

NON-EXEMPT

HAVANT BOROUGH COUNCIL

CABINET

**11 SEPTEMBER
2019**

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

FOR DECISION

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 Cabinet and Full Council an update on the targeted review of the Parking Supplementary Planning Document (SPD) and the consultation responses received. The SPD is now recommended for adoption.

2 Recommendations

- 2.1 That the Cabinet recommends to Full Council that it:
- a) Notes the responses received to the recent consultation on the Parking Supplementary Planning Document (Appendix A);
 - b) Notes the need for a wider review of the Parking Supplementary Planning Document following the Examination of the Havant Borough Local Plan 2036;
 - c) Recommends that the Parking Supplementary Planning Document (at appendix C) be adopted; and
 - d) Delegates authority to the Planning Policy Manager¹, in consultation with the Cabinet Lead for Planning, Regeneration and Communities¹, to make any necessary amendments to the documents listed above. These shall be limited to the inclusion of a contents page and page numbers, factual updates, correction of minor errors, typographical

¹ Or successors in similar or equivalent role.

errors and other minor changes that do not change the meaning of the material.

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.
- 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.
- 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.

Waterlooville Town Centre

-  Local Plan 2036 boundary
-  2014 Allocations Plan boundary
-  Havant Borough Boundary

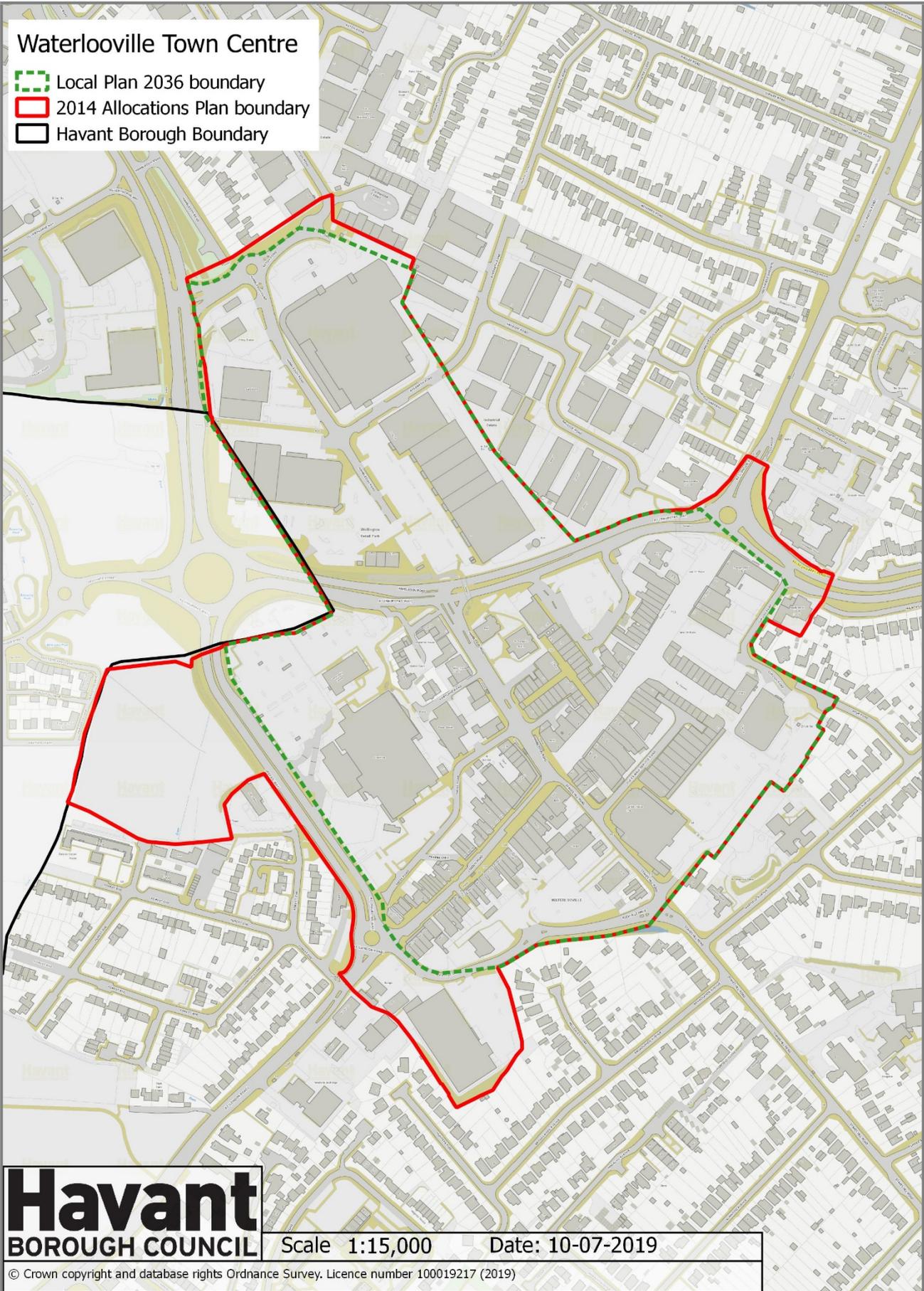


Figure 1: Waterlooville town centre boundaries in the Local Plan (Allocations) and the Havant Borough Local Plan 2036

Havant Town Centre

-  Local Plan 2036 boundary
-  2014 Allocations Plan boundary

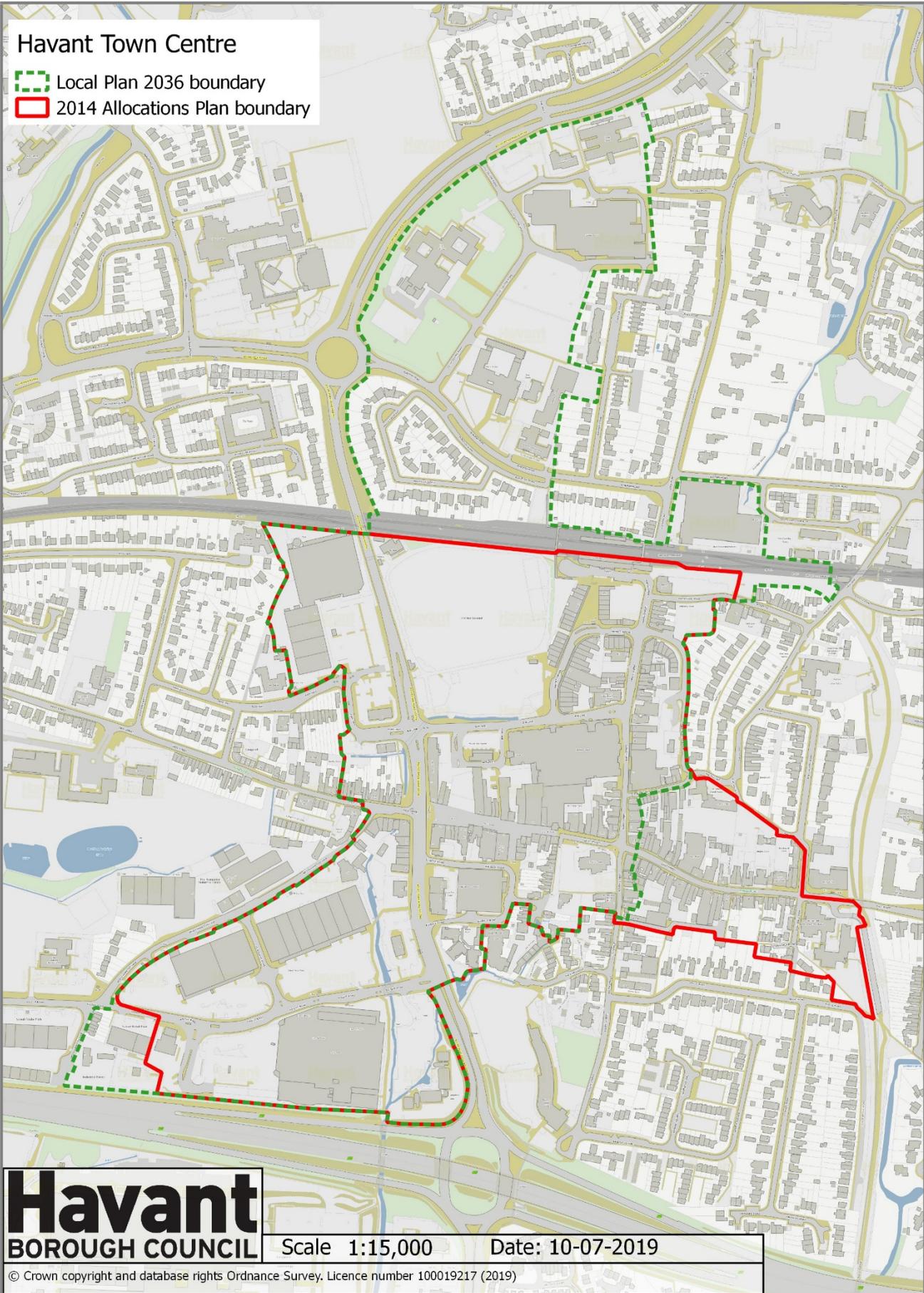


Figure 2: Havant town centre boundaries in the Local Plan (Allocations) and the Havant Borough Local Plan 2036

- 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. 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 highlighted 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 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 whilst the integration and design of electric vehicle charging points would also need to be addressed.
- 3.20 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.

Operations and Place Shaping Board

- 3.21 The review of the Parking SPD was considered by the Operations and Place Shaping Board. A project planning meeting took place on 9th July. A challenge session took place on 15th July.
- 3.22 The full detail, including the report that was submitted to the Board and the minutes of the meeting are [on the Council's website](#). This report included an overview of the project and the consultation responses. It also included all of the options considered and the reasons for the proposed way forward.
- 3.23 During the discussion, the Board questioned visitor and emergency service vehicle parking, to which it was explained that service areas would also be suitable for such uses. It was agreed that additional text be included that:
- Clarified the role of servicing areas; and
 - Required the size of servicing areas to be related to the scale of proposed development.
- 3.24 Following the debate, Cllr Lloyd proposed that the Operations and Place Shaping Board:
- 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; and

c) Recommend to Cabinet that the Parking Supplementary Planning Document (at appendix D) be recommended to Full Council for adoption.

3.25 This motion was seconded by Cllr Howard and agreed unanimously.

SPD for adoption

3.26 Following Operations and Place Shaping Board challenge session, supplementary text has been drafted regarding servicing areas, which is included in the SPD for adoption.

3.27 As such, Appendix C sets out the text proposed for adoption.

3.28 It is recommended (recommendation C) that the revised text is adopted. This would replace paragraphs 3.01 – 3.12 in the Parking SPD. For the avoidance of any doubt, the rest of the SPD would remain unchanged.

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 new Parking SPD will replace the current 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 Operations and Place Shaping 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 wording of sections 3.01-3.12

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

Background Papers: none.

Agreed and signed off by:

Monitoring Officer: David Brown (2 September 2019)

S151 Officer: Lydia Morrison (28 August 2019)

Head of Legal: Razana Begrum (29 August 2019)

Head of Service: Simon Jenkins (28 August 2019)

Cabinet Lead: Cllr Tim Pike (29 August 2019)

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