

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