The documents are also available to view in all libraries across the borough during their normal opening hours.

### ***How to comment***

If you would like to comment on any of the draft documents, please complete a representation form and return it to the council **by 4pm on Monday 19 March**. Representation forms can be completed online or can be downloaded from our website ([www.basingstoke.gov.uk/planning-policy-consultations](http://www.basingstoke.gov.uk/planning-policy-consultations)). Paper copies are also available on request. Comments can be submitted in the following ways:

- By completing the online form at: <http://basingstoke-consult.limehouse.co.uk/portal>
- By email to [local.plan@basingstoke.gov.uk](mailto:local.plan@basingstoke.gov.uk)
- By post to Planning Policy, Basingstoke and Deane Borough Council, Civic Offices, London Road, Basingstoke, Hampshire, RG21 4AH

### **Next steps**

Following this consultation, all comments for each respective SPD will be taken into consideration in compiling a final version of each document.

### **Consultation database**

The council is contacting you because you have asked to receive updates on planning policy related issues.

If you would like to be removed from the planning policy consultation database or would like your details amended, please email [local.plan@basingstoke.gov.uk](mailto:local.plan@basingstoke.gov.uk) or contact the Planning Policy team on 01256 844844.

### **Further information**

If you require further information about the draft SPDs, please email [local.plan@basingstoke.gov.uk](mailto:local.plan@basingstoke.gov.uk) or contact 01256 844844.

Yours sincerely

**Planning Policy Team**

## Appendix C: Statutory Notices

### Andover Advertiser:



**Basingstoke  
and Deane**

**Basingstoke and Deane Borough Council**

**PLANNING AND COMPULSORY PURCHASE ACT 2004 THE TOWN AND COUNTRY PLANNING  
(LOCAL PLANNING) (ENGLAND) REGULATIONS 2012**

**Notice of Public Consultation on draft Housing, Design and Sustainability, and Parking Standards  
Supplementary Planning Documents (SPDs)**

**Statement of the Representations Procedure**

In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, notice is hereby given that the council is inviting representations on the draft:

- Housing SPD;
- Design and Sustainability SPD; and
- Parking Standards SPD

between **5 February and 19 March 2018**.

The draft SPDs have been prepared by the Local Planning Authority to add further detail to the policies in the Local Plan and provide guidance in future development across the borough. In accordance with the regulations, the council has made a copy of each of the SPDs and this statement available:

- on the council's website at [www.basingstoke.gov.uk/planning-policy-consultations](http://www.basingstoke.gov.uk/planning-policy-consultations); and
- at the Civic Offices on London Road, Basingstoke, Hampshire, RG21 4AH, Monday to Thursday 8.30am-5.00pm and Friday 8.30am-4.30pm; and
- in all libraries within Basingstoke and Deane Borough during their normal opening hours.

**Consultation Responses**

Representations can be made during the period to be made no later than 4pm on 19 March 2018 using the council's online consultation portal, by email or by post.

Online at: <http://basingstoke-consult.limehouse.co.uk/portal>  
Or by e-mail to: [local.plan@basingstoke.gov.uk](mailto:local.plan@basingstoke.gov.uk)  
Or by post to: Planning Policy Team, Basingstoke and Deane Borough Council, Civic Offices,  
London Road, Basingstoke, Hampshire, RG21 4AH

Representations made will be considered for incorporation into the final version of each document.

Any representations may be accompanied by a request to be notified at a specified address of the adoption of the SPD

## Newbury News:

**Notice of Public Consultation on draft Housing, Design and Sustainability, and Parking Standards Supplementary Planning Documents (SPDs)**

**Statement of the Representations Procedure**

In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, notice is hereby given that the council is inviting representations on the draft:

- Housing SPD;
- Design and Sustainability SPD; and
- Parking Standards SPD

between 5 February and 19 March 2018.

The draft SPDs have been prepared by the Local Planning Authority to add further detail to the policies in the Local Plan and provide guidance in future development across the borough. In accordance with the regulations, the council has made a copy of each of the SPDs and this statement available:

- on the council's website at [www.basingstoke.gov.uk/planning-policy-consultations](http://www.basingstoke.gov.uk/planning-policy-consultations); and
- at the Civic Offices on London Road, Basingstoke, Hampshire, RG21 4AH, Monday to Thursday 8.30am-5.00pm and Friday 8.30am-4.30pm; and
- in all libraries within Basingstoke and Deane Borough during their normal opening hours.

**Consultation Responses**

Representations can be made during the period to be made no later than 4pm on 19 March 2018 using the council's online consultation portal, by email or by post.

Online at:  
<http://basingstoke-consult.limehouse.co.uk/portal>

Or by e-mail to: [local.plan@basingstoke.gov.uk](mailto:local.plan@basingstoke.gov.uk)

Or by post to: Planning Policy Team,  
Basingstoke and Deane Borough Council, Civic Offices.



Basingstoke  
and Deane

Basingstoke and Deane Borough Council

**PLANNING AND COMPULSORY PURCHASE ACT 2004 THE TOWN AND COUNTRY PLANNING  
(LOCAL PLANNING) (ENGLAND) REGULATIONS 2012**

**Notice of Public Consultation on draft Housing, Design and Sustainability, and Parking Standards  
Supplementary Planning Documents (SPDs)**

**Statement of the Representations Procedure**

In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, notice is hereby given that the council is inviting representations on the draft:

- Housing SPD;
- Design and Sustainability SPD; and
- Parking Standards SPD

between 5 February and 19 March 2018.

The draft SPDs have been prepared by the Local Planning Authority to add further detail to the policies in the Local Plan and provide guidance in future development across the borough. In accordance with the regulations, the council has made a copy of each of the SPDs and this statement available:

- on the council's website at [www.basingstoke.gov.uk/planning-policy-consultations](http://www.basingstoke.gov.uk/planning-policy-consultations); and
- at the Civic Offices on London Road, Basingstoke, Hampshire, RG21 4AH, Monday to Thursday 8.30am-5.00pm and Friday 8.30am-4.30pm; and
- in all libraries within Basingstoke and Deane Borough during their normal opening hours.

**Consultation Responses**

Representations can be made during the period to be made no later than 4pm on 19 March 2018 using the council's online consultation portal, by email or by post.

Online at: <http://basingstoke-consult.limehouse.co.uk/portal>

Or by e-mail to: [local.plan@basingstoke.gov.uk](mailto:local.plan@basingstoke.gov.uk)

Or by post to: Planning Policy Team, Basingstoke and Deane Borough Council, Civic Offices,  
London Road, Basingstoke, Hampshire, RG21 4AH

Representations made will be considered for incorporation into the final version of each document.

Any representations may be accompanied by a request to be notified at a specified address of the adoption of the SPD.

All comments received will be publicly available and included on the council's website. Any person who has made

**Appendix D: Text from BDBC Website**  
(<https://www.basingstoke.gov.uk/planning-policy-consultations>)

**Plan Policy Consultations**

We are keen to engage with our local residents and a range of stakeholders in the development of planning policy documents. If you would like to get involved and comment on an open consultation, register or amend your details for future consultations, please visit the [Basingstoke and Deane Consultation Portal](#).

**Current consultations**

We are currently consulting on:

- [Design and Sustainability Supplementary Planning Document](#) (consultation closes on 19 March 2018)
- [Housing Supplementary Planning Document](#) (consultation closes on 19 March 2018)
- [Parking Standards Supplementary Planning Document](#) (consultation closes on 19 March 2018)
- [Submission Kingsclere Neighbourhood Plan](#) (consultation closes on 13 March 2018).

Further details about these documents can be found below.

**Supplementary Planning Documents (SPDs)**

Consultation on the three SPDs: Design and Sustainability, Housing and Parking will run for six weeks, from **Monday 5 February 2018** until 4pm on **Monday 19 March 2018**.

The easiest way to respond to one of the consultations is through the [Consultation Portal](#). Alternatively, you can download a comments form from the consultation web pages and send your comments to us by email or post.

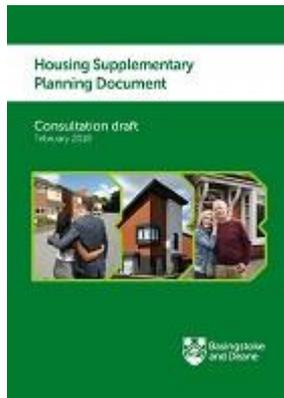
**Design and Sustainability SPD**



This draft SPD sets out an approach to ensure a high standard of design and improve the sustainability credentials of the borough.

[View the draft SPD](#) and please let us have your comments.

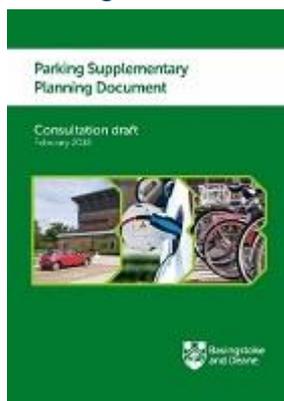
## Housing Supplementary Planning Document



This draft SPD provides guidance on: affordable housing; the mix (size and type) of market homes; housing for older people and those in need of care; and self-build and custom house building.

[View the draft SPD](#) and please let us have your comments.

## Parking Standards Supplementary Planning Document (SPD)



This draft SPD identifies the number of car and cycle parking spaces required for different types of development, and guidance on how they should be designed and located.

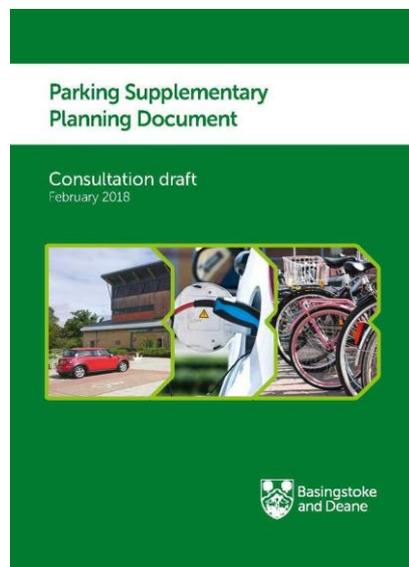
[View the draft SPD](#) and please let us have your comments

## Appendix E: Text from Online Consultation Portal

([http://basingstoke-consult.limehouse.co.uk/portal/fpt/spd/pspd\\_1](http://basingstoke-consult.limehouse.co.uk/portal/fpt/spd/pspd_1))

### Parking Supplementary Planning Document

#### Draft Parking Standards Supplementary Planning Document



This draft Parking Standards Supplementary Planning Document has been prepared by Basingstoke and Deane Borough Council in its role as Local Planning Authority to support the delivery of the Basingstoke and Deane Local Plan 2011-2029. The SPD identifies the number of car and cycle parking spaces required for different types of development and guidance on how they should be designed and located. When adopted by the council, the SPD will be a material consideration in the determination of planning applications.

#### How do you have your say?

The consultation is now open and responses must be received **by 4pm on Monday 19 March 2018**.

The draft Parking Standards SPD can be downloaded by clicking the 'View and Comment' button. The Strategic Environmental Assessment Screening and Habitats Regulations Assessment for the SPD is also available to download from 'Supporting Documents' below.

In order to comment, we would encourage you to register (using the tab at the top of the page) and complete an online form. Alternatively you can download a representation form (below) and submit this by email to [local.plan@basingstoke.gov.uk](mailto:local.plan@basingstoke.gov.uk) or via post to Planning Policy, Basingstoke and Deane Borough Council, Civic Offices, London Road, Basingstoke RG21 4AH.

Please note the comments received during this consultation cannot be treated as confidential. Responses will be published on the council's website and this will include the name and/or organisation of the respondent.

#### Next Steps

When the consultation has ended, the council will prepare a statement setting out who was consulted, a summary of the main issues raised and how the council has addressed those issues.

Should you have any questions, contact the Planning Policy Team on 01256 844844.

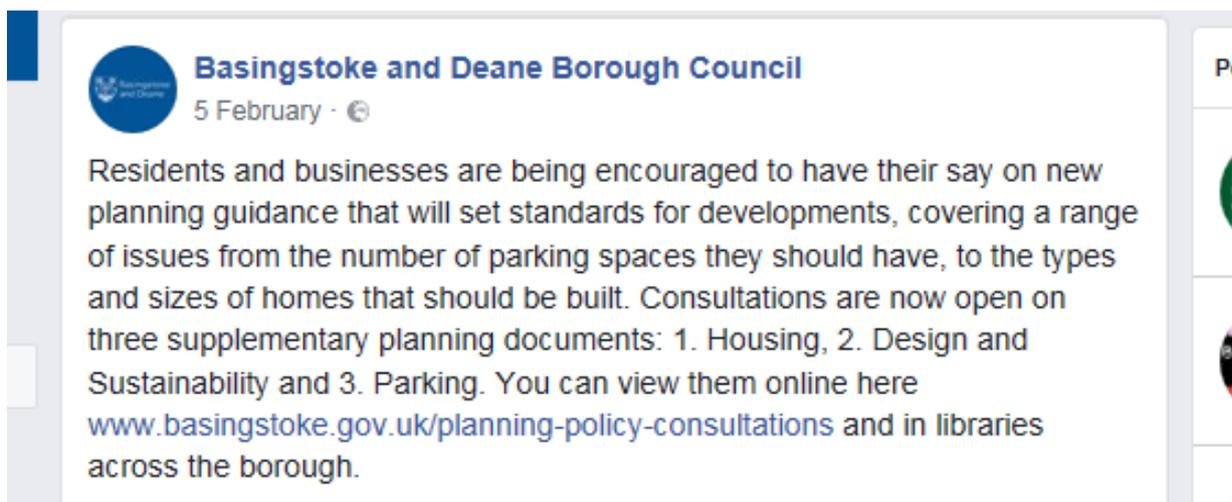


## Appendix F: Social media notices

Twitter:



Facebook:



## **Appendix G: Minutes of meeting held with stakeholders as part of consultation**

### **Parking Standards SPD and Design and Sustainability SPD Consultation**

#### **MINUTES**

**Meeting held 8<sup>th</sup> March 2018 9am**

**Basingstoke and Deane Borough Council Offices**

#### **Attendees**

Vashti Gooding, Basingstoke and Deane Borough Council  
Aoife Mulholland, Basingstoke and Deane Borough Council  
Andrew Rushmer, Basingstoke and Deane Borough Council  
Emily Corfield, Basingstoke and Deane Borough Council  
Ben Howard, i-Transport LLP  
David Wiseman, Stuart Michael Associates

#### **1. Welcome and introductions**

#### **2. Summary of the content of the Parking SPD and Design and Sustainability SPD**

AR and VG provided an overview of the two SPDs and highlighted the key areas of potential interest.

#### **3. Discussion**

##### ***Parking Standards SPD***

##### **Car parking space sizes**

BH and DW are both very concerned about the size of parking spaces set out in the Parking SPD and suggest that 2.7mx5.2m (a 20% increase) is too large. It was suggested that 2.5mx5m would be more appropriate and more in line with other authorities. VG confirmed that car parking space sizes were discussed at the Hampshire Transport Engineers meeting and that cars are getting larger.

There was some discussion around whether spaces of this size would be appropriate in the town centre where higher densities are desired. Concerns were raised by BH and DW that the new standards (in relation to space sizes) could increase the amount and prominence of car parking and hardstanding in new developments.

BH queried whether the new standards could impact on multi-story car parks from a construction perspective.

Paragraph 6.2 of the Parking SPD refers to a minimum space size of 2.5mx5m where it can be justified. DW queried what evidence would need to be provided to provide justification.

#### Residential car parking zones

BH and DW were of the view that the requirement of a minimum of one space for every dwelling (where previously it was only 0.75) would also impact on the density of development in the inner zone. Examples of other schemes within Basingstoke town centre where a lower requirement has been provided were referenced such as Skyline Plaza. DW pointed to the census information which show that there are lower levels of car ownership in the town centre wards. The possibility of a footnote to the table of residential parking standards to refer to exceptional circumstances was discussed.

It was agreed that the approach taken to the other zones continues to be reasonable.

#### Internal garage dimensions

It was agreed that the approach to minimum internal garage dimensions was similar to that being taken by other authorities.

#### Electric Vehicle Charging

Approach taken seems to be reasonable.

#### Cycle parking standards

BH suggested that short term communal parking is not usually provided unless the scheme is in the town centre or mixed use.

BH also mentioned that cycle parking standards for retail developments when applied to large retail stores result in very high requirements.

#### Summary document

BH and DW suggested that a summary document which sets out key points and includes diagrams would be beneficial as they could provide this to clients. It could include examples of schemes of a particular number of units and how they could be laid out.

### ***Design and Sustainability SPD***

Reference to the bins related appendix in the SPD made by BH who suggested that our collection distances are shorter than is typical at other local authorities.

## **4. How to respond to the consultation**

VG and AR invited formal comments to be made and explained that the website link in the meeting invite is to the consultation webpage where representations can be submitted via an online portal. Consultation closes on 19<sup>th</sup> March 2018.

## Appendix H: Full schedule of comments and proposed changes

### Appendix H (i)

The following provides a summary of each of the representations received, an officer response to the representation and also outline any changes proposed. Each representation can be viewed in full at <http://basingstoke-consult.limehouse.co.uk/portal>

This table does not note changes that relate to typos' presentational amendments and factual amendments/updates.

| Name               | Company           | Section | Paragraph/principle   | Summary of comments  | Respondents suggested modifications  | BDBC response (new text shown in italics, removed text shown as strikethrough)   |
|--------------------|-------------------|---------|---|--|--|--|
| Heather Rainbow    | Cycle Basingstoke | 4       | Research and experience of recently build residential developments<br>Paragraphs 4.8 and 4.9  | Support conclusions drawn in paragraphs 4.8 and 4.9.   | -  | Noted. No change required.   |
| Marie-claire Marsh | Lichfields        | 4       | Background Evidence<br>Paragraphs 4.5 and 4.10<br>And<br>Section 5<br>Residential Parking Standards Table 1 and Section 12<br>Non-residential Parking Standards Table 2 | Question the evidence around the suggestion that town centre residents are likely to still retain at least one car given that policy and practise has resulted in a modal shift away from reliance on the car and it is an accessible location via public transport. Consider the approach contrary to NPPF para 32, 35 and 39. Suggest the wording (particularly para 4.5 and 4.10) are updated to ensure parking demands for residential development addresses local circumstances at application stages - | Amend wording in paragraph 4.10 to ensure parking demands for residential development addresses local circumstances. | Accepted in part.<br><br>Amendment to paragraph 4.10<br>4.10 'The parking standards <i>reflect projected car ownership levels and</i> enable developers to provide more parking at sites in less accessible areas, to reflect current and projected car ownership levels but continues to <i>promote a lower level</i> <del>restrict the amount of parking provided</del> in more accessible areas to encourage more efficient use of land and more sustainable travel patterns. <i>A reduction in car parking provision below the rates set out in table 1 in highly accessible locations through</i> |

|  |  |  |  |  |
|--|--|--|--|--|
|  |  |  | <p>particularly in light of the highly accessible Basingstoke Town Centre.</p> | <p><b><i>innovative design or the provision of other incentives such as car or bike clubs should be promoted by site promoters wherever possible.</i></b></p> <p>Table 1 Footnote 1.</p> <p>1. '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 into account local circumstances and evidence. <b><i>Parking provision to a lower standard may be appropriate on the most sustainable sites in accessible locations if circumstances permit and incentives, such as car clubs, are provided as part of a development. Developers will be expected to provide evidence to demonstrate the approach taken.</i></b></p> <p>Amendment to text accompanying Table 2<br/> '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 into account local circumstances and evidence. <b><i>In highly accessible areas parking provision to a lower standard may be appropriate if circumstances permit and incentives, such as car clubs, are provided as part of a</i></b></p> |
|--|--|--|--|--|

|               |                                       |   |                                       |  |   |  |
|---------------|---------------------------------------|---|---------------------------------------|--|---|--|
|               |                                       |   |                                       |  |   | <i>development. Developers will be expected to provide evidence to demonstrate the approach taken.'</i>  |
| James Rowley  | Basingstoke and Deane Borough Council | 4 | Background Evidence                   | Agree with conclusions that there are problems regarding road parking and layouts designed to DB32 standards.  | - | Noted. No change required.   |
| David Wiseman | Stuart Michael Associates             | 5 | Residential Parking Standards Table 1 | <p>Notes that car parking standards should (as per NPPF) reflect location and accessibility, car ownership levels and public transport provision. Cars are no longer considered the preferred option, particularly in town centres. Considers it essential (as per NPPF) to allow flexibility (neither minimum nor maximum standards).</p> <p>In town centres there should be no reason for requiring 1 space per dwelling (unless developer wishes otherwise / feasible / practical). Notes that car share clubs and bike hire are on the increase and should be considered as alternative to providing each dwelling with a car space.</p> |   | <p>Accepted in part.</p> <p>Amendment to paragraph 4.10<br/> 4.11 'The parking standards <b>reflect projected car ownership levels and</b> enable developers to provide more parking at sites in less accessible areas, to reflect current and projected car ownership levels but continues to <b>promote a lower level</b> <del>restrict the amount of parking provided</del> in more accessible areas to encourage more efficient use of land and more sustainable travel patterns. <b>A reduction in car parking provision below the rates set out in table 1 in highly accessible locations through innovative design or the provision of other incentives such as car or bike clubs should be promoted by site promoters wherever possible.</b>'</p> <p>Table 1 Footnote 1.</p> <p>'1. 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</p> |

|                          |                             |   |                                       |   |  | <p>taking into account local circumstances and evidence.<br/> <b>Parking provision to a lower standard may be appropriate on the most sustainable sites in accessible locations if circumstances permit and incentives, such as car clubs, are provided as part of a development. Developers will be expected to provide evidence to demonstrate the approach taken.'</b></p> <p>Amendment to text accompanying Table 2<br/> '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 into account local circumstances and evidence. <b>In highly accessible areas parking provision to a lower standard may be appropriate if circumstances permit and incentives, such as car clubs, are provided as part of a development. Developers will be expected to provide evidence to demonstrate the approach taken.'</b></p> |                        |  |  |  |                          |                             |
|--------------------------|-----------------------------|---|---------------------------------------|---|--|---|------------------------|--|--|--|--------------------------|-----------------------------|
| Heather Rainbow          | Cycle Basingstoke           | 5 | Residential Parking Standards Table 1 | Suggest the allocation of cycle parking needs to be increased to reflect the needs of people with more than one bike or families with multiple bikes. Note that the number of bikes does not necessarily correspond to the number of bedrooms. Suggests there needs to be provision of larger | Increase the cycle parking allocation (provide as a percentage of residences rather than per residence). | <p>Accepted in part. Amendment to Table 1</p> <table border="1"> <tr> <th colspan="2">Cycle Parking Standard</th> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>Long term secure storage</td> <td>Short term communal storage</td> </tr> </table>   | Cycle Parking Standard |  |  |  | Long term secure storage | Short term communal storage |
| Cycle Parking Standard   |                             |   |                                       |   |  |   |                        |  |  |  |                          |                             |
|                          |                             |   |                                       |   |  |   |                        |  |  |  |                          |                             |
| Long term secure storage | Short term communal storage |   |                                       |   |  |   |                        |  |  |  |                          |                             |

|                                 |                                       |   |   | scale secure cycle parking for a percentage of residences rather than per residence.  |   | <table border="1"> <tr> <td>1.0</td> <td>1.0</td> </tr> <tr> <td>2.0</td> <td>1.0</td> </tr> <tr> <td><del>2.0</del> <b>3.0</b></td> <td>1.0</td> </tr> </table> <p>There isn't sufficient evidence to require cycle parking as a percentage of residences as a required standard as the design of the development will influence the approach taken to cycle parking which may be provided through provide via private garages and sheds.</p>  | 1.0                           | 1.0 | 2.0                             | 1.0                                | <del>2.0</del> <b>3.0</b> | 1.0 |     |     |                           |     |
|---------------------------------|---------------------------------------|---|---|---|---|---|-------------------------------|-----|---------------------------------|------------------------------------|---------------------------|-----|-----|-----|---------------------------|-----|
| 1.0                             | 1.0                                   |   |   |   |   |   |                               |     |                                 |                                    |                           |     |     |     |                           |     |
| 2.0                             | 1.0                                   |   |   |   |   |   |                               |     |                                 |                                    |                           |     |     |     |                           |     |
| <del>2.0</del> <b>3.0</b>       | 1.0                                   |   |   |   |   |   |                               |     |                                 |                                    |                           |     |     |     |                           |     |
| James Rowley                    | Basingstoke and Deane Borough Council | 5 | Residential Standards Parking Standards Table 1 | Support the emphasis on secure cycle parking and associated design measures for safety and convenience. Consider that long term secure storage for 4+ bed homes should be higher to reflect likely usage in these family sized homes. | Increase long term secure cycle storage for 4+ bed homes to more than 2 cycles. | <p>Accepted. Amendment to Table 1</p> <table border="1"> <thead> <tr> <th colspan="2"><b>Cycle Parking Standard</b></th> </tr> <tr> <th><b>Long term secure storage</b></th> <th><b>Short term communal storage</b></th> </tr> </thead> <tbody> <tr> <td>1.0</td> <td>1.0</td> </tr> <tr> <td>2.0</td> <td>1.0</td> </tr> <tr> <td><del>2.0</del> <b>3.0</b></td> <td>1.0</td> </tr> </tbody> </table> <p>There isn't sufficient evidence to require cycle parking as a percentage of residences as a required standard as the design of the development will influence the approach taken to cycle parking which may</p> | <b>Cycle Parking Standard</b> |     | <b>Long term secure storage</b> | <b>Short term communal storage</b> | 1.0                       | 1.0 | 2.0 | 1.0 | <del>2.0</del> <b>3.0</b> | 1.0 |
| <b>Cycle Parking Standard</b>   |                                       |   |   |   |   |   |                               |     |                                 |                                    |                           |     |     |     |                           |     |
| <b>Long term secure storage</b> | <b>Short term communal storage</b>    |   |   |   |   |   |                               |     |                                 |                                    |                           |     |     |     |                           |     |
| 1.0                             | 1.0                                   |   |   |   |   |   |                               |     |                                 |                                    |                           |     |     |     |                           |     |
| 2.0                             | 1.0                                   |   |   |   |   |   |                               |     |                                 |                                    |                           |     |     |     |                           |     |
| <del>2.0</del> <b>3.0</b>       | 1.0                                   |   |   |   |   |   |                               |     |                                 |                                    |                           |     |     |     |                           |     |

|            |             |   |   |  |   |   |
|------------|-------------|---|---|--|---|---|
|            |             |   |   |  |   | be provided through provide via private garages and sheds.  |
| Ben Howard | i-Transport | 5 | Residential Standards Parking Standards Table 1 | Consider the minimum requirement of one space per dwelling in town centre locations is out of step with other authorities and is not consistent with the existing and emerging NPPF. Consider that greater flexibility is needed when allocated parking in excess of that 'allowed' by the standards is appropriate. | Add appropriate wording to the SPD to allow the flexible application of the standards to account for local circumstances. Remove the minimum requirement for one space per dwelling. Update parking standards to allow greater flexibility in the proportion of allocated and unallocated spaces. | <p>Accepted in part.</p> <p>Amendment to paragraph 4.10</p> <p>4.12 'The parking standards <b>reflect projected car ownership levels and</b> enable developers to provide more parking at sites in less accessible areas, to reflect current and projected car ownership levels but continues to <b>promote a lower level</b> <del>restrict the amount of parking provided</del> in more accessible areas to encourage more efficient use of land and more sustainable travel patterns. <b>A reduction in car parking provision below the rates set out in table 1 in highly accessible locations through innovative design or the provision of other incentives such as car or bike clubs should be promoted by site promoters wherever possible.</b>'</p> <p>Table 1 Footnote 1.</p> <p>1. 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 into account local circumstances and evidence.<br/><b>Parking provision to a lower</b></p> |

|            |             |   |  |  |   |  |
|------------|-------------|---|--|--|---|--|
|            |             |   |  |  |   | <p><b>standard may be appropriate on the most sustainable sites in accessible locations if circumstances permit and incentives, such as car clubs, are provided as part of a development. Developers will be expected to provide evidence to demonstrate the approach taken.'</b></p> <p>Amendment to text accompanying Table 2<br/> '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 into account local circumstances and evidence. <b><i>In highly accessible areas parking provision to a lower standard may be appropriate if circumstances permit and incentives, such as car clubs, are provided as part of a development. Developers will be expected to provide evidence to demonstrate the approach taken.'</i></b></p> |
| Ben Howard | i-transport | 5 | Residential Parking Standards Table 1. | Consider that there is ambiguity on whether visitor parking is additional to unallocated parking requirements - it should be included within that requirement. | Clarify whether visitor parking is included within the unallocated parking requirement (as per current standards), or if it is now an additional requirement. | <p>Accepted.</p> <p>Visitor parking provision is encompassed in the unallocated parking and reflected in the standards.</p> <p>Footnote 6. Amended to clarify position</p> <p>6. <del>Visitor Unallocated spaces encompasses both communal and visitor parking. A minimum 20% increase in dwelling specific parking is required to cater for</del></p>   |

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  | <p>visitors. 0.2 spaces per dwelling of this figure should be formally laid out, with the remainder in non-obstructive locations.'</p> <p>Amendment to paragraphs 7.8 – 7.11 to provide clarity.</p> <p><del>7.8</del> In new developments, visitor parking must be provided in public areas 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</p> <p><del>7.9</del> In regard to the quantum of visitor parking to be provided within new developments, a 20% uplift over and above dwelling specific parking is required on all developments. Of this 20%, 0.2 parking spaces per dwelling should be provided via formally laid out parking spaces for visitors.</p> <p>7.10 'Where between 20% and 50% of spaces are unallocated the standards include an additional 0.25 spaces per dwelling for unallocated/<b>communal</b> use. If more than 50% of the parking provision associated with the housing development is unallocated (i.e. communal parking)</p> |
|--|--|--|--|--|--|

|            |             |   |  |   |  |   |
|------------|-------------|---|--|---|--|---|
|            |             |   |  |   |  | <p>then less visitor parking is required as the use of unallocated spaces can significantly reduce the overall number of parking spaces to be provided in any scheme. <b>This</b> as it allows for changes in car ownership between individual dwellings over time <b>and</b> provides for both visitors and residents needs. <b>And it can cater for demand from non residential uses in mixed use areas.</b></p> <p>7.11 <b>'Unallocated</b> visitor parking must be <b>provided in public areas where it can be accessed by all</b>, readily apparent from a visitors view point and easily accessible from the street. It must also be equally distributed through the development. Signing is required to identify the status and location of unallocated communal parking spaces. <b>Where there is likely to be additional impact on unallocated parking (e.g. the site is close to commercial uses) the parking design should include an approach to control mis-use.</b></p> |
| Ben Howard | i-Transport | 5 | Residential Parking Standards Table 1. Cycle Parking | Raise concern that short stay cycle parking for residential schemes is unnecessary. | Only require short stay cycle parking for residential development 'where appropriate'. | Not accepted. Whilst it is agreed that there is unlikely to be a need for communal short stay parking where other provision such as garages or sheds are provided for this purposes, conversely short stay parking will be required in locations where there is not other provision or where communal space is provided. No amendment is made to  |

|              |                                       |   |   |  |   |   |
|--------------|---------------------------------------|---|---|--|---|---|
|              |                                       |   |   |  |   | table 1 as each application will be considered on a case by case basis.   |
| James Rowley | Basingstoke and Deane Borough Council | 5 | Residential Parking Standards Table 1 (Visitor Parking) | State that the notes to Table 1 will mean including additional laybys (at t space per 5 homes) plus or other provision on the street. Note that residents complain of lack of visitor space when using shared parking provision (although most efficient). Consider the difficulty in meeting this requirement may be that there is not enough on-street space without undermining the opportunity for on plot garages / drives. Consider 1 visitor space per 5 houses prevent 1 house from having a drive (blocked by on-street parking). Suggests providing unallocated residents parking reducing on-plot requirement. Notes that on-street suitable kerb area could become quite limited. Suggest the SPD should aim for reduced no. of visitor spaces when proposals deliver 50% or more unallocated spaces. Note they are unsure how unallocated spaces would be controlled in practice. | Reduce no. of visitor spaces when proposals deliver 50% or more unallocated spaces. | <p>Not accepted.</p> <p>The level of unallocated parking required is evidenced in best practice and based on research.</p> <p>Visitor parking provision is encompassed in the unallocated parking and already reflected in the standards. This has been clarified though the changes below.</p> <p>Footnote 6. Amended to clarify position</p> <p>6. <del>Visitor Unallocated spaces encompasses both communal and visitor parking. 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.</del></p> <p>Amendment to paragraphs 7.8 – 7.11 to provide clarity.</p> <p>7.8 <del>In new developments, visitor parking must be provided in public areas 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</del></p> <p>7.9 <del>In regard to the quantum of visitor</del></p> |

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  | <p><del>parking to be provided within new developments, a 20% uplift over and above dwelling specific parking is required on all developments. Of this 20%, 0.2 parking spaces per dwelling should be provided via formally laid out parking spaces for visitors.</del></p> <p>7.10 'Where between 20% and 50% of spaces are unallocated the standards include an additional 0.25 spaces per dwelling for unallocated/<b>communal</b> use. If more than 50% of the parking provision associated with the housing development is unallocated (i.e. communal parking) then less visitor parking is required as the use of unallocated spaces can significantly reduce the overall number of parking spaces to be provided in any scheme. <b>This as it</b> allows for changes in car ownership between individual dwellings over time <b>and</b> provides for both visitors and residents needs. <del>And it can cater for demand from non residential uses in mixed use areas.</del></p> <p>7.11 <b>Unallocated</b> visitor parking must be <b>provided in public areas where it can be accessed by all</b>, readily apparent from a visitors view point and easily accessible from the street. It must also be equally distributed through the development. Signing is required to</p> |
|--|--|--|--|--|--|

|              |                     |   |                                       |  |   |   |
|--------------|---------------------|---|---------------------------------------|--|---|---|
|              |                     |   |                                       |  |   | identify the status and location of unallocated communal parking spaces. <b>Where there is likely to be additional impact on unallocated parking (e.g. the site is close to commercial uses) the parking design should include an approach to control mis-use.</b>  |
| Alan Johnson | -                   | 5 | Residential Parking Standards Table 1 | Considers the table confusing. It doesn't clearly state allocated parking figures in the rural area. Suggests that in rural areas the standard that below 20 dwellings unallocated does not need to be provided separately should be increased to a minimum of one space for every dwelling. Expects every new built dwelling in a rural area to have on-site allocated parking and provision for visitor parking to the required standard. Notes that no figures are given for 5 bed dwellings and considers this should be a minimum figure of 4 allocated spaces. | Amend standard that below 20 dwellings unallocated does not need to be provided for rural areas to a minimum of one space per dwelling. Add figures for 5 bed dwellings (minimum of 4 allocated spaces) | Accepted in part.<br>Table 1 amended to refer to 4+ dwellings<br><br>There is no evidence to suggest that unallocated parking is not required in rural areas. Each proposal would be determined on a case by case basis.  |
| Nicki Barry  | Tadley Town Council | 5 | Residential Parking Standards Table 1 | Consider Tadley should be classified as Zone 4 (Rural) due to lack of evening/weekend public transport to main areas of employment / study outside the town, high car ownership and no rail connection.  |   | Not accepted.<br>Tadley has a wide range of services and facilities and whilst there is no rail connection it is served by a frequent bus service to a range of destinations. Car ownership isn't the only factor taken into account when determining the zones as accessibility to services and facilities is also a relevant consideration. |

|               |                           |   |                          |  |  |   |
|---------------|---------------------------|---|--------------------------|--|--|---|
| David Wiseman | Stuart Michael Associates | 6 | Parking space dimensions | Considers that where parking demand is high (e.g. Retail), provided aisle widths are 6m, spaces should be no larger than 2.5m x 5.0m and no larger than 2.4m x 4.8m in residential areas (right angle to carriageway parking). |  | <p>Not accepted.</p> <p>It is concluded that taking account of current vehicle sizes whilst balancing this approach with viability considerations and the importance of making efficient use of land that the council's required parking space dimensions are 2.7m x 5.2m. The council will accept spaces of a minimum bay size of 2.5m x 5.0m where this approach can be robustly justified.</p> <p>Amendments to paragraph 6.2</p> <p>6.2 <b><i>'The required parking space size for cars is 2.7m wide by 5.2m in length. Where smaller spaces are proposed, robust supporting information must be submitted to justify the approach taken. <del>is provided</del> Bay sizes smaller than 2.5m wide by 5.0m in length will not be accepted. Table A below sets out the requirements associated with different parking space configurations. Must meet the minimum sizes set out in the table below.'</i></b></p> <p>Amendments to paragraph 13.2</p> <p>13.2 <b><i>'The required parking space size for cars is 2.7m wide by 5.2m in length. Where smaller spaces are proposed, robust supporting information must be submitted to justify the approach taken. Bay sizes smaller than 2.5m wide</i></b></p> |
|---------------|---------------------------|---|--------------------------|--|--|---|

|            |             |   |   |  |   |   |
|------------|-------------|---|---|--|---|---|
|            |             |   |   |  |   | <p><b>x 5.0m in length will not be accepted.. Table B below sets out the requirements associated with different parking space configurations.</b> Parking spaces must meet the minimum sizes set out in the table below. Spaces which don't meet the dimensions below will not be counted as a parking space.'</p>  |
| Ben Howard | i-Transport | 6 | Residential Standards Parking Standards Table 1 | Consider that the minimum space size requirements are excessive - smaller spaces are much more appropriate and clarity should be provided on where flexibility on these standards will be considered appropriate. Recommend minimum size should be 2.5m x 5m | Add text clarifying the appropriate circumstances that smaller spaces can be provided and will be considered acceptable. Change minimum size to 2.5m x 5m | <p>Not accepted.</p> <p>It is concluded that taking account of current vehicle sizes whilst balancing this approach with viability considerations and the importance of making efficient use of land that the council's required parking space dimensions are 2.7m x 5.2m. The council will accept spaces of a minimum bay size of 2.5m x 5.0m where this approach can be robustly justified. Supporting information justifying bay sizes should demonstrate how a high quality design has been achieved and how the development will be used in relation to the parking provided. The information required to support an application will vary on a case by case basis so it hasn't been specified in the SPD.</p> <p>Amendments to paragraph 6.2</p> <p>6.2 <b>'The required parking space size for cars is 2.7m wide by 5.2m in length. Where smaller spaces are proposed, robust supporting</b></p> |

|              |                                       |   |                           |  |   |
|--------------|---------------------------------------|---|---------------------------|--|---|
|              |                                       |   |                           |  | <p><b>information must be submitted to justify the approach taken.</b> <del>Is provided</del> Bay sizes smaller than 2.5m wide by 5.0m in length will not be accepted. <b>Table A below sets out the requirements associated with different parking space configurations.</b> Must meet the minimum sizes set out in the table below:</p> <p>Amendments to paragraph 13.2</p> <p>13.2 <b>'The required parking space size for cars is 2.7m wide by 5.2m in length. Where smaller spaces are proposed, robust supporting information must be submitted to justify the approach taken. Bay sizes smaller than 2.5m wide x 5.0m in length will not be accepted.. Table B below sets out the requirements associated with different parking space configurations.</b> Parking spaces must meet the minimum sizes set out in the table below</p> |
| James Rowley | Basingstoke and Deane Borough Council | 6 | Garage Size and provision | Consider the additional internal space requirement for garages is significant and has implications for design and land use without the guarantee of successfully retaining spaces in perpetuity. Note that the additional space is likely only to be used as storage space. Consider to internal size of 3m x 6m appropriate for parking of vehicles and the use | <p>Accepted in part</p> <p>The minimum internal size for garages has been determined on the basis that it is large enough for both parking a car and so that storage can also be provided.</p> <p>Double garage size was incorrectly stated in paragraph 8.6. Reference to double garages deleted to allow consideration on a case by case basis.</p>   |

|              |                                       |   |                                      |  |  |  |
|--------------|---------------------------------------|---|--------------------------------------|--|--|--|
|              |                                       |   |                                      | of planning conditions appropriate. Object to the internal requirements for garages to be larger than 3m x 6m (and scale for double garages).                                    |  | <del>'8.6 — Double garages will count as a parking spaces provided they are internal dimensions of 14m x 6.5m and the garage door is wide enough to allow two cars to enter and exit the garage independently.'</del>  |
| James Rowley | Basingstoke and Deane Borough Council | 6 | Residential Parking Space Dimensions | Consider an additional 30cm on the standard 2.5m and Manual for Streets 2.4m space widths inappropriate. Notes the increase has implications for land use and cost of provision. |  | <p>Not accepted.</p> <p>It is concluded that taking account of current vehicle sizes whilst balancing this approach with viability considerations and the importance of making efficient use of land that the council's required parking space dimensions are 2.7m x 5.2m. The council will accept spaces of a minimum bay size of 2.5m x 5.0m where this approach can be robustly justified.</p> <p>Amendments to paragraph 6.2</p> <p>6.2 <b>'The required parking space size for cars is 2.7m wide by 5.2m in length. Where smaller spaces are proposed, robust supporting information must be submitted to justify the approach taken. <del>is provided</del> Bay sizes smaller than 2.5m wide by 5.0m in length will not be accepted. Table A below sets out the requirements associated with different parking space configurations. Must meet the minimum sizes set out in the table below.'</b></p> <p>Amendments to paragraph 13.2</p> <p>13.2 <b>'The required parking space size for cars is 2.7m wide by 5.2m in</b></p> |

|                 |                     |   |  |  |   |   |
|-----------------|---------------------|---|--|--|---|---|
|                 |                     |   |  |  |   | <p><b>length. Where smaller spaces are proposed, robust supporting information must be submitted to justify the approach taken. Bay sizes smaller than 2.5m wide x 5.0m in length will not be accepted.. Table B below sets out the requirements associated with different parking space configurations.</b> <del>Parking spaces must meet the minimum sizes set out in the table below. Spaces which don't meet the dimensions below will not be counted as a parking space.</del></p> |
| Alan Johnson    | -                   | 6 | Garage size and provision                  | Considers that garages should never be counted as parking spaces. They become equivalent to tandem parking. Considers increasing garage size will not solve the problem. |   | Not accepted. Whilst it is recognised that garages are often not used for parking, it is expected that the increased internal dimensions will encourage increased usage. Excluding garages from the parking standards completely would be too prescriptive and may result in issues associated with design and layout of developments.  |
| Nicki Barry     | Tadley Town Council | 6 | Residential Parking Space Dimensions       | Welcome car parking space size increase.   | - | Noted. No change required.  |
| Heather Rainbow | Cycle Basingstoke   | 7 | On street parking principles Paragraph 7.1 | Support paragraph 7.1. Raise concern that it is important there is space for contra-flow cycling in one way streets. Doesn't think this is not clear in the SPD.         |   | Accepted. Amendment to paragraph 7.1.<br><br>'On-street residential parking 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 <b>(including contra-flow cycling)</b> in one-  |

|              |                                       |   |                                 |   |  |   |
|--------------|---------------------------------------|---|---------------------------------|---|--|---|
|              |                                       |   |                                 |   |  | way streets.’   |
| Nicki Barry  | Tadley Town Council                   | 7 | On street parking paragraph 7.5 | Disappointed in the lack of Council control over parking provision in the event that dwellings are converted into HMOs.   |  | Not accepted.<br>Paragraph 7.5 refers to circumstances when planning permission is not required and so the council doesn't have any control over the change of use (this paragraph doesn't refer to HMOs)<br>Where planning permission is required; for HMOs, sub-divisions, extension or change of use paragraphs 7.6, 7.7 and 7.8 set out the council's approach to parking provision which requires no detriment or impact on the parking available to existing residents.   |
| Nicki Barry  | Tadley Town Council                   | 7 | On street parking paragraph 7.8 | Consider that parking surveys should not be carried out when local schools have an inset day or are closed for holidays.  |  | Accepted. It is expected that parking surveys are undertaken on a typical day.<br><br>Amendment to paragraph 7.8 bullet point 3 <ul style="list-style-type: none"> <li>• ‘An assessment of parking activity in an identified vicinity of the application site. This needs to be recorded regularly (<b>on typical day</b>) and between 6am and 11pm one weekday and one weekend day by an independent assessor. <b>The applicant will need to be able to demonstrate that the survey undertaken is fair and representative.</b>’</li> </ul> |
| James Rowley | Basingstoke and Deane Borough Council | 8 | Parking Courts Paragraph 8.11   | Note that parking courts require design consideration to be successful. Consider the link to the "back garden" of properties is at odds with principles of active frontages, active surveillance and positive | Remove specific reference to back gardens. | Accepted. Car parking courts do not need to be linked to back gardens as long as there is connectivity to the building/dwelling entrance.<br><br>Amendment to paragraph 8.11  |

|              |   |   |                                       |   |  |   |
|--------------|---|---|---------------------------------------|---|--|---|
|              |   |   |                                       | design. Suggest removing specific reference to back gardens.  |  | ‘The evidence indicates that parking courts can be unpopular and residents will often avoid using them if there is opportunity for them to park informally outside their home. However, smaller parking courts that <b>have direct connectivity between the parking space and the building entrance</b> or are linked to the back garden of a property have proven to be more popular and better used as they reflect convenience. Applicants are expected to demonstrate their approach to parking through a parking statement which should consider how residents will use the spaces provided. ‘   |
| Alan Johnson | - | 8 | On plot parking                       | Considers that a tandem car parking space should not be counted towards the number of spaces required for a particular dwellings. |  | Not accepted.<br><br>There may be instances where tandem parking is appropriate. The design and layout section of the SPD seeks to ensure that tandem parking is provided for no more than two vehicles and sets out the minimum setbacks from the highway to ensure parking problems are avoided. An over dominance of tandem parking will be resisted.<br><br>Paragraph 8.2 strengthened:<br><br>8.2'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. <b>Additional spaces will not contribute to the overall standard. A over dominance of tandem parking will be discouraged.'</b> |
| Alan Johnson | - | 9 | Electric Vehicle Charging and Parking | Suggests need to explore how the requirements can be met with minimum visual impact.  |  | Accepted. Amendment to paragraph 9.7.<br><br>'Where electric vehicle charging points are  |

|                 |                     |    |   |   |  |  |
|-----------------|---------------------|----|---|---|--|--|
|                 |                     |    |   | Presumes all new housing will have electric power provision to meet the demand for the number of vehicles dependant on dwelling size?                             |  | not provided, parking areas should be designed so that charging infrastructure can be retrofitted at a later date with minimal disruption <b>and sensitively designed to avoid visual impact.'</b>   |
| Nicki Barry     | Tadley Town Council | 9  | Car club vehicles paragraph 9.1                                   | Welcome the provision of dedicated car club bays.   | -  | Noted. No change required.   |
| Heather Rainbow | Cycle Basingstoke   | 10 | Cycle parking design and layout                                   | Support approach and information. Request addition of paragraph allowing more detailed guidance.  | Add paragraph as below: '10.7 Further guidance on siting and designing cycle parking can be found at <a href="https://www.camcycle.org.uk/resources/cycleparking/guide/cycleparkingguide.pdf">https://www.camcycle.org.uk/resources/cycleparking/guide/cycleparkingguide.pdf</a> ' | Accepted in part. Additional documents listed in references and wording to paragraph 10.7 added.<br><br><b>10.7 'Additional guidance on siting and designing cycle parking can be found in a number of documents including Sustrans guidance and the Cambridge Cycle Parking Guide. Links to these document can be found in the reference list.'</b> |
| Ben Howard      | i-transport         | 12 | Non-residential parking standards Table 2. Cycle parking (retail) | The retail cycle parking standards will result in excessive cycle parking requirements for larger schemes.  | Review cycle parking standards for retail use and give flexibility when applied to larger retail developments.   | New wording added to Table 2<br><br><b>'Departures from the cycle parking standards for retail development may be acceptable for larger retail proposals supported by a travel plan.'</b>  |
| Beata Ginn      | Highways England    |    | General   | Only concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the M3 and A34. No particular comments. | -  | Noted. No change required.   |
| Martin Small    | Historic England    |    | General   | No specific comment.  | -  | Noted. No change required.   |
| Sharon Jenkins  | Natural England     |    | General   | Do not wish to comment. Consult again should the plan be amended in a way which significantly affects its impact  | -  | Noted. No change required.   |

|                  |                     |  |         |  |   |                            |
|------------------|---------------------|--|---------|--|---|----------------------------|
|                  |                     |  |         | on the natural environment.  |   |                            |
| Charlotte Mayall | Southern Water      |  | General | No specific comment.   | - | Noted. No change required. |
| Nicki Barry      | Tadley Town Council |  | General | Welcome the new residential standards particularly 20% uplift for visitor parking, electric vehicle charging infrastructure requirement, provision of sustainable drainage and 5% of parking provision for disabled. | - | Noted. No change required. |

## Appendix H (ii) Schedule of further changes made post consultation

| Section, paragraph | Reason for change                                      | Change proposed  |
|--------------------|--|--|
| Foreword           | Replaced to reflect the changed status of the document | Entire foreword deleted and replaced with:<br><br><b><i>'This Supplementary Planning Document has been prepared by Basingstoke and Deane Borough Council in its role as Local Planning Authority to support the delivery of the Basingstoke and Deane Local Plan 2011-29. It has been informed by extensive consultation including a six week formal consultation with residents and other stakeholders.</i></b><br><br><b><i>It has been prepared in accordance with the Local Plan Regulations and is a material consideration in the determination of planning applications.'</i></b>   |
| Executive summary  | To add clarity   | <del>'It is expected that</del> This SPD will be used by developers and their consultants when they are designing new developments'  |
| Executive summary  | To add clarity   | <ul style="list-style-type: none"> <li>• <b><i>'Parking</i></b> Standards for residential and non-residential developments reflecting car ownership levels.</li> <li>• Inclusion of design and layout guidance setting out minimum dimensions for bay sizes and garages to ensure that parking provided at sites is useable for typical vehicles. It also sets out expectations regarding the design and layout of parking bays and provides good practice guidance and examples along with design and layout principles the council wish to see in new developments.</li> <li>• <b><i>Cycle parking and electric vehicle charging and parking standards and design and layout guidance.'</i></b></li> </ul>                                       |
| 1.3                | Remove repetition and add clarity                      | 'The principal objectives associated with developing a revised set of parking standards for the borough are as follows: <ul style="list-style-type: none"> <li>• <b>To</b> provide high quality, well-designed places to live, work and visit with safe, convenient and useable parking provision</li> <li>• To ensure a consistent and transparent approach to assessing planning applications</li> <li>• To respond to the particular characteristics of different neighbourhoods and localities in the borough in terms of accessibility by all modes of transport and restrictions on space availability</li> <li>• <del>To complement and supplement the guidance contained in the council's Design and Sustainability SPD.'</del></li> </ul> |
| 1.5                | To add clarity   | 'It is expected that applicants will refer to the council's expectations in relation to both the quantum of parking required set out in the parking standards tables and the parking design and layout principles <b>to guide</b>  |

|  |   | <b>parking design.</b> and requirements by following the parking design process set out below.'   |                           |                                       |  |   |
|--|---|---|---------------------------|---------------------------------------|--|---|
| 3.2  | To add clarity  | 'This information can be contained within the Design and Access Statement (if required). <del>setting out how this has been considered in relation to the parking proposed for the development.</del> '   |                           |                                       |  |   |
| 4.5  | Remove repetition   | 'It is therefore important that proper provision is made to reflect this demand. <del>and a minimum of one parking space is provided for every property.</del> '  |                           |                                       |  |   |
| 4.7  | To add clarity  | ' <b>Whilst the increasing provision and attractiveness of alternatives to the car are a factor</b> there is no evidence to suggest that the general levels of car ownership will reduce overtime.'   |                           |                                       |  |   |
| 5.1  | To add clarity  | 'The Council's residential parking standards seek to strike a balance between providing sufficient on-site parking to meet residents' needs, environmental sustainability and good design. <del>There is a presumption that parking standard (including the visitor parking requirement should be provided in full. Consideration will only be given to a reduced parking standard where full justification is provided. and a parking survey has been undertaken.</del> <b>Planning applications must include information to demonstrate to the satisfaction of the council that the functional parking needs of the development can be accommodated.'</b> |                           |                                       |  |   |
| 5.2  | Correction  | 'These include:<br><ul style="list-style-type: none"> <li>● <del>20% uplift for visitor parking'</del></li> </ul>   |                           |                                       |  |   |
| 5.4  | Remove repetition   | ' <del>5.4 Planning applications must include information to demonstrate to the satisfaction of the council that the functional parking needs of the development can be accommodated'</del>   |                           |                                       |  |   |
| Text accompanying Table 1                  | Remove repetition   | 'This table should be read in conjunction with the parking design and layout section of this SPD. 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 into account local circumstances and evidence'  |                           |                                       |  |   |
| Table 1 Footnote 9.                        | To add clarity  | '9. A minimum of 5% of unallocated spaces should be <b>available for conversion to future</b> use by disabled people. <del>for sites of 20 units or more.'</del>  |                           |                                       |  |   |
| Table 1 Footnote 12.                       | Internal consistency  | '12Driveways longer than <del>5.5</del> 6-m will be counted as a single parking space unless the developer can adequately demonstrate that the driveway can reasonably accommodate more than one vehicle.'  |                           |                                       |  |   |
| Table A                                    | To add clarity  | <table border="1"> <thead> <tr> <th>Type of car parking space</th> <th>Parking space additional requirements</th> </tr> </thead> <tbody> <tr> <td>Parking within the curtilage of a property</td> <td><b>Car parking spaces confined by walls, fences or landscaping will require</b> 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. <b>Where the driveway or hardstanding also serves as the primary pedestrian access</b></td> </tr> </tbody> </table>  | Type of car parking space | Parking space additional requirements | Parking within the curtilage of a property | <b>Car parking spaces confined by walls, fences or landscaping will require</b> 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. <b>Where the driveway or hardstanding also serves as the primary pedestrian access</b> |
| Type of car parking space                  | Parking space additional requirements   |   |                           |                                       |  |   |
| Parking within the curtilage of a property | <b>Car parking spaces confined by walls, fences or landscaping will require</b> 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. <b>Where the driveway or hardstanding also serves as the primary pedestrian access</b> |   |                           |                                       |  |   |

|  |  |  |   |  |
|--|--|--|---|--|
|  |  |  | <p><b>path to the property an additional 0.9 will be required.</b><br/>No part of the vehicle must overhang the footway/ carriageway.</p>   |  |
|  |  | Parallel Parking Bays                          | <p><b>Minimum dimensions 2.4m x 6.0m.</b><br/><del>3m required between aisles for manoeuvring.</del><br/>Should be designed so that bays cannot be used for echelon parking.</p>  |  |
|  |  | Perpendicular Bays (90° to approach)           | 6m required between aisles for manoeuvring  |  |
|  |  | Echelon Bays (60° to approach)                 | <p>Bays should be arranged to encourage reverse parking<br/>4.2m required between aisles for manoeuvring</p>  |  |
|  |  | Echelon Bays (between 45° and 30° to approach) | <p>Bays should be arranged to encourage reverse parking<br/>3.6m required between aisles for manoeuvring</p>  |  |
|  |  | Single Garage (recommended dimensions)         | <p><b>3.3 x 7.0m internal dimension</b><br/>Minimum door width 2.3m (preferable 2.5m)<br/>Minimum height 2.1m (preferable 2.2m)</p>   |  |
|  |  | Car Port/ Car Barn                             | <p><b>Minimum dimensions of 2.9 x 5.5m.</b><br/>If there is to be parking in front of the structure at least <b>5.5m</b> <del>6m</del> must be left to avoid overhang onto the footway/ carriageway.</p>  |  |
|  |  | Disabled Spaces                                | <p>Should be located as close to the main entrance as possible.<br/>An additional 1.2m along either side and at the rear of the space is required for access.</p>   |  |
|  |  | <b>Lifetime Homes</b>                          | <p><b>Parking bays for accessible units need to be Building Regulations Part M compliant.</b><br/><b>Parking bays within dwelling curtilage need sufficient space to be widened to 3.3m.</b><br/><b>Parking bays within communal parking areas minimum clear access zone of 900m to one side.</b></p> |  |
|  |  | Electric Vehicle Spaces                        | Hatched area at both ends of an additional 1m 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.   |
| 8.6                 | Deletion as not required and incorrect | <del>8.6</del> | <del>Double garages will count as a parking spaces provided they are internal dimensions of 14m x 6.5m and the garage door is wide enough to allow two cars to enter and exit the garage independently.</del>   |
| 9.6                 | To add clarify                         |                | <b><i>'Details of electric vehicle charge points must accompany Full and Reserved Matters planning applications. Outline applications need only a commitment to provide details at the reserved matters stage.'</i></b>   |
| 11.4 and 11.5       | Remove repetition                      | 11.4           | <del>'At the time of The 2011 Census <b>suggests</b> there were 59,800 Basingstoke and Deane residents aged 16 and over in employment. there is strong self-containment in Basingstoke and Deane with 66% of those that work within the borough (including those who work at home) employed either working at destinations within the borough or at home. Of those that work within the borough (including those who work at home) 60% travelled to work by car. 47% worked from home, 12% walked to work and 7% used public transport. Those that worked outside the borough were more likely to travel by car (80%) and public transport (14%), showing the importance of the train for longer distance trips.</del><br>11.5<br><del>In twelve out of the twenty Middle Super Output Areas (MSOA's) covering the borough, more than 50% of the residents living in those areas work within the borough. There are MSOA's with high levels of self-containment <b>in</b> are particularly focussed on the urban areas of Basingstoke town, along with Oakley and Sherborne St John. In the MSOA covering Eastrop and Grove for example, 18% of those that are employed work <b>within close proximity to their residence</b> their MSOA of residence and of the residents living in the MSOA only 26% travel to work using a car. This means that the majority of residents working within the MSOA are not using a car to get to work. Similar levels of self-containment are seen in the other MOSA's in Basingstoke town centre.'</del> |
| 12.4                | Correction                             |                | <del>'These include:<br/>● 20% uplift for visitor parking'</del>  |
| Table B Footnote 9. | To add clarity                         | 9              | <del>'It is expected that operational parking is provided in line with the requirements in section 13 informed by a transport statement, transport assessment or travel plan. <b>Potential issues at peak times should be considered such as drop-off and pick up at schools and nurseries.'</b></del>  |
| 15.1                | To add clarity and ensure deliverable  | 15.1           | <del>'As noted in the residential section of this SPD the Council supports the provision of electric vehicle charging points as part of new development. The provision of electric vehicle charging and parking is particularly relevant where uses attract a large number of visitors and given the trend for pool cars to be electric or hybrid vehicles. <b>Applicants are also encouraged to make provision for electric vehicle charging infrastructure in village halls and community centres.</b> There is an expectation that Electric Vehicle Charge Points should be provided in line with the requirement in the table below <b>for proposals for 20 spaces or more or at a ratio of 1 charge points per 30 spaces (1:30)unless it</b></del>   |

**can be demonstrated it isn't viable.**

~~Table D: Non-Residential Electric Vehicle Charging Requirement~~

| <b>Parking spaces</b> | <b>Charge Points</b> |
|-----------------------|----------------------|
| 10-20                 | 1                    |
| 21-60                 | 2                    |
| 61-120                | 4                    |
| More than 120         | 1:30                 |