

# Text for sections 3.01-3.12 of Parking SPD (proposed final draft for adoption)


## 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><b>More Accessible</b></p>  <p><b>Less Accessible</b></p>	<ul style="list-style-type: none"> <li>• Havant Town Centre (shops and services, train and bus stations with shops and services)</li> <li>• Waterlooville Town Centre (shops and services, on a premium bus corridor)</li> <li>• Emsworth Town Centre (shops and services, train station, bus routes)</li> <li>• Bedhampton Train Station</li> <li>• A3 Premium Bus Corridor</li> <li>• District Centres</li> <li>• Warblington Train Station (less served than other stations)</li> <li>• General bus route nearby</li> <li>• Not easily accessible to shops, services, continuous cycle routes or public transport</li> </ul>
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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, 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 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 comparatively 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 a sufficient space for servicing, emergency services and medical personnel to park, loading and drop off, courier and supermarket deliveries. This should be provided as a single space, the size of which is related to the scale of the proposed development.
- 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.