

Station Road, Hayling Island

TECHNICAL NOTE 1

Car Parking Demand and Provision

1. Introduction

- 1.1. This Technical Note has been produced to support a planning application for the redevelopment of land at 36 Station Road, Hayling Island. Pre-application advice from Havant Borough Council is that a Parking strategy should form part of the planning submission. This note examines the method for determining appropriate parking provision; it explains the available options and proposed Parking Strategy.
- 1.2. The proposed development comprises 18 flats over commercial premises. The flats comprise 4No one-bed flats, 14No two-bed flats and 1No three-bed flat.
- 1.3. The development layout is included as **Appendix A**.

2. Local Policy

- 2.1. Havant Borough Council's adopted car parking policy is contained in the Residential Parking and Cycle Provision Supplementary Planning Document (SPD) dated March 2010; however, the Council has a Draft SPD on Parking dated April 2015. The draft document underwent a public consultation in the Summer of 2015 but we understand a final version has not yet been adopted.
- 2.2. The draft SPD sets out residential parking provision in tables 4A and 4B. These are summarised as they apply to the proposed development below:

Table 2.1 – 2015 SPD residential car parking standards

Dwelling	Allocated spaced (4A)	Shared spaces (4B)
1 bed unit	1	0.9
2 bed unit	2	1.3
3 bed unit	2	1.9

- 2.3. For the proposed development the HBC standards range between 22 and 34 car parking spaces.
- 2.4. In their pre-application letter dated 24th September 2015 HBC stated:

"it is noted that the applicant is reviewing parking provision and should the applicant pursue a reduced level of parking then the would need to justify this in more detail."
- 2.5. A further assessment of parking demand and provision may consider the criteria in NPPF (para 39).
 - The accessibility of the development
 - The type, mix and use of the development;
 - The availability of and opportunities for public transport;
 - Local car ownership levels; and
 - An overall need to reduce the use of high-emission vehicles.
- 2.6. The Parking Strategy will take account of the site's accessibility by sustainable modes but the primary source of data from which to derive parking demand is car ownership levels from the 2011 census. These are discussed below.



3. DCLG Residential Car Parking Research 2007

- 3.1. In 2007 DCLG commissioned the research paper 'Residential Car Parking Research' which was used to inform PPS3. Whereas PPS3 has been superseded by NPPF this research document is very useful in providing an empirical background to increases or decreases in parking demand depending on proportions of allocated or unallocated spaces, or mixes of unit sizes and tenure. This is discussed below.

4. 2011 Census

- 4.1. The 2011 census data includes "Table LC4415EW – Accommodation type by car or van availability by number of usual residents aged 17 or over in household". This data is available by Ward and therefore allows us to interrogate the existing vehicle ownership levels at a very local level for the site. The site is located close to the boundary of two wards, namely Hayling East and Hayling West. For this reason these two wards have been used to derive car ownership levels for the site.
- 4.2. The 2011 census data allows the car ownership levels to be interrogated by dwelling type and includes the category 'Flat, maisonette or apartment'. The output data from this search is included as **Appendix B** and summarised in Table 4.1 below:

Table 4.1 – 2011 census data for car and van ownership for Flats, Maisonettes or apartments (LC4415ew)

	Hayling West	Hayling East	Combined	Hayling West	Hayling East	Combined
All households	874	998	1872			
No vehicle	331	265	596	38%	27%	32%
1 vehicle	443	564	1007	51%	57%	54%
2+ vehicles	100	169	269	11%	17%	14%

- 4.3. Table 4.1 shows that across the two wards around a third of all households in flats and maisonettes have no vehicle. Around half have one vehicle and the smallest proportion (one seventh) have more than one vehicle.
- 4.4. The resultant average vehicle ownership per household (flats, maisonettes and apartments) in 2011 was **0.82** vehicles per household.



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5. Growth

- 5.1. The figures in Section 4 relate to 2011. At present there is no predicted year of completion for the Station Road development but it would be prudent to allow for parking demand at least 5 years after occupation. If we assume 2016 as year of occupation then the design year would be 2021. It is highly likely that external factors such as fuel prices, land-use policy or social attitudes are likely to affect car ownership levels by 2021, but for a robust assessment it would be appropriate to apply the same rate of growth from 2011 to 2016 and 2021 as was seen between 2001 and 2011.
- 5.2. Table 5.1 below shows the predicted growth in vehicle ownership for All Households:

Table 5.1 – Predicted growth in vehicle ownership for Flats, Maisonettes or Apartments

	Hayling West	Hayling East	Combd
2011	0.74	0.90	0.82
2016	0.77	0.95	0.86
2021	0.81	1.00	0.90

- 5.3. Clearly, there is some marginal difference in the assessment outcome depending on which ward data is used; however, the results only range from 0.81 to 1.00 for the year 2021. It is reasonable to conclude that parking demand for flats in this location is **0.90 spaces per dwelling**.
- 5.4. For the proposed development of 18 flats this equates to a parking demand of 16 parking spaces.

6. Tenure

- 6.1. The NPPF criteria suggest that the type, mix and use of the development is an important consideration. With regard to residential development however, tenure is also an important factor. All the figures in Section 4 and 5 relate to a mix of owned, rented and Council accommodation.

7. Allocated parking spaces

- 7.1. The DCLG research paper shows that if all parking spaces are allocated to individual dwellings then demand for parking spaces increases. This is, in part, a result of spaces being allocated to households who do not own a vehicle. Under these circumstances, if every dwelling were allocated a parking space but adequate provision were made to accommodate the extra parking for those households who have two more vehicles, the parking demand would rise from 0.90 to 1.17.
- 7.2. The lowest parking demand is achieved by having all spaces unallocated (i.e. first come, first served) but this is unpopular with some housing developers and is not accepted by some housing associations. The solution is to allocate parking spaces to households rather than to properties. This simply means that a parking space is available for the exclusive use of a household upon request. This way, households without vehicles are not allocated parking spaces unnecessarily. Such a system requires a management company involvement but this is usually possible where flats are rented or leasehold as in this case.



8. Station Road development Residential Car Parking Provision

- 8.1. HBC has stated that this development must meet its own demand in terms of residential car parking. It is clear from the above assessment that the type and tenure of dwelling may have a significant impact on household car ownership. Furthermore, the allocation of parking spaces may also have an impact on overall provision. For the purpose of this assessment it is reasonable to assume that:
- a. All dwellings will be flats, apartments or maisonettes;
 - b. There will be a mix of owned, rented, and affordable housing, approximately in proportion to the existing population;
 - c. A flexible allocation system will be applied allocating spaces to individual households upon request, eliminating allocation of spaces to households with no vehicle.
- 8.2. The evidence shows that parking demand would be 0.9 vehicle parking spaces per dwelling. This equates to 16 spaces for 18 flats.
- 8.3. The proposed development includes **19 car parking spaces** of which one is designed to 'accessible' dimensions and 20% are provided with passive electric vehicle charging point (EVCP) capability (subject to demand). This provision allows for an element of visitor parking on-site.

9. Commercial Car Parking Provision

- 9.1. No on-site commercial parking is proposed as part of this development. The site is well located to promote travel by sustainable modes of transport and the commercial use has a significant residential population within a small catchment area making walking and cycling viable travel choices in this location.
- 9.2. The site benefits from an off street parking area immediately opposite, accessed from West Lane. Any residual parking demand from the proposed commercial unit can therefore be accommodated off-street.