

# Appendix A - consultation responses

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**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]  
Chartered Town Planner

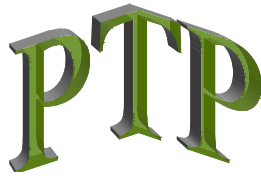
Pickup Town Planning

[Redacted]

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[www.ptplan.co.uk](http://www.ptplan.co.uk)

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Pickup Town Planning

[REDACTED]

Date: 27<sup>th</sup> 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-

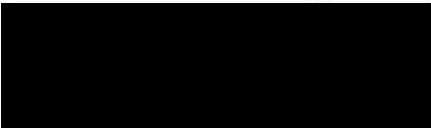
street parking spaces. These types of initiative also help to reduce the level of air pollution from motor vehicles and encourages more people to walk, cycle and go by public transport.

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