

Eastleigh Borough Local Plan (2016-2036)

April 2022

required to serve new development. These schemes are reflected in site-specific proposals in Chapter 6. Hampshire County Council and the Borough Council also maintain a list of local transport improvements as set out in HCC's Eastleigh Borough Transport Statement and Eastleigh Borough Council's Transport Schemes Inventory, which include the footpath, cycleway and bridleway routes identified in strategic policy S12, Chapter 4. This provides a robust framework of local transport policy to justify the list of local transport schemes which are used as the basis for securing S106/S278/CIL funds collected by Eastleigh Borough Council and HCC. Implementation of these proposals and any other off-site works that are required will take place through related development and/or be funded through developer contributions (community infrastructure levy or other planning obligations – see Chapter 7). It is recognised that such contributions may not cover the full costs of all the schemes and that other funding sources may need to be found.

Policy DM14, Parking

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

exceptional cases (see strategic policy S6).

- 5.93 Although the Borough Council generally seeks to manage car use and encourage the use of other ways of travelling, it has to be recognised that motor vehicles provide mobility and support the economic life of the area. The Council also recognises that provision of inadequate parking at new developments can create ‘overspill’ parking issues on the existing highway network which can have a variety of negative effects on existing residents and on the efficient and safe operation of the highway network. Off- street parking is therefore required in accordance with the standards for residential and commercial occupiers with an uplift for visitor parking provision in the Borough Council in the Residential Parking Standards Supplementary Planning Document. This outlines how the parking standards for residential sites can be reduced through the use of unallocated shared parking, when compared to minimum allocated parking requirements. It also provides information about the appropriate design of car parking and requirements for electric vehicles charging points.
- 5.94 In Eastleigh town centre and the surrounding areas which have the best levels of local facility provision and public transport in the Borough, parking provision to a lower level than specified by the revised Parking Standards SPD can be appropriate if circumstances permit and measures such as car clubs are provided as part of a development. Flexibility within the town will allow imaginative schemes to come forward as part of any future regeneration. Parking in excess of the ‘specified standard may be accepted if supported by a transport assessment.

A prosperous place

Economy

- 5.95 Economic development includes:
- Industrial and commercial development in use classes B2, B8 and E(g)
 - Retail and other town centre development in use class E
 - Certain sui generis uses such as pubs and hot food takeaways
 - Other forms of development that provide jobs, e.g. leisure, cultural activities, tourism and public services such as education and health.
- While all employment opportunities contribute to prosperity, some forms of employment also contribute particularly to increasing GVA⁵¹, which is a main objective of the PfSH Economic Development Strategy.

Relevant issues and objectives

Issues (Chapter 2): P5-P13, G1, G2

Objectives (Chapter 3): iv, ix, xi, xii, xiii

⁵¹ GVA is Gross Value Added, a measure of economic growth