

Supplementary Information

HAVANT BOROUGH COUNCIL
OPERATIONS AND PLACE SHAPING BOARD
15 July 2019

Dear Councillor

I am now able to enclose, for consideration at meeting of the Operations and Place Shaping Board, to be held on 15 July 2019 the following supplementary information that was unavailable when the agenda was printed.

Agenda No	Item
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| 5 | <u>Review of the Parking Supplementary Planning Document (Town Centre Development Parking Provision) (Pages 1 - 26)</u> |
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NON-EXEMPT

HAVANT BOROUGH COUNCIL

Operations and Place Shaping Board

15 JULY 2019

PARKING SUPPLEMENTARY PLANNING DOCUMENT: TARGETED REVIEW REGARDING PARKING ASSOCIATED WITH NEW DEVELOPMENT IN HAVANT AND WATERLOOVILLE TOWN CENTRES
David Hayward (Planning Policy Manager)

INFORMATION

Portfolio: Cabinet Lead for Planning, Regeneration and Communities

Executive Director: Director of Regeneration and Place (Simon Jenkins)

Key Decision: Yes

1 Purpose of Report

- 1.1. This report is to give the Operations and Place Shaping Board an update on the targeted review of the Parking Supplementary Planning Document (SPD), the consultation responses received and the proposed way forward.

2 Recommendations

- 2.1 The Operations and Place Shaping Board is recommended to:
- a) Note the responses received to the recent consultation on the Parking Supplementary Planning Document (Appendix A);
 - b) Note the need for a wider review of the Parking Supplementary Planning Document following the Examination of the Havant Borough Local Plan 2036;
 - c) Recommend to Cabinet that the Parking Supplementary Planning Document (at appendix D) be recommended to Full Council for adoption.

3 Summary

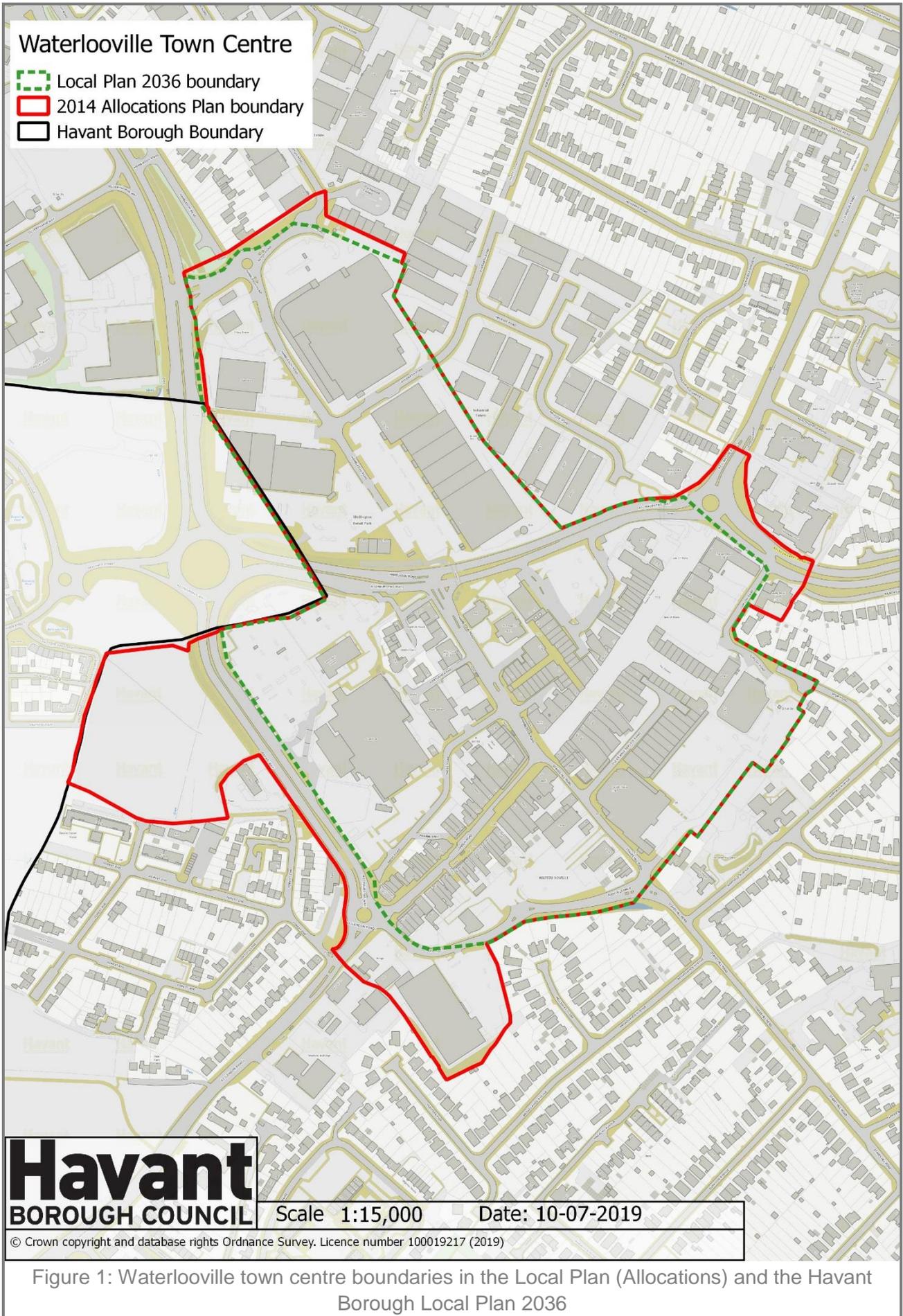
- 3.1 The Parking Supplementary Planning Document (SPD) was adopted in July 2016 and is on the Council's website at www.havant.gov.uk/supplementary-planning-documents/parking-supplementary-planning-document. Given this

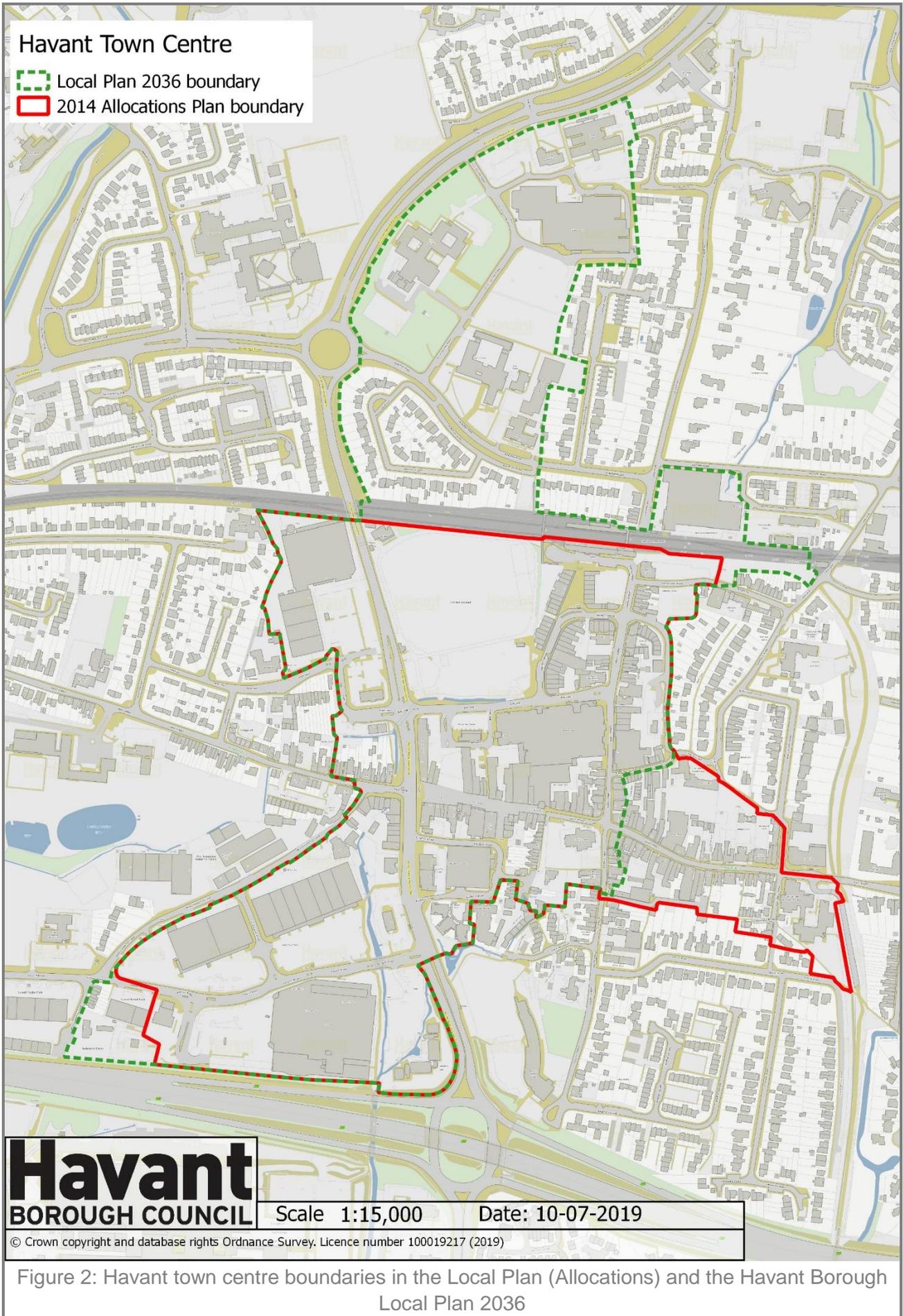
timeframe, there have not yet been any sizeable development schemes that have been built using the revised SPD.

- 3.2 The Council has a significant development and regeneration agenda. This has been already subject to debate and approval through the unanimous approvals at Full Council of both the Havant Borough Regeneration Strategy and the Havant Borough Local Plan 2036 at Full Council. The Operations and Place Shaping Board (OPS Board) are also undertaking quarterly scrutiny sessions of the Havant Borough Local Plan 2036.
- 3.3 It is necessary to make sure that the correct level of parking is being provided to support new development. This is part of making sure that it will be sustainable development that stands the test of time. This is a particularly nuanced decision in town centres, where this is not a straightforward decision but one where there are many inputs.

The targeted review

- 3.4 In considering the Adopted SPD, it was noted that it is inaccurate in the way that it describes Havant and Waterlooville Town Centres, in particular their accessibility by public transport. It was determined that a targeted review of the Parking SPD should take place, focussed on the level of parking required to support new developments in the Borough's two main town centres: Havant and Waterlooville.
- 3.5 As such, the review of the SPD was focussed on only that section. This constitutes paragraphs 3.01-3.12. Maps showing the boundaries of the town centres, both as existing in the Havant Borough Local Plan (Allocations) (2014) and the Havant Borough Local Plan 2036 Pre-Submission Draft (January 2019) are in figures 1 (Waterlooville Town Centre) 2 (Havant Town centre) below. Following further consideration after questions at the 9th July Project Planning session, text has been added to the proposed SPD to highlight that it would apply to the Local Plan 2036 boundary. This avoids any confusion given that it is a larger area than the existing town centre boundary and it is considered that anywhere which is considered to be part of the town centre should be covered by this guidance.
- 3.6 It was recognised that the adopted SPD treats Havant and Waterlooville town centres in the same way (see appendix B). However the two town centres have a different level of public transport accessibility. Both town centres benefit from good quality bus infrastructure, though Havant Town Centre has a bus station whereas Waterlooville Town Centre does not. However Havant town centre benefits from a well connected train station with frequent, regular services to Portsmouth, Southampton, London and Brighton. In contrast, Waterlooville Town Centre does not have a rail connection. It is 7.08km from Waterlooville Town Centre to Bedhampton Railway Station, which is the closest rail connection. It is 8.69km to Havant Railway Station, which has more services and dedicated car parking provision.





- 3.7 A replacement for those sections were drafted for consultation. The replacement text highlighted the differences between the two town centres in terms of accessibility to public transport and shops and services. It highlighted that across both of the town centres, a lower level of parking was considered suitable in principle, subject to appropriate evidence. However it also highlighted that zero parking was unlikely to be supported (see Appendix B). It was highlighted that evidence would be required from applicants to inform the proposed parking strategy.

Consultation

- 3.8 The consultation on the proposed changes to the SPD was approved by the Cabinet Lead for Communities, Development and Housing under delegated authority. The consultation then took place alongside the Pre-Submission Local Plan consultation from February-March 2019.
- 3.9 Two responses to the consultation were received. One was from a planning consultancy. The other was from a transport planner responding on an individual basis. Copies of the two representations are available at Appendix A with personal information redacted.
- 3.10 Both of the representations highlight what is essentially the same point. There is a criticism of the approach of 'banning' zero parking developments. It is also highlighted that the SPD sets out the same parking strategy for Havant and Waterlooville Town Centres. Both particularly emphasise Havant Town Centre as being suitable for zero parking development.

Proposed way forward

- 3.11 Officers have considered the consultation responses received and the matters that they raise.
- 3.12 It is considered that a valid point has been brought up. The reason for the targeted review in the first place is that the adopted SPD (Appendix B) suggests that Havant and Waterlooville are the same. However in public transport accessibility terms, they are clearly not the same.
- 3.13 The consultation draft (Appendix C) highlights the differences in accessibility. However the parking standard proposed is effectively then the same.
- 3.14 However whilst potentially the case within the lifetime of the development, at this point, it is only Havant Town Centre that offers a genuine ability to live car-free with long-distance and short distance public transport available and convenient together with shops and services close by.
- 3.15 As such, what is proposed for the new SPD in its final, adopted, form is that the description of the different accessibility of the two centres then follows through into a difference in the approach to parking.
- 3.16 For Waterlooville Town Centre, it is proposed that there would be no change compared to what is proposed in the consultation draft - that a lower level of

parking than in less accessible parts of the Borough is supported in principle but zero parking would not be considered acceptable.

- 3.17 For Havant Town Centre, it is proposed that a lower level of parking than in less accessible parts of the Borough is supported in principle. This could also include zero parking developments.
- 3.18 The one facet of the proposals which it is proposed would be common for both town centres is that the proposed level of parking must be supported by appropriate evidence highlighting why it is suitable for that location.
- 3.19 It is proposed that the Operations and Place Shaping Scrutiny Board recommend to Cabinet that a recommendation is submitted to Full Council that the Parking Supplementary Planning Document be adopted based on that set out in Appendix D.
- 3.20 Nonetheless, officers also acknowledge that it will be necessary to review the Parking SPD more comprehensively following the adoption of the Havant Borough Local Plan 2036. This will make sure that there is up-to-date and relevant guidance to guide future development. There are a number of policies that will change with the adoption of the Local Plan that feed into parking provision. For example, as a result of the new approach to density, more innovative ways of providing parking will need to be explored.
- 3.21 This would need to be part of a wider review of planning guidance as a number of the Council's SPDs will be out of date and in need of updating.

Options considered and reasons for the recommendation

- 3.22 A consideration of different potential approaches to parking as part of new development in our town centres has taken place. In reviewing this, the ambitious proposals in the Council's Regeneration Strategy and the Havant Borough Local Plan 2036 have been considered. These propose significant delivery of new housing in the two town centres. In order to achieve the level of development proposed, an inevitable consequence is that less parking could be provided than would be the case elsewhere in the Borough.
- 3.23 An alternative would be to propose more parking, most likely the same as other, less accessible, parts of the Borough. However this could lead to over-provision and inefficient use of land. This could mean that it is not viable to develop the land parcels in question, ultimately threatening the ability of the Council to deliver on the two ambitious strategies. Linked to this, the National Planning Policy Framework revisions in 2018 also propose that higher density development be specifically promoted and targeted to areas of higher public transport accessibility. It is necessary for the Council's planning policies and the guidance that underpins them to comply with the NPPF.
- 3.24 Another alternative would be to use existing retail and office parking for residential developments as well. Generally, offices and town centre parking is in use during the day and residential parking is during the evening. As such,

there could be the ability to co-locate provision. It is considered however that the such arrangements could be permissible through the proposed SPD, if adequately justified with supporting evidence.

- 3.25 It is also necessary to consider what constitutes 'accessibility'. The current SPD (Appendix B) defines this solely in terms of public transport. It is recommended that this is amended to effectively whether it is possible to live one's life without the use of a private car. As such, public transport accessibility is included but the availability of shops and services is also highlighted.
- 3.26 Linked to the above, defining public transport accessibility is difficult because it can change over time. Buses and trains are operated by private companies and if a route is not profitable, it will change (become less frequent) or it will cease. As such, the definition has been based on the infrastructure as much as is possible, where significant rail or bus infrastructure exists to enable high quality services to be run.
- 3.27 Finally, changes in lifestyle and technology must be considered. It is well known and acknowledged in the Regeneration Strategy and the Havant Borough Local Plan 2036 that web-based retail is increasing in terms of use with less people using bricks and mortar shops than in the past. This potentially impacts on whether people choose to own a car and how they may use it. It also means that consideration needs to be made to how lower-parking or zero-parking developments may work. For example, if there is to be less parking, a loading bay/drop off area where courier and supermarket deliveries can park to unload is considered perfectly appropriate.

4. Resource Implications

- 4.1 **Financial implications:** The costs of producing this document are covered within existing budgets. There are no additional resource requirements expected.
- 4.2 **Legal:** On adoption, the Parking SPD will replace the current Residential Parking SPD.
- 4.3 **Strategy:** The Council has an ambitious regeneration and development agenda moving forward. The proposals in the Parking SPD seek to support and not impinge on the delivery of these two important strategies.
- 4.4 **Risks:** please see main body of the report.
- 4.5 **Communications:** please see section on consultation (below).
- 4.6 **For the Community:** Parking can be an emotive issue. The purpose of this guidance is to ensure that new developments have appropriate levels of parking provision.

- 4.7 **Consultation:** the proposals were subject to consultation between February and March 2019. These have been fed into the considerations before the OPS Scrutiny Board. The consultation was advertised alongside the Pre-Submission Local Plan, which is a higher level of marketing and promotion than would usually take place for an SPD.

Appendices and background papers

Appendix A: Consultation responses

Appendix B: Current SPD overview and wording of sections 3.01-3.12

Appendix C: Consultation Draft SPD overview and wording of sections 3.01-3.12

Appendix D: Proposed SPD overview and wording of sections 3.01-3.12

Background Papers: none.

Agreed and signed off by:

Monitoring Officer: Andrew Clark - 11 July 2019

S151 Officer: Razana Begum - 4 July 2019

Head of Service: Simon Jenkins - 10 July 2019

Portfolio Holder: Cllr Tim Pike - 10 July 2019

Contact Officer:	David Hayward
Job Title:	Planning Policy Manager
Telephone:	023 9244 6174
E-Mail:	 david.hayward@havant.gov.uk

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Appendix A - consultation responses

From: [REDACTED]
Sent: 06 March 2019 15:09
To: Planning Policy and Urban Design
Subject: Parking Supplementary Planning Document - Consultation document (Feb 2019)

Good afternoon. I am writing in response to the proposed changes to the SPD and in particular the presumption against zero parking developments. I believe there is a prejudice against zero parking residential developments because of some unfortunate past experiences with the interpretation of PPG13 (Transport) where residential developments were granted with low or nil parking and in practice parking demand was found to exceed on-site supply leading to overspill parking taking place in surrounding roads. However these poor experiences should not prevent developments with zero on-site parking being permitted in the future provided certain conditions are met. I believe these can be met in Havant Town Centre and potentially in Waterlooville Town Centre. The completely reject even limited opportunities for "zero car" developments would seem to be inconsistent with policies that seek to encourage more sustainable transport choices and encourage development in areas of high accessibility to public transport, goods and services.

There is a real risk that by rejecting "zero cars" in favour of "reduced levels of on-site parking" conditions are created where for residents the potential to park on site encourages unrealistic expectations of actually being able to do so leading to frustration, criticism of the council for allowing this to allow the development with "inadequate parking" and overspill parking to unsuitable areas, the thing the policy seeks to avoid.

The judgement must be whether future residents of such zero-parking developments are convinced that the absence of convenient parking is so onerous that the dwellings are unattractive to those for whom ownership of a car is considered necessary or desirable. Provided all the parking within a convenient walking distance of the development is controlled, whether on-street by duration or price or off-street by duration, price or private ownership then this is likely to be a substantial deterrent to car ownership. There may be a range of opinions as to what "a convenient walking distance" might be but the Lambeth Parking Beat Survey methodology is well respected across planning and highway authorities and the 200m referred to in that guidance may be appropriate.

yours sincerely

[REDACTED]

[REDACTED]
Bsc CEng DipTE
pdt(Hampshire)

[Redacted]

From: [Redacted]
Sent: 27 February 2019 12:37
To: [Redacted]
Cc: Planning Policy and Urban Design
Subject: Parking Supplementary Planning Document - Consultation document (Feb 2019) - Objection
Attachments: PTP Letter - HBC Parking SPD - 27 02 2019.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Dear [Redacted]

Please find attached my letter of objection to HBCs proposals to 'scrap' zero parking in Havant Town Centre.

I would be grateful if you could acknowledge receipt and also let me know what the timetable is for the revision of this SPD?

Many thanks.

Kind Regards,

[Redacted] [Redacted]
 Chartered Town Planner

Pickup Town Planning

[Redacted]
 [Redacted]
 [Redacted]

[Redacted]
 [Redacted]

www.ptplan.co.uk

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[REDACTED]

Date: 27th February 2019
Our Ref:
Your Ref: Parking SPD - Consult

[REDACTED]
Planning Policy Team Leader
Havant Borough Council,
Planning Policy,
Public Service Plaza,
Civic Centre Road,
Havant PO9 2AX

Dear [REDACTED]

**Re: Parking Supplementary Planning Document
Consultation on Proposed replacement text for Sections 3.01 – 3.12**

I have recently become aware of the proposed revisions to the Borough Council's Parking Supplementary Planning Document and would like to object, most strongly, to the proposal to place a blanket ban on zero parking schemes within Havant Town Centre.

Havant Town Centre is what I would consider as being a highly sustainable and accessible location accommodating a wide range of shops and services as well as being served by both bus and train stations, which are only 250m apart.

Current national planning policy promotes the need for the provision of new housing in sustainable locations and recognises that the occupiers of dwellings in areas close to shops and services should not need to be reliant on a car for their everyday needs. Many people, particularly those living in 1- and 2-bedroom flats, purposefully make a "lifestyle" choice to not own a car. Some people do not want the costs associated with keeping a car; others chose not to own a car for ethical and environmental reasons (i.e. reducing carbon emissions); many chose to live close to where they work.

It is a fact that the occupiers of new dwellings in Havant Town Centre would have excellent access to public transport services and would be highly unlikely to travel to the town centre by car. These modes of public transport provide people with a credible and realistic alternative means of travel to the private motor car, allowing them to reach the south coasts other major towns and cities with relative ease.

To remove the option of allowing for the provision of zero parking in Havant Town Centre would, in my opinion, present a huge barrier to what otherwise might be financially viable and sustainable development sites. As such, it is possible that the need to provide vehicle parking with all new Town Centre developments would be likely blight some sites for many years to come.

Please could I ask what evidence the Borough Council is relying on to justify this change in planning policy? I am sure that you are aware that many other authorities have, in recent years, introduced 'car free homes policies' in order to help reduce traffic congestion and better manage the limited supply of on-

street parking spaces. These types of initiative also help to reduce the level of air pollution from motor vehicles and encourages more people to walk, cycle and go by public transport.

By requiring all developments within Havant Town Centre to provide vehicle parking would result in the area becoming more congested and polluted with increased levels of nitrogen oxide. This would be in conflict with the Council's emerging policies and strategies which encourage healthy living and would also have the potential to adversely affect highway and pedestrian safety.

Given the foregoing please could I suggest that the Borough Council reconsiders its position on zero parking schemes?

I trust that you will take these comments into account.

Yours faithfully,

A large black rectangular redaction box covering the signature area.A smaller black rectangular redaction box covering the name of the sender.

BSc(Hons), DMS., MRTPI

Appendix B

Overview of approach and text for sections 3.01-3.12 of Parking SPD (Adopted SPD)

Havant town centre

Waterlooville town centre

Accessibility described as the same

Both centres suitable for lower parking levels

Both centres suitable for zero parking in principle

3 Additional Information relating to Parking Standards

Highly Accessible Areas

- 3.01 It is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are more accessible by non-car means. In these areas, reliance on private vehicle use and ownership should be less.
- 3.02 Within the Borough access to public transport and shops and services varies significantly. The town centres at Havant and Waterlooville provide the greatest range of alternative transport modes and also shops and services.

Table 3.1 Variable accessibility by non-car means

<p>Highly Accessible</p>  <p>Less Accessible</p>	<ul style="list-style-type: none"> • Havant Town Centre (train and bus stations) • Waterlooville Town Centre (bus station) • Bedhampton Train Station • Emsworth Train Station • Emsworth Town Centre (two bus routes and shops) • A3 Bus Corridor • District Centres • Warblington Halt • General bus route nearby • Lack of continuous cycle routes • Not easily accessible by public transport
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Havant and Waterlooville Town Centres

3.03 Havant Town Centre offers the widest choice in alternative transport with a mainline train station, serving a variety of locations and a bus station that provides services across the Borough and to Portsmouth, Chichester and beyond. Havant Town Centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the most accessible and sustainable part of the Borough.



3.04 Waterlooville Town Centre provides a variety of bus routes across the Borough and beyond to Portsmouth. The town centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the second most accessible part of the Borough.

3.05 Proposals within the Havant and Waterlooville Town Centre boundaries will be expected to have a reduced or even zero standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicles in accordance with the requirements of the NPPF. A reduced standard can also apply in instances where a site is located less than 800 metres from the centre of the town (when measured as an on the ground walking distance, not 'as the crow flies'). This should be demonstrated in the design and access statement accompanying an application. However, parking for people with disabilities should be provided.



Where else to look:

Maps showing Town Centre Boundaries:

<http://www.havant.gov.uk/sites/default/files/documents/3%20Adopted%20Allocations%20Plan%20July%202014%20Appendix%205.pdf>

(Please note that it is only Havant and Waterlooville Town Centres for which the proposals in Paragraphs 3.01-3.05 apply.)

Other Public Transport Availability

3.06 On brownfield sites outside the town centres, it may be possible to reduce the number of car parking spaces required where developments are within a reasonable distance of good public transport links e.g. The A3 Bus Corridor and local services or Emsworth Station and Emsworth District Centre. Planning applications will be considered on a case by case basis (see 3.07 below).

Demonstrating Accessibility

3.07 Planning applications for residential development should demonstrate where the site is located in relation to the highly accessible locations of Havant and Waterlooville Town Centres or to the availability of public transport. This is ideally suited to the design and access statement (if required) and the application should address how this has been considered in relation to the parking proposed for the development.

- 3.08 When distances are measured it should be the on the ground travel distance rather than 'as the crow flies' to ensure it is as realistic as possible.

Additional Information relating to Non-residential Parking and Cycle Standards

- 3.09 The standards for non-residential Car Parking were originally set out by Hampshire County Council in the Hampshire Parking Standards 2002. These were based on guidance set out in Planning Policy Guidance Note PPG13, which advised applying maximum standards. More emphasis in the current NPPF is placed on accommodating the car; in addition to public transport availability and accessibility, local car ownership levels should also be taken into consideration.
- 3.10 To test if the standards set in 2002 are still 'fit for purpose' a number of case studies have been examined to see if developments built since this date have sufficient car parking. Where a lesser amount of car parking has been provided within a site, within the limits set down by the Hampshire Parking Standards 2002, there have been ongoing local parking issues.
- 3.11 Where standards refer to staff numbers, this is based on full time equivalent numbers unless otherwise specified. Where standards refer to floorspace this relates to the gross external area unless otherwise specified.

Gross external area (GEA): The total external area of a property (including the thickness of the external wall)

- 3.12 Reductions in parking standards should be justified in the Transport Assessment or Design and Access Statement accompanying a planning application.

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Appendix C

Overview of approach and text for sections 3.01-3.12 of Parking SPD (consultation draft)

Havant town centre

Waterlooville town centre

Described as highly accessible

Described as accessible, less so than Havant TC

Both centres suitable for lower parking levels

Neither centre suitable for zero parking

Evidence needed to justify approach

3 Additional Information relating to Parking Standards

Highly Accessible Areas

- 3.01 It is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are closer to shops and services and more accessible by non-car means. In these areas, reliance on private vehicle use and ownership should be less.
- 3.02 Within the Borough access to shops, services and public transport varies significantly.

Table 3.1 Variable accessibility to public transport, shops and services

<p>More Accessible</p>  <p>Less Accessible</p>	<ul style="list-style-type: none"> • Havant Town Centre (shops and services, train and bus stations with shops and services) • Waterlooville Town Centre (shops and services, on a premium bus corridor) • Emsworth Town Centre (shops and services, train station, bus routes) • Bedhampton Train Station • A3 Premium Bus Corridor • District Centres • Warblington Train Station (less served than other stations) • General bus route nearby • Not easily accessible to shops, services, continuous cycle routes or public transport
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Havant Town Centre

3.03 Havant Town Centre is the most accessible part of the Borough with the widest choice of shops, services and public transport options. The town Centre provides a wide range of shops and services, including supermarkets, which lessen the need for individual travel. Havant train station serves the widest variety of routes in southeast Hampshire, linking to Portsmouth, Southampton, Brighton and London. Havant Bus Station is one of the most well-served bus stations in Hampshire, providing services across the Borough, to Portsmouth, Chichester and beyond.

Waterlooville Town Centre

3.04 Waterlooville Town Centre is considered to be the second most accessible part of the Borough in terms of access to shops, services and public transport. However there is less transport choice than there is at Havant Town Centre, most notably the absence of a train station. The town centre provides a range of shops and services, including supermarkets, which lessen the need for individual travel. It is located on the 'Zip' Premium Bus Corridor to Portsmouth. This is one of the early phases of the proposed Bus Rapid Transit network of routes around southeast Hampshire, the aim of which is to provide high quality bus infrastructure to make using the bus a realistic alternative to the car.

Reduced parking in town centres and other locations

3.05 Proposals within Havant and Waterlooville Town Centres may be suitable for a lower level of car parking provision compared to the rest of the Borough. However zero parking development schemes would not be supported for major development. The level of parking to be provided must be based on the nature and scale of development, access to shops and services together with public transport accessibility. A lower level of provision must not result in displacement of parking pressure into nearby residential areas. Utilising near-site parking in dedicated car parks (not on-street parking) should be considered together with demand based measures to reduce parking pressure.

3.06 On any site where a reduced level of parking provision is considered justified by the Local Planning Authority, the design and layout of the development must include sufficient space for servicing, loading and drop off, courier and supermarket deliveries.

3.07 On any other site where a lower level of parking is proposed, this will be assessed on a case-by-case basis. A justification would need to be provided which should consider accessibility to shops and services, accessibility to public transport and the site's relation to the relative accessibility of different areas set out in figure 3.1.

Demonstrating Accessibility

3.08 Planning applications for residential development should demonstrate where the site is located in relation to nearby shops, services and public transport nodes (and the level of service). This is ideally

suited to the design and access statement (if required) and/or the Transport Assessment and the application should address how this has been considered in relation to the parking proposed for the development.

- 3.09 When distances are measured it should be the on the ground travel distance rather than 'as the crow flies' to ensure it is as realistic as possible.

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Appendix D

Overview of approach and text for sections 3.01-3.12 of Parking SPD (proposed final draft)

(displayed as tracked changes compared to consultation draft)

Havant town centre

Described as highly accessible

Suitable for lower level of parking

Potentially suitable for zero parking

Waterlooville town centre

Described as accessible, less so than Havant TC

Suitable for lower level of parking

Not suitable for zero parking

Evidence needed to justify approach

3 Additional Information relating to Parking Standards

Highly Accessible Areas

- 3.01 It is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are closer to shops and services and more accessible by non-car means. In these areas, reliance on private vehicle use and ownership should be less.
- 3.02 Within the Borough access to shops, services and public transport varies significantly.

Table 3.1 Variable accessibility to public transport, shops and services

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Havant Town Centre

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Waterlooville Town Centre

3.04 Waterlooville Town Centre is considered to be the second most accessible part of the Borough in terms of access to shops, services and public transport. However there is less transport choice than there is at Havant Town Centre, most notably the absence of a train station. The town centre provides a range of shops and services, including supermarkets, which lessen the need for individual travel. It is located on the 'Zip' Premium Bus Corridor to Portsmouth. This is one of the early phases of the proposed Bus Rapid Transit network of routes around southeast Hampshire, the aim of which is to provide high quality bus infrastructure to make using the bus a realistic alternative to the car.

Reduced parking in town centres and other locations

3.05 Proposals within Havant and Waterlooville Town Centres, as defined in the Havant Borough Local Plan 2036, may be suitable for a lower level of car parking provision compared to the rest of the Borough. Given its comparatively higher level level of accessibility, zero parking development schemes could be considered suitable in Havant Town Centre if supported by appropriate evidence (see paragraph 3.06). However zero parking development schemes would not be supported for major development in Waterlooville Town Centre given its combatively lower level of accessibility. The level of parking to be provided must be based on the nature and scale of development, access to shops and services together with public transport accessibility. A lower level of provision must not result in displacement of parking pressure into nearby residential areas. Utilising near-site parking in dedicated car parks (not on-street parking) should be considered together with demand based measures to reduce parking pressure.

3.06 On any site where a reduced level of parking provision is considered justified by the Local Planning Authority, the design and layout of the development must include sufficient space for servicing, loading and drop off, courier and supermarket deliveries.

3.07 On any other site where a lower level of parking is proposed, this will be assessed on a case-by-case basis. A justification would need to be provided which should consider accessibility to shops and services, accessibility to public transport and the site's relation to the relative accessibility of different areas set out in figure 3.1.

Demonstrating Accessibility

- 3.08 Planning applications for residential development should demonstrate where the site is located in relation to nearby shops, services and public transport nodes (and the level of service). This is ideally suited to the design and access statement (if required) and/or the Transport Assessment and the application should address how this has been considered in relation to the parking proposed for the development.

- 3.09 When distances are measured it should be the on the ground travel distance rather than 'as the crow flies' to ensure it is as realistic as possible.

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