

Welborne Plan Parking Strategy

January 2014

1 Introduction

- 1.1 This document outlines acceptable parking standards and requirements for application in the development of Welborne.
- 1.2 The standards applied in this strategy are the standards which are already applied throughout the Borough:
 - Residential Car & Cycle Parking Standards Supplementary Planning Document (Fareham Borough Council, November 2009); or
 - Hampshire Parking Strategy and Standards Supplementary Planning Guidance (Hampshire County Council, February 2002); or
 - On-Site School Parking Guidelines (Hampshire County Council, April 2013).
- 1.3 From April 2014, Hampshire County Council will be withdrawing its parking standards for non-residential uses. As a consequence, Fareham Borough Council is currently in the process of developing replacement parking standards in the form of a new Non-residential Parking Standards Supplementary Planning Document (SPD). It is unlikely that this new SPD will contain significantly different standards to those which currently exist. However, if any of the non-residential standards proposed in this strategy differ from the emerging standards, then this strategy may need to be amended so that it is consistent with the SPD, once adopted.
- 1.4 Residential parking standards are not being reviewed and the standards remain as detailed in the 2009 SPD.

2 Residential

Introduction

- 2.1 The way in which residential parking is supplied can have significant consequences for the future traffic management requirements of the site and the quality of life of residents.
- 2.2 The residential parking standards from the adopted SPD (November 2009) will also be applied in Welborne. These standards aim to ensure that adequate parking is provided in order to avoid illegal and unsafe parking becoming problematic, whilst sufficiently restricting parking enough to allow sustainable transport measures to have an effect.

Standards

- 2.3 Table 1 below sets out the residential parking standards from the SPD. It should be noted that parking may be provided by way of either allocated or unallocated parking bays, or a combination thereof. It is not intended that the full allocated and unallocated requirements will be provided simultaneously.

Table 1

House size	Car Parking Spaces per dwelling	
	On-plot / Allocated	Shared / Unallocated
1 Bed	1	0.75
2 Beds	2	1.25
3 Beds	2	1.75
4 Beds or more	3	2.25

Residential Character Area Parking Principles

- 2.4 The following section explains the principles of parking provision within each of the residential character areas, in response to the different types and densities of housing that are proposed in those areas. The possible parking design solutions that the Council would like to see are shown in the Welborne Design Guidance SPD.

Woodland

- 2.5 It is expected that the Woodland character area will consist of larger dwellings at relatively low densities, with greater amounts of space between each unit. It is therefore considered appropriate that the allocated spaces for these units, where possible, will be provided on-plot in the form of driveways and car ports. Garages are suitable, but must be provided in accordance with the standards set out in the 2009 SPD.

Downland

- 2.6 It is expected that housing in this central area of development will be denser than in the Woodland area, but less dense than in the areas immediately surrounding the district and local centres. It is therefore possible that more of an equal mix of on-plot and off-plot parking will be appropriate in this area.

- 2.7 It is expected that the majority of off-plot parking would be provided on-street in the form of 'designed-in' on-road parking that provides flexible spaces for use by both residents and visitors. Off-plot/on-street parking would be unallocated but has the advantage of ensuring that the street is active and overlooked.

Meadows

- 2.8 This area is likely to contain a range of housing densities, and so should employ a range of parking solutions, in line with those detailed for both the Woodland (low density) and Downland (medium density) character areas.
- 2.9 Sufficient parking, through predominantly on-plot parking should be ensured for the residential units which are located adjacent to the employment area and the district centre. This is to ensure that appropriate provision remains available for residents should parking overspill from these non-residential areas into the surrounding street network.
- 2.10 District, Village and Local Centres
Housing in these areas is likely to be relatively dense and to predominantly consist of flatted units. The 2009 parking standards are still expected to be applied, though this would be expected to be achieved largely through shared/unallocated provision on-street.
- 2.11 In the case of flats, some small car parks are likely to be necessary. However, these areas must be overlooked by the flats associated with them and if appropriate, be monitored by CCTV. Provision of adequate visitor parking within these areas will provide the flexibility to absorb extra residential parking should it be needed.
- 2.12 Residential parking should not be shared with non-residential parking within the district, village or local centres. Having shared retail and residential parking is likely to deter retailers from taking up space due to a perceived lack of customer parking, or result in a loss of residential parking likely to result in illegal and unsafe parking.

Visitor parking

- 2.13 Visitor parking provision should be provided in accordance with the guidance provided in the 2009 SPD. In brief, this requires additional visitor spaces to be provided in areas of predominant on-plot parking, at a rate of 0.2 spaces per dwelling. In areas of predominantly shared/unallocated provision, parking usage will be more efficient and therefore additional visitor spaces are not required.
- 2.14 The provision of visitor parking is important in ensuring that properly designed parking is available, so as to avoid the inhibition of traffic flow.

Disabled Parking

- 2.15 Disabled parking should be provided in accordance with the principles set out in the 2009 SPD. In brief, all lifetime homes that are built (15% of all market homes) should have parking spaces which have an enlarged dimension of up

to 3.6m wide, in order to accommodate disabled users. The additional 1200mm width (over a standard sized space) does not need to be provided at the outset, but there must be provision (e.g. a grass verge) for enlarging the overall width to 3.6m at a later date.

- 2.16 In communal parking areas or in areas of unallocated parking, disabled parking spaces should be clearly marked.

Garages

- 2.17 The approach of the 2009 SPD to garages will be upheld in this strategy in that garages will not be counted as parking spaces, due to the high propensity of garage spaces to be used for storage purposes rather than parking and therefore reducing overall parking capacity. Reference should be made to the 2009 SPD for full details on garages.

- 2.18 A common approach elsewhere has been to construct garages without garage doors. This reduces the potential to convert such a structure to storage, whilst providing a dedicated and slightly more secure car parking space, than on-street or in-bay. Such structures could also still incorporate a more secure section for cycle storage. Details on such an approach will be provided in the Welborne Design Guide SPD.

Parking Courts

- 2.19 In order to ensure that sufficient parking is provided in the most usable and efficient way, parking courts, containing more than four spaces, should be avoided. If courts greater than this size are to be provided they must be overlooked by the properties to which they relate and must not be located to the rear of the properties. Local evidence has shown that unless these factors are accommodated, residents will frequently avoid using the courts due to personal safety concerns and the fact that they are not convenient to their dwelling, and will instead park on-street causing an obstruction to traffic.

Work vans

- 2.20 Due to the expected demographic make-up of the development, it is important that as many dwellings as possible are able to accommodate parking for a works van of at least "Transit" size. Not providing capacity on-plot for van parking often results in inconsiderate on-street parking as owners require their van to be in sight due to security concerns. As many people are expected to work from home in this way, it is appropriate that large enough car ports and driveways are provided to accommodate vans on-plot in as many dwellings as possible. Measures to restrict/prevent the parking of vans and commercial vehicles on carriageway in residential areas may be required.

Cycle storage and standards

- 2.21 Cycle parking in housing is essential in order to give residents the opportunity to own and store a cycle at their property. Providing a garage with dimensions of 6m x 3m gives sufficient space for both car parking (though this space would not be classified as a space in respect of meeting the residential parking standard) and cycle storage. As such, houses that have garages that

meet this minimum size standard will not need to provide any additional cycle storage, but will still need to provide additional car parking spaces in line with the standards. Houses without garages will however need to provide storage space in line with the standards in Table 2.

Table 2

House size	Cycle Spaces per dwelling	
	Individual storage	Communal storage
1 Bed	1	1
2 Beds	2	1
3 Beds	2	1
4 Beds or more	2	1

- 2.22 Communal storage reduces the need for cycle parking spaces as not everyone will choose to own and store a cycle. If communal stores are provided for flat units, they should be fully covered, have lockable doors and contain Sheffield stands which are secured into the ground. It is recommended that these stores are located internally within the building and are easily accessible from the central/main foyer. In the case of communal stores, each cycle will require 1 square metre of space.
- 2.23 A range of acceptable cycle storage design solutions for houses will be presented in the Welborne Design Guidance SPD.

3 District and Local Centres

District Centre

3.1 The District Centre will act as the town centre for Welborne and will consist of retail uses alongside residential, community and employment uses. It is currently expected that the District Centre will consist of the following uses:

- A supermarket between 1900 and 2500 sq. metres (net convenience);
- A range of comparison shops & services totalling up to 3600 sq. metres (net);
- A health centre;
- A multi-use community building;
- Offices, and potentially including a Business Incubation Centre;
- Residential dwellings

3.2 This range of uses at the District Centre (and Local Centres and Community Hub) is likely to give rise to significant parking demand and as a result, sufficient provision, in line with the standards¹, as specified in this document, must be made. Shared parking between different facilities may be possible, although this must not include any shared use with residential parking.

Accessible Locations

3.3 Due to the anticipated proximity of dwellings both surrounding and within the District Centre, Local Centre and the proposed network of walking, cycling and public transport routes to and from, and within Welborne, the new community is expected to have high accessibility. As such, to avoid over-provision of parking and to encourage sustainable transport uses, the parking provision specified by this strategy is in line with existing guidelines for accessible locations.

3.4 Applying such standards should provide a balance between ensuring adequate parking (which potential retailers in the District and Local Centres will demand) and encouraging a sustainable transport culture amongst Welborne residents using the District Centre. Please note that the standards identified in this section cover both customer and staff parking.

3.5 Food Retail

A provision of 1 space per 19 square metres (sqm)² of gross floor area will be expected for food retail. Food retail (supermarkets) requires significant amounts of parking due to the nature of the purchases made and the preferred location of the food retail units close to the A32.

3.6 Non-Food Retail

Retail units selling goods other than food will be required to provide 1 space per 27 sqm³ in covered retail areas, or 1 space per 40 sqm⁴ in uncovered

¹ Hampshire Parking Strategy and Standards Supplementary Planning Guidance (Hampshire County Council, February 2002)

² Specific standard in guidance is for 1.5 spaces per 28 sqm

³ Specific standard in guidance is for 1.5 spaces per 40 sqm

retail areas, based on gross retail sales areas.

3.7 Eating / Drinking Establishments

Eating and drinking establishments may potentially come forward at the District Centre. Parking for these premises should be provided on the basis of 1 space per 7.5 sqm of bar or dining area.

3.8 Community Centre

Parking for the Community Centre at the District Centre or the Community Hub at the Local Centre should be provided on the basis of 1 space per 15 sqm of open hall floor space or 1 space per 7.5 seats, depending on the room set-up.

3.9 Due to variations in Community Centre usage and the fact that it will be for use by the local [surrounding] community, only 50% of the parking provision is required exclusively for its use. This is to ensure that daytime users of the Centre are able to park as there will be some dedicated provision, particularly since parking availability in the shared District Centre during the day is likely to be more limited with greater retail user demand. However, reducing the exclusive requirement to 50% aims to ensure that there is not overprovision, and as such inefficient use of land.

3.10 It is envisaged that Community Centre use will be greatest in the evening when indoor sports, group meetings and social events may all take place. Parking for the community centre during the evening will be met through a combination of the dedicated Community Centre parking and the use of the shared District Centre parking. This is considered an appropriate approach since there will be far less demand for parking in the evening from District Centre retail uses.

3.11 Health Centre

A provision of 2.5 parking spaces per consulting room will be required for the health centre. If the health centre is solely a GP surgery, without complimentary health service provision, the level of parking provision reduces to 1.5 spaces per consulting room.

3.12 Due to the fact that appointments are time-sensitive and people are often unwell when visiting, the parking provision for the health centre should not be shared with other uses. However, the use of this parking space, outside of health centre opening hours is encouraged, so that other users of the District Centre (e.g. evening use of the community centre or eating/drinking establishments) can make use of the health centre parking when it is not otherwise required.

3.13 These same standards and principles are expected to apply to any other health facilities or veterinary clinics which come forward at Welborne.

3.14 Places of Worship

An allocation of 1 space per 15 sqm of open hall space and 1 space per 7.5 seats should be provided for any churches or purpose-built worship facilities

⁴ Specific standard in guidance is for 1.5 spaces per 60 sqm

which come forward at Welborne. As before, local residential parking should not form part of this allocation or be shared with it.

3.15 Hotels

Provision should be on the basis of 1 parking space per bedroom to ensure that hotel guests do not use local residential parking. If a hotel is provided within close proximity of the district centre then provision for the hotel could be provided at the rate of 1 parking space per 2 bedrooms.

3.16 Delivery Vehicle Parking

Due to the retail provision at the District Centre, there must be adequate parking and manoeuvring provision for heavy goods vehicles to service the District Centre retail units. In particular, this relates to the supermarket, where unloading provision for HGVs that minimises disruption to the surrounding road network and avoids using customer parking space should be incorporated from the outset. This may mean either the provision of easily accessible loading bays to the rear of the units or layby type spaces provided at the front of units.

3.17 A provision of 1 HGV parking space per 500 sqm should be provided for all food, non-food and general retail⁵.

3.18 Shared Provision

It may be possible for a proportion of the parking for all retail and entertainment uses in the District Centre to be shared as demand for parking for these uses will largely not be concurrent. There would also be the likelihood that visitors parking at the District Centre will frequent more than one retail premises per visit. It is the intention that parking for retail and entertainment will remain open to all users at all times, regardless of whether the shops and/or venues are open.

3.19 The shared parking provision at the District Centre must provide a sufficient balance to ensure that:

- all retail uses are viable in the long term;
- surrounding residential parking is not impacted;
- there is sufficient parking for users of the community centre and health centre;
- sufficient provision is incorporated for business users;
- there is not an overprovision of parking.

Local Centre

3.20 The smaller Local Centre and smaller still, Community Hub will see a much lower mix of uses compared to the District Centre, though both areas will still have varying demands for parking.

3.21 The Local Centre will form the focus for the northern parts of Welborne and will deliver the retail and other services which will meet the everyday needs of nearby residents, including enhancing the range of services within easy access to the existing residents of Knowle. To achieve this, the centre will incorporate a limited range of retail, community and employment uses.

⁵ Standard taken from Fareham SDA Parking Study

- 3.22 The Local Centre will be designed to be highly accessible by sustainable transport means, which will be given priority. It will be well connected to pedestrian and cycle links including at-grade crossings over the Knowle Road, where appropriate. The Local Centre will include conveniently-located and well-designed bus stops for both regular services and for the BRT.
- 3.23 However, it will still be necessary to provide adequate parking to minimise the disruption to local residential areas. Again, parking allocated to these smaller centres should not be shared with either the residential parking allocation or the schools parking allocation for the area.
- 3.24 It is expected that the standards set out in this document for retail, community and other complimentary uses at the District Centre will also be applied to parking provision at the Local Centre.

Community Hub

- 3.25 The Community Hub is the smallest and is likely to be the last of Welborne's centres to be developed. However, it will be vital to provide everyday convenience retail and community services to those living and working in the western areas of the development. It will also have the important role of supporting Welborne's secondary school and third primary school, both of which will be located adjacent to the Community Hub.
- 3.26 The Community Hub will be designed to be highly accessible by sustainable transport means, which will be given the highest priority in light of the role of the hub in supporting Welborne's secondary school. It will be need to be well connected to pedestrian and cycle links including at-grade crossings over any main road separating the hub from the adjacent schools. The Community Hub will include conveniently-located and well-designed bus stops for both regular services and for the BRT which can be accessed safely by all including by schoolchildren.
- 3.27 It is expected that the standards set out in this document for retail, community and other complimentary uses at the District Centre will also be applied to parking provision at the Community Hub, and where possible that these be incorporated with parking for the adjacent schools.

Cycle standards

- 3.28 The District and Local Centres and Community Hub will all be connected to a wide number of cycling routes from within Welborne and also to neighbouring areas. It is therefore essential to provide convenient, secure and accessible cycle storage both for short term users of these areas and for longer term storage for staff, in accordance with Table 3.

Table 3

Type of use	Long stay standard	Short stay standard
Food retail, Non-food retail & general retail (uncovered)	Greater of: 1 space per 6 staff; or 1 space per 300 sqm gross external area (GEA)	1 stand per 200 sqm GEA
Community Centre	Greater of: 1 space per 6 staff; or 1 space per 40 sqm	1 stand per 20 sqm
Health Centre	1 space per 2 consulting rooms	1 stand per consulting room

Note: Long stay standards are in addition to the short stay standards presented in Table 3.

4 Employment

- 4.1 The parking standards⁶ specified for the employment areas have been set to make sufficient parking provision for both staff and visitors whilst not impacting on residential areas, yet encouraging travel by non-car modes.
- 4.2 The parking standards for each employment use type are displayed in Table 4. The standards are provided as a range in order to reflect and encourage the expected proportion of trips to, from and within Welborne that will take place by sustainable modes, such as by Bus Rapid Transit and cycling.

Table 4

Use	Employment density	Parking standard		Goods vehicle standard
		Minimum	Maximum	
B1a	1 job per 12 sqm	1 space per 100 sqm	1 space per 30 sqm	Adequate space for delivery vehicles
B1c/B2	1 job per 41.5 sqm	1 space per 167 sqm	1 space per 45 sqm	1 space per 50 sqm – 1 space per 200 sqm
B8	1 job per 75 sqm	1 space per 303 sqm	1 space per 90 sqm	1 space per 300 sqm

- 4.3 The standard for B1a Use Class requires a greater level of parking provision than both B1c/B2 and B8. This reflects the fact that B1a employment has a much greater density (see Table 4) of both workers and visitors compared with B1c/B2 and B8. Hence, it is important to provide a higher level of parking.
- 4.4 It must however be noted that warehousing (B8) and general industrial uses (B2) result in high levels of HGV access and as such, space will be required for HGVs to make deliveries to park up to allow for statutory rest breaks or for layover of the vehicle.

Cycle standards

- 4.5 Access to employment areas by cycle will be an important component of reducing the total parking provision, and encouraging healthy and sustainable lifestyles. Cycle storage will need to be in accordance with the standards in Table 5 and be secure and accessible in order for cycling to be an attractive option. In addition, the provision of storage facilities for helmets, shoes etc together with shower and changing facilities should be encouraged within employment buildings, in order to provide an attractive alternative to car use.

Table 5

Use	Long stay standard	Short stay standard
B1a	1 stand per 150 sqm GEA	1 stand per 500 sqm GEA
B1c	1 stand per 250 sqm GEA	1 stand per 500 sqm GEA
B2	1 stand per 350 sqm GEA	1 stand per 500 sqm GEA
B8	1 stand per 500 sqm GEA	1 stand per 1000 sqm GEA

⁶ Hampshire Parking Strategy and Standards Supplementary Planning Guidance (Hampshire County Council, February 2002)

5 Schools and Outdoor Recreation

5.1 New guidance has recently been issued by Hampshire County Council on the provision of school parking. It is expected that these standards will be applied to all schools within Welborne. The same standards also apply to all new schools, pre-schools and day-care nurseries.

5.2 The basic standards⁷ are as follows:

- 1 space per teaching member of staff;
- 1 space per 1.5 non-teaching staff⁸;
- Disabled parking should be counted as 5% of the above allocation or a minimum of 1 space.

5.3 In addition to these standards, it is expected that adequate drop-off parking and pick-up bays will be provided, close to each school, to enable at least a proportion of parents to access the school by car without causing an obstruction on the highway. This is due to the fact that while some pupils may live locally and access by sustainable modes, current education policy enables parents from further afield to enrol their children at schools in neighbouring areas. It is likely that these individuals will need to access the school by car.

Cycle standards

5.4 Encouraging cycling at an early age will help instil healthy living and sustainable movement at Welborne. It will also help reduce traffic congestion on local roads during school drop-off and pick-up times. As such, on-site cycle parking should be provided in line with the following minimum standards, with the option to increase the number of secure cycle parking spaces if demand exceeds supply (areas of non-operational land close to cycle parking areas should be available for conversion if required):

Primary schools

- 1 scooter space per 10 pupils; and
- 1 cycle space per 20 pupils; and
- 1 cycle space per 20 staff in a non-pupil area

Secondary schools

- 1 cycle space per 10 pupils; and
- 1 cycle space per 20 staff in a non-pupil area

Outdoor Recreation and Sports

5.5 Outdoor sports and recreation facilities will be provided throughout Welborne, and will require dedicated parking provision. It is likely that a number of sport and outdoor recreation facilities will be co-located with schools; however the

⁷ On-Site School Parking Guidelines (Hampshire County Council, April 2013)

⁸ Specific standard in guidance is for 2 spaces per 3 non-teaching staff

parking provision will need to be in accordance with Table 6 and as such would be in addition to the provision that is required for schools.

Table 6

Recreation type	Parking standard
Sports pitches	12 spaces per pitch
Bowling greens	3 spaces per 'green'/'lane'
Tennis courts	3 spaces per court

Cycle standards

- 5.6 New development must provide easy access by cycle so that cycling is seen as part of the healthy lifestyle experience when undertaking outdoor recreation or playing sports. As such, the standards in Table 7 must be adhered to:

Table 7

Recreation type	Long stay standard	Short stay standard
Sports pitches	Greater of: 1 space per 6 staff; or 1 space per 5 ha pitch area	1 stand per ha of pitch
Bowling greens	Greater of: 1 space per 6 staff; or 1 space per 40 sqm	1 stand per 20 sqm
Tennis courts	Greater of: 1 space per 6 staff; or 1 space per 5 courts	1 stand per court

Note: Long stay standards are in addition to the short stay standards presented in Table 7.