

13

APPENDICES

OUR
**LOCAL
PLAN**
2021-2040



APPENDIX A: BACKGROUND INFORMATION

Why are we reviewing the Local Plan?

The existing Local Plan is made up of a number of documents:

- The Joint Core Strategy 2014 (which includes the South Downs National Park)
- Housing and Employment Allocations 2016
- The Local Plan Second Review 2006 (Saved Policies)

These documents are ageing and need to be updated. There is also a legal requirement for Local Plans to be reviewed every five years. The new Local Plan, once adopted, will replace them all and condense into one document.

The South Downs National Park adopted its own Local Plan in 2019.

Until the new Local Plan is adopted, the weight that can be attached to the existing Local Plan policies and to policies that emerge as part of this new Local Plan, will be dependent on a number of factors, including:

- the existing and proposed policy's consistency with national policy; and
- the level of support or objection to proposed policies and the stage that it is at within the adoption process.

What evidence supports the new Local Plan so far?

As well as consulting, the Local Planning Authority has been, and is, undertaking a number of studies to provide evidence for developing the Local Plan's strategy and policies. Key evidence to support the new Local Plan to this point includes:

- East Hampshire Land Availability Assessment 2023
- Five Year Housing Supply Position Statement 2023
- Windfall Allowance 2023
- East Hampshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2020
- Housing and Economic Development Needs Assessment (HEDNA) 2022
- East Hampshire Level 1 Strategic Flood Risk Assessment 2022 and sequential test (2023)
- East Hampshire Strategic Flood Risk Assessment Level 2 – Exception Tests 2023
- Emerging Infrastructure Plan 2024
- Viability Study 2024
- Integrated Impact Assessment 2024
- Habitats Regulations Assessment of East Hampshire's Regulations 18 Local Plan
- East Hampshire Retail and Main Town Centre Uses Study update 2023
- East Hampshire Neighbourhood Character Study 2018
- Accessibility Study 2023
- Consultation Statement 2024
- Employment Land Review update 2023
- Settlement Policy Boundary Review 2024
- Green Infrastructure Strategy 2019
- Landscape Capacity Study 2018 and Addendum (2022)
- Climate Emergency Evidence 2024

Further evidence will be published to support further iterations of the new Local Plan and aid the Examination process.

Integrated Impact Assessment (IIA) incorporating: Sustainability Appraisal, Strategic Environmental Impact Assessment, Health Impact and Equalities Assessment

IIA combines these processes to allow for a single appraisal to be carried out by integrating the requirements of SEA, HIA and EqIA into the SA process. The integrated assessment approach avoids the need to undertake and report on separate assessments, seeks to reduce any duplication of assessment work and benefits from a shared understanding of the outputs to inform the Local Plan's development.

The Local Planning Authority is legally required to carry out an appraisal of the sustainability of all proposals. This assesses how the Plan will encourage sustainable development, by contributing to our economic, social and environmental objectives. In addition, as part of its commitment to improving the outcomes of its planning policies for its residents and visitors, the Local Planning Authority is also assessing the health and equalities impact of the Local Plan.

Habitat Regulations Assessment

The Local Planning Authority is also required to carry out a Habitat Regulations Assessment to protect internationally important sites.

How will the new Local Plan affect and support Neighbourhood Plans?

A number of neighbourhood planning groups in the Local Plan Area have either 'made' (Alton, Four Marks and Medstead, Beech, Bentley, Ropley, and Rowlands Castle) or are preparing neighbourhood plans (Bramshott and Liphook, and Bentworth). Neighbourhood plans must be in line with the strategic policies of the adopted Local Plan. Once 'made' neighbourhood plan policies form part of the development plan used when determining planning applications.

As the Plan moves forward, the current neighbourhood plans may need to be reviewed to bring them in line with the new Local Plan. Alton Neighbourhood Plan is currently being reviewed with a view to complimenting the emerging Local Plan including identifying sites for development.

As part of the Local Plan review process, the Local Planning Authority will support neighbourhood planning groups and discuss potential changes.

What are the next steps?

All representations received to this consultation will be considered, grouped, summarised and published for information. Taking account of the consultation responses and further evidence work, we will prepare and publish a Proposed Submission Local Plan (Regulation 19) for consultation. This is the Local Plan which the Local Planning Authority ideally wants to adopt.

This will also be consulted upon for at least six weeks and comments at that stage must only relate to the Local Plan's 'soundness' and legal compliance.

At that stage, the Local Planning Authority will consider representations and then decide whether it should make any further amendments to the Local Plan. All representations and any proposed further amendments to the Local Plan will be submitted to the Secretary of State for examination by an independent planning inspector. The inspector will determine if the submitted Local Plan meets the required legal and procedural requirements, and when judged against national planning policy requirements the strategy and policies are 'sound'. If the Plan is found sound, the Local Planning Authority will then adopt it.

The full timetable for preparation of the Local Plan can be viewed on the Council's [website](#).

The Plan Period

The Plan needs to focus on a defined period of time. The NPPF suggests Local Plans should be drawn up over an appropriate time scale, preferably 15 years from adoption. The plan period for the new Local Plan has therefore been set as 2021 to 2040. This allows for some flexibility.

Bringing together Local Plan Documents

The East Hampshire Local Plan currently comprises three documents:

- The Joint Core Strategy 2014 (which includes the South Downs National Park)
- Housing and Employment Allocations 2016
- The Local Plan Second Review 2006 (Saved Policies)

The Development Plan, which the Local Plan forms a part of, also includes the Hampshire Minerals and Waste Plan adopted in 2013 and several made Neighbourhood Plans. The Minerals and Waste Plan is not the responsibility of East Hampshire District Local Planning Authority, this lies with Hampshire County Council as the Mineral and Waste Authority. Neighbourhood Plans are not for the Local Planning Authority to review; this is the responsibility of neighbourhood planning groups.

In terms of reducing confusion around the multiplicity of plans, the review process provides the opportunity to tie all Local Plans together in a single document.

A key benefit of bringing together the spatial strategy and the site allocations into one document is to make it very clear to landowners and developers where new development will be accepted and where it won't. It is important that future growth in the local area is truly plan-led to avoid large-scale speculative development.

The Duty to Co-operate

The Local Plan must be prepared in accordance with the Duty to Cooperate. This sets a legal duty for the Local Planning Authority and other public bodies. They must engage constructively, actively and on an ongoing basis on planning issues which affect more than one local planning authority.

There is a requirement for local planning authorities in association with the Duty to Cooperate to produce Statements of Common Ground at each stage of the Local Plan process. These set out what authorities do and don't agree on in relation to strategic cross boundary issues.

East Hampshire District Local Planning Authority continues to work with, neighbouring local planning authorities (Waverley Borough Council, Winchester City Council, Hart District Council, Basingstoke Borough Council, Havant Borough Council and the South Downs National Park Authority), Hampshire County Council, statutory advisory bodies (the Environment Agency, Natural England and Historic England) and other infrastructure providers to ensure that the Local Plan addresses cross-boundary issues and reflects wider strategic priorities, including considering any needs that cannot be met in adjoining areas. The Local Planning Authority continues to consult with residents and businesses, including working with neighbourhood planning groups.

Implementing the Local Plan Policies

It is important to appreciate that the Local Plan should be read as a whole. The individual policies and proposals must not be considered in isolation from each other. Often several different policies will be applicable to a single development proposal. In reaching decisions on planning applications, the Local Planning Authority and others involved in decision-making will consider all the relevant plan policies, together with other material considerations to reach a decision based on a planning balance.

For this reason, cross referencing of policies in the Local Plan is considered unnecessary and inappropriate. The repetition of standard planning criteria in every policy has similarly been avoided.

APPENDIX B: ABBREVIATIONS AND GLOSSARY

Abbreviations

AONB – Area of Outstanding Natural Beauty

BNG – Biodiversity Net Gain

CIL - Community Infrastructure Levy

EHDC – East Hampshire District Council

HCC – Hampshire County Council

HRA- Habitats Regulations Assessment

HEDNA – Housing and Economic Development Needs Assessment

ICB/ICS - Integrated Care Board/ Integrated Care System

LPA – Local Planning Authority

NPPF – National Planning Policy Framework

ONS – Office for National Statistics

PfSH – Partnership for South Hampshire

PPG – National Planning Practice Guidance

SAC – Special Area of Conservation

SANG – Suitable Alternative Natural Greenspace

SDNP – South Downs National Park

SoCG – Statements of Common Ground

SPA – Special Protection Area

Glossary

Accessibility: The ability of people to move around an area and reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Affordable housing: (*taken from NPPF 2023*) Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Ageing Population: This occurs when the median age of a region rises and a rise in the proportion of the population that is elderly. This happens because of rising life expectancy and/or declining birth rates and migration patterns, e.g. out-migration of younger people and families and in-migration of elderly people to the area.

Ancient Woodland: An area that has been wooded continuously since at least 1600 AD.

Appropriate Assessment: (Or Habitats Regulations Assessment) Tests whether a plan or a project is likely to have a significant negative impact on any Internationally Designated site.

Avoid (biodiversity): Ensuring that negative impacts do not occur as a result of planning decisions by, for example, locating development away from areas of ecological interest.

Biodiversity: The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Brownfield land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Buffer Zone: An area of land separating certain types of development from adjoining sensitive land uses.

Care homes: A care home is a residential setting where a number of people live, usually in single rooms, and have access to on-site care services. A home registered as a care home will provide personal care - help with washing, dressing and giving medication.

Climate Change: Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Contemporary climate change has been unequivocally linked to human activity, including fossil fuel consumption.

Climate Change Adaption: Adjustments to natural or human systems in response to the actual or expected impacts of climate change, to moderate harm or exploit beneficial opportunities.

Climate Change Mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions (such as carbon dioxide).

Climate Emergency: a situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it.

Community: A group of people living in a particular local area.

Community Infrastructure Levy (CIL): A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Decentralised energy: Local energy that is generated off the main energy grid. It is usually but not always on a relatively small scale, encompassing a diverse range of renewable or low-carbon technologies.

Design Code: A set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such as a masterplan or other design and development framework for a site or area.

Design Guide: A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority with a view to retaining local distinctiveness.

Development Strategy: an expression as to how development will be planned for across the district, in terms of scale and location.

Duty to Cooperate: the means for ensuring that strategic planning issues that are likely to have an impact beyond immediate local plan areas are addressed appropriately with the relevant partners (e.g., neighbouring Local Authorities), to maximise the effectiveness of policy and plan-making.

Ecological Network: These link sites of biodiversity importance.

European site: Protects certain species of plants and animals. Relates to Special Areas of Conservation, Special Protection Areas and Ramsar sites. All form part of the national site network (formally known as Natura 2000 sites).

Evidence Base: Information gathered by a Local Planning Authority to support the Local Plan and other Development Plan Documents.

Extra Care Housing: This describes a range of developments that comprise self-contained homes which have been designed, built or adapted to facilitate the care and support needs that its owner/tenants may have now or in the future, with access to care and support twenty-four hours a day either on site or by call. It is also known as 'very sheltered housing', 'housing with care', 'assisted living' and 'close care'.

Green Corridor / Wildlife Corridor: Linear natural infrastructure, such as trees and plants, that link up other green and open spaces to form a green network. These networks provide both ecological services, such as habitats and resources for wildlife; whilst also providing services to populations such as connecting to the national cycle network, town and city centres, places of employment and community facilities through the provision of sustainable and active transport routes and open spaces.

Greenhouse Gas Emissions: emissions that contribute to climate change as a result of their tendency to trap heat in the atmosphere. These arise from natural processes, but since the industrial revolution, large increases have been associated with human activities such as the burning of fossil fuels.

Green Infrastructure (GI): A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitat: Place where an organism or a community of organisms live, including all living and non-living factors and conditions of the surrounding environment.

Habitats Regulation Assessment: Also known as an Appropriate Assessment. Used to assess the impacts of proposals and land-use plans against the conservation objectives of an Internationally Designated site and to ascertain whether it would adversely affect the integrity of that site.

Harm (Biodiversity): Any impact, direct or indirect, that may have an adverse effect on a biodiversity interest.

Housing mix: A mix of homes of different types, sizes and tenures to support the requirements of a range of household sizes, ages and incomes. Different house types include detached houses, semi-detached houses, terraced houses, flats and bungalows.

Infrastructure: Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

Integrated Care Board (ICB): A statutory NHS organisation responsible for developing a plan for meeting the health needs of the population, managing the NHS budget and arranging for the provision of health services in the ICS area. The establishment of ICBs resulted in clinical commissioning groups (CCGs) being closed down.

Local Development Scheme: A project plan which sets out the timetable for the production of new or revised development plan documents which will form the Council's Local Development Plan.

Local Housing Need: Housing requirements generated by the indigenous population rather than by in-migration.

Local Plan: The plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.

Local Planning Authority (LPA): The public authority whose duty it is to carry out specific planning functions for a particular area.

Living Locally: This is the concept of being able to access, by walking or cycling, facilities you may need on a daily basis such as the local primary school or shop.

Market Housing: Private housing for rent or for sale, where the price is set in the open market.

Mitigate (Biodiversity): Mitigation encompasses a suite of practices, ranging from planned avoidance of impacts to creation of new natural habitats. Measures to mitigate are ones taken which reduce negative impacts.

National Park: The statutory purposes of national parks are to conserve and enhance their natural beauty, wildlife and cultural heritage and to promote opportunities for public understanding and enjoyment of their special qualities. National parks are designated by Natural England, subject to confirmation by the Secretary of State under the National Parks and Access to the Countryside Act 1949.

National Planning Policy Framework (NPPF): The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

National Planning Practice Guidance (NPPG): The planning practice guidance supports the framework.

Neighbourhood Plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Net Gain (Biodiversity Net Gain (BNG)): Is an approach to development which leaves biodiversity in a measurably better state than prior to development.

Net-zero carbon development (including net-zero carbon homes): new development that does not directly result in an increase to greenhouse gas (principally carbon dioxide) emissions when these are calculated in accordance with an agreed methodology. Wherever practicable, any increases in emissions that would be associated with a building during its lifetime – such as by its construction, or subsequently through its use – would be overcome by considering its location, design, layout and/or the use of renewable or low carbon energy.

Older people: People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

People with disabilities: People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Previously developed land: See 'Brownfield land'

Priority Habitats and Species: Priority habitats and species: Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Protected and Notable Species: Plants and animal species afforded protection under certain Acts and Regulations.

Public Open Space: Urban space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

Ramsar Sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Registered Providers: Registered Providers are government funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, they undertake a landlord function by maintaining properties and collecting rent.

Renewable and Low Carbon Energy: renewable energy is energy that is obtained from sources that are constantly renewed through natural processes. Examples of renewable energy sources include wind, solar and geothermal power, which may be used for heating and cooling, as well as for generating electricity. Low carbon energy technologies are those that can help to reduce emissions compared to conventional use of fossil fuels.

Section 106 Agreement/Obligation: A section 106 (S106) agreement is a legally binding agreement or “planning obligation” between a local planning authority and a property owner. The purpose of a S106 agreement is to mitigate the impact of the development on the local community and infrastructure.

Settlement: A settlement typically consists of a village, comprised of more than a group of houses, or farmstead, including at least one service or facility, such as a village hall, public house or school.

Settlement Hierarchy: this is when settlements are assessed in accordance with their level of facilities and how accessible these are to determine their functionality and relationship with each other. A hierarchy typically ranks settlements with the most favourable provision of services, facilities and accessibility at the top of the list and uses this list to determine an appropriate growth strategy.

Special Area of Conservation (SAC): European designated sites identified as being of importance for a variety of wild animals, plants and habitats.

Special Protection Area (SPA): Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Site of Importance for Nature Conservation (SINC): Non-statutory sites of critical importance for nature conservation which have been identified because their flora and fauna are of County or Regional wildlife value.

Spatial Vision: A brief description of how the area will be changed at the end of a plan period.

Special Needs Housing/ Specialist Housing: Housing to meet the needs of groups of people who may be disadvantaged, such as the elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes and houseboats.

Standard Method: this is the means of calculating local housing need for a district by applying a set formula as prescribed in government guidance, using published data sources.

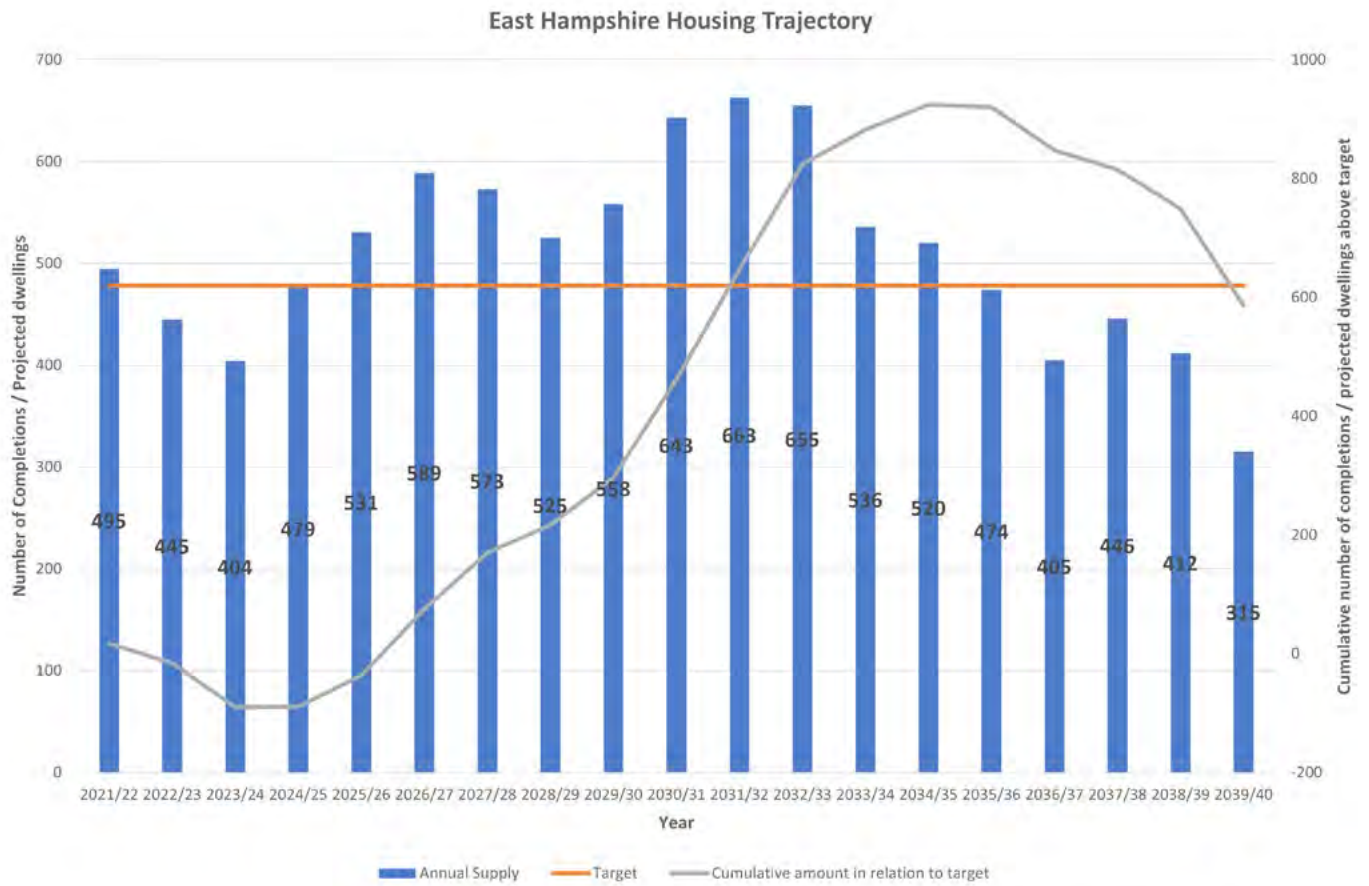
Strategic Environmental Assessment (SEA): A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Suitable Alternative Natural Greenspace (SANG): Provide alternative green space to divert visitors from visiting a Special Protection Area (for example, the Wealden Heaths Phase II Special Protection Area). SANG is intended to provide avoidance measures for the potential impact of residential development on an SPA by preventing an increase in visitor pressure on the SPA.

Sustainability Appraisal (SA): Sustainability Appraisal is a tool used to appraise planning policy documents in order to promote sustainable development. Social, environmental and economic aspects are all taken into consideration. Sustainability Appraisal is a compulsory requirement under the 2004 Planning and Compulsory Purchase Act and the 2001/42/EEC European Directive.

Travellers: see [national planning policy](#) for the full definition of travellers and travelling showpeople.

APPENDIX C: HOUSING TRAJECTORY



APPENDIX D: GUIDANCE ON MARKETING REQUIREMENTS

1. Introduction

The guidance provides clarification on the marketing and economic viability evidence that would be required from applicants proposing schemes that would result in the loss of certain uses.

Its purpose is to support applicants, agents and developers so that they can provide the Council with all the information it needs to determine applications for a change of use of certain buildings, sites or land. The requirement to demonstrate that a site has been effectively marketed before a change can be considered is found within the following policies:

Chapter 08 : Delivering Green Connections

Policy DCG4 : Protection of community facilities

Chapter 10 : Supporting the Local Economy

Policy E3 : Maintaining and improving employment floorspace

Policy E4 : Retention, provision and enhancement of tourism uses

Chapter 11 : Development Management Policies

Policy DM3: Conservation areas

Policy DM16: Self and custom housebuilding

Policy DM24: Alton town centre primary shopping frontage

2. Marketing information required from applicants

A marketing report should be submitted with the planning application. This should set out the details of the marketing that has been undertaken for a minimum of 12 months in all cases and demonstrate that there is no market demand for the premises in their current use or any use within the same category as expressed in the policy. This exercise should take account of the following points:

- a. Vacant or under-used premises or sites should be continuously marketed under their existing use, or a use in the same category. The marketing period must have ended on a date no more than nine months before the date the planning application was submitted. In some cases, a longer period of marketing may be required in order to provide sufficient evidence that demand is lacking. The advice of the Local Planning Authority should be sought prior to the commencement of any marketing campaign to ascertain the extent of marketing required.
- b. Where premises are in poor condition or have been partially demolished, the site should also be marketed for the potential redevelopment to reflect the existing use, or for equivalent uses within the relevant category (subject to the policy requirements of the Local Plan).
- c. The marketing should target potential occupiers with a variety of means. Dated copies of all sales literature, and in the case of marketing boards, dated photographs, will be required in the marketing report in order to demonstrate a sustained

- Property details made available through a minimum of one local, professionally accredited commercial agent with a specialism in the relevant type of use. The property details (particulars) should as a minimum detail:
 - i. The type and size of the property/site;
 - ii. Address and location information; and
 - iii. Leasehold rent and/or freehold sale.
 - A copy of the dated letter of instruction to the commercial agent and dated copies of the agent's property details should be included in the marketing report.
 - On-site/premises marketing boards (unless within a Conservation Area), of an appropriate quality, size, scale, location and number, in place throughout the period in which the property is being marketed.
 - Web-based marketing through a prominent location on the appointed commercial agent's website and other relevant search engines, such as Estates Gazette Interactive at www.egi.co.uk. Depending on the type of premises being marketed, marketing through the website of a national estate agent may also be required.
 - Advertising within relevant publications, such as the Estates Gazette, local press, appropriate trade magazines / journals and trade websites, and any publications produced by local business networks and support agencies.
- d. The premises and/or site should be marketed at a price and associated terms that are commensurate with market values for the existing use, based on evidence from recent and comparable transactions and deals. Where possible, at least three examples should be provided of completed transactions involving a similar site or premises and similar terms within the local area, preferably within the last twelve months, or written evidence from an independent qualified valuer on the market values in the local area. All information about price and terms should be provided in a format that enables easy comparison, using equivalent and comparable expressions of price per unit of floorspace. Where the price changed during the period of the marketing campaign, the reasons for this should be recorded and included in the marketing report.
- e. Where premises are marketed for lease, the length of lease offered should not be unduly restrictive and should include the potential for a short-term lease in appropriate cases. Details of the lease terms offered should be included in the marketing report, along with any changes made to the terms offered during the period of the marketing campaign and the reasons for this.
- f. The marketing exercise should reflect the existing use of the premises or business in its entirety, and not to parts of it. For example, the buildings should not be marketed separately to the accompanying car park.
- g. The marketing agent should keep a log of enquiries throughout the period of the marketing campaign. This should record the date and nature of the enquiry (such as the type of business enquiring), how the enquirer found out about the premises, whether the enquiry resulted in a site visit, and the reasons given for not progressing

- h. Where the flow of enquiries has been limited or is decreasing during the period of marketing, the marketing report should explain any measures taken to refresh the marketing campaign. It is reasonable that other equivalent uses within the same category may also be explored. In circumstances where proposals do not fully meet relevant guidance it will be for developers to demonstrate through their marketing report that their marketing campaign was sufficiently wide-ranging, of adequate length that the asking price and terms were realistic and that specialists appropriate to the type of use were engaged.

It should not be assumed that any lack of potential market interest in the property for its existing use would automatically result in a favourable consideration of an application for non-compliant use.

If the Local Planning Authority is not satisfied that the above requirements have been met, then it may require additional marketing before the proposal can be considered acceptable.

3. Financial viability information required from applicants

This guidance relates only to the loss of the uses as listed in the policies above. The applicant will need to demonstrate that it would be unviable to continue with the site in its current use or one that is equivalent. It does not relate to demonstrating the viability or otherwise of new types of uses, when taking into account planning obligations such as, for example, affordable housing. The viability of new uses should, where necessary, be considered separately. However, evidence of existing or equivalent alternative uses being unviable will inform the existing land value, and may therefore be material in considering the viability of any new use.

The Local Planning Authority will therefore require a financial viability appraisal that clearly demonstrates that the retention of the site (in full or in part) for its current use, or one that is equivalent, is not financially viable. It is important to note that the Local Planning Authority will appoint a third party, at the cost of the applicant, to assess the evidence submitted as necessary.

The financial viability appraisal should include (but is not limited to) the following information:

- a) A valuation of the site in its existing use (ignoring the 'hope value' of alternative uses). The Local Planning Authority may seek an independent valuation of the site, with the cost to be met by the applicant;
- b) For commercial community facilities, at least the last three years of accounts for the business;
- c) The total cost of development or redevelopment of the site for equivalent uses;
- d) Information / evidence to support rents, sales values, capital values and rental yields adopted for the appraisal;
- e) Sensitivity testing to support the robustness of the report conclusions against changing market conditions; and
- f) Evidence to illustrate that it would not be economically viable to retain the building or site for its existing or any other equivalent use;

The Local Planning Authority will require evidence that demonstrates that the business or facility has been operated positively. Proposals for loss must not be based solely on the needs of the current owner/tenant or their chosen business model. Applicants will need to look at the full range of potential uses or ways of operating a business or facility within its existing use category or other use categories that would be suitable in policy terms, to demonstrate that it is not workable in the long term. This includes the potential of the site for additional complementary developments that could make the business more viable, for example, the conversion of public house outbuildings to visitor accommodation. The viability appraisal should, where relevant, include consideration of the potential for grant funding from public or charitable bodies to support uses on the site that are appropriate in policy terms.

4. Evidence of need (community uses)

Developers are required to carry out an assessment of the needs of the local community for community facilities to show that the existing premises is no longer needed for the community use, and whether adequate alternative provision is available in the area to meet the needs of residents, workers and visitors.

Any alternative facilities proposed as meeting the need must be accessible, inclusive and available without causing unreasonable reduction or shortfall in the local service provision. The presence of another facility within the same category in the vicinity will not in itself be enough to meet this requirement; it must be demonstrated that the alternative facility caters, or can be reasonably expected to cater, for the same community need as that served by the facility whose loss is proposed.

If alternative facilities as described above are not proposed, the Local Planning Authority will also require clear evidence that the facility is under-used, in terms of the number of people using it relative to its size and facilities, and in terms of the frequency and intensity of its use. Furthermore, evidence will be required that it has seen a significant decline in its use over a sustained period. This will however be considered against any removal or diminution of facilities or services during this same period which may itself have caused the fall in its use.

APPENDIX E: PROPOSED QUANTITY AND ACCESSIBILITY STANDARDS FOR OPEN SPACE

Typology	Proposed Quantity Standard	Proposed Accessibility Standard	Justification
Parks and gardens	1.03 ha/1000 head of population	<ul style="list-style-type: none"> • Sub-Regional – 3.2km • Local – 400m 	<p>This is the current provision of publicly accessible Local Parks and Gardens in East Hampshire based on 2017 population data. Queen Elizabeth and Staunton Country Park have been excluded from the 1.02 ha/1,000 head of population standard, whilst these sites have been allocated park and garden as a typology, these strategic sites contain large sections of land managed as natural and semi-natural landscapes. Inclusion of these sites in the provision standard would significantly increase the provision standard, making the standard unachievable in the East Hampshire context.</p> <p>Open spaces which are not accessible to the public have not been included within this calculation.</p> <p>Setting the standard at this level of provision will ensure that provision should not fall below the existing quantity per 1,000 head of population as the population grows.</p>
Natural and semi-natural green space	1.8 ha/1000 head of population	<ul style="list-style-type: none"> • Sub-Regional 3.2km • District – 1.2km • Local – 400m 	Based on the Fields in Trust standard.
Green corridor	N/A	N/A	
Amenity green space	0.31 ha /1000 head of population	400m	This is the current provision of publicly accessible allotments in East Hampshire based on 2017 population.

Typology	Proposed Quantity Standard	Proposed Accessibility Standard	Justification
Allotments	0.1 ha/1000 head of population	1.2km	This is the current provision of publicly accessible amenity green space in East Hampshire based on 2017 population.
Churchyard or cemetery	N/A	N/A	
Provision for children	0.53 sites per 1000 head of population	480m	<p>This is based on the current provision of play spaces in East Hampshire.</p> <p>Setting the standard at this level of provision will ensure that provision should (as a minimum) not fall below the existing quantity per 1000 head of population as the population grows.</p> <p>Guided by the Fields in Trust guidance for Outdoor Sport and Play – Beyond the Six Acre Standard.</p>
Provision for young people	0.27 sites per 1000 head of population	600m	<p>This is based on the current provision of play spaces in East Hampshire.</p> <p>Setting the standard at this level of provision will ensure that provision should (as a minimum) not fall below the existing quantity per 1000 head of population as the population grows.</p> <p>Guided by the Fields in Trust guidance for Outdoor Sport and Play – Beyond the Six Acre Standard.</p>
Quantity standard for all open space	3.24 ha/1000 head of population		

APPENDIX F: VEHICLE PARKING STANDARDS

1. Introduction

This Appendix sets out the minimum off-street vehicle parking standards that will apply to new developments. It is recognised that the failure to provide adequate parking can lead to local disruption or conflict, and be to the visual detriment of otherwise well planned and designed developments. However, too much parking can result in poor design and harsh urban landscapes, and lessen the amount of open space / green infrastructure. This Appendix should be read in conjunction with Policy DGC2.

The Local Planning Authority is committed to enabling the residents of new development to choose the more sustainable options of walking, cycling or public transport to access local facilities and services, rather than relying on the private car for all journey purposes. However, East Hampshire is a rural district, where facilities and services are limited or may be dispersed over large distances, and where public transport options can be limited.

This makes it easier to understand why households in East Hampshire have high levels of multiple car ownership compared to the national averages, and why residents tend to commute further and more often by cars or vans for work purposes (source: 2021 Census). Whilst the Government is committed to decarbonising all forms of transport, including by increasing walking and cycling and the use of public transport; in a rural district such as East Hampshire, residents will still rely heavily on the private car for personal travel.

One of the most important changes during the plan period will be the replacement of petrol and diesel vehicles with zero-emissions vehicles, such as electric cars and vans. As noted through the Local Planning Authority's *East Hampshire Net Zero Evidence Base Study* (Ricardo AEA Ltd, January 2023), the transition to electric vehicles will be crucial for reducing transport-related greenhouse gas emissions associated with new development. Nevertheless, this transition will not change the need for vehicle parking.

The parking standards of the following tables are minimum requirements for new development proposals. They seek to ensure that appropriate parking is provided, including for bicycles, relative to the nature and scale of the proposed development. Any uses not specifically described in the tables will be considered on a case by case basis. Following the standards, guidance is provided on the circumstances in which 'lower than standard' levels of car parking may be acceptable for residential development. Further guidance is also provided on how vehicle parking can be designed to help tackle the climate emergency, offering an efficient use of land and an attractive public realm.

2. Parking Standards

Size of dwelling (gross)	Minimum Car Parking Requirements		Minimum Cycle Parking Requirement		Minimum Requirement for Electric Vehicles (taking account of Part S (2021 edition) of the Building Regulations)
	Long stay (resident)	Short stay (visitor)	Long stay (resident)	Short stay (visitor)	
1 bed dwelling	1 space per dwelling	1 space per 5 dwellings	1 space per dwelling	Visitor cycle spaces will be expected at 10% of the long stay cycle spaces in developments of 5 homes or more.	<p>All new residential development should provide external wall-mounted electric vehicle charging points for each dwelling that is to have a private drive or garage.</p> <p>For dwellings served by parking courts or streetside parking, an electric vehicle charging point should be provided (or be capable of being provided) for each property's allocated parking space(s).</p> <p>At least 10% of visitor parking provision related to the development should be served by an electric vehicle charging point on a public network.</p>
2/3 bed dwelling	2 spaces per dwelling	1 space per 5 dwellings	2 spaces per dwelling		
4+ bed dwelling	3 spaces per dwelling	1 space per 5 dwellings	2 spaces per dwelling		

Short stay (visitor) car parking standard – where the number of dwellings proposed is not a multiple of 5, provision will be rounded up. For example, for a proposal of 9 homes, 2 short stay visitor car parking spaces is the minimum requirement. However, provision is not required for proposals of less than 5 homes, but is encouraged where it is possible to incorporate into the development.

Short stay (visitor) cycle parking requirement – Visitor cycle spaces will be expected at 10% of the long stay spaces in developments of 5 homes or more. Where the number of long stay resident spaces is not a multiple of 10, provision will be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. For example, for a proposal of 12 2/3 bed homes, 24 long stay cycle spaces would be required, and therefore in this instance 2 short stay visitor spaces should be provided to serve the development.

Motorcycle parking – development proposals should provide motorcycle parking where possible, particularly where the proposed development consists wholly or in part of flats (i.e. where private garages are not available for parking motorcycles). The amount to be provided will be considered on a case by case basis.

Older People's Housing	
Development	Requirement
<p>Sheltered Housing</p> <p>This type of housing is diverse, and ranges from retirement living homes with few shared facilities which are managed and maintained by staff living off site to homes with full time onsite managers and varying degrees of personal care as required. These types of housing will attract people with a wide demographic and health profile with variable car ownership levels.</p>	<p>Given the broad range of accommodation available within this type of housing and the resulting variability of parking requirements, parking will be considered on a site by site basis. A full assessment of likely parking need should be provided with a development proposal (including information about number of employees, expected visitor patterns and type of parking needed).</p> <p>As a starting point, it is likely that retirement homes will need to provide at least one parking space per home, subject to location (for example, rural) and accessibility by public transport, with additional space for visitors and staff. Where the type of housing involves more care and less likely travelling by car of residents, the amount of parking likely to be needed by residents may be less, however, more parking for staff may be required. Consideration should be given to the provision and allocation of disabled parking, recognising that a higher proportionate may be appropriate than the standard for dwelling houses.</p> <p>Cycle parking for long and short stay cycling (particularly for staff and visitors) and storage and charging provision for mobility vehicles, should be included where appropriate.</p>
<p>Nursing and Rest Homes</p> <p>Residents of this type of housing will receive a high degree of support and care. This would include specialist care homes, for example those catering particularly for dementia care.</p>	<p>Parking will be considered on a site by site basis. A full assessment of likely parking need should be provided with a development proposal (including information about number of employees, expected visitor patterns and type of parking needed).</p> <p>The amount of parking needed will depend on the level of care, whether the home is catering for a particular condition (for example, specialist dementia care), the location (for example, rural) and accessibility by public transport. This type of housing is likely to require less parking than 'sheltered housing' as above for residents, but more parking for staff, visitors and visiting medical staff (including emergency services). Consideration should be given to the provision and allocation of disabled parking, recognising that a higher proportion may be appropriate than the standard for dwelling houses.</p> <p>Cycle parking for long and short stay cycling (particularly for staff and visitors) and storage and charging provision for mobility vehicles, should be included where appropriate.</p>

Caravans (including mobile home parks, Traveller pitches and Travelling Showpeople plots)	
Development	Minimum Parking requirement
Mobile home parks (C3 land use)	Parking provision should be made in accordance with the requirements for dwelling houses.
Traveller pitches (all pitches occupied by ethnic Travellers, regardless of meeting the planning definition as set out in Planning Policy for Traveller Sites).	<p>Parking provision should follow the requirement for dwelling houses, however, particularly where sites are in rural locations, and given the tendency for the Traveller community to own vehicles for domestic and business use, higher than average levels of provision may be needed (although note excessive parking will be discouraged). Resident parking should be provided for, on individual pitches.</p> <p>Parking spaces must be a minimum of 2.4 x 4.8 metres, but where possible, provision should acknowledge the likelihood of larger cars and light vans on site, and provide some spaces at 2.4 x 5.5 metres in size.</p> <p>Visitor parking is an important consideration for Traveller pitches. Some visitor parking should be provided, ensuring that each pitch can accommodate at least one vehicle parking space for visitors, and if not, separate visitor parking within the overall site is provided. Separate parking areas should be situated in an area in good sight of the residents. Provision of visitor parking should particularly be the case where there is the potential risk that parking could overflow from the site and have a detrimental impact on the local highway network.</p> <p>Visitors sometimes bring touring caravans to a site for a few days at a time to attend a family event. However, Traveller accommodation is generally conditioned for a specific number of caravans, and visitors bringing touring caravans onto site could potentially contravene the conditions of the planning permission. Applicants seeking permission for Traveller accommodation should consider their likely visitor needs, and whether a planning condition specifying the number of days the site can be occupied by more than the allowed number of caravans (which permits visitors and allows attendance at family or community events) may be an appropriate mechanism (in accordance with Planning Policy for Traveller Sites, 2015, para. 28).</p>
Travelling Showpeople plots (all plots occupied by Travelling Showpeople, regardless of meeting the planning definition as set out in Planning Policy for Traveller Sites).	<p>Travelling Showpeople plots are generally larger than Traveller pitches to accommodate the storage of equipment. Proposals should follow the parking requirement for dwelling houses. The provision of space for the storage of equipment is a separate issue to general parking, and a separate planning consideration.</p> <p>Parking spaces for the residential use must be a minimum of 2.4 x 4.8 metres, but where possible, provision should acknowledge the likelihood of larger cars and light vans on site, and provide some spaces at 2.4 x 5.5 metres in size.</p> <p>Some visitor parking should be provided, ensuring that each plot can accommodate at least one parking space for visitors, and if not, separate visitor parking within the overall site is provided. Separate parking areas may present security considerations for residents in some cases and should therefore be situated in an area in good sight of the residents. Provision of visitor parking should particularly be the case where there is the potential risk that parking could overflow from the site and have a detrimental impact on the local highway network.</p>

Business Uses						
Description	Minimum Car Parking Requirements	Minimum Cycle Parking Requirement		Minimum Motorcycle Requirement	Minimum Requirement for Disabled Parking spaces	Minimum Requirement for Electric Vehicles (taking account of Part S (2021 edition) of the Building Regulations)
		Long stay	Short stay (visitor)			
E(g) office & light industry	1 space per 30sqm	1 space per 150sqm or 1 space per 8 staff (whichever is greater)	1 space per 500sqm	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	At least 10% of car parking spaces should be equipped as 'fast' electric vehicle charging points (DC Fast Charging or equivalent) and marked out for use by electric vehicles only. Where a new building would require more than 10 parking spaces, electric vehicle charging points should be capable of being provided to 20% of 'n – 10' spaces, where 'n' is the total number of spaces.* The equipped spaces are part of the car parking provision, not additional provision.
B2 general industrial	1 space per 45sqm	1 space per 350sqm or 1 space per 8 staff (whichever is greater)	1 space per 500sqm			
B8 warehouse	1 space per 100sqm	1 space per 500sqm or 1 space per 10 staff (whichever is greater)	1 space per 1000sqm			

Floorspace is Gross External Area (GEA) which will include the thickness of the external wall

Rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. The exceptions to this are: disabled provision where there should always be at least one space provided.

*In accordance with Part S of the Building Regulations (2021 Edition) and notwithstanding the calculation, a minimum of one parking space must have access to an electric vehicle charging point

Commercial (Retail) Uses							
Land Use	Minimum Car Parking Requirements	Minimum Cycle Parking Requirement		Minimum Requirement for Motorcycle /Mobility Scooters	Minimum Requirement for Disabled Parking spaces	Minimum Requirement for Parent and Child Parking Spaces	Minimum Requirement for Electric Vehicles
		Long stay	Short stay				
E(a) & E(b) Shops and Food & Drink	1 space per 20sqm covered areas	1 space per 6 staff or 1 space per 300sqm whichever is the greater	1 space per 200sqm	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	At least 10% of car parking spaces should be equipped as 'fast' electric vehicle charging points (DC Fast Charging or equivalent) and marked out for use by electric vehicles only. Where a new building would require more than 10 parking spaces, electric vehicle charging points should be capable of being provided to 20% of 'n – 10' spaces, where 'n' is the total number of spaces.* The equipped spaces are part of the car parking provision, not additional provision.

Commercial (Retail) Uses	
Petrol stations	Petrol stations with a shop will be considered under the appropriate retail category but with petrol pump spaces counting as one space each. The canopy of a petrol station or car wash does not count as a covered area in terms of A1 retail space, where retail floor space is being provided. If retail provision is being made alongside a petrol station, whilst these are minimum parking standards, consideration of the provision of easily accessible additional parking for retail spaces along with signage promoting its use is encouraged. (See section 5.5 where further detail is provided).
Car sales / car sales and garage (sui generis use)	These will be considered on a case by case basis, as the nature of sales, and intensity of repairs varies. Consideration must take account of the accessibility of the location, and the parking restrictions on neighbouring roads. Where parking is restricted nearby, or overspill is likely to cause significant problems for the local road network, a proposal must ensure sufficient staff and customer parking is provided on site. As a general guide, the following may be appropriate; <ul style="list-style-type: none"> • For workshop staff, 1 space per 45sqm GEA • For sales staff, 1 space per full time person • 3 customer spaces per service/repair bay • 1 space per 10 cars on sale

Floorspace is Gross External Area (GEA) which will include the thickness of the external wall

Rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. This includes where the floor space proposed is less than the standard, for example, an A1 shop of 100sqm would need to provide 1 short stay cycle space (100/200 = 0.5, rounded up to 1). The exception to this is disabled provision where there should always be at least one space provided.

*In accordance with Part S of the Building Regulations (2021 Edition) and notwithstanding the calculation, a minimum of one parking space must have access to an electric vehicle charging point

Education Establishments						
Land use	Minimum Car Parking Requirements		Minimum Cycle Parking Requirements		Minimum Motorcycle and Bus/Coach Requirements	Minimum Requirement for Electric Vehicles
	Staff	Visitor	Long stay	Short stay		
F1 Educational Establishments (Primary Schools)	1 space per teaching member of staff	This will be considered on a case by case basis, balancing managing the impact of parking on the local road network with encouraging sustainable modes of transport.	1 child scooter space per 10 pupils plus 1 cycle space per 20 pupils.	4 spaces per establishment	Minimum of 1 motorcycle space, or 1 space per 25 car parking spaces. This is an additional space rather than a proportion of the provision. A bus/coach loading area, provided either on or off-site, for primary-age education and above, unless otherwise justified.	Allocated parking spaces should be provided in a ratio of 10% of the total provision. Where a new building would require more than 10 parking spaces, electric vehicle charging points should be capable of being provided to 20% of 'n - 10' spaces, where 'n' is the total number of spaces.* These are part of the car parking provision, not additional provision.
	2 spaces per 3 non-teaching staff		1 cycle space per 20 staff, located in a separate non-pupil area			
F1 Educational Establishments (Secondary Schools)	1 space per teaching member of staff		1 cycle space per 10 pupils	4 spaces per establishment		
	2 spaces per 3 non-teaching staff.		1 cycle space per 20 staff, located in a separate non-pupil area			
F1 Educational Establishments (Day nurseries / playgroups (private) and crèches)	1.5 spaces per 2 members of staff.	This will be considered on a case by case basis, balancing managing the impact of parking on the local road network with encouraging sustainable modes of transport.	1 space per 6 members of staff	4 spaces per establishment	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision.	As per primary & secondary schools (see previous page).
F1 Educational Establishments (16+ Colleges and further education colleges)	Determined within a Travel Plan (already in place or submitted with an application)					

Rounding - any rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. The exceptions to this are: disabled provision where there should always be at least one space provided

Member of staff – this is full time equivalent (FTE).

The most significant impact on the local highway network in relation to educational establishments is caused by and during drop off and pick up time. To discourage driving to pick up or drop off, the amount of parent/visitor parking should be limited, and should not be provided to the extent that it encourages trips by car that could be carried out more sustainably. However, when considering how much parking to provide, account should be taken of the ease with which drop off and pick up can be done on foot, by bicycle or by public transport, and the local circumstances in terms of impact on the local road network. Large educational establishments sometimes have facilities that are used for different purposes, such as gyms, leisure and entertainment. If any of these uses are likely to be in use during usual working hours, particularly during drop off or pick up times, additional parking may be justified.

*In accordance with Part S of the Building Regulations (2021 Edition) and notwithstanding the calculation, a minimum of one parking space must have access to an electric vehicle charging point

Health Establishments					
Land use	Minimum Car Parking Requirements	Minimum Cycle Parking Requirements	Minimum Requirement for Motorcycle /Mobility Scooters	Minimum Requirement for Disabled Parking spaces	Minimum Requirement for Electric Vehicles
Private hospitals, community and general hospitals	Determined within a Travel Plan				
Health centres	2 spaces per consulting room	1 space per 2 consulting rooms or 1 space per 6 staff, whichever is greatest	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	10% of car parking spaces should be equipped as 'fast' electric vehicle charging points (DC Fast Charging or equivalent) and marked out for use by electric vehicles only. Where a new building would require more than 10 parking spaces, electric vehicle charging points should be capable of being provided to 20% of 'n – 10' spaces, where 'n' is the total number of spaces.* These are part of the car parking provision – not additional provision.

Rounding - any rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. The exception to this is disabled provision where there should always be at least one space provided.

Member of staff – this is full time equivalent (FTE).

*In accordance with Part S of the Building Regulations (2021 Edition) and notwithstanding the calculation, a minimum of one parking space must have access to an electric vehicle charging point

Care Establishments	
Land use	Minimum parking requirement
Day centres for those with learning/ physical disabilities	This will be considered on a case by case basis taking account of the detail of the proposal and the local circumstances in terms of accessibility and the local road network. Account will be taken of the amount of staff, whether staff are residing overnight, and the likelihood and frequency of visiting professionals and friends/family.
Homes for children	
Family Centres	
Residential units for those with learning/physical disabilities	

Other uses						
Land Use	Minimum Car Parking Requirements	Minimum Cycle Parking Requirements		Minimum Requirement for Motorcycle /Mobility Scooters	Minimum Requirement for Disabled Parking spaces	Minimum Requirement for Electric Vehicles
		Long stay	Short stay (visitor)			
Cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 6 staff or 1 space per 40sqm GEA (whichever is the greatest)	1 space per 20sqm	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	10% of car parking spaces should be equipped as 'fast' electric vehicle charging points (DC Fast Charging or equivalent) and marked out for use by electric vehicles only. Where a new building would require more than 10 parking spaces, electric vehicle charging points should be capable of being provided to 20% of 'n – 10' spaces, where 'n' is the
Eating and drinking establishments	1 space per 5sqm dining/bar/dance area	1 space per 6 staff or 1 space per 40sqm (whichever is the greatest)	1 space per 20sqm			
Community/village halls	1 space per 10sqm open hall	1 space per 6 staff or 1 space per 40sqm GEA (whichever is the greatest)	1 space per 20sqm			
Places of worship and associated halls	1 space per 5 fixed seats plus 1 space per 10sqm open hall	1 space per 6 staff or 1 space per 40sqm GEA (whichever is the greatest)	1 space per 20sqm			
Playing fields	12 spaces per hectare pitch area	1 space per 6 staff	1 space per pitch			
Sports halls	1 space per 5 fixed seats plus 1 space per 30sqm playing area	1 space per 30sqm playing area and where applicable 1 space per 5 fixed seats	1 space per pitch / court	One space for every 25 car parking spaces. This is an additional space rather than a proportion of the provision.	Allocated parking spaces should be provided in a ratio of 5% of the total provision. These are part of the car parking provision – not additional provision.	total number of spaces.* These are part of the car parking provision – not additional provision.
Swimming pools, health clubs, gyms	1 space per 5 fixed seats plus 1 space per 10sqm open hall/pool area	1 space per 10sqm open hall/pool area and where applicable 1 space per 5 fixed seats	1 space per 20sqm			
Courts	1 space per court	1 space per 6 staff or 1 space per 5 courts	1 space per court			
Hotels/motels/guest houses	1 space per bedroom	1 space per 6 staff or 1 space per 40sqm GEA (whichever is the greatest)	1 space per 10 bedrooms			

Floorspace is Gross External Area (GEA).

Rounding - any rounding will be done on the basis that provision should be rounded up when the proportion is equal to or greater than .5, and rounded down when less than .5. The exceptions to this are: disabled provision where there should always be at least one space provided

Member of staff – this is full time equivalent (FTE).

*In accordance with Part S of the Building Regulations (2021 Edition) and notwithstanding the calculation, a minimum of one parking space must have access to an electric vehicle charging point

3. Size of parking spaces

The table below details the standard parking space size requirements for specific types of vehicles. These should be used as basic minimum reference values but different layouts such as parallel, herringbone and in-line, will have slightly different overall space requirements.

In addition, sufficient space for turning facilities on site to allow vehicles to enter and leave in a forward gear will be encouraged. Where vehicles reversing from or onto the highway would give rise to local highway safety issues, on-site turning space will be compulsory.

Minimum parking space requirements for typical vehicles	
Type of Vehicle	Size (metres)
Powered Two Wheelers	1.5 x 2.5
Car	2.4 x 4.8
Light vans	2.4 x 5.5
Rigid vehicles	3.5 x 14
Articulated vehicles	3.5 x 18.5
Coaches (60 seats)	3.5 x 14

4. Size of garages and residential parking spaces

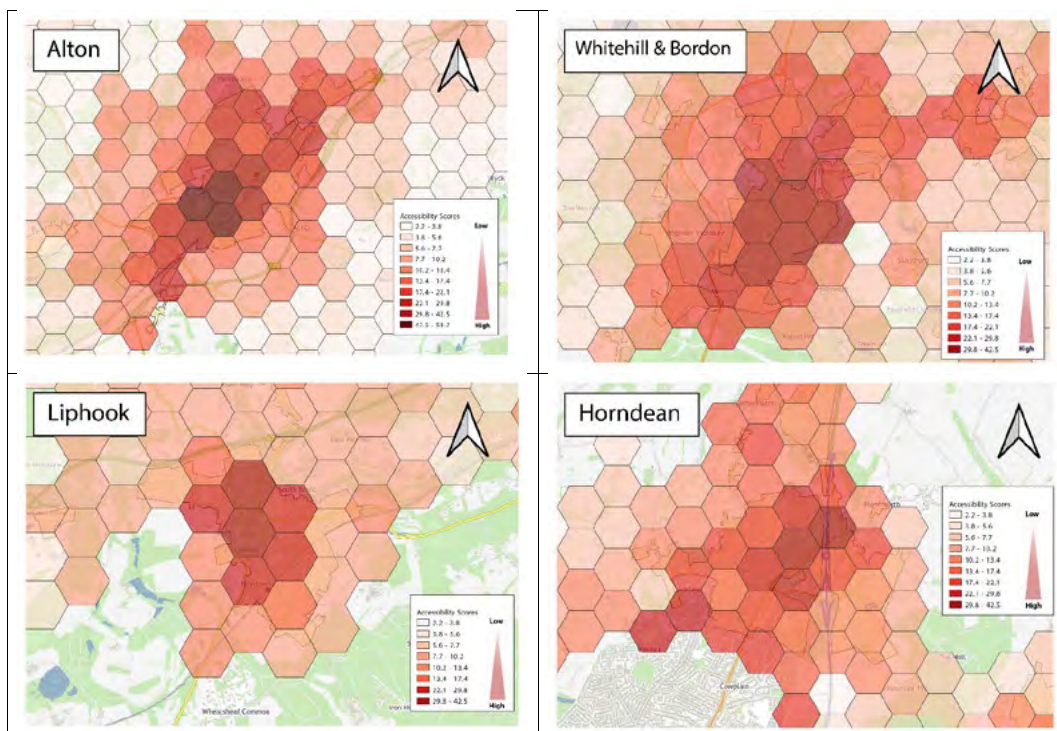
A single garage/car port should measure a minimum of 3m in width by 6m in length internally and a double garage/car port should measure a minimum of 6m by 6m internally. This will allow room for a car to be parked and still allow space for access down the side of the vehicle. The length is to allow room for storage, particularly of cycles. A garage meeting these size requirements will count as one car parking space, and two bicycle spaces, subject to any exceptions described in this document.

There is evidence that cars in the UK are getting bigger and heavier¹. A reduced size of garage/car port may not count as a vehicle parking space as it might not provide sufficient space for a vehicle. The acceptability of smaller parking spaces for residential purposes will depend on their design and intention: e.g. are smaller spaces being proposed because there is evidence of demand for smaller 'city cars' for households likely to occupy the associated accommodation? Such evidence would need to be provided.

The Local Planning Authority will adopt a more flexible approach to the size of car ports. This is because they are unlikely to be used for the storage of other household possessions. Car ports can assist with the design of hard landscaped car parks, and also encourage people to use the parking spaces, to help avoid frosts, or keep cars in the shade. Designers should consider opportunities to incorporate solar panels on to car ports, to increase the sustainability of car parking and help to mitigate greenhouse gas emissions.

Flexibility when applying the parking standards

The Accessibility Study (2023) has demonstrated how certain parts of the Local Plan Area are more accessible than others for purposes of walking and cycling to facilities, services and jobs. The most accessible parts of the Local Plan Area are central areas of Alton, Whitehill & Bordon, Liphook and (to a lesser extent) Horndean. These areas offer the widest range of shops, community facilities, education and health facilities, and public transport connections within a 20-minute roundtrip. New development within or close to central parts of these settlements (indicated in darker red below) could offer the greatest opportunities for 'living locally', reducing reliance on the private car for journey purposes.



Within Whitehill & Bordon, a new town centre will be delivered at the junction between Budds Lane and the A325, further increasing the number and range of local facilities and services and increasing their accessibility by walking and cycling modes within the town.

National planning policy is clear that when setting parking standards, policies should take account of the accessibility of development and the availability of, and opportunities for public transport. In central parts of Alton, Whitehill & Bordon, Liphook and Horndean, where accessibility is relatively high for the district, the Local Planning Authority will consider proposals for vehicle parking that are below the relevant standards. In these locations, proposals for vehicle parking that are below the standards may be acceptable as an exception to policy where:

- A range of services/facilities, including public transport connections (rail or frequent (>1 bus per hour) bus services), are available within 800m by foot or 2km by bicycle;
- Safe and attractive footpath and cycle connections are available, or are planned to be delivered between the site and services/facilities;
- Safe and secure cycle parking would be provided in accordance with the relevant standards.

In other areas, exceptions are less likely to be granted because the range of services and facilities is likely to be lower (as indicated by the results of the Accessibility Study). Within the regeneration area of Whitehill & Bordon, flexibility on parking standards may be considered for proposals relating to sites W&B1 and W&B2 subject to the same considerations listed above. This is because the Accessibility Study has not considered accessibility to services and facilities that have not yet been delivered, but which are planned in accordance with the overall regeneration of the former Bordon Garrison.

Where less than the minimum level of parking is proposed, a car parking survey should be submitted to support the proposed provision. The car parking survey should assess the current parking demand in the wider area to the proposed development site, using information on how public car parks are used, the average number of on-plot parking spaces for nearby residential properties, local car ownership levels and reliance on on-street parking. Any car parking survey should be included in a planning statement to support a planning application.

Parking and the Climate Emergency

As intimated within the parking standards themselves, electric vehicle charging points are now required for new parking spaces by Part S of the Building Regulations (2021 edition). This will help to reduce dependence on private cars and vans that run on petrol and diesel, helping to reduce transport-related emissions of greenhouse gases. New vehicle charging points and related infrastructure will need to be incorporated into the design of new parking spaces and areas in ways that are safe and convenient for all users, including disabled drivers.

The provision of electric vehicle charging infrastructure will be essential to facilitate the uptake of electric vehicles, but other changes in transport and planning policy are necessary to achieve the ultimate aim of decarbonising transport.

To make our communities more resilient to climate change, more green infrastructure (trees, plants, natural sustainable drainage systems) will need to be included within public or private spaces, including residential streets. The design of parking courts and any on-street parking spaces will need to reflect the importance of integrating new green infrastructure, by including soft landscaping that will help to improve drainage, store water and provide shade. This will also help to avoid the perception of car-dominance and urbanisation, by improving the visual quality of parking areas and reducing the area of hard surfacing. Shaded parking areas are likely to become increasingly important over the Local Plan period.

Generally speaking, more innovative ways of accommodating the car will increasingly be required. As has been noted within the Local Plan (within the chapter: 'Tackling the Climate Emergency'), there is a carbon cost to the development of greenfield land, meaning that the conversion of land to settlement often leads to an increase in greenhouse gas emissions. Whilst a greener urban environment could help to mitigate this, opportunities for increasing the density of built form should also be explored to reduce the amount of land that needs to be developed. Where a site's characteristics and its local context would enable increases in the density of buildings without significant adverse impacts, both national and local planning policies are likely to be supportive. Where increased densities are being considered, car parking should not be an after-thought in the design process. Ways of accommodating the car should be considered as an integral part of plot and building design.

In 2022, the Local Planning Authority consulted on ways in which the car could be better accommodated at a range of residential densities in Whitehill & Bordon. The consultation identified several 'low-car designs' that were thought to be worth exploring within site-specific approaches to residential parking. These are all 'on-plot' parking designs for residential parking. Three are illustrated over the following pages. Designers are encouraged to think of these as typologies that may be appropriate, although other (contextually appropriate) designs may also be investigated.



Tandem Parking Designs

May be supportable at lower residential densities where it allows:

- ✓ Green planting to be incorporated within the plot design.
- ✓ Flexibility for parking/garden arrangement in plot frontages.



Rear-garden Flexibility
(option for parking via drive-through garaging / car ports)

May be supportable at medium residential densities where it:

- ✓ Supports two-car households and encourages the use of garages or car ports for the storage of cars, not other household possessions.
- ✓ Would not compromise residential amenity (due to noise, air quality).





Ground-floor flexibility
(Integrated, or 'undercroft' parking)

May be supportable at higher residential densities where it:

- ✓ Forms part of a street design that facilitates the safe and convenient movement of pedestrians and cyclists.
- ✓ Provides genuine flexibility for adapting the ground floor as needs change and is part of mix of parking solutions, so as not to 'sterilise' street life.



APPENDIX G: TABLE OF LOCAL PLAN SUPERSEDED POLICIES

Existing Local Plan Policies	Superseded by or deleted
East Hampshire Local Plan: Second Review 2006	
C6 – Tree Preservation, Forestry Operations, Management Plans	Policy DM2: Trees, hedgerows and woodland
C12 – Equestrian Uses	Policy DM22: Equestrian and stabling development
C13 – Rural Diversification	Policy DM21: Farming and Forestry Development and Diversification
C14 – Conversion of Buildings in the Countryside, New Agriculture and Forestry Buildings	Policy DM19: Conversion of an existing agricultural or other rural building to residential use
HE2 – Alterations and Extensions to Buildings	Policy DM18: Residential extensions and annexes
HE3 – Advertisements, Protection of the Historic Heritage, Conservation Areas	Policy DM5: Advertisements affecting heritage assets
HE4 – New Development in Conservation Areas	Policy DM3: Conservation Areas
HE5 – Alterations to a Building in a Conservation Area	Policy DM3: Conservation Areas Policy DM4: Listed buildings
HE6 – Change of Use of a Building in a Conservation Area	Policy DM3: Conservation Areas Policy DM4: Listed buildings

Existing Local Plan Policies	Superseded by or deleted
HE7 – Demolition in a Conservation Area	Policy DM3: Conservation Areas
HE8 – Development affecting the setting of a Listed Building	Policy DM4: Listed buildings
HE9 – Demolition of a Listed Building	Policy DM4: Listed buildings
HE10 – Extension or Alteration of a Listed Building	Policy DM4: Listed buildings
HE11 – Change of use of a Listed Building	Policy DM4: Listed buildings
HE12 – Development Affecting the Setting of a Listed Building	Policy DM4: Listed buildings
HE13 – Buildings of a Local Architectural, Historic or Townscape Interest	Policy DM10: Locally important and non-designated heritage assets
HE14 – Under Utilisation of Historic Buildings	deleted
HE15 – Commercial Frontages	Policy DM6: Shopfronts affecting heritage assets
HE16 – Commercial Frontages	Policy DM6: Shopfronts affecting heritage assets
HE17 – Archaeology and Ancient Monuments	Policy DM7: Archaeology and ancient monuments
HE18 – Historic Parks and Gardens	Policy DM8: Historic landscapes, parks and gardens

Existing Local Plan Policies	Superseded by or deleted
HE19 – Ancient Tracks and Lanes, Environmental Improvements	deleted
T2 – Public Transport Provision and Improvement	deleted
T3 – Pedestrians and Cyclists	Policy DGC2: Transport
T4 – Pedestrians and Cyclists, Cycling, Walking/ Horse-riding	deleted
T5 – New Recreational Footpaths	deleted
T7 – Road Schemes	deleted
T8 – A3 (T) Hindhead Improvements A325 Route Strategy	deleted
T11 – Road User Facilities	deleted
T13 – Car Park Allocations	deleted
T14 – Servicing	deleted
E2 – Renewable Energy, Pollution, Safeguarding General Amenity	deleted
P7 – Contaminated Land, Waste Management	deleted

Existing Local Plan Policies	Superseded by or deleted
H1 – Baseline Housing Allocation	deleted
H2- Reserve Housing Allocation, Development Briefs, Village Design Statements, Developers' Contributions	deleted
H3 – Residential Development within Settlement Policy Boundaries, Empty Home Strategy	deleted
H6 – Loss of Residential Accommodation	deleted
H7 – Subdivision of Dwellings outside Settlement Policy Boundaries	deleted
H8 – Houses in Multiple Occupations	deleted
H9 – Areas of Special Housing Character	Policy DES2: Responding to local character
H10 – Special Housing Areas, Affordable Housing	Policy DES2: Responding to local character Policy H3 Affordable housing
H13 – Accommodation for the Elderly and Rest and Nursing Homes	Policy H5: Specialist housing
H14 – Other Housing outside Settlement Policy Boundaries	deleted
H15 – Removal of Occupancy Conditions	deleted
H16 – Maintaining a Range of dwelling sizes outside Settlement Policy Boundaries	deleted

Existing Local Plan Policies	Superseded by or deleted
H17 – Mobile Homes	Policy H6: Residential mobile home parks
IB1 – Industrial and Business Land, Allocations, Industrial or Business Developments	deleted
IB2 – Industrial or Business Development within Settlement Policy Boundaries	deleted
IB3 – Industrial and Business Development in the Countryside	Policy E3: Rural economy
IB4 – Retention of Industrial Business Uses, Special Industrial or Business Areas	Policy E2: Maintaining and improving employment floorspace
IB5 – Lasham Airfield	deleted
IB6 – Special Industrial Estates, Town and Village Centres, Town Centre Development	deleted
TC2 – Large Retail, Leisure and Entertainment Uses	deleted
TC3 – Development in Town and Village Centres and Retail Development Shopping	Policy DM23: Shopping and Town Centres
S2 – Primary Shopping Frontages	Policy DM24: Alton Primary shopping area
S3 – Primary Shopping Frontages	deleted
S4 – Secondary Shopping Frontages	deleted

Existing Local Plan Policies	Superseded by or deleted
S5 – Local and Village Shops	Policy E5: Retail hierarchy and network
S6 – The Control of Shops on Farms	deleted
S7 – Garden Centres, Tourism	deleted
TM1 – Tourism Development	Policy E4: Tourism
TM2 – Visitor Accommodation within Settlement Policy Boundaries	Policy E4: Tourism
TM3 – Visitor Accommodation outside Settlement Policy Boundaries	Policy E4: Tourism
TM4 – Hotel Allocations	deleted
TM5 – Camping and Touring Caravan Sites	deleted
TM6 – Queen Elizabeth Country Park	deleted
TM7 – Conference Facilities, Ministry of Defence	deleted
MOD1 – Buildings or Land Surplus to Requirements within Settlement Policy Boundaries	deleted

Existing Local Plan Policies	Superseded by or deleted
MOD2 – Buildings or Land Surplus to requirements outside Settlement Policy Boundaries, Ministry of Defence Sites: Longmoor, Bordon Camp, SCU Leydene, RAF Oakhanger, Minerals	deleted
HC2 – Provision of facilities and services with new development	Policy DGC5: Provision and enhancement of open space, sport and recreation Policy DGC3: New and improved community facilities
HC3 – Public Services, Community, Cultural, Leisure and Sport Facilities, Community Facilities	Policy DGC5: Provision and enhancement of open space, sport and recreation Policy DGC3: New and improved community facilities
CF1 – Community Facilities Allocations, Public Conveniences	deleted
PS1 – Public Services Allocation	deleted
PS2 – Buildings or Land Surplus to Public Service Requirements	deleted
LC1 – Leisure and Cultural Facility Allocations	deleted
RI1 – Residential Educational Establishments	deleted
CR1 – Crematorium and Burial Space, Service Provision and Utility, Infrastructure, On and Off-site Service Infrastructure	deleted
UI1 – New Utility Infrastructure in the Countryside	Policy DGC1 Infrastructure
UI3 – Buildings or Land Surplus to the requirements of Utility and Service Providers	deleted

Existing Local Plan Policies	Superseded by or deleted
UI4 – Telecommunications, Open Space, Outdoor Sport and Recreation	Policy DM17: Communities infrastructure
R1 – Outdoor Space and Recreation	Policy DGC5: Provision and enhancement of open space, sport and recreation
R4 – Open Space Allocation	Policy DGC4: Protection of open space, sport and recreation
R5 – Recreation Facilities requiring extensive areas of land, Noisy Sports	deleted
Joint Core Strategy 2014	
CP1 – Presumption in favour of Sustainable Development	deleted
CP2 – Spatial Strategy	Policy S1: Spatial strategy
CP3 – New Employment Provision	Policy E1: Planning for economic development
CP4 – Existing Employment Land	Policy E2: Maintaining and improving employment floorspace
CP5 – Employment and workforce skills	Policy E1: Planning for economic development
CP6 – Rural economy and enterprise	Policy E3: Rural economy

Existing Local Plan Policies	Superseded by or deleted
CP7 – New retail Provision	Policy S1: Spatial strategy
CP8 – Town and village facilities and services	Policy E5: Retail hierarchy and network Policy DM23: Shopping and town centre uses
CP9 – Tourism	Policy E4: Tourism
CP10 – Spatial Strategy for housing	Policy S1: Spatial strategy
CP11 – Housing tenure, type and mix	Policy H2: Housing mix and type
CP12 – Housing and extra care provision for the elderly	Policy H5: Specialist accommodation
CP13 – Affordable housing on residential development sites	Policy H3: Affordable housing
CP14 – Affordable housing for rural communities	Policy H4: Rural affordable housing
CP15 – Gypsies, travellers and travelling showpeople	Policy S1: Spatial strategy Policy H7: Gypsies, Travellers and Travelling Showpeople
CP16 – Protection and provision of social infrastructure	Policy DGC4: Protection of community facilities
CP17 – Protection of open space, sport and recreation and built facilities	Policy DGC4: Protection of community facilities
CP18 – Provision of open space, sport and recreation and built facilities	Policy DCG5: Provision of open space, sport and recreation

Existing Local Plan Policies	Superseded by or deleted
CP19 – Development in the countryside	Policy NBE1: Development in the countryside
CP20 – Landscape	Policy NBE9: Landscape
CP21 – Biodiversity	Policy NBE2: Biodiversity, geodiversity and nature conservation
CP22 – Internationally designated sites	Policy NBE6: Solent Special Protection Area Policy NBE4: Wealden Heaths Special Protection Area Policy NBE5: Thames Basin Special Protection Area
CP23 – Gaps between settlements	Policy NBE11: Gaps between settlements
CP24 – Sustainable construction	Policy CLIM2: Net –Zero Carbon Development: Operation Emissions
CP25 – Flood Risk	Policy NBE7: Managing flood risk
CP26 – Water Resources/ Water Quality	Policy NBE8: Water quality and water supply
CP27 – Pollution	DM13: Air quality
CP28 – Green Infrastructure	Policy NBE10: Landscape
CP29 – Design	Policy DES1: Well-designed places Policy DES2: Responding to local character

Existing Local Plan Policies	Superseded by or deleted
CP30 – Historic Environment	Policy NBE14: Heritage assets and historic environment
CP31 – Transport	Policy DGC2: Transport
CSWB1 – Strategic allocation	deleted
CSWB2 – Sustainable economic development	deleted
CSWB3 – The new town centre	Site W&B1: Whitehill & Bordon Town Centre Intensification
CSWB4 – Housing	deleted
CSWB5 – Design	deleted
CSWB6 – Sustainable construction	deleted
CSWB7 – Waste	deleted
CSWB8 – Sustainable water management	deleted
CSWB9 – Biodiversity	deleted
CSWB10 – Green infrastructure	deleted

Existing Local Plan Policies	Superseded by or deleted
CSWB11 – New roads and traffic management on the A325	deleted
CSWB12 – Pedestrian and cycle routes	deleted
CSWB13 – Public transport	deleted
CSWB14 – Travel plans	deleted
CSWB15 – Local transport network improvements	deleted
CSWB16 – Travel monitoring	deleted
CSWB17 – Car Parking	deleted
CSWB18 – Low carbon vehicles	deleted
CP32 – Infrastructure	Policy DGC1: Infrastructure
Housing and Employment Allocations 2016	
EMP1 – Land at Lynch Hill	Site ALT6: Land at Lynch Hill
EMP2 – Land at Wilsom Road	deleted

Existing Local Plan Policies	Superseded by or deleted
HN1 – Land East of Horndean	deleted
HN2 – Land Rear of 185-189A Lovedean Lane	deleted
LP1- Land at Lowsley Farm, south of A3	deleted
CF1 – Land at Down Farm, Green Lane	deleted
CF2 – Drift Road	deleted
CF3 – Trafalgar Rise	deleted
RC1 – Land at Former Rowlands Castle Brickworks, The Drift	deleted
RC2 – Land south of Oaklands	deleted
RC3 – Land north of Bartons Road (Eastleigh House Cottages), Havant	deleted
FM1 – Lymington Farm, Four Marks	deleted
FM2 – Land at Friars Oak Farm, Boyneswood Lane, Medstead	deleted
FM3 – Land north of Boyneswood Lane, Medstead	deleted

Existing Local Plan Policies	Superseded by or deleted
VL1 – Land at corner of Church Street and Ashley Road, Bentworth	deleted
VL2 – Land at Crows Lane, Upper Farringdon	deleted
VL3 – Land at Headley Nurseries, Glayshears Hill, Headley Down	deleted
VL4 – Land south of Headley Fields, Headley	deleted
VL5 – Land adjacent to Linden, Fullers Road, Holt Pound	deleted
VL6 – Land adjacent to Stream Cottage, Fullers Road, Holt Pound	deleted
VL7 – Land rear of Junipers, Medstead	Site MSD 1: Land rear of Junipers, Medstead
VL8 – Land east of Cedar Stables, Castle Street, Medstead	deleted
VL9 – Land north of Towngate Farm House, Wield Road, Medstead	deleted
VL10 – Land adjacent to Bullfinches, Park Lane, Ropley	deleted
VL11- Land at the corner of Dunsells Lane and Gilbert Street, Ropley	deleted
VL12 – Land off Hale Close, Ropley	deleted

Existing Local Plan Policies	Superseded by or deleted
VL13 – Land southwest of Dean Cottage, Bighton Hill, Ropley Dean	deleted

APPENDIX H: INFRASTRUCTURE REQUIREMENTS

The Council will continue to secure certain types of infrastructure using S106 Agreements. This Section provides further guidance on these obligations and the circumstances under which they would be secured/payable.

Affordable Housing on Residential Development Sites

Satisfying the policy requirements

For qualifying sites, under Policies H2 and H3 of the Draft Local Plan, on-site affordable housing provision will be secured by a Planning Obligation. Only where fully justified, the local planning authority may negotiate the provision of affordable housing below the policy requirements, for example where the developer can demonstrate that the development would be made unviable as a result of the policy requirements, or the developer is unable to secure a registered provider willing to procure the affordable dwellings. Further guidance is provided below on the evidence that would be required to support a departure from Policy H3 under either of these scenarios.

In addition, in instances where the affordable housing requirement would result in a requirement that isn't a round number (e.g. 2.8 dwellings), the Council will expect two units to be provided on site and the remaining 0.8 of a unit to be secured through a commuted sum to contribute to the provision of affordable housing on an alternative site.

Viability

The Council recognises that there will on occasion be developments where abnormal site costs, and other factors may mean that the affordable housing requirements cannot be met on a particular site. Where developers advise that their scheme is unviable with provision of the required proportion of affordable housing, an open book approach to development appraisal of scheme viability will be considered. This development appraisal would need to include all other CIL and planning obligation requirements and identify what level of affordable housing could be supported by the development. It is important to note that in addition to the submission of a viability assessment, the Council will require the developer to pay the Council's costs so that the submitted viability assessment can be independently assessed by a development viability consultant.

A lower level of provision may be acceptable if, following the independent review of the viability assessment by an appropriately qualified expert; the Council accepts that meeting the full affordable housing requirement makes the scheme unviable.

Whilst the Council does not have a preferred approach for undertaking viability appraisals, it is suggested that developers may wish to use the Homes and Communities Agency Toolkit.

Difficulty procuring a Registered Provider

The Council recognises that for some developments, particularly on smaller sites, a situation may arise where the developer is unable to fulfil the affordable housing obligations as, despite all reasonable efforts, no Registered Provider (RP) is willing to procure the affordable dwellings. This may be due to a number of factors, such as; the site location falls outside of the RP's core investment area; the tenure proposed does not fit the RP's business model or the financial offer submitted by the RP may not cover the developer's reasonable build costs.

Other reasons are also likely to arise which may be specific to that individual site.

In these circumstances and where provision has been made within the S106 Agreement the developer may apply to the Council to commute the on-site provision of affordable housing to a financial sum. The Council will need to be satisfied that the developer has made all reasonable efforts to dispose of the affordable housing to an RP and they will be expected to evidence details of any offers received from RP's or correspondence with RP's. This may also include financial information on the sum the developer is seeking for the affordable dwellings to ensure that cost is not the overriding factor that the affordable housing obligations cannot be satisfied.

If the Council agrees, then the affordable housing obligations may be commuted to a financial payment to the off-site provision of affordable housing units. This sum will be calculated in accordance with the tariff detailed in Table 1 below.

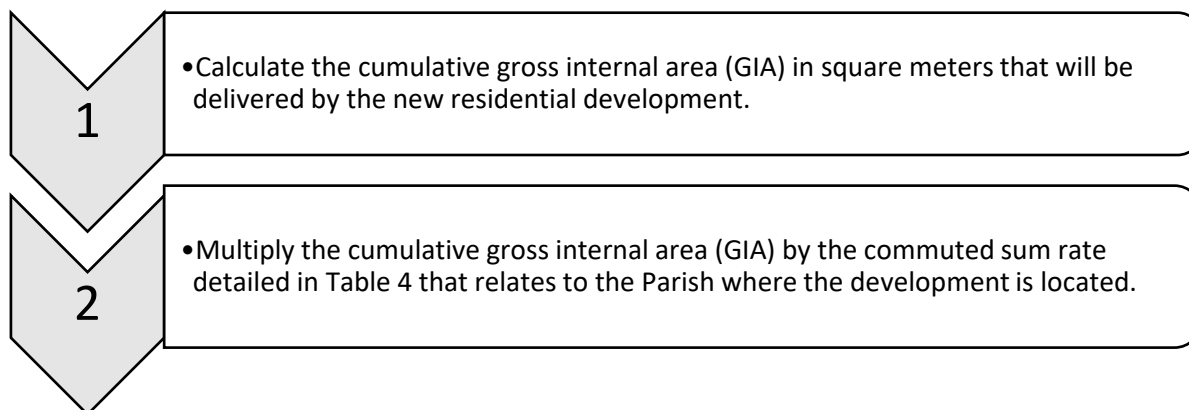
It is important to note that the Council's priority remains the provision of affordable housing on the application site and so this cascade to a financial sum is the last resort. Before considering requests under this provision the Council will first explore with the developer whether an amended affordable housing scheme, including changes to the number, type, tenure and location within the site, will make onsite provision possible.

Table 1: Affordable Housing Commuted Sums

	Group 1	Group 2	Group 3	Group 4
Parish	Whitehill and Bordon	Clanfield	Alton	Beech
		Headley	Bramshott and Liphook	Bentley
		Horndean	East Tisted	Bentworth
		Rowlands Castle	Four Marks	Binstead
			Froyle	Chawton
			Grayshott	Farringdon
			Lasham	Kingsley
			Medstead	Selborne
			Ropley	Wield
			Shalden	Worldham
Committed sum (£) per square metre (GIA)	£160	£270	£355	£450

Note: The committed sum rates will increase with market inflation over time. They are linked to the All-in Tender Price Index published by the Building Cost Information Service of the Royal Institution of Chartered Surveyors.

In circumstances where a developer is providing committed sums to fund off site affordable housing provision, the following method should be followed for calculating the committed sum payable.



If a developer considers that the commuted sum required to support off site affordable housing provision would make the development unviable, the process set out in the viability section above would need to be followed to determine a commuted sum that would make the development viable.

Education

Where a proposed development generates the need for a new school to be provided on site, the land and provision of a school will be secured through a S106 Agreement. Where a proposed development generates the need to extend a school, a contribution towards that extension will be secured through a S106 Agreement. Other generic financial contributions towards education are made via CIL.

The timing and need for the provision of land or school building(s) to serve a new development will be considered on a case-by-case basis, with the specific requirements being set out within any S106 Agreement. It is likely to be linked to phases of a development, with facilities being required either upon a certain level of units being completed, or when a certain threshold of occupation at a development is reached.

The County Council has published a guidance document on '[Developer Contributions towards Children's Services Facilities](#)' (2022) which highlights that the Council is expected to consult Hampshire Children's Services Department on any planning proposals relating to a development of 10 or more eligible dwellings.

The Guidance provides guidance on the minimum usable areas required for new primary and secondary school sites.

Visit the County Council's Children's services webpages or contact the County Council by email developer.contributions@hants.gov.uk to confirm the latest position in terms of on-site infrastructure requirements.

Health

Where a proposed development generates the need for a new healthcare facility, such as a new GP surgery, to be provided on site, the land and provision of a healthcare facility will be secured through a S106 Agreement. Where a proposed development generates the need to extend a healthcare facility, such as a GP surgery, a contribution towards that extension will be secured through a S106 Agreement. Other generic financial contributions towards health are made via CIL

basis, with the specific requirements being set out within any S106 Agreement. It is likely to be linked to phases of a development, with facilities being required either upon a certain level of units being completed, or when a certain threshold of occupation at a development is reached.

Green Infrastructure

The standards for the provision of public open space and built recreation facilities on new residential development sites are set out in Appendix E of the Draft Local Plan.

Green infrastructure can take many forms including:

- multifunctional green space (i.e. parks, amenity space, accessible natural green space)
- equipped play areas
- allotments
- habitats infrastructure to support biodiversity.

The Council will continue to use S106 or conditions to secure the provision of local multifunctional green space, locally equipped play areas and allotments that directly serve a proposed development site, where the site is suitable.

The Council's green space standards require new residential developments to provide, as a minimum, 3.24ha of public open space per 1,000 population¹ to serve the needs generated by the new development. This requirement is broken down to set out what a development must provide in respect of multi-functional green space, provision for children or young people and allotments, as set out in Table X below.

Table 2: Green Space Standards

Open Space Type	Requirement per 1,000 population (ha)
Parks and gardens	1.03
Natural and semi-natural green space	1.8
Green corridor	N/A
Amenity green space	0.31
Allotments	0.1
Churchyard or cemetery	N/A
Provision for children	0.53 sites per 1,000 population
Provision for young people	0.27 sites per 1,000 population

There are no standards for habitat creation as each site is assessed on a case-by-case basis. It is recognised however, that the provision of other forms of green infrastructure can contribute towards conserving and enhancing biodiversity.

Where a proposal requires off-site planting, a S106 Agreement must be entered in to. This should cover the cost of any site purchase required for the new planting, the cost of the plants, any associated management and maintenance where the Council will not be adopting the land and sufficient funding for replacements for a period of five years. It is imperative that any proposal for off-site planting has the prior written approval of the landowner. The costs will be calculated on a site-by-site basis and be based on current prices at the time of the application.

Social infrastructure

The provision of new and improvement of existing social infrastructure will be funded through CIL. However, in some instances developers may be required to provide land or buildings to enable the delivery of additional social infrastructure to serve the site. In such instances the provision of land or buildings will be secured through S106.

Internationally Designated Sites

Residential development in parts of the district has the potential to impact upon internationally designated sites both within and located outside of the district.

Wealden Heaths Phase II Special Protection Area (including Woolmer Forest and Shortheath Common SACs)

Policy NBE4 sets out the requirements for development impacting on the integrity of the Wealden Heaths Phase II Special Protection Area (SPA).

Any proposed housing within 5km of the Wealden Heaths Phase II SPA will need to be supported by a project-specific Habitats Regulations Assessment (HRA), to enable the local planning authority, as competent authority, to undertake its HRA screening / Appropriate Assessment, to assess whether mitigation of these impacts is required. The requirement for mitigation is likely to vary depending on the number of proposed dwellings, the distance from the SPA and the 'in combination' effects. Advice on this should be sought from Natural England at the earliest opportunity. Where on-site, or off-site, mitigation is required, this would be secured through a planning obligation. Contributions will also be sought from new residential developments via a tariff towards Strategic Assess Management and Monitoring (SAMM).

Solent International designated sites

The Solent coastline provides feeding grounds for internationally protected populations of overwintering waders and wildfowl and is also extensively used for recreation. In response to concerns over the impact of recreational pressure on birds within protected areas in the Solent, the Solent Forum initiated the Solent Disturbance and Mitigation Project (SDMP) to determine visitor access patterns around the coast and how their activities may influence the birds.

Contributions will be sought from new development in order to implement the measures set out in the Solent Special Protection Area (SPA) Interim Planning Framework. Measures include the provision of dog wardens and rangers to educate the public about the impacts of

recreational disturbance on protected species. The contribution is calculated on the number of bedrooms per individual dwelling. The current rates are set out on the Council's website and are applicable to permissions granted on or after 1 April 2022.

The contribution will affect all net new dwellings in the district located within 5.6km of the Solent International Designated sites and is payable in addition to any CIL liability and any other S106 contributions. At the end of this Appendix there are maps showing the parts of the district that fall within the 5.6km buffer.

Nutrient neutrality

New development necessitates the provision of connections to the foul water drainage network and can increase surface water run-off. This could increase the amount of nutrients entering Solent International Designated Sites, even if it is a proportionately small contribution. Natural England has advised that new developments within the Solent and Itchen drainage catchments may contribute towards nutrients entering these designated sites, resulting in increase levels of eutrophication.

Within these catchments, new housing schemes and other proposals which include a net gain in overnight accommodation or development which has a high volume of water use will need to be supported by a Habitats Regulations Assessment (with nutrient budget calculations) to enable the local planning authority, as competent authority, to undertake its HRA screening / Appropriate Assessment, to assess whether any mitigation of these impacts is required, to prevent any increase in nutrients into the water system in order for them to be 'nutrient neutral' if they would otherwise lead to a likely significant impact on a European site.

In some instances, where there is a positive nutrient budget, mitigation will be required which could entail, either on-site mitigation, or the purchasing of nutrient credits from an accredited third-party mitigation scheme. In discharging the requirements of planning obligations, the Local Planning Authority would require written confirmation from an accredited mitigation scheme that sufficient credits have been purchased to mitigate the nutrient budget from the development.

Given the geographical nature of East Hampshire district, it is likely that some third-party mitigation schemes could be progressed outside of the district. In such cases, the planning authority of the mitigation land together with the landowner of the mitigation site would both need to be signatories to a legal agreement, with East Hampshire District Council, in order to ensure that the accredited mitigation scheme is monitored, with the planning authority for the mitigation land undertaking any necessary enforcement action where necessary.

More detail guidance on the nutrient neutrality is available on the Council's website <https://www.easthants.gov.uk/planning-services/nutrient-neutrality-what-developers-need-know>

Flood Protection and Water Management

There may be circumstances when mitigation measures will be required in order to make a development safe from any risk from surface water flooding. Measures will normally be identified by the Environment Agency, or Lead Local Flood Authority, and will usually be secured through planning conditions. However, where the measures involve off-site improvements, the need for a S106 Legal Agreement, negotiated on a case-by-case basis, will be considered.

Where on site measures are required, the type and location of the works should be justified and agreed with the Council, in consultation with the Lead Local Flood Authority and/or the Environment Agency, prior to any works being implemented. In some cases, assessed through a Flood Risk Assessment, it may be appropriate to consider on-site flood mitigation measures such as the positioning of electrical sockets at a higher level or using more water resistant materials. The use of such measures will normally be secured through planning conditions rather than a legal agreement.

Where off-site mitigation is necessary, it is expected that developers will enter into a S106 Agreement which agrees either a level of appropriate funding or the provision of appropriate flood defence works or mitigation measures.

Transport

Alterations to the local highway network which are necessary to promote a safe, efficient or sustainable relationship between development and the public highway may be secured by a S106 planning obligation and/or S278 Agreements with the Local Highway Authority.

Improvements could include the provision, removal, or relocation of street furniture, dropped kerbs, crossovers, pedestrian crossings, bus stops and links to the cycle network.

Where a development is required to make specific contributions towards off-site improvements, amendments, or additions to public transport services (projects which are not identified in the Infrastructure Funding Statement to be funded by CIL) contributions may be secured through S106.

Travel Plans

Contributions towards revenue items are still permitted under planning obligations and are not restricted by the CIL regulations. Where development exceeds the threshold for a Travel Plan, a Travel Plan will be secured through a S106 Agreement, which will have the objective of reducing adverse transport impacts. A fee is charged for approval of a travel plan and for on-going monitoring.

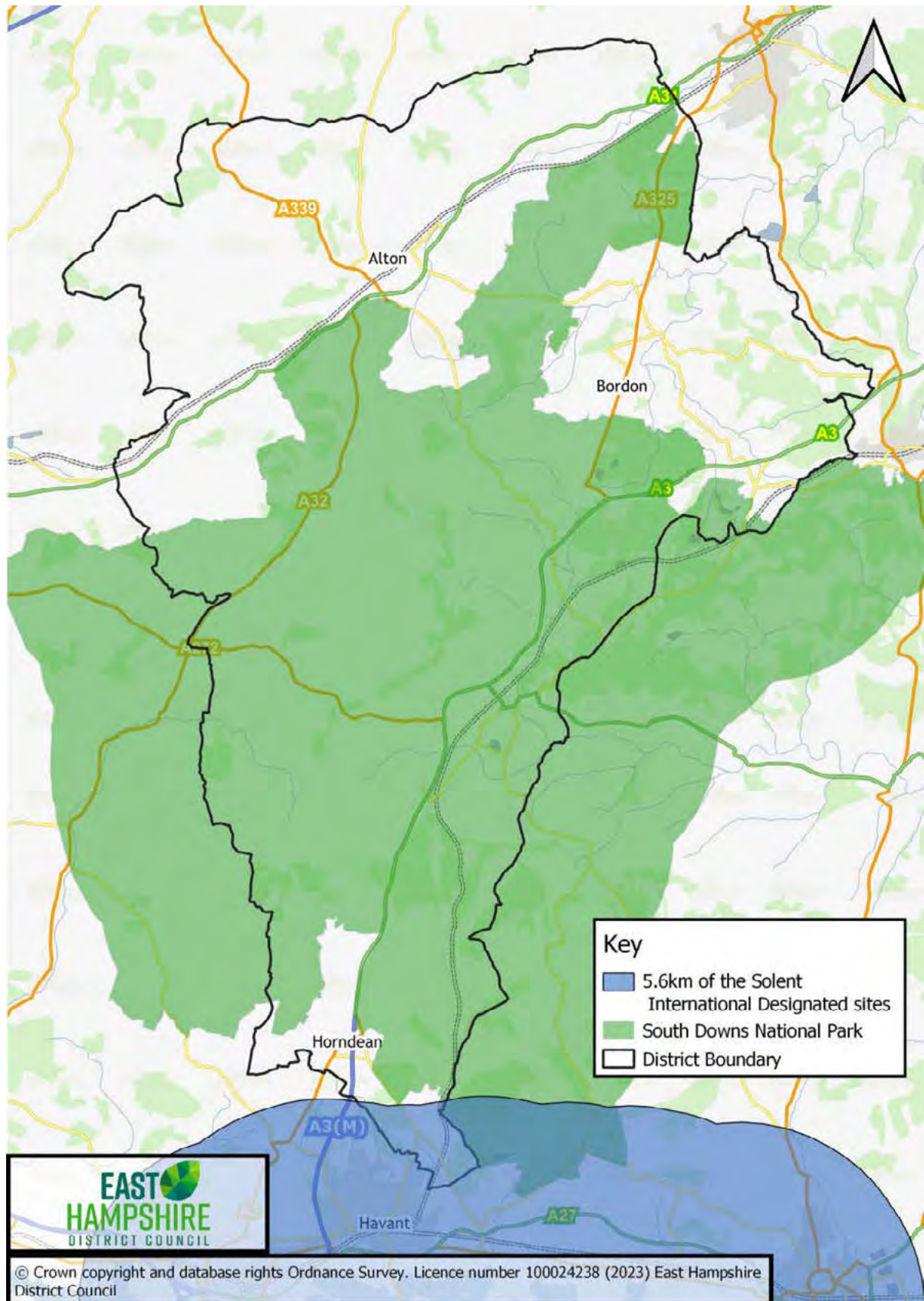
Travel Plans will set out, as far as possible, how development proposes to mitigate its adverse transport impacts and promote sustainable travel and may include measures relating to encouraging sustainable transport behaviour and infrastructure provision. Travel Plans will include provision for financial penalties to fund the promotion or provision of sustainable transport until travel plan objectives are met.

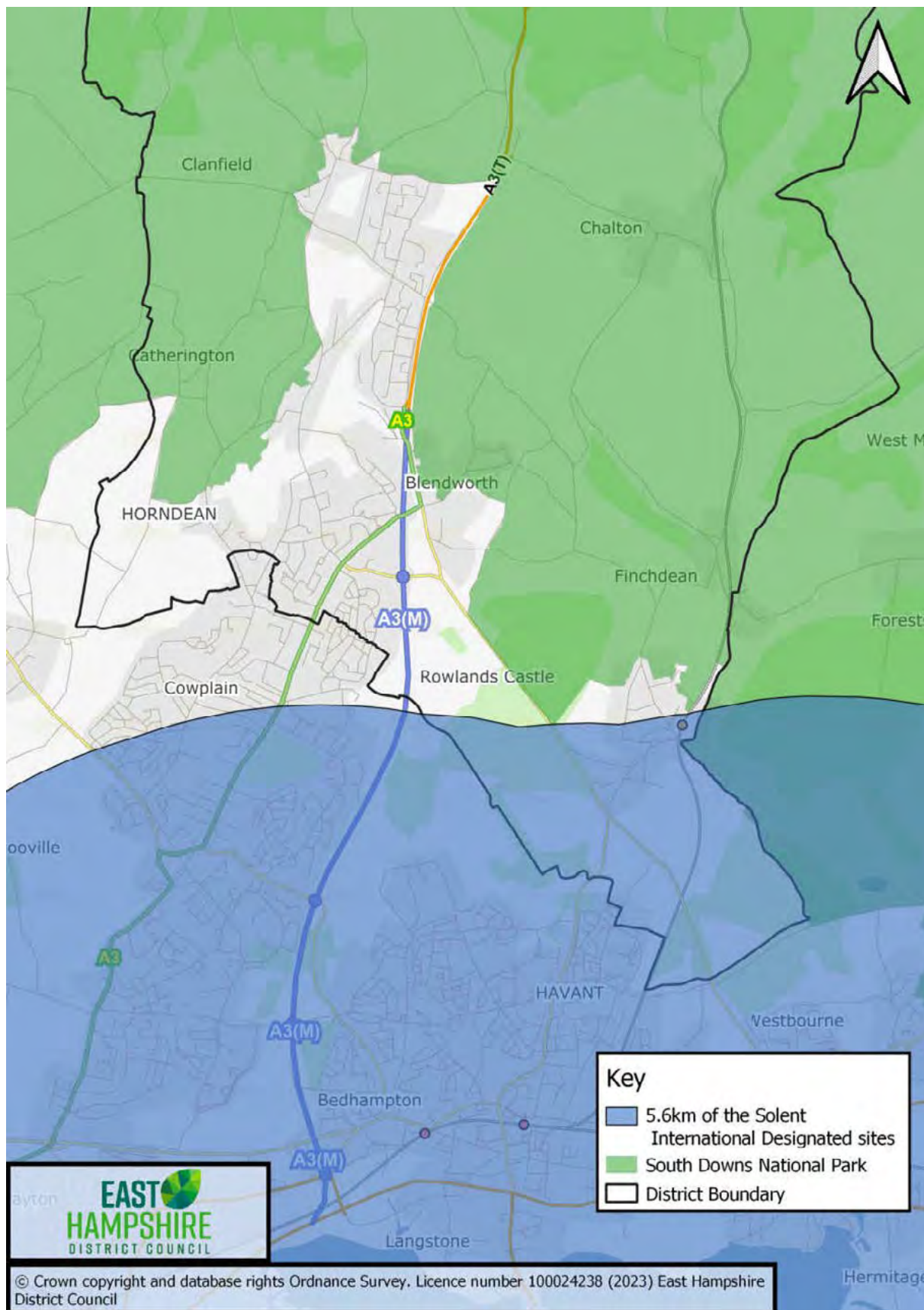
Other

Other types of infrastructure may be required to make a development acceptable in planning terms. The following list provides information on additional S106 Agreements not detailed in this chapter that could be required to make a development acceptable:


- Works or funding for the management and conservation archaeological interests where a development has an adverse impact.
- Works or funding for the restoration, conservation / enhancement of listed buildings, buildings of local importance and monuments at the development site.
- Works or funding for the diversion and or enhancement of Public Rights of Way.

Area within 5.6km of the Solent International Designated sites






OUR
**LOCAL
PLAN**
2021-2040

 t: 01730 234102

 e: localplan@easthants.gov.uk

 w: www.easthants.gov.uk

East Hampshire District Council
Penns Place, Petersfield, GU31 4EX