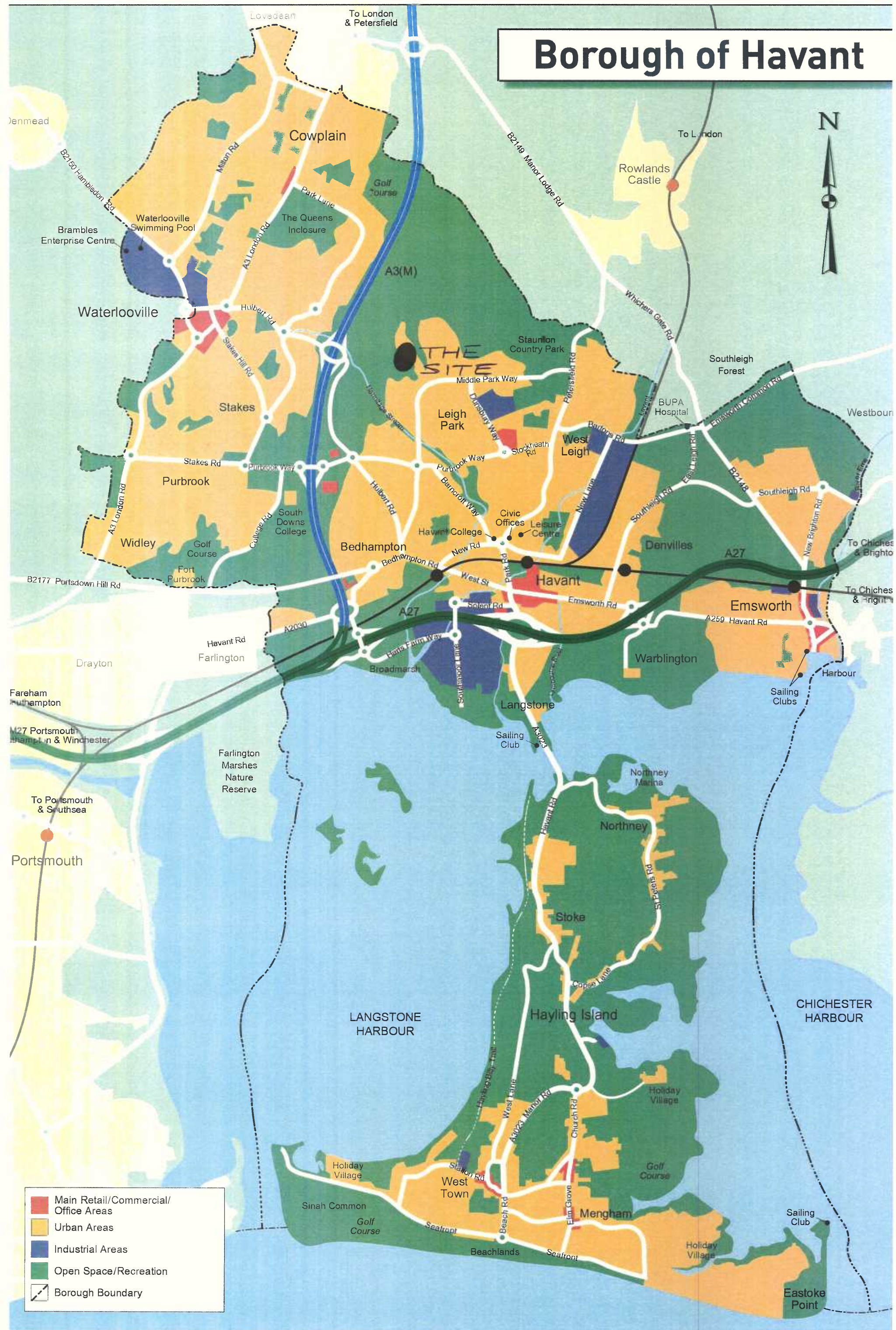
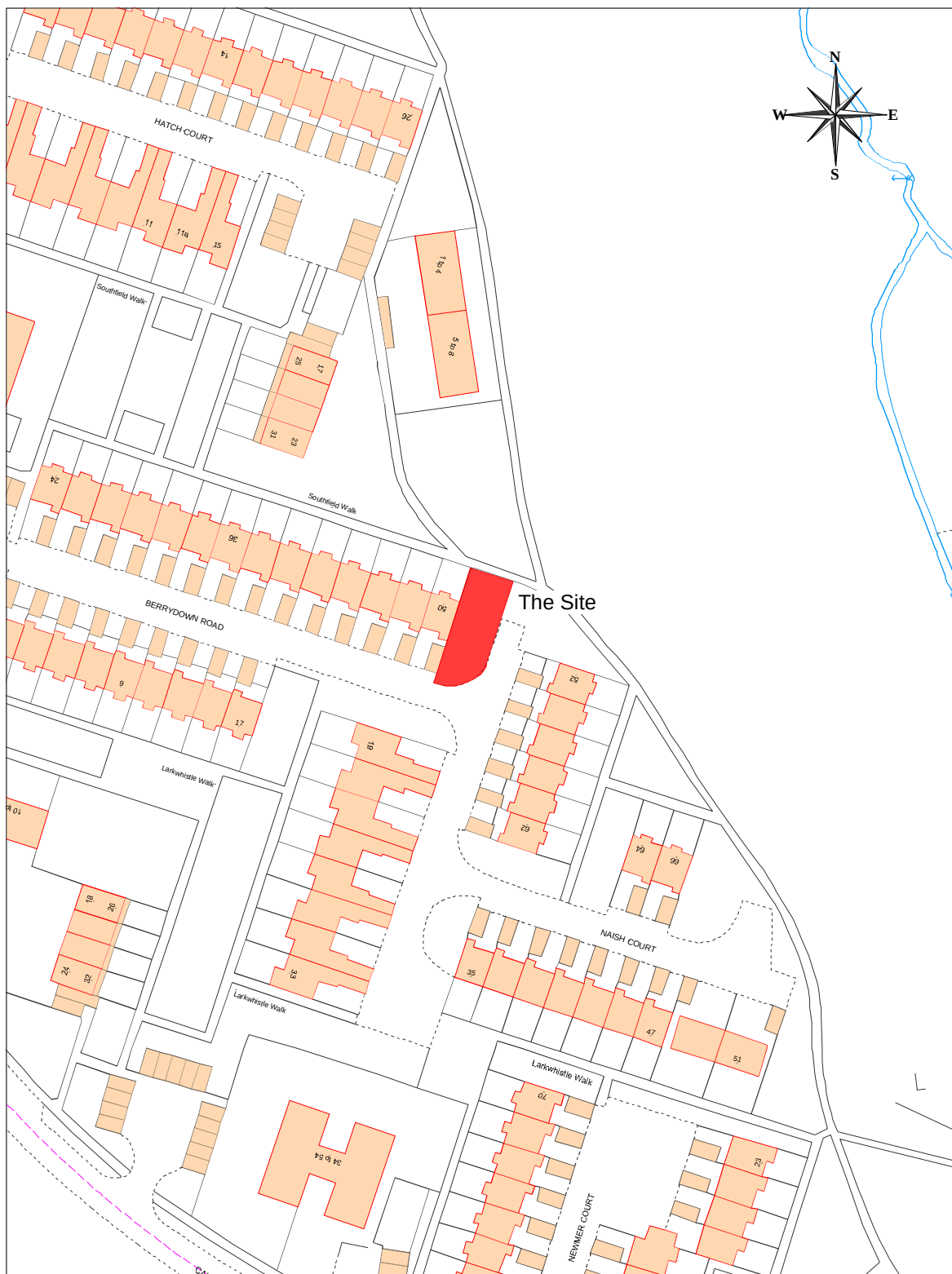


Borough of Havant





Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX
tel 023 9247 4174 fax 023 9248 0263
www.havant.gov.uk



Title:

Land Adjacent 50 Southfield Walk
Havant
PO9 4HY

APP/15/00510

Drawn By:

Scale:

1:1250

Drawing No:

Cleaner, Safer, More Prosperous

Havant Borough Council Borough Design Guide Supplementary Planning Document

December 2011



Cleaner, Safer,
More Prosperous



5. Specific Guidance on Residential Developments

Introduction

5.01 This section provides detail specific to residential developments, in particular:

- 1) General Principles for New Residential Developments
- 2) General Principles for Backland and Infill Developments
- 3) General Principles for Extensions and Additions to Existing Properties

5.02 Chichester Harbour Conservancy Design Guidance for New Dwellings and Extensions, 2011 is a material consideration and will help inform decisions on planning applications for residential development in Chichester Harbour AONB. To find out if your home is in the AONB please refer to the council's website or the harbour conservancy website. In summary the Chichester Harbour Conservancy Design Guidance for New Dwellings and Extensions, 2011 states that extensions to existing dwellings in the AONB should not exceed 50% of the existing building's footprint and 25% of the building's silhouette when an elevation is viewed from the wider countryside (providing the building has not been extended significantly in the past. If this is the case, the acceptable scale and form is likely to be less than the maximums stated). Any extension greater than this is likely to cause a negative effect on the AONB. For more information please refer to the Chichester Harbour Conservancy website.

5.1 General Principles for New Residential Developments

5.03 It is important that applications for new development consider the impact of the development on existing residents. The design of new development needs to balance the needs for the new home to have reasonable levels of privacy, whilst ensuring that the development and its residents engage with the street and public realm.

Perimeter Block Development

5.04 Buildings which follow a continuous building line around a street block and contain the private space within back gardens or courtyards, are often more successful than individual buildings that stand in the middle of a site. By clearly defining and enclosing private space at the back, buildings have better privacy and security. Therefore, the council encourages back to back development of housing and/or the development of perimeter blocks, where appropriate.

Back-to-Back Distance

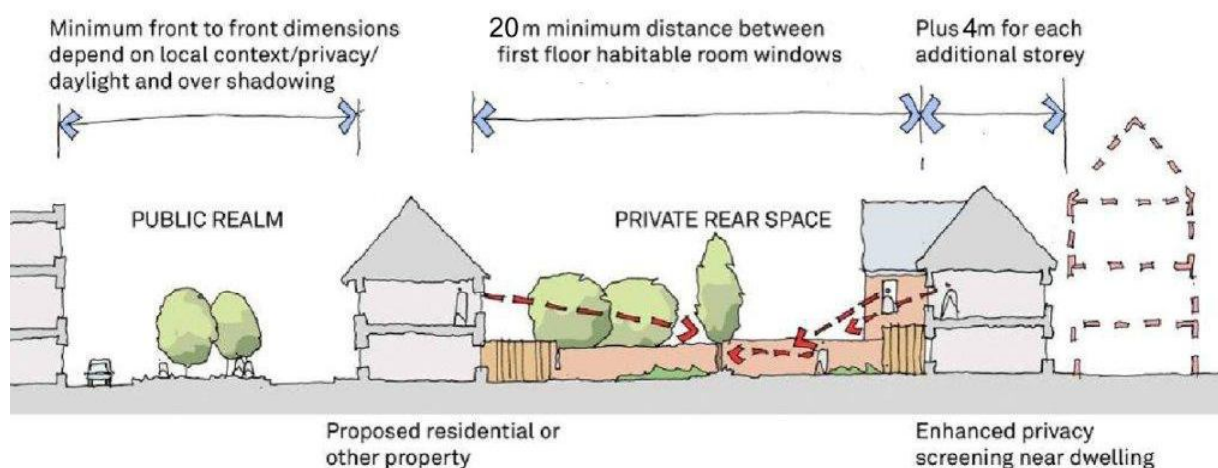
5.05 In order to maintain a reasonable relationship between new dwellings and neighbouring properties, the following minimum distances should apply:

- Where windows of the new development and an existing dwelling occur back-to-back there should be a minimum of 20 metres separation

- Where a new dwelling or the development is more than two storeys in height an additional four metres per storey should be added to the separation distance e.g. a separation distance of 24 metres is required between the new three storey building and existing two storey dwelling
- Where a dwelling faces a blank gable, 10 metres separation distance is required
- Garden length should normally allow 10 metres between the dwelling and the boundary.

5.06 Some overlooking of gardens from the upper floors of dwellings will be unavoidable in most urban and suburban housing layouts. However, the design should aim to mitigate these effects as far as possible by carefully designing the internal floor layout to concentrate habitable rooms away from adjacent properties where overlooking could be an issue. The council could also impose a planning condition as part of a planning consent, requiring obscurely glazed first floor bathroom or secondary windows to protect residential amenity. Furthermore walls and fences or the use of soft landscaping could help screen views. The type and species of planting used should be appropriate for its context.

Figure 5.1: Back-to-back distances

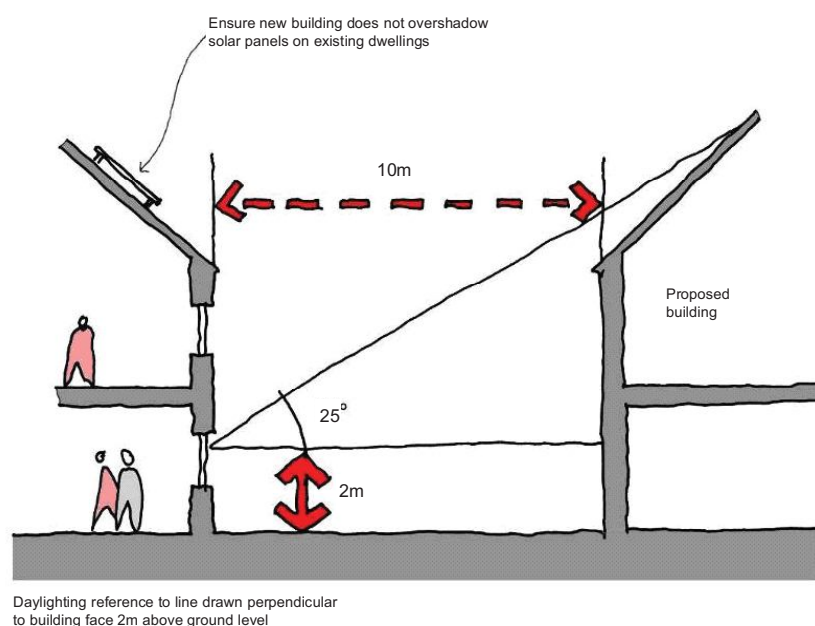


Daylight

5.07 The design of new homes should maximise the amount of penetrable daylight to dwellings, whilst balancing other considerations such as privacy and the visual impact of the street. It is recommended that new dwellings should meet the daylight standards set out in BS8206 Part II (which also accords with the Code for Sustainable Homes Standard). For houses and flats, the impact of adjoining structures on the level of daylight available is particularly important in living rooms, dining rooms and kitchens. Daylight in bedrooms may also be considered, but is generally considered less important except where this is the main private accommodation such as in residential homes. Detailed proposals should also take account of local circumstances like level difference between properties and orientation.

- 5.08 New developments should not result in the loss of light to existing buildings. Acceptable daylight to interiors can be provided once there is a 25 degree vertical angle from a point 2 metres above the ground on the facing external facade. (This results in a 10 metre minimum separation distance between dwellings).
- 5.09 In order to assess this, draw a reference point 2m above ground level (taking into account any slope corresponding to the top part of ground floor windows) and draw a section in a plane perpendicular to the face of the building. If none of the obstructing building is within the horizontal > 25 degrees, then there will be potential for good daylight to the building. This is illustrated in Figure 4.8 below. If an obstructing building exceeds this relative height, then further analysis can be carried out to quantify the amount of skylight falling on a vertical window known as the 'vertical sky component', which is set out in more detail in the BRE report Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice published in 2002.

Figure 5.2: Daylight checking for new buildings adjacent to existing homes



Sunlight

- 5.10 It is not always possible or reasonable to require all dwellings to have sunlit rooms. However, the extensive obstruction of sunlight to an existing property or its garden by the construction of a new building or extension is likely to be unacceptable. Therefore applicants should consider the effects of loss of sunlight to existing properties and should aim to mitigate these effects wherever possible. This is particularly important where neighbouring properties are taking advantage of the sun's orientation for solar gain. Further information and tables for calculating sunlight availability at different times of the year are available in the BRE guide.

Public Amenity - Open Space and Play

- 5.11 New development should address parks and open spaces. These spaces should be integrated into the design of new places and can become focal points for new residential led schemes.

Figure 5.3: The main elements of a well-located play area



Private Residential Amenity

- 5.12 All residents should have access to private amenity space whether that is the back garden of a house, a private shared space, or balcony of an apartment.

Houses

- 5.13 As stated, the garden of a two storey home should be a minimum of 10 metres in length to provide appropriate daylight and to minimise overlooking, with an additional 4 metres for every storey added. Clearly there may be exceptions to this rule, depending on the local context, for example in urban areas there may be a historic pattern of development that dictates otherwise, such as three storey townhouse served by small courtyards of 10 metres rather than large gardens of 14 metres plus.

Apartments

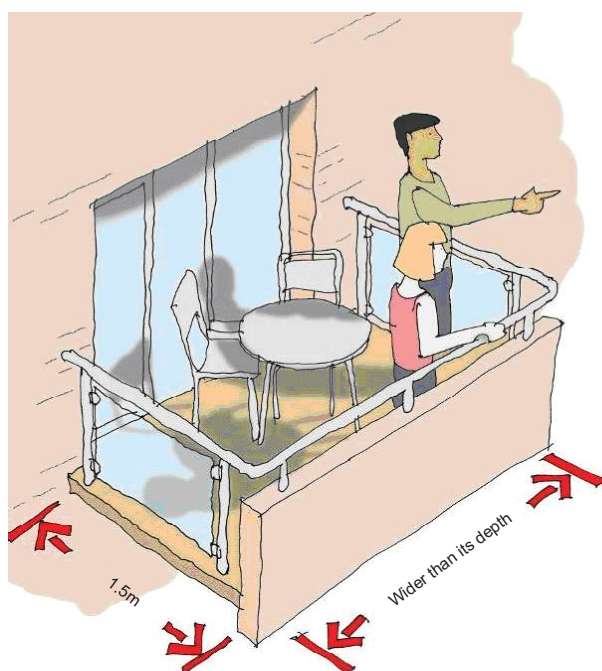
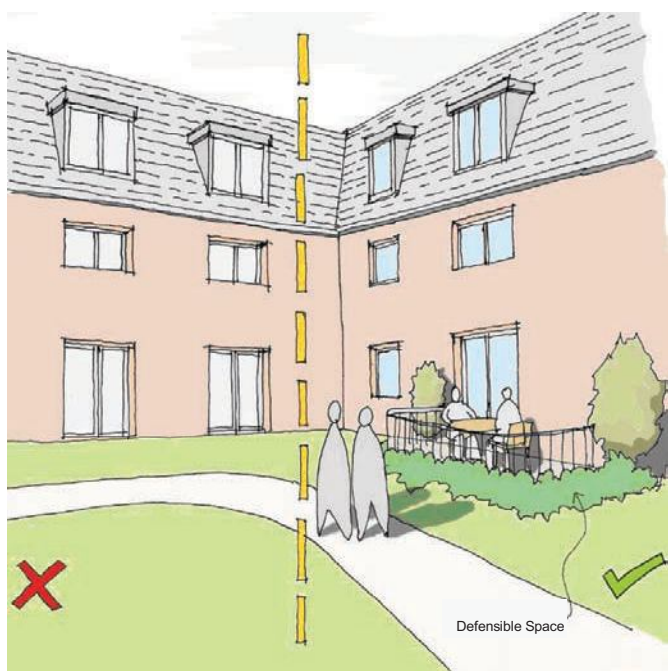
- 5.14 Where ground floor apartments are being proposed the applicant should endeavour to

provide private gardens for individuals where possible. When not possible communal gardens should be provided, with safe and convenient access for residents.

- 5.15 In addition, the design of apartments should incorporate balconies where possible, particularly in the absence of communal gardens. However, balconies are not acceptable everywhere, particular in historic and conservation areas.

Figure 5.4 (left): Defensible space is required for ground floor flats adjacent to communal areas

Figure 5.5 (right): Recommended balcony dimensions



Lifetime Homes

- 5.16 As people's circumstances change their needs and abilities in a home can change too. Often people feel they must move house when their current home cannot be adapted to their changing needs (e.g. disability, sickness, old age). Lifetime Home design comprises sixteen criteria that respond to people's changing need throughout their lifetime, in particular for modifications that may be required for individuals with mobility difficulties.
- 5.17 The council will seek dwelling space standards for the borough based on those used by registered housing providers. For more information please refer to the council's Housing SPD.

Accommodating the Car

- 5.18 As stated in the seven key principles of good design, the layout of new schemes should not be dominated by the car or highways. It is important that the public realm feels welcoming and safe and encourages pedestrian and cycle movement, as well as opportunities for social interaction encouraged through people using and enjoying streets and spaces.
- 5.19 In recent years in the borough, developers have begun to return to rear car parking and rear parking courts. Experience shows that where this happens, activity on the streets suffers because residents primarily access their homes from the rear. The result produces negative social and physical effects, with fewer opportunities for interaction of neighbours and streets that are empty and unused. In order to prevent this, the design of new developments should encourage people to access their homes from the primary street in the first instance.
- 5.20 Applicants for residential and mixed use schemes should refer to the guidance set out in the English Partnerships document, Car Parking What Works Where. This document recommends some general principles for designing parking in residential led developments which are endorsed by the council. The council considers the following key messages that should be reflected in the design of new residential development: To avoid parking to the rear until street and frontage parking options have been exhausted. The use of mews or rear courts should support on street parking, not replace it.
- 5.21 The following recommendations with respect to the layout of suburban parking should be reflected in the design of new developments:
- At lower densities it should be possible to provide all parking in a combination of on plot, unallocated frontage access types (such as front courts) and on street types
 - All cars need to be surveilled from ground and upper floor windows
 - Garages and car ports should not project forward of the building lines
 - Include breaks in line of rows of on street parking bays between every five spaces. This can either be tree planting or provision to make it easier for pedestrians to cross from one side of the street to the other
 - Vary street width and length according to the prominence of the route and housing density. This will allow a wider range of parking types to be used and will help to vary street character.

Rear Courtyard Parking

- 5.22 Private rear boundaries must be masonry walls and not fences to limit the impact of noise and disturbance on residents. An appropriate standard of lighting must also be provided and the courtyard should be well maintained and overlooked.

Figure 5.6: Appropriate boundary structures for rear private gardens



Services and Waste

- 5.23 All developments should provide adequate communal facilities for the storage of domestic waste prior to collection. These can be arranged and designed in a variety of ways including, designated communal storage areas on the ground floor of buildings and detached storage buildings.
- 5.24 These facilities should not have an adverse visual impact on the street. Where a bin store is proposed as a separate building it needs to be designed with the same care and detail as the rest of the development. The facilities should have convenient access for residents and collection vehicles. The maximum distance that residents should have to carry refuse to a bin store should be no more than 30 metres. The collection point should be reasonably accessible for collection and within a distance of 30 metres of the adopted highway. The design should allow for sufficient space around the container for movement and cleaning. The facility should also be permanently ventilated at high and low levels.

5.2 Residential Backland and Infill Developments

- 5.25 Havant Borough Council acknowledges that backland and infill developments have a role to play in delivering the council's housing and development targets. However, many of these sites are situated amongst existing neighbours and can create an adverse impact. Development of backland and infill sites should not have an adverse effect on neighbouring properties, should maintain and enhance the existing character and quality of an existing area and should create pleasant and attractive places to live.

Backland Development

- 5.26 Backland developments can be difficult to design because they are commonly located in existing residential areas, which can create issues of scale, access, overlooking and separation distances. Backland sites are generally landlocked, such as rear gardens and private open space and therefore by their nature are largely out of view. The proposed development should therefore not dominate in terms of mass or height, the street or public frontage, or buildings on this frontage. It should be well designed, it should also be subservient and smaller in size, massing and scale to the frontage property.
- 5.27 Tandem backland development is created where new dwelling is placed immediately behind an existing dwelling, on sites that occupy smaller sized plots or share the same access. Due to the problems of overlooking, noise and traffic disturbance, loss of amenity, cramping and the adverse impact on local character, successful tandem schemes are difficult to deliver successfully. Exceptionally, on very large plots, it may be possible to achieve sufficient separation between dwellings and between the host dwelling and access road to overcome these problems. In general, tandem backland development developments will only be permitted provided that the amenities of the surrounding dwelling, together with the 'host' dwelling can be safeguarded, there is no possibility of a more comprehensive scheme and the design of the tandem property is subservient to the host.

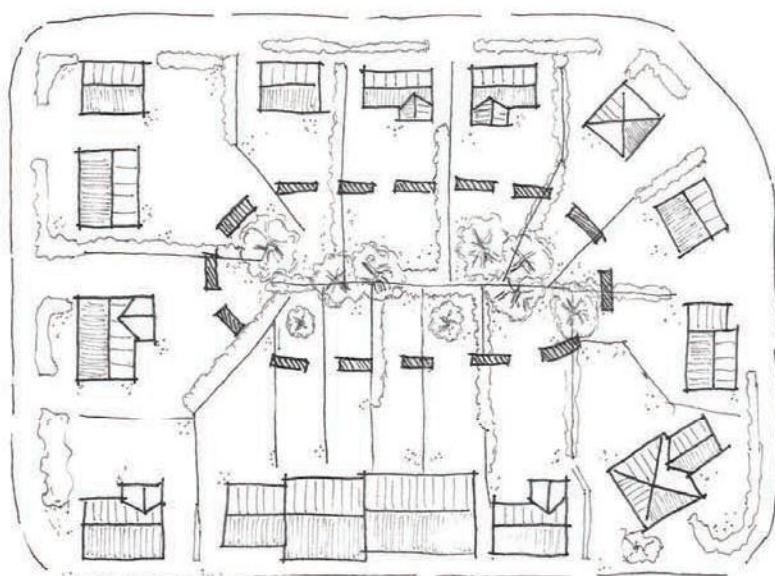
Figure 5.7: Example of an insensitive backland development



- 5.28 In some instances a more satisfactory form of development can be achieved by packaging a number of land parcels together to develop a more appropriate scheme. Developments should not come forward in a piecemeal manner and should not hinder the future development of other adjoining brownfield land. The council encourages applicants to explore the possibility of site assembly at the initial stage.

5.29 Combined, rear gardens and their landscape provide an attractive streetscene and backdrop to dwellings. This is part of the character of an area, which can be lost through backland development. Therefore, in these instances, backland development should only be allowed in exceptional circumstances.

Figure 5.8: Backland development should not have a negative effect on existing character and therefore should avoid development on cumulative rear gardens



- Secure and tranquil island of cumulative garden
- Green core and valuable landscape feature and an asset

5.30 Access roads to backland sites should be designed in a way that avoids negative impacts and disruption to the local pattern of development and the appearance of the streetscene. Wherever possible existing access points should be used. The council will resist backland development that creates multiple access points where this will have a detrimental appearance on the street frontage. Proposals for demolition of existing buildings that would allow access will be considered. However the applicant will need to take into consideration the effect this has on the local context, for example the area may be characterised by a continual street frontage. If the proposed gap is out of character with the development pattern, development will be discouraged by the authority.

5.31 Access routes should be located an appropriate distance away from the existing dwelling so not to have a detrimental effect through noise, visual disruption or loss of privacy. Routes should usually have a minimum separation distance of 3 metres from the edge of the access road to the edge of the nearest affected house, together with the appropriate boundary treatment to screen the access road from dwellings. In some instances, for example where habitable rooms and windows are closest to the access, this minimum separation distance may need to be greater. In other instances, where the nearest part of the house contains non-habitable rooms (e.g. a garage) a shorter separation distance may be permissible.

5.32 Where access roads exclusively serve five dwellings or more the access road will need to

be of an adoptable standard as agreed by Hampshire County Council. A private road serving five dwellings or less must take account of the servicing requirements of refuse collection and emergency vehicles. Shared drives can be a solution for particularly constrained sites, the suitability of this solution would need to be assessed on a case-by-case basis. The bin collection areas need to be carefully sited and designed so as not to have a detrimental effect on the streetscene or create amenity issues.

Infill Development

- 5.33 Infill development should look to the immediate site context for reference and respect the layout and character of the surrounding area, looking to immediate neighbouring properties in the first instance. Where perimeter block development predominates, rear garden infill breaks the perimeter block structure and may reduce the security of internal areas and therefore may be unacceptable.

Figure 5.9 An example of acceptable and unacceptable types of infill



5.3 Extensions and Additions to Existing Residential Properties

- 5.34 With regard to the need for planning permission for works, applicants should note that not all extensions and alterations require planning permission. Some extensions of dwellings are covered by permitted development. Applicants are strongly advised to obtain written confirmation as to whether planning permission is required. Building Regulations approval is also required for most building works and therefore it is important that applicants check with the council before beginning any work. More information and useful contacts are contained in Section 6: The Planning Application Process, Design Review and Neighbourhood Plans.

General guidance on Extensions

5.35 In general, an extension should not be bigger than the main building and therefore should appear smaller in mass and height. Extensions should look to the existing building as the main reference point for appearance, materials and details such ridge, verge and eave finishes, head and cills, brick coursing, dressings and quoin work. The positions and proportions of solid wall to opening of windows and doors is also important. The roof form and slope should also reflect that of the main building.

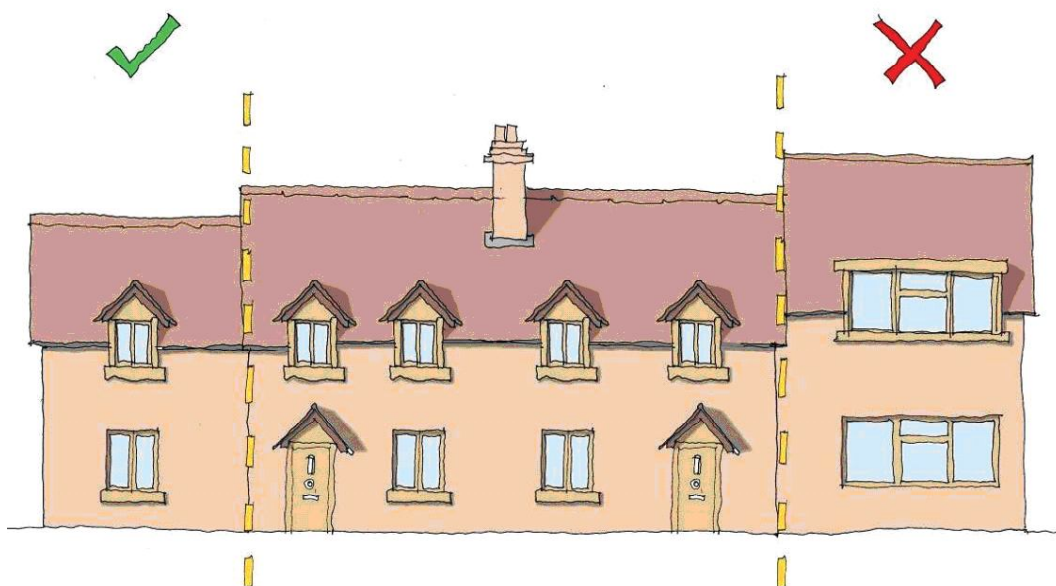
Front Extensions

5.36 Front extensions should not protrude too far forward from the main building, or be prominent in the street and should respect the common building line. Front extensions are therefore most appropriate where the building is set well back from the street, where there is a staggered building line, or in isolated countryside locations. Two storey front extensions will only be acceptable where the building is set well back from the street.

Side Extensions

5.37 It is important that the extension remains subservient to the main building, so it can be read which part of the building is the original and which is a later addition. Two storey side extensions should be set back behind the main building line. The ridge height of the extension can also be reduced to below the height of the main ridge so that the extension does not dominate the main frontage. The angle of the roof should be the same as or similar to the existing roof. Flat-roofed extensions are not normally acceptable, particularly at two storey height.

Figure 5.10: Keeping the ridge and eaves of an extension lower than the main building and maintaining the same roof pitch will help the original house maintain its dominance



- 5.38 It is important that gaps are retained between buildings. This helps form the pattern of development in an area, which in turn influences local character. Therefore, side extensions which have a negative effect on the gap between buildings should be resisted. This is particularly important for two storey extensions, which can also cause adverse effects on neighbouring properties, such as overshadowing. In general, the extension should not be closer than two metres from the boundary with neighbouring properties.

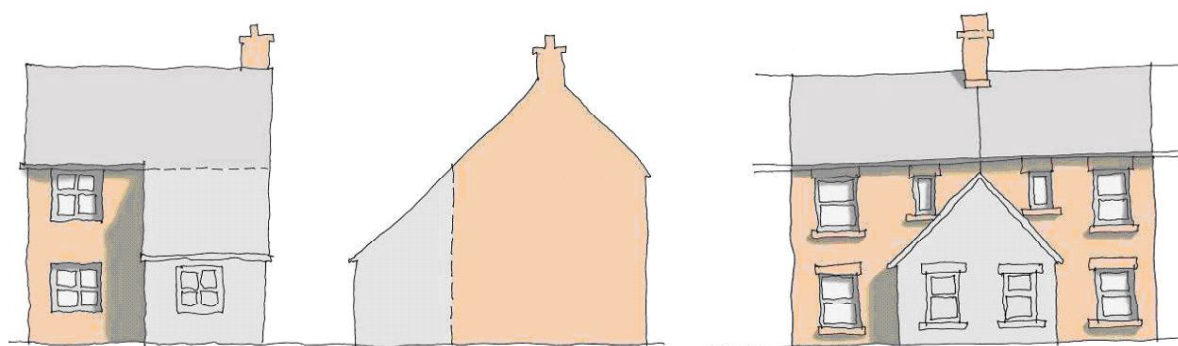
Single Storey

- 5.39 Single storey extensions, should also be more modest in scale than the main building and should not be allowed to dominate. In general flat roofs are not acceptable. The roof of the extension should mirror that of the main building, in terms of its angle, eaves detail, materials, doors and windows. There may be exceptions to this rule, providing the results do not have an adverse effect on neighbouring properties or the streetscene.
- 5.40 Again it is important to retain the gaps between buildings and a single storey extension should be in keeping with the local pattern of development, looking to immediate neighbours first. Single storey extensions should therefore be at least 1 metre from the boundary with adjacent properties.

Rear Extensions

- 5.41 Rear extensions should be sympathetic and subservient to the original design of the building. They also need to have particular regard to neighbouring properties and should not cause an adverse affect, such as overshadowing. Rear extensions should maintain a distance of 8 metres plus from the extension and rear boundary wall and 20 metres from the extension and the neighbouring property to the rear.

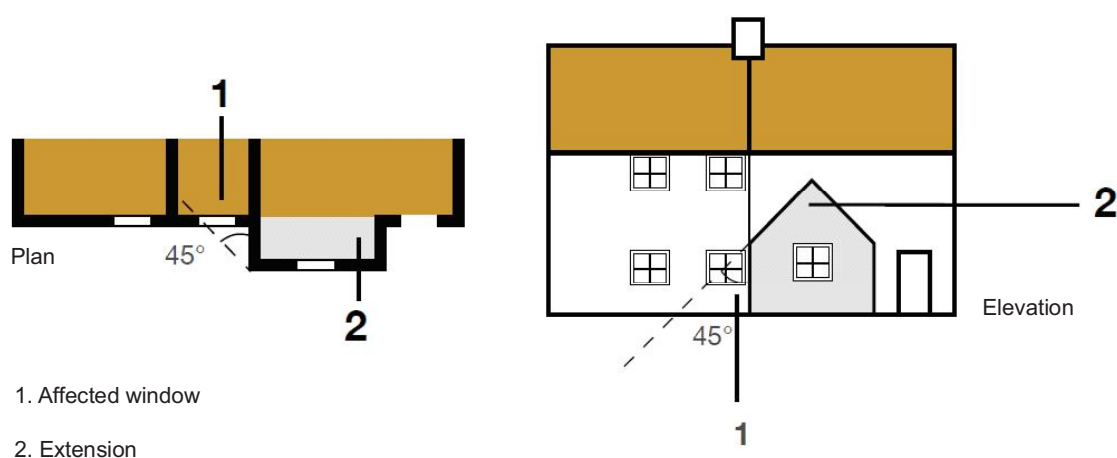
Figure 5.11: A sympathetic rear extension



- 5.42 Rear extensions should be a maximum of 3 metres from the rear wall of the existing house, providing that this does not have an adverse effect on neighbouring properties. Outside of Chichester Harbour AONB exceptions to this may be considered, providing there is no adverse effect on neighbouring properties. In general, a single storey extension should be no closer than 1 metre to neighbouring properties and 2 metres for two storey extensions.

- 5.43 The design of a rear extension should avoid the loss of light to neighbours. Obstruction of light and outlook from an existing window can be mitigated against if the extension does not result in the centre of the existing windows being within a combined plan and section 45 degree overshadowing zone.
- 5.44 To assess this, on the window wall elevation an angle is drawn diagonally down at 45 degrees from the near top corner of the proposed extension. An angle of 45 degrees is then drawn back from the end of the extension toward the window wall. If the centre of the main window of the adjoining property lies on the extension of both these lines, then the extension will probably cause a noticeable reduction in sky light received by the window.

Figure 5.12: Design of a rear extension should avoid the loss of light to neighbours



Extensions to Listed Buildings

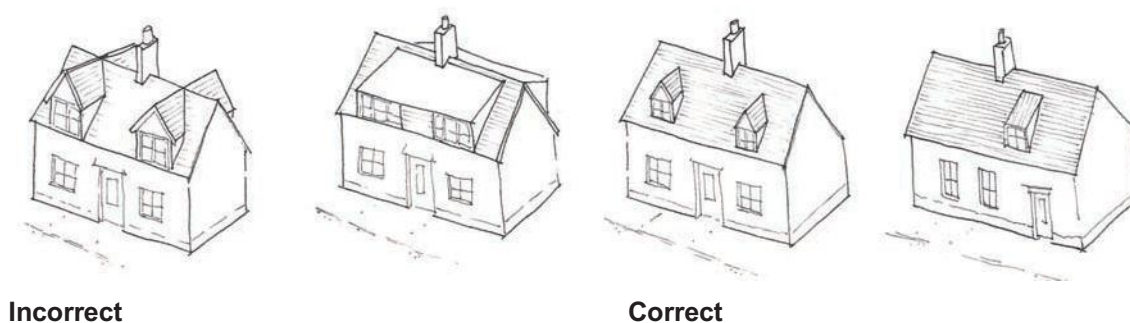
- 5.45 Extensions to listed buildings will require planning permission. The design of extensions to listed buildings requires special consideration. It is important the extension harmonises with the existing building and should not dominate, obscure or unbalance the elevation or negatively effect the historic value of the internal layout.
- 5.46 Extensions should not be placed in a position that would result in the loss of features of intrinsic merit, such as original timber framing, windows, doors, or masonry walling. Extensions to a listed building also need to consider its setting, which forms part of the statutory listing.

Dormers and Roof Lights

- 5.47 Dormers are considered an acceptable way of providing light and ventilation to existing buildings. They should be designed to sit back into the roof, back from the front line of the wall below, in from the verge and below the existing ridge line.

- 5.48 Dormers should not dominate the roof or the existing building. To help avoid this they should be the same size or preferably smaller than the windows below. Generally the dormers should have pitched roofs, with slopes in keeping with the existing roof.
- 5.49 Special consideration needs to be given to dormers in conservation areas, historic town and village centres and adjacent to listed buildings. In these instances consideration needs to be given to the local context. Dormers may not be appropriate in these instances.
- 5.50 Applicants should also explore the possibility of gaining light through windows in gable walls and rooflights. As discussed above these may not be acceptable in all instances. Rooflights on the roof fronting a street should be avoided, these should be located to the rear. New dormers, rooflights and windows should not have an adversely negative effect on the privacy of neighbours.
- 5.51 Applications for any alterations to attics will need to be assessed by the council's Building Control Department to assess whether there is adequate headroom and access.

Figure 5.13: Appropriate scale of dormers



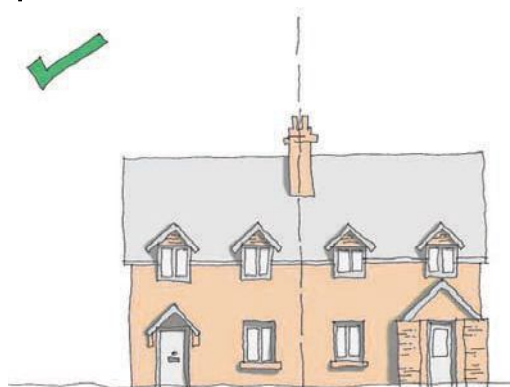
Conservatories

- 5.52 Conservatories should be in keeping with the character and material of the main building. Consideration must be given to the height, mass and location of the conservatory to prevent the addition overwhelming the building or creating an adverse effect on neighbouring properties. In general, the conservatory should be no closer than 1 metre to neighbouring properties.

Porches

- 5.53 New porches need to be carefully considered, as they hold a prominent position on a buildings main elevation and should enhance rather than detract or overwhelm. In general porches look more attractive when the front door is positioned centrally and the door is set back in a reveal. Porches should not be enclosed.

Figure 5.14: Porches and canopies should reflect the character of the original house



5.54 Applicants should look to porches on immediate neighbouring properties for influence. Where front doors of semi-detached or terraced homes are paired, the porches should be added to both or none at all.

Where else to look:



- Chichester Harbour Conservancy Design Guidance for New Dwellings and Extensions
- BRE Guidance and tables: Site Layout Planning for Daylight and Sunlight – a Guide to Good Practice published in 1991
- Havant Open Spaces Plan and PPG17 Assessment (2006)
- Lifetime Homes
- Code for Sustainable Homes Technical Guide (2010)
- Housing Corporation Disability Equality Strategy
- Havant Borough Housing SPD Draft (April 2011)
- Code for Sustainable Homes
- English Partnerships: Car parking What Works Where
- The Residential Parking and Cycle Provision SPD
- The Hampshire Parking Standards (2002)
- Manual for Streets
- Hampshire Companion Document to Manual for Streets

Havant Borough Residential Parking and Cycle Provision

SUPPLEMENTARY
PLANNING
DOCUMENT

Adopted March 2010



Cleaner, Safer,
More Prosperous





Vehicle and Cycle Parking/Storage Requirements

- 6.1 The following pages outline the requirements for the provision of vehicle and cycle parking/storage in residential development.
- 6.2 This should not be read in isolation to the full content of this supplementary planning document. For further information on parking space size and other important information please refer to pages 19-22 of this document.

Important Information – Residential Parking Schemes

Where residential parking schemes exist (i.e. residential parking permit zones), residents/occupants of new developments will not be eligible to apply to the council for permits as agreed by the council's executive on the 22 October 2008.

- 6.3 Any variance from the requirements set will need to be justified and backed up by evidence as part of the supporting information accompanying a planning application.

Older Peoples' Housing

- 6.4 Providing minimum age restrictions are enforced on developments designed for older people then it is considered acceptable and appropriate that a reduced parking requirement should apply. Typically the lifestyle and travel requirements of the occupants will result in less need for multiple vehicle ownership. For instance a one or two bedroom property, with minimum age restriction, is likely to house a single occupant or couple. A standard of one space per residential unit should be sufficient in such circumstances.

Vehicle parking provision can be provided by two means:

Allocated Parking

- 6.5 This is usually curtilage parking or parking courts where spaces are marked or belong to individual properties (i.e. parking spaces available for the use of specific properties).
- 6.6 Allocated standards are relevant for new development, change of use and domestic (household) proposals where car parking provision is provided within individual dwelling curtilages or where it will be labelled or attributed to individual properties.

Table 4 Vehicle Parking

Zone Size of dwelling	Standard	Havant town centre	Waterlooville town centre
1 Bed Unit	1 space	Max 1 space	1 space
2 Bed Unit	2 spaces	Max 1 space	1 space
3 Bed Unit	2 spaces	Max 1 space	1-2 spaces
4+ Bed Unit	3 spaces	Max 2 spaces	1-2 spaces

Shared/Communal Parking (Unallocated)

- 6.7 This is parking provision available for general use. Spaces are not owned or attributed to a specific property.
- 6.8 Parking spaces available for shared/communal use are relevant for new development and change of use proposals where parking spaces will not be marked or specifically allocated to individual properties thus allowing for flexibility of use. When calculating the overall requirement figures should be rounded up to the nearest whole number.
- 6.9 Shared parking facilities are a more flexible and efficient use of available space and accordingly enable a reduced number of spaces to be provided to meet the same demand. Shared parking could include designed-in on-street parking where privately managed on large developments.

Table 5 Shared/Communal Parking (unallocated)

Zone Size of dwelling	Standard	Havant town centre	Waterlooville town centre
1 Bed Unit	0.9 spaces	Max 0.5 spaces	0.6 spaces
2 Bed Unit	1.3 spaces	Max 0.8 spaces	1 space
3 Bed Unit	1.9 spaces	Max 1 spaces	1.4 spaces
4+ Bed Unit	2.4 spaces	Max 1.2 spaces	1.8 spaces

Table 6 Older Peoples' Housing

Zone Type of Provision	Standard	Havant town centre	Waterlooville town centre
Sheltered Housing	1 space per unit	Max 0.5 Spaces per unit	0.5 – 1 spaces per unit
	Age restriction conditions or legal undertakings may be appropriate to define the age of occupants. Mobility vehicle storage provision may also be required in addition to cycle long and short stay provision (see Table 7).		
Nursing and Rest Homes	1 space per 4 residents and 1 space per staff and 1 long stay cycle space per 6 staff and 1 loop/hoop per 4 units	1 space per 8 residents and 0.5-1 space per staff and 1 long stay cycle space per 3 staff and 1 loop/hoop per 2 units	1 space per 6 residents and 1space per staff and 1 long stay cycle space per 4 staff and 1 loop/hoop per 3 units
	The resulting level of parking would allow flexibility for visitors, visiting health care professionals, ambulances, etc. As staff are likely to operate over a 24 hour period the calculation based on the number of staff should be based on the number typically present on the site at any one time. Information to support this should be submitted with any planning application.		

Table 7 Cycle Parking/Storage Provision

Size of dwelling	Long stay	Short Stay
1 Bed Unit	1 space per unit	1 loop/hoop per unit
2 Bed Unit	2 spaces per unit	1 loop/hoop per unit
3 Bed Unit	2 spaces per unit	1 loop/hoop per unit
4+ Bed Unit	2 spaces per unit	1 loop/hoop per unit

6.10 For large flatted developments a reduction in the cycle parking/storage provision standards may be acceptable.



Other Information

What is a Bedroom?

- 7.1 Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). If a room is labelled as a study then it will still count as a bedroom providing it can reasonably be used as such. This is taking into account all potential uses of the room beyond any immediate potential occupants.
- 7.2 Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered on a common sense approach.

Car Parking Space Size and Arrangement

- 7.3 An individual car parking space should measure **2.4m in width by 4.8m in length**. Space should also be provided for car doors to be opened and car boots to be accessed or garage doors to be opened.
- 7.4 In addition to this it may be appropriate to provide space for turning facilities on site to allow vehicles to both enter and leave a site in a forward gear. This may be insisted upon where vehicles reversing from or onto the highway would be likely to give rise to highway safety implications.

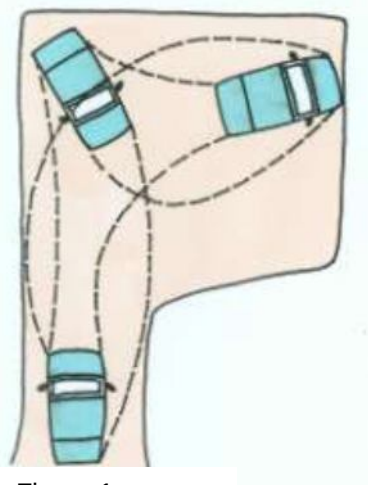


Figure 1

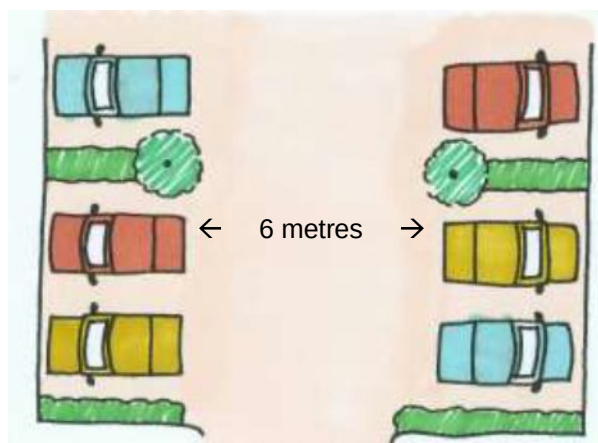


Figure 2

- 7.5 On car parking courts/areas sufficient space should be provided to allow vehicles to reverse. 6 metres between sets of spaces is normally sufficient for this purpose.

Garages and Car Ports

- 7.6 A single garage/car port should measure **3m in width by 6m in length** internally and a double garage/car port **6m by 6m** internally. This will allow room for a modern car to be parked and still allow room for access down the side of the vehicle. The length is to allow room for storage (a typical use of a garage), particularly for cycles.
- 7.7 A reduced size of garage/car port is unlikely to count as a vehicle parking space as it is unlikely to provide sufficient space for a modern vehicle and/or some storage space.

Tandem Parking

- 7.8 Tandem parking (i.e. one car behind another) will be acceptable for individual properties. However, only one space behind the other will be acceptable - including garage parking provision.

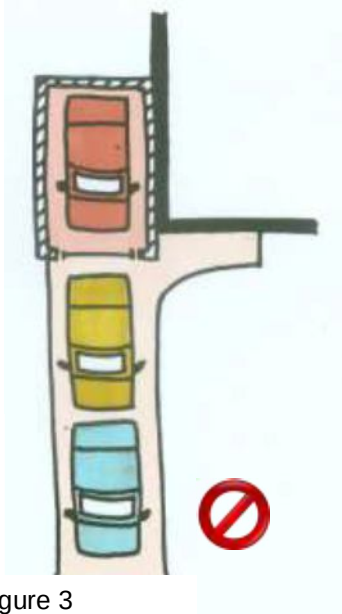


Figure 3

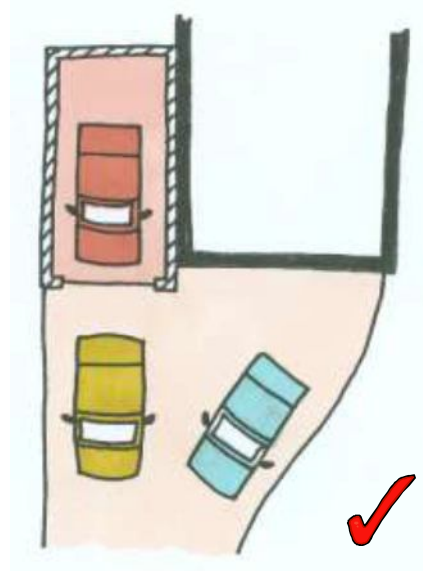


Figure 4

Storage for Bicycles

- 7.9 All properties should be provided with cycle storage facilities. Should a garage meeting the standards referred to above be provided for a residential property then it is possible that no further external storage facility will be insisted on for that property.
- 7.10 Secure and weatherproof cycle storage provision should be provided for flats in appropriate, easily accessible locations, incorporating good design principles.

External or Communal Bicycle Storage

- 7.11 Cycle parking (including that for visitors) should not be provided in units that allow only the front wheel to be secured.

Visitor Parking/Cycle Storage

- 7.12 With the exception of very small developments visitor parking will normally need to be considered and incorporated within a planning proposal. Visitor parking shall be unallocated and individual site circumstances will be considered to ascertain whether on-site visitor parking would be required.

Disabled Parking

- 7.13 On large residential developments suitable parking spaces should be provided for people with disabilities.

Crime Reduction

- 7.14 There are various elements of personal and vehicle safety to take into account when considering parking on residential development. The first is the safety of users, or the perceived safety of users, and this concerns matters such as sufficient lighting, distance between the parking facility and the property and other matters such as

Michelle Houghton

From: Highways Transport East <highways-transport.east@hants.gov.uk>
Sent: 03 September 2015 15:30
To: oliver@valesouthern.co.uk
Cc: claire.moody@dft.gsi.gov.uk; Peter Marshall; Richard Nash
Subject: (21175645) Objection to proposed stopping up of highway at 50 SOUTHFIELD WALK, HAVANT, (NATTRAN/SE/S247/1980)
Attachments: PTL1900 - 02 Plans and Elevations - Rev A.PDF

Dear Oliver, I refer to your plan (attached). In order to mirror the existing properties (where the highway boundary touches the front of the garages) 1.8m to the front and side of the plot will have to be retained as highway and made up into footway or vehicular access where appropriate, this means it cannot become part of the development as private driveway.

Moreover having established that 1.8m must be retained as highway all around the carriageway perimeter of the plot, I must defer the detail of the development plans to the planning application process.

Andrew Wood
Area Principal Engineer
Hampshire County Highways (North and East)
Petersfield Depot
Borough Road
Petersfield
GU32 3ND
Tel: 0300 555 1388 (Hantsdirect)
E-mail: roads@hants.gov.uk
Web: www.hants.gov.uk/highways
[Copyright](#) Hampshire County Council 2004 [Disclaimer](#) [Privacy Statement](#)