TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

STATEMENT OF HAVANT BOROUGH COUNCIL

1 Shearer Close
Havant
PO9 4BT

Local Planning Authority Reference:- APP/14/00191
Planning Inspectorate Reference:- APP/X1735/A/14/2221758

HAVANT BOROUGH COUNCIL

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

APPEAL BY Miss Shepherd AGAINST REF Variation of condition No 8 of Planning Permission 03/61332/002 (RRP) to allow the garage to be used for habitable accommodation. AT 1 Shearer Close, Havant, PO9 4BT

Planning Inspectorate Reference: APP/X1735/A/14/2221758

LPA Ref: APP/14/00191

1.0 It is considered that the Officer's Delegated Report is sufficiently detailed to also constitute the Statement of Case. Therefore the Inspector is respectfully requested to read the delegated report first, that has already been forwarded with the appeal questionnaire.

1.1 The only supplementary information considered necessary will comprise comments on the Appellant's Grounds of Appeal as follows:

2.0 COMMENTS ON THE GROUNDS OF APPEAL

2.1 The Appellant makes reference to her personal circumstances and individual requirements for car parking. However the personal circumstances of the Appellant are not considered to be a material planning consideration in this instance. The Planning Practice Guidance notes, 2014, at paragraph 8 acknowledge that the scope of what constitutes a material consideration in the determination of planning applications is wide but does clarify that *"planning is concerned with land use in the considerations."*

2.2 Therefore the fact that the Appellant only currently has one vehicle herself does not mean that in the future the occupiers of the property would not have more. Planning runs with the land in perpetuity and it is important that the site retains sufficient car parking spaces in land use terms for future occupiers.

2.3 At point 6 of her Grounds of Appeal the Appellant refers to some facts taken from the Havant Borough Residential Parking and Cycle Provision SPD, adopted 2010, please see attached.

2.4 However, please note that the appeal site does not fall within Warren Park Ward, but rather the adjacent Barncroft Ward. The table of car parking requirements by ward can be found at page 13 of the above document, and the Inspector will note that whereas Warren Park Ward has a cars per room ratio of 0.175, Barncroft Ward has a higher 0.197 ratio. It is evident from this chart that a three bed dwelling (such as the appeal site) located in Barncroft Ward, would require 2 parking spaces. This re-enforces and further justifies the need for 2 car parking spaces to be available at all times at the appeal site.

3.0 CONCLUSIONS

3.1 It is considered that there is no information within the Appellant's Grounds of Appeal that provides sufficient land use planning grounds to justify a relaxation of the adopted parking standards in this case. The loss of the attached garage for parking purposes reduces the parking available at the site to just one space. This leaves no opportunity for convenient, casual, visitor or delivery vehicles to stop at the site without causing an inconvenience and loss of amenity to other users of the highway. This is contrary to policies DM13 and CS16 of the Havant Borough Local Development Framework Core Strategy 2011. The Inspector is therefore respectfully requested to dismiss this appeal.

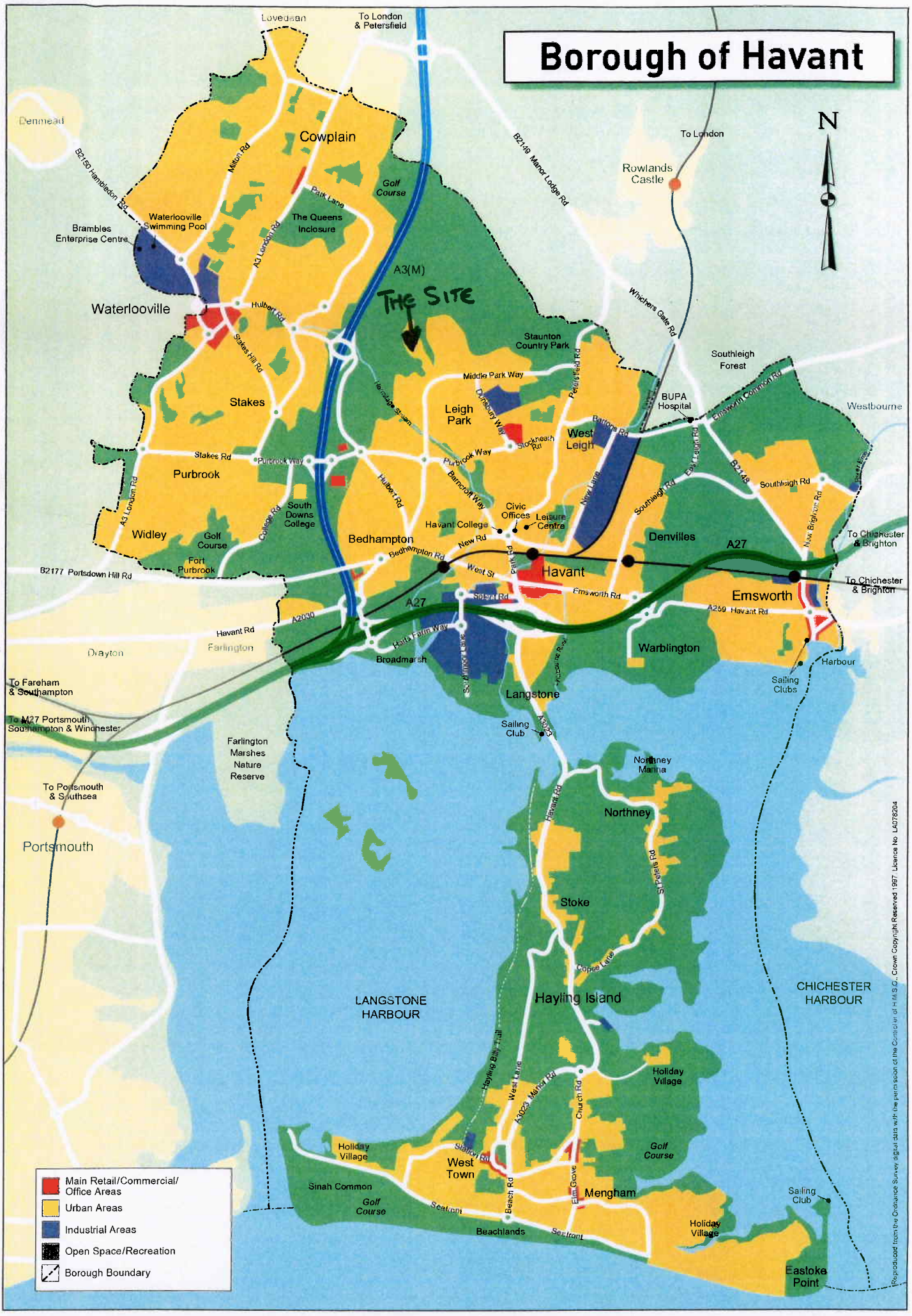
APPENDICES

(A) Site & Location Plans
(B) Havant Borough Residential Parking and Cycle Provision SPD, adopted 2010.

APPENDIX A

PLANS

Borough of Havant



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Havant BOROUGH COUNCIL

Title:

1 Shearer Close, Havant

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APPENDIX B

HAVANT BOROUGH RESIDENTIAL PARKING AND CYCLE PROVISION SPD

CONSULTATION DRAFT
ADOPTION

Havant Borough Residential Parking and Cycle Provision

SUPPLEMENTARY PLANNING DOCUMENT

Adopted March 2010

Cleaner, Safer,
More Prosperous

LOCAL DEVELOPMENT FRAMEWORK
LDF
HAVANT

Havant
BOROUGH COUNCIL

Adoption Statement

This Residential Parking and Cycle Provision Supplementary Planning Document (SPD) was adopted on the 22 March 2010.

Any person with sufficient interest in the decision to adopt the SPD may apply to the High Court for permission to apply for judicial review of that decision. Any such application to the High Court shall be made promptly and in any event not later than three months after the date on which the SPD was adopted.

This document is available in many other formats such as Braille, large print and on CD or tape. Other languages are also available. To request any of these formats please contact 023 9244 6609.

This SPD supplements Saved Policy T9 of the Havant Borough District Wide Local Plan (HBDWLP) and will apply to all new residential development, redevelopment and changes of use for residential purposes.

It supersedes Table 1 of Appendix 1 from the Saved Policies of the Havant Borough District-Wide Local Plan.

As progress continues on the emerging Havant Borough Local Development Framework this SPD will subsequently supplement, and should be read alongside, the relevant policy contained in the Core Strategy concerning car parking on residential development (Policy DM13 in the pre-submission document March 2010).

A Sustainability Appraisal has been produced to accompany this document and is available separately.

If you have any queries about this Supplementary Planning Document, or if you would like to purchase a paper copy, please contact us.

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Compliance with Regulations, Policy and Future Review

Compliance with National and Local Policy

1.1 This Supplementary Planning Document (SPD) has been produced in compliance with national policy taking into account local need and local circumstances as advocated in Planning Policy Statement PPS3: Housing.

1.2 This SPD supplements and updates the requirements for residential car parking identified through saved policy T9 of the Havant Borough District-Wide Local Plan (HBDWLP), replacing Table 1 of Appendix 1 of the HBDWLP. On adoption of the council's Core Strategy this SPD will supplement, and should be read in conjunction with, policies contained in the Core Strategy.

1.3 An integral part of the formation of SPD is community involvement and consultation. Prior to adoption, this SPD underwent the following stages:

1. Draft SPD and accompanying Sustainability Appraisal formulated through involvement with the borough's community boards, key stakeholders, councillors and council officers.
2. A statement produced in relation to who was involved and/or consulted on the SPD production.
3. The Draft SPD was made available for public consultation (accompanied by the above statement and the Sustainability Appraisal).
4. Responses to the consultation were considered and incorporated where relevant.
5. A statement was produced summarising the main issues raised during the public consultation period and how these have been addressed (where relevant).
6. The final SPD was produced and adopted.

1.4 The above is a simplified explanation of the process undertaken. Further detail was applicable at various stages in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended in 2008 and 2009).

1.5 This document has been produced in conformity with the council's adopted Statement of Community Involvement and the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended in 2008 and 2009).

Future Review

1.6 In the event that this SPD is failing to meet its objectives, or should it require amendment or the addition of further information, a review and/or amendments will be sought. This will be undertaken with a programme of community involvement.

1.7 Where appropriate, monitoring of this SPD will be undertaken as part of the Annual Monitoring Report (AMR).

Introduction

2.1 This Supplementary Planning Document (SPD) sets out guidance to developers, householders and others on the provision of car parking and cycle space on residential developments in the borough. It should be read alongside Saved Policy T9 from the Havant Borough District-Wide Local Plan or, once adopted, the Havant Borough Core Strategy (Policy DM13 in the pre-submission document March 2010).

Policy Position

3.1 At national level the provision of parking space in residential development appears in PPS3: Housing (November 2006). The relevant paragraphs from PPS3 have been included below.

Extracts from PPS3: Housing

16. Matters to consider when assessing design quality include the extent to which the proposed development:
    - Takes a design-led approach to the provision of car parking space that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.

51. Local planning authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.

3.2 Planning Policy Guidance PPG13: Transport (April 2001) also provides guidance in relation to parking:

Extracts from PPG13: Transport

"Promote accessibility to jobs, leisure facilities and services by public transport, walking and cycling"

"use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys"

"Local authorities should use their discretion in setting the levels of parking appropriate for small developments so as to reflect local circumstances" (Extract from paragraph 53).

3.3 The more recent guidance provided by PPS3 has a notable change in stance to the older national guidance provided in PPG13. PPG13 guidance had sought to reduce car use through the reduction in space available for car parking. There is no evidence to indicate that this previous approach was overly successful and it can potentially lead to indiscriminate and inappropriate parking due to lack of appropriate space for vehicles within developments. A more balanced approach, taking into account actual car ownership together with discouraging vehicle use and ownership in locations well served by alternative means of transport, is considered appropriate.

3.4 The publication of Manual for Streets in 2007 highlighted how accommodating parked vehicles is a key function of many streets, especially in residential areas. The level of provision of parking and its location has influences on the appearance and form of a development. Manual for Streets advises providing car parking at residential developments at realistic, but not excessive levels.

3.5 Recent research by Centre for Architecture and the Built Environment has found that car parking remains a significant issue for residents and house buyers; many feel that designs for new developments should accommodate anticipated levels of parking. Attempts to curb car ownership through restricting parking were considered unrealistic, and had little impact on the number of cars a household would require and acquire.

Method of Establishing Car Parking Standards

Evidence Base

4.1 The most reliable evidence base on local car ownership comes from census data. The 2001 census includes data relating to the number of cars or vans in relation to the number of rooms in a dwelling.

4.2 In addition to this it is appropriate that the car parking standards reflect the future projection of car ownership. Nationally car ownership is expected to increase by 34% by the end of the current plan period in 2026 (Source: Department for Transport Working Paper No.1: Car Ownership Modelling and Forecasting - 1997).

4.3 It is appropriate that future car ownership is considered as the lifespan of dwellings will easily be expected to exceed this current plan period and it is therefore appropriate that we plan for this future projected rise.

4.4 Therefore the reliable data provided by both the census and the Department for Transport have provided the primary quantitative evidence base for the residential car parking requirements identified in this paper.

Critical Assessment of Evidence Base

4.5 One of the difficulties is that the census does not provide information on the number of cars and vans in relation to the number of bedrooms. A simple solution could be that car parking requirements are based on the number of rooms. However, with a modern trend toward open plan living, particularly on executive style houses where car ownership might be expected to be greater, would be considered a flawed approach. To this extent there is some weakness in the information provided by the 2001 census but this open plan living approach is considered to have been a more recent trend. Bedrooms are consistently considered one of the more reliable ways of assessing likely car parking requirements.

4.6 The conversion from the number of rooms, as provided by the census, to the number of bedrooms has been determined as follows.

Table 1 Room to Bedroom Conversion

Number of Rooms* -as per census information	Number of bedrooms
<3 rooms	One bedroom or studio
4/5 rooms (4.5 average)	2 bedrooms
6/7 rooms (6.5 average)	3 bedrooms
8 rooms	4+ bedrooms

*The number of rooms provided by the census includes all rooms separated from other rooms by doors excluding bathrooms, WCs, hallways, landings and storage rooms.

4.7 A similar conversion technique was used in a Partnership for Urban South Hampshire (PUSH) Housing Market Assessment Part 2.

Calculating the Residential Car Parking Standards

4.8 The car parking requirement was originally assessed on a ward by ward basis. A calculation was first made establishing the number of cars or vans per room within a ward. A 34% increase was then applied to take account of the upward trend in car ownership expected by 2026. This figure was then multiplied by the number of rooms for typical house configurations.

For example:

Stakes Ward
The census data together with a 34% increase to reflect rise in car ownership showed that there were 0.308 vehicles per room of a dwelling.

A one bedroom property would typically be expected to have three rooms therefore three rooms at 0.308 per room would indicate that typically a one bedroom property in Stakes Ward requires 0.92 spaces (rounded up to one whole).

0.308 x 3 (number of rooms) = 0.92 (1 whole)

4.9 Table 2 shows that beyond a small number of exceptions car ownership is similar across the borough. Cowplain, St. Faiths, Emsworth and Hayling Island typically had higher car ownership but the remaining areas of the borough only differed slightly.

4.10 With regard to the similarities in the ward results, future projected rise and the potential long term regeneration of places like Leigh Park it is not considered appropriate or necessary to apply different standards to different wards or Lower Super Output Areas within the borough.

4.11 Havant borough is largely suburban in character with the town centres of Havant and Waterlooville providing a more developed urban structure where combinations of uses operate. There are also a small number of areas in the borough that are rural in character.

Table 2 Calculation of Car Parking Requirements by Ward

Ward	Total No. of rooms	Total No. of cars	Cars per room	With 34% forecast increase over plan period	One Bed Dwelling	Two Bed Dwelling (4.5 rooms per dwelling)	Three Bed Dwelling (6.5 rooms per dwelling)	Four or more Bed Dwelling
Warren Park	12664	2218	0.175	0.235	0.70 (1)	1.06 (2)	1.53 (2)	1.88 (2)
St. Faiths	20757	4595	0.221	0.296	0.88 (1)	1.33 (2)	1.92 (2)	2.37 (3)
Barncroft	11287	2228	0.197	0.264	0.79 (1)	1.19 (2)	1.72 (2)	2.11 (3)
Battins	12622	2172	0.172	0.23	0.69 (1)	1.04 (2)	1.50 (2)	1.84 (2)
Bedhampton	19104	4315	0.226	0.303	0.91 (1)	1.36 (2)	1.97 (2)	2.42 (3)
Bondfields	13130	2453	0.187	0.251	0.75 (1)	1.13 (2)	1.63 (2)	2.00 (2)
Cowplain	20616	5476	0.266	0.356	1.07 (2)	1.60 (2)	2.31 (3)	2.85 (3)
Emsworth	23133	5407	0.234	0.314	0.94 (1)	1.41 (2)	2.04 (3)	2.51 (3)
Hart Plain	20077	5008	0.249	0.334	1.00 (1)	1.50 (2)	2.17 (3)	2.67 (3)
Hayling East	19928	5020	0.252	0.338	1.00 (1)	1.50 (2)	2.20 (3)	2.70 (3)
Hayling West	20284	4994	0.246	0.33	0.99 (1)	1.49 (2)	2.15 (3)	2.64 (3)
Purbrook	20094	5032	0.25	0.335	1.00 (1)	1.13 (2)	2.18 (3)	2.68 (3)
Stakes	20443	4711	0.23	0.308	0.92 (1)	1.39 (2)	2.00 (2)	2.45 (3)
Waterloo	21398	5281	0.247	0.33	0.99 (1)	1.49 (2)	2.15 (2)	2.64 (3)

- Based on data from the 2001 census with forecast data from a DfT paper
- Rooms per house converted to bedroom information using a similar relationship to that in PUSH Housing Market Assessment part 2 and as shown in Table 1
- Numbers in brackets refer to whole number of spaces for curtilage or allocated provision.

Highly Accessible Areas

5.1 It is appropriate that car parking requirements reflect the fact that some areas of the borough are more accessible by non-car means and therefore reliance on private vehicle use and ownership should, and certainly could, be less.

5.2 Highly accessible areas have therefore been established taking into account the actual level of public transport service provided in different locations. Across the borough some areas offer higher accessibility to both public transport and to services/shops which should reduce the necessity to travel and allow for more sustainable choices of how to travel.

5.3 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. Havant Town Centre is particularly accessible due to its mainline train station. Other areas of the borough have access to bus routes and train stations and others have no bus stops or services within easy reach.

Table 3 Variable accessibility by non-car means

Highly Accessible ↓ **Less Accessible**	• Havant Town Centre (train and bus stations) • Waterlooville Town Centre • Bedhampton train station • Emsworth train station • Emsworth Town Centre (two bus routes and shops) • A3 bus corridor • District Centres • Warblington Halt • General bus route nearby • Not easily accessible by public transport

Havant Town Centre

5.4 Havant Town Centre offers the widest choice in alternative transport modes with a mainline train station, with regular services to a variety of locations, and also 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.

Havant Bus Station

5.5 Proposals within the Havant 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. For this reason the standard here will be a maximum. 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 applications.

Waterlooville Town Centre

5.6 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 will lessen the need for individual travel. This is considered to be the second most accessible and sustainable part of the borough.

Waterlooville Town Centre

5.7 Proposals within the Waterlooville Town Centre boundaries will be expected to have a reduced standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicle. A reduced standard can also apply in instances where a site is located less than 800 metres of the centre of the town (when measured as a walking distance).

Other Public Transport Availability

5.8 Other reasonable options for 'highly accessible areas' considered but dismissed have included seeking a reduced standard in vehicle parking provision in areas close to the A3 bus corridor and other train and bus stops in the borough. In the initial consultation and community involvement there was strong feeling that this availability of public transport was unlikely to provide or be a replacement for the need for a private motor vehicle. Although it may offer an alternative means of travel it was strongly felt that it would not result in a reduction in car ownership and therefore appropriate parking provision should be provided.

Demonstrating Accessibility

5.9 Planning applications for residential development should demonstrate within the application submission where the site is located in relation to the highly accessible locations of Havant and Waterlooville Town Centres. This is ideally suited in the design and access statement (if required) and the application should address how this has been considered in relation to the parking provided for the development.

5.10 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.

Vehicle and Cycle Parking/Storage Requirements

6.1 The following pages outline the requirements for the provision of vehicle and cycle parking/storage in residential development.

6.2 This should not be read in isolation to the full content of this supplementary planning document. For further information on parking space size and other important information please refer to pages 19-22 of this document.

Important Information – Residential Parking Schemes
Where residential parking schemes exist (i.e. residential parking permit zones), residents/occupants of new developments will not be eligible to apply to the council for permits as agreed by the council's executive on the 22 October 2008.

6.3 Any variance from the requirements set will need to be justified and backed up by evidence as part of the supporting information accompanying a planning application.

Older Peoples' Housing

6.4 Providing minimum age restrictions are enforced on developments designed for older people then it is considered acceptable and appropriate that a reduced parking requirement should apply. Typically the lifestyle and travel requirements of the occupants will result in less need for multiple vehicle ownership. For instance a one or two bedroom property, with minimum age restriction, is likely to house a single occupant or couple. A standard of one space per residential unit should be sufficient in such circumstances.

Vehicle parking provision can be provided by two means:

Allocated Parking

6.5 This is usually curtilage parking or parking courts where spaces are marked or belong to individual properties (i.e. parking spaces available for the use of specific properties).

6.6 Allocated standards are relevant for new development, change of use and domestic (household) proposals where car parking provision is provided within individual dwelling curtilages or where it will be labelled or attributed to individual properties.

Table 4 Vehicle Parking

Zone / Size of dwelling	Standard	Havant town centre	Waterlooville town centre
1 Bed Unit	1 space	Max 1 space	1 space
2 Bed Unit	2 spaces	Max 1 space	1 space
3 Bed Unit	2 spaces	Max 1 space	1-2 spaces
4+ Bed Unit	3 spaces	Max 2 spaces	1-2 spaces

Shared/Communal Parking (Unallocated)

6.7 This is parking provision available for general use. Spaces are not owned or attributed to a specific property.

6.8 Parking spaces available for shared/communal use are relevant for new development and change of use proposals where parking spaces will not be marked or specifically allocated to individual properties thus allowing for flexibility of use. When calculating the overall requirement figures should be rounded up to the nearest whole number.

6.9 Shared parking facilities are a more flexible and efficient use of available space and accordingly enable a reduced number of spaces to be provided to meet the same demand. Shared parking could include designed-in on-street parking where privately managed on large developments.

Table 5 Shared/Communal Parking (unallocated)

Zone / Size of dwelling	Standard	Havant town centre	Waterlooville town centre
1 Bed Unit	0.9 spaces	Max 0.5 spaces	0.6 spaces
2 Bed Unit	1.3 spaces	Max 0.8 spaces	1 space
3 Bed Unit	1.9 spaces	Max 1 spaces	1.4 spaces
4+ Bed Unit	2.4 spaces	Max 1.2 spaces	1.8 spaces

Table 6 Older Peoples' Housing

Zone / Type of Provision	**Standard**	**Havant town centre**	**Waterlooville town centre**
Sheltered Housing	1 space per unit	Max 0.5 Spaces per unit	0.5 – 1 spaces per unit
	Age restriction conditions or legal undertakings may be appropriate to define the age of occupants. Mobility vehicle storage provision may also be required in addition to cycle long and short stay provision (see Table 7).		
Nursing and Rest Homes	1 space per 4 residents and 1 space per staff and 1 long stay cycle space per 6 staff and 1 loop/hoop per 4 units	1 space per 8 residents and 0.5-1 space per staff and 1 long stay cycle space per 3 staff and 1 loop/hoop per 2 units	1 space per 6 residents and 1space per staff and 1 long stay cycle space per 4 staff and 1 loop/hoop per 3 units
	The resulting level of parking would allow flexibility for visitors, visiting health care professionals, ambulances, etc. As staff are likely to operate over a 24 hour period the calculation based on the number of staff should be based on the number typically present on the site at any one time. Information to support this should be submitted with any planning application.		

Table 7 Cycle Parking/Storage Provision

Size of dwelling	**Long stay**	**Short Stay**
1 Bed Unit	1 space per unit	1 loop/hoop per unit
2 Bed Unit	2 spaces per unit	1 loop/hoop per unit
3 Bed Unit	2 spaces per unit	1 loop/hoop per unit
4+ Bed Unit	2 spaces per unit	1 loop/hoop per unit

6.10 For large flatted developments a reduction in the cycle parking/storage provision standards may be acceptable.

Other Information

What is a Bedroom?

7.1 Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). If a room is labelled as a study then it will still count as a bedroom providing it can reasonably be used as such. This is taking into account all potential uses of the room beyond any immediate potential occupants.

7.2 Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered on a common sense approach.

Car Parking Space Size and Arrangement

7.3 An individual car parking space should measure 2.4m in width by 4.8m in length. Space should also be provided for car doors to be opened and car boots to be accessed or garage doors to be opened.

7.4 In addition to this it may be appropriate to provide space for turning facilities on site to allow vehicles to both enter and leave a site in a forward gear. This may be insisted upon where vehicles reversing from or onto the highway would be likely to give rise to highway safety implications.

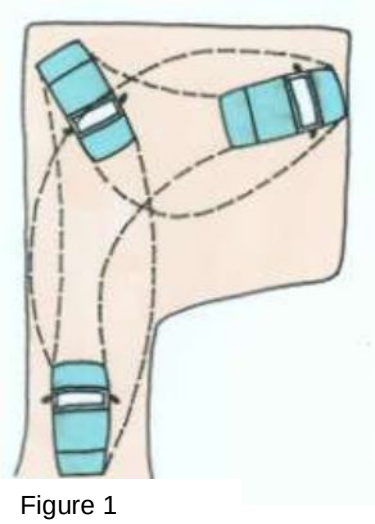

Figure 1

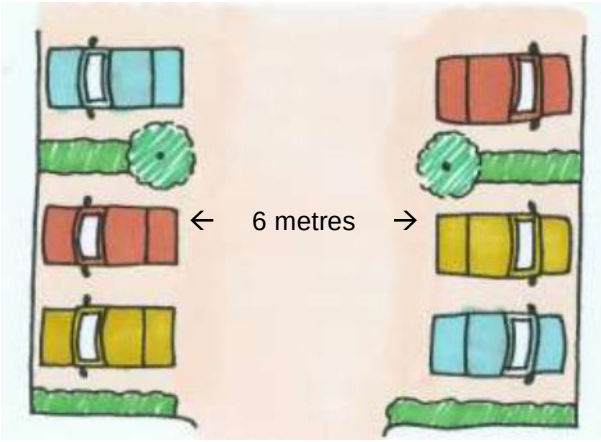

Figure 2

7.5 On car parking courts/areas sufficient space should be provided to allow vehicles to reverse. 6 metres between sets of spaces is normally sufficient for this purpose.

Garages and Car Ports

7.6 A single garage/car port should measure 3m in width by 6m in length internally and a double garage/car port 6m by 6m internally. This will allow room for a modern car to be parked and still allow room for access down the side of the vehicle. The length is to allow room for storage (a typical use of a garage), particularly for cycles.

7.7 A reduced size of garage/car port is unlikely to count as a vehicle parking space as it is unlikely to provide sufficient space for a modern vehicle and/or some storage space.

Tandem Parking

7.8 Tandem parking (i.e. one car behind another) will be acceptable for individual properties. However, only one space behind the other will be acceptable - including garage parking provision.

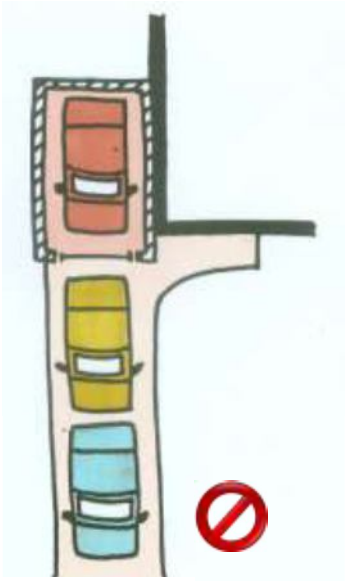

Figure 3

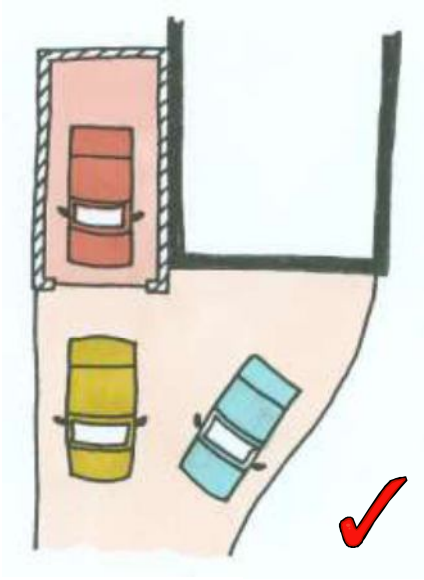

Figure 4

Storage for Bicycles

7.9 All properties should be provided with cycle storage facilities. Should a garage meeting the standards referred to above be provided for a residential property then it is possible that no further external storage facility will be insisted on for that property.

7.10 Secure and weatherproof cycle storage provision should be provided for flats in appropriate, easily accessible locations, incorporating good design principles.

External or Communal Bicycle Storage

7.11 Cycle parking (including that for visitors) should not be provided in units that allow only the front wheel to be secured.

Visitor Parking/Cycle Storage

7.12 With the exception of very small developments visitor parking will normally need to be considered and incorporated within a planning proposal. Visitor parking shall be unallocated and individual site circumstances will be considered to ascertain whether on-site visitor parking would be required.

Disabled Parking

7.13 On large residential developments suitable parking spaces should be provided for people with disabilities.

Crime Reduction

7.14 There are various elements of personal and vehicle safety to take into account when considering parking on residential development. The first is the safety of users, or the perceived safety of users, and this concerns matters such as sufficient lighting, distance between the parking facility and the property and other matters such as

natural surveillance (i.e. property windows facing toward parking area). It can also include more formal surveillance such as CCTV, but this should be as a last resort.

7.15 Another element of safety concerns the vulnerability of vehicles to crime with statistics showing that vehicles parked within the curtilage of properties are less vulnerable to crime, whereas in comparison, on-street parking is more vulnerable. Because of this curtilage parking is the preferred option in the interest of crime reduction.

Materials

7.16 The use of loose gravel or stone material can give rise to a highway nuisance or danger should the material migrate onto the footpath and/or road. Should these materials be used then a 3m length of non-transferable materials should be provided from the edge of the highway (including the footpath) into the curtilage/plot to contain loose materials.

Amenity

7.17 Car parking can dominate residential development, whether it is new large developments, domestic extensions or other residential development in the existing urban area, particularly where dwellings are converted to flats.

7.18 The character and visual amenity of roads can vary greatly and whereas some roads may have a large amount of existing on-street parking others may have little or no on-street parking and this can be a significant part of the overall character and visual amenity of a road. In addition property frontage can be short and dominated by hardstanding for vehicle parking or individual property frontages can be large and contain mature shrubs and trees as well as parking. All these factors contribute to distinct characters that should be respected.

This road is characterised by:

- Long mature landscaped property frontages
- Little/no on street car parking
- Mature trees
- Variety of boundary treatments with soft landscaping remaining a predominant boundary treatment.

Figure 5

7.19 It will not necessarily be appropriate to accept a standard of parking provision less than that identified in this SPD simply because there is capacity for safe parking on the immediate road network. This approach can individually or cumulatively alter and detrimentally affect the character and visual amenity of an area and may be considered unacceptable. This is with regard to guidance in PPS3 that allows for amenity to be taken into account. It is also a less favoured option when considering crime reduction.

7.20 If on-street parking is an established part of the immediate road network and already an intrinsic part of the character then the main concern is likely to relate to capacity on that road. If sufficient, safe, or appropriate on-street parking is not available then people will be inadvertently encouraged to park in an indiscriminate manner or a manner which may generate highway safety implications or in inappropriate locations such as highway verges. The general presumption should be that sufficient car parking should be provided for the development in the development site and reliance should not be made of on-street parking unless it has been appropriately designed in from the start (i.e. new large residential developments).

7.21 Should a developer wish to use on-street capacity then they should firstly be aware of potential concerns relating to the character and amenity of a road. If on-street parking is already an established part of the character, surveys should be undertaken and submitted with the planning application to identify the current level and capacity of on-street parking in the vicinity of the site.

Car Parking Surveys (where relevant)

7.22 Surveys should be undertaken over a period of at least one week including both weekends and weekdays at a variety of times throughout the day including late in the evening and early in the morning. This will allow a true reflection of the existing car parking arrangement to be established and this should be submitted with the planning application.

Planning Conditions

7.23 Planning conditions will be used to ensure that car parking (including garage parking) and cycle provision is appropriately provided for and kept available for continued use. In cases where 'unallocated parking' has been provided it may be appropriate for a condition to be applied whereby no parking spaces can be individually marked or attributed to individual dwellings. This will ensure that maximum flexibility in the use of the spaces is achieved. On occasions it will be appropriate that the applicant/landowner enters into a legal undertaking to this effect.

Flexible Surfaces

7.24 Flexible surfaces are those that can provide a dual function, for example, well designed hardsurfacing in a rear garden can be used either for vehicle parking or patio/amenity space, depending on the individual requirements for the occupants. Such surfaces can be counted as a vehicle space providing they can be practically used as such.

Appendices

Appendix A Glossary of Terms

Appendix B Accessibility Matrix

Appendix C Pre-production Consultation

Appendix D Member Presentation and Workshop Outcome Report

Appendix E Community Board Outcome Report

Appendix F Summary of main points raised during Public Consultation

Appendix G Public Consultation Analysis/Actions

Appendix A

Glossary of Terms

CABE: Centre for Architecture and the Built Environment

Census: The census is a survey carried out by the Office for National Statistics of all people and households in the country. It provides essential information from national to neighbourhood level for government, business and the community.

Core Strategy: A development plan document that sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision.

CLG: Communities and Local Government.

Development Plan: Section 38(6) of the Planning and Compulsory Purchase Act states that an authority's development plan consists of the relevant Regional Spatial Strategy (or the Spatial Development Strategy in London) and the Development Plan Documents contained within its Local Development Framework.

Development Plan Documents (DPD): These spatial planning documents are a key element of the Local Development Framework. They are subject to independent examination, and together with the relevant regional spatial strategy, will form the development plan for a local authority area for the purposes of the Act. They can include a core strategy, site specific allocations of land and area action plans (where needed). Other DPDs that include generic development control policies can be produced. They will all be shown geographically on an adopted proposals map. Individual DPDs or parts of a document can be reviewed independently from other DPDs. Each authority must set out the programme for preparing its DPDs in the Local Development Scheme.

Evidence Base: One of the most important aspects of the new planning system is the need to have much more evidence available to support the soundness of the proposals being made right from the outset.

Local Development Document (LDD): The collective term for Development Plan Documents (DPD) and Supplementary Planning Documents (SPD).

Local Development Framework (LDF): This is the name for the portfolio of local development documents introduced by the Planning and Compulsory Purchase Act 2004. It consists of DPDs, SPDs, a Statement of Community Involvement (SCI), the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area.

Planning Policy Guidance (PPG): These are issued by central government and provide policies for local authorities on planning and the operation of the planning system. PPGs have largely been replaced by PPSs.

Planning Policy Statement (PPS): These are issued by central government and provide policies for local authorities on planning and the operation of the planning system. PPSs replace Planning Policy Guidance Notes (PPG).

Pre-production consultation: Consultation undertaken prior to formulating the document. This kind of approach is often referred to as 'front-loading'. It is a key expectation of the new local development framework process.

Previously Developed Land (PDL): This is land that was or is occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. PDL is often referred to as brownfield land.

Saved policies: Policies saved from the Local Plan. They will be used in the transitional period between the old local plan system and the new LDF.

Supplementary Planning Documents (SPD): An SPD provides supplementary information in respect of the policies in development plan documents. They are not subject to independent examination.

Sustainability Appraisal (SA): Tool for appraising policies to ensure they reflect sustainable development objectives including social, environmental and economic factors.

Wellbeing: The state of being contented and healthy.

Appendix B

This appendix outlines an accessibility matrix which looked at key areas of the borough to support the ‘highly accessible’ areas identified in this SPD.

It is not intended that the matrix should cover every individual area/property in the borough. It gives broad key locations to provide an indication as to the differing levels of accessibility throughout the borough.

Accessibility Matrix

Location	Public Transport					Shops/Services			Score
	Train Station	Mainline Train Station	Bus Station (scores 2)	Bus Route (4 services p/h each way)	Other Bus Route	Town Centre (scores 4)	District Centre (scores 2)	Local Centre (scores 1)	
Havant Town Centre	1	1	2	1	1	4	0	0	**10**
Waterlooville Town Centre	0	0	2	1	1	4	0	0	**8**
Emsworth District Centre	1	0	0	1	1	0	2	0	**5**
Leigh Park District Centre	0	0	0	1	1	0	2	0	**4**
Hayling Is. District Centre	0	0	0	1	1	0	2	0	**4**
Cowplain District Centre	0	0	0	1	1	0	2	0	**4**
Stakes	0	0	0	1	1	0	0	1	**3**
North Emsworth	0	0	0	0	1	0	0	0	**1**
Denvilles/ Warblington	1	0	0	0	1	0	0	0	**2**

Cowplain	0	0	0	1	1	0	0	1	**3**
Widley/ Purbrook	0	0	0	1	1	0	0	1	**3**
Bedhampton	1	0	0	1	1	0	0	1	**4**
Langstone	0	0	0	0	1	0	0	0	**1**
Hayling Is.	0	0	0	0	1	0	0	1	**2**

Appendix C

Pre-production Consultation

The following is a summary of the consultation and public engagement that was undertaken prior to the production of this Supplementary Planning Document (SPD).

Pre-production consultation (so called 'front-loading') informed the approach and stance of this document and allowed officers to gain an understanding of community concerns relating to the topic of this SPD.

4 November 2008
Internal meeting held with representatives from the council's traffic and implementation team and also development control team. This meeting allowed an understanding of the technical issues of highway safety as well as both teams' experiences of existing policy in assessing planning applications and also issues post development in relation to car/cycle parking provision.

18 December 2008
Internal meeting with development control department to discuss in detail policy issues, potential approaches, methods to ensure final document is workable, lessons learnt from planning appeal outcomes and useful information SPD should include.

8 January 2009
Presentation to councillors and interactive workshops. This was one of the key aspects of 'front-loading' the approach and content of the SPD.

Further details relating to this event are provided in Appendix D – Councillor Presentation and Workshop Outcome Report

January – March 2009
Planning policy officers gave a presentation on the emerging document to all community boards in the borough. The community boards are part of the Havant Community Partnership and were set up to represent local opinions and aspirations, wants and needs. They do this through their members as representatives of the local population and through inviting the general public to their meetings. The community boards are able to determine longer-term priorities for their areas, thus providing advice and information on local issues to partners on the Havant Community Partnership Board, to inform decision-making.

Further details relating to the engagement with the community boards is provided in Appendix E – Community Board Outcome Report

Appendix D

Councillor Presentation and Workshop Outcome Report

As part of the pre-production consultation a councillor presentation and workshop was held on the 8 January 2009.

All councillors (in total 38) were invited to this event and 17 councillors attended. Councillors represent their constituents and are aware of issues and concerns within their community. The majority of councillors that sit on the development management committee attended this event.

Councillors were given a presentation outlining the following:

- What an SPD is and how it fits in the local development framework system
- What national planning policy says relating to car/cycle parking provision. In particular this included key extracts from PPS1, PPS3 and PPG13
- Objectives of SPD
- Evidence base and baseline information that can inform calculations of actual and projected car ownership
- How this might look (example standards based on census and projected rise)
- Taking into account sustainable locations and why this is important (linked with PPS1)
- Example of 'accessibility zones' (e.g. where lesser parking provision could be sought)
- Outline some of the other issues the SPD could cover (e.g. crime reduction, visitor and disabled parking, etc.)

The presentation led onto interactive workshops with councillors. Each workshop group looked at one of the following issues:

Group 1 **–** Car Parking Standards
Group 2 **–** Accessibility Zones
Group 3 **–** Underlying Principle

Details of the viewpoints of the individual workshop groups are detailed below. Many different view points were expressed but there was clear support for a standard based on actual and projected rise in car ownership. There was also some concern raised as to having any form of reduced standard, even in the town centres.

Group 1 – Car Parking Standards
Do you have any views on what the standards should be?

- Communal spaces for development should be 1 bed = 1 parking space.
- There should be no development consisting of communal space without car parking provision.
- The group would prefer prescribed standards, although exceptions would apply on occasions.
- Although national policy says the developer can decide there is a clear need for car parking standards in order to encourage developers to take a long term view.

- Community needs do not necessarily correspond with national policy.
- Other approaches to car parking standards considered. More sustainable options within some developments could include car clubs and renting out driveways.

Group 2 – Accessibility Zones

What part of the borough is least likely to require people to use their cars?

- Parts of the borough were ordered in terms of accessibility:
  Central Havant (Zone A)
  Central Waterlooville (Zone B)
  Central Emsworth (Zone C)
  Cowplain district centre (Zone C)
  South Bedhampton (Zone C)
  Springwood/Stakes/Purbrook (Zone D)
  A3 bus corridor (Zone D)*
  Warren Park (Zone D)
  South Hayling (Zone E)
  Other areas (no zone)
  (*A3 bus corridor considered as Zone D due to frequency of buses and travel time to Portsmouth – not considered sufficient to be higher in terms of accessibility)
  This exercise was quite difficult as beyond central Havant and Waterlooville most other areas may not provide that much of an alternative.
- Zones should be centred around the town and district centres rather than having an entire ward as a zone. In the main locations of services and transport links multiple car ownership can be discouraged.
- Zones should be mapped according to an acceptable walking distance of around 800metres with a more flexible buffer zone of 1000m.

Group 3 – Underlying Principle

Should standards be based on actual ownership and projected rise?

- Standards should be based on ownership and projected rise.
- Setting the standard will make clear the council's expectations of what is required from developers who can make provisions accordingly.
- Other approaches considered but less favoured included (a) basing standards on rural and urban areas with rural locations requiring provision above the standard; and (b) basing standards on accessibility, providing fewer spaces in those areas that are more accessible. This would follow government guidelines, however, there is concern over residents' resistance by those in the town centres who require cars for commuting and from those on the cusp of a zone.

Design Layout of Parking

- Parking should be integrated into development. It should be accessible, visible and secure.
- SPD should consider layout.

What problems may arise from providing limited or no car parking?

- People will still buy cars and will park somewhere whether spaces are provided or not.
- No spaces will force residents to park on the street or on grass verges detracting from the character of the areas and creating an unattractive environment.
- Restrictions may deter people from moving into the borough if they are aware that there are possible parking implications.

- Social mix would become unbalanced. Families who require parking will be deterred from living in the town centres and force them to live on the outskirts. In the long term these people will then need to drive back into the town centre to use the facilities where they will then require parking.

What would be the benefits of insisting on limited or no car parking?

- This would allow for greater density of housing and reduce development on greenfield sites.
- Creates more efficient use of land.
- Less cars and a greater use of public transport will result in less pollution and in turn create a better environment for the town centre residents
- Encourages people to consider other modes of transport and other options.
- The above points are dependant on the government's commitment to improvements to and reduced cost of public transport

Appendix E

Community Board Outcome Report

As part of the pre-production consultation a senior planning policy officer attended the following community boards:

Leigh Park Community Board	19 January 2009
Havant and Bedhampton Community Board	21 January 2009
Waterlooville South Community Board	28 January 2009
Hayling Island Community Board	9 February 2009
Emsworth Community Board	12 February 2009
Waterlooville North Community Board	2 March 2009

A presentation was made to all boards outlining the following:

- What is an SPD is and how does it fit in the local development framework system
- Objectives of SPD
- Evidence base and baseline information that has informed calculations of actual and projected car ownership
- How this might look (example standards based on census and projected rise)
- Taking into account sustainable locations and why this is important
- Example of 'accessibility zones' (e.g. where lesser parking provision could be sought)
- Outline some of the other issues the SPD could cover (e.g. crime reduction, visitor and disabled parking, etc.)

Points of note as an outcome from questions, queries and points raised at the meetings included:

- Concern that there has been an assumption made that older people had less need for parking space, even in sheltered accommodation.
- Garages are often used for storage rather than for parking a vehicle.
- Despite government policy people would still use their cars regardless of public transport.
- A large number of residents work outside of the borough and a reduction in the use of cars would only occur if public transport was more viable.
- Concern raised about the use of loose gravel and potential dangers.
- Need to understand government policy. Document should include key extracts.
- Need to take account of trends in car ownership.
- A3 bus corridor goes from north to south – provides little connection east to west.
- Insufficient parking can lead to accesses being blocked.
- Parking space size should be sufficient and detailed in SPD.
- Planning permission should be refused if car parking is under provided.
- Dislike to the assumption that living in an accessible location had less need for parking space.
- Need to draw a balance between national policy and local desires.
- Insufficient parking is already a problem in many existing developments.

Appendix F

Summary of main points raised during formal public consultation period

Public consultation on the draft Residential Parking and Cycle Provision SPD took place from the 12 June until the 24 July 2009. The public consultation ran alongside the draft Core Strategy and consisted of public exhibitions and presentations.

Notice was given by local advertisement of the SPD matters and where documents were available for inspection. Copies of the document were available at the Civic Centre, all local libraries (excluding Hayling Island Library) and also on the council's website. Hayling Island Library was closed during the consultation period and copies were made available for view at two alternative locations on Hayling Island and also on the mobile library.

A simple questionnaire on the draft SPD was available and in total 415 hard copies were distributed or collected at public events. During the consultation period 16 respondents made formal representations on the draft document in total providing 66 representations. A summary of the main issues raised is provided overleaf and a detailed analysis of the comments, together with action points where necessary is included in Appendix G.

Who was consulted?

Pre-production
Prior to the draft document being formulated work was undertaken with councillors and the borough's community boards. This is detailed more thoroughly in Appendices C, D and E of this SPD.

The draft SPD
The following individuals/organisations were specifically notified of the formal consultation period for the draft SPD.

Emsworth Residents Association
Havant 50+ Forum
Langstone Residents Association
SHUV/Green Party
PADRA
Warren Park Residents Association
Havant District Residents Liaison Group
Hayling Island Residents Assn.
Langstone Conservation Group
Langstone Village Association
North Havant Res. Assn.
North Hazelton Res. Assn.
Northney Res. Assn.
Parchment Res. Assn.
Wade Court Residents Assn.
Warblington & Denvilles Residents Assn.
Age Concern Hampshire
CPRE
Friends of the Earth
Friends of Langstone Harbour
North East Hayling Residents Association
West Bedhampton Res. Assn.
Waterlooville & District Residents' Association
Purbrook and Widley Area Residents Ass.
Havant Conservation Action Group
Bosmere 100 Havant
Bosmere 100 Hayling Island
Bosmere 100
Solent Protection Society
Manor Close Residents Association
Campaigns & Development Officer

In addition to this 2,100 groups and individuals from the council's local development framework contact database were also advised of the consultation period on the draft SPD. Of these 610 were notified by email and 1,490 were notified by letter. Relevant statutory organisations and the planning inspectorate were also notified and/or provided with a copy in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended in 2008 and 2009).

Residential and Cycle Provision – Summary of Representations Received

Summary of the results from public consultation on the Draft Residential Parking and Cycle Provision SPD.

Number of respondents	16
Number of representations	66

Question 1a Do you agree with the parking standards identified?		
	No. of representations	Summary of points
Comments	1	• Will any visitor parking be required when all parking is unallocated? • What constitutes a large development for the purposes of disabled parking? • How is the requirement for disabled parking spaces calculated? • Housing association's surveys indicate vehicle ownership amongst their tenants around 40%. Can negotiation take place on wholly affordable schemes to reflect this lower need for spaces?
Agree	3	• No comment (x2) • Older people still need parking for themselves/visitors. • Agree with the principle of distinguishing between unallocated and allocated parking.
Disagree	7	• No comment (x1) • Standards are unsound against PPS12 tests and directly contradict PPG13. • Reduced standards for unallocated parking are unrealistic (x2). • Every dwelling needs at least one space; every four-bedroom house needs at least two. • Unclear whether standards in Table 4 include garage space. Most garages are not used for car parking. • Absence of sound survey evidence base showing that the older people's housing standard reflects expected levels of car ownership of this form of housing. • The standards for nursing/rest home provision should be the same across the borough (including town centres). • Particular parking difficulties in Langbrook Close and Brookmead Way.

Question 1b Do you agree with the 'highly accessible areas' identified (Havant and Waterlooville town centres)?		
	No. of representations	Summary of points
Comments	0	
Agree	6	• No comment (x5) • Agree provided the rankings for the 'highly accessible areas' have been based on evidence (especially accession). (HCC)
Disagree	5	• No comment (x2) • Presence of railway station alone does not make Havant town centre accessible to other people in the borough. • Council is not following PPG13. Claiming Havant and Waterlooville town centres meet the standards is insufficient; accessibility of all areas needs improvement. Waterlooville town centre is inaccessible to pedestrians and cyclists from the Hambledon Road direction. • Table 3 mixes different land uses. Town/village centre cannot be compared with a station. • There are other accessible locations in the borough; making full car parking provision there will discourage public transport use. • Approvals for large retail 'sheds' should be halted since they discourage walking, cycling and public transport use.

Question 1c Do you agree with the approach to residential parking provision in these 'highly accessible areas?		
	No. of representations	Summary of points
Comments	1	• Concerned about impact of MDA on parking in Waterlooville.
Agree	3	• No comment (x2) • Fully endorse principle of reduced car parking in more accessible locations. (HCC)
Disagree	7	• No comment (x4) • Public transport cannot hope to replace car use to a high degree. • Cars may be essential to town centre dwellers due to destination/time of travel/load. (x2) • Ground floor/basement parking should be used in town centres, rather than reduced parking provision. • 30 minutes free parking should be available to Hayling Island residents.

Question 2	Do you agree with the cycle parking/storage requirements identified in the document?	
	No. of representations	Summary of points
Comments	1	• Adequacy of provision will depend on developments and HBC research. • Cycles can fit into spaces a car cannot. • Cycle use will not increase without good cycle routes and cycle racks at destinations.
Agree	6	• No comment (x4) • Does the Table indicate that developers must provide cycle racks at new housing developments? • Cyclists need safe parking with facility to chain their cycles.
Disagree	7	• No comment (x2) • Cycle parking standard for blocks of flats should not be reduced. • The allocation should assume that all residents have a cycle and hence the number of spaces should equal number of bed units +1. • What evidence are the standards based on? • Hayling Island needs more cycle parking at seafront and cycle lanes through South Hayling. • Mobility scooters more common than bicycles in places. • Problems of route quality in Waterlooville.

Question 3	Do you have any comments on the 'other information' section (pages 19 to 22) of the document?	
	No. of representations	Summary of points
Comments	1	• Garages should be used for car storage, and should be refused permission for conversion to habitable accommodation unless off-street parking is available. • The reasons for on-street parking should be established and measures taken to prevent it.
Support	3	• No comment (x2) • Support points 7.3-7.13. There is no indication of how they would be enforced, or how rigorous planning conditions would be.
Object	0	

Question 4 Do you agree with the approach of the Sustainability Appraisal?		
	No. of representations	Summary of points
Comments	2	• No extra significant effects identified. • More parking for bicycles and mobility scooters should be provided everywhere. • Potential for dual use footpath/cycleways should be investigated.
Support	1	• Reduction of car use by not providing parking space is unrealistic.
Object	4	• SPD will have negative social/economic impact. • Providing car parking space will not be neutral to climate change: improvements in vehicle technology cannot compensate for the effects of increased car ownership. • Providing car parking space will not be neutral to biodiversity, since it will increase demand for road infrastructure, causing habitat destruction. • Therefore the SPD would have an unacceptable impact on HBC's sustainability objectives. • First sentence of climate change comments in Table 3 makes no sense. • Lacks information needed for consultee to make considered judgment. • Objects to reduced parking provision in accessible areas. Ground floor or basement parking should be used.

General comments		
	No. of Representations	Summary of points
Comment	1	• Document should be in plain English. • Langbrook Close/Brookmead Way area has requirements which are not considered.
Support	1	• No comment.

Any other comments		
	No. of Representations	Summary of points
Comment	3	• Lack of cycle ways restricts use. Riding on pavements is dangerous to pedestrians. • No account taken of the potential for reduced out-commuting and car ownership which would arise from fulfilment of the Core Strategy's strategy for local employment. • Consideration needed of how to deal with applications to extend existing planning consents. • Should the document detail the local authority's views on ideas like car clubs and home zones?

Appendix G

Public Consultation Analysis/Actions

This appendix includes a detailed statement on the representations made on the draft Core Strategy and how these have been addressed in the adopted SPD.

Residential and Cycle Provision – Public Consultation Analysis

Response	Rep. Ref. Number	Comment	Response	Action
Q1 Parking Standards				
Objecting	08/0371	Table 4 – Vehicle Parking. It is not clear if the recommended number of parking places per property takes into account whether the property contains a garage. It should not be assumed that a garage will be used for car parking.	Clarification on whether a garage can count as a car parking space has been provided in paragraphs 7.6 and 7.7 of the draft document. This 'other information' also covers issues relating to the common use of a garage as storage.	No action
Q1A Parking Standards Identified				
Commenting	06/0569	What constitutes a large development for the purposes of providing disabled parking? How is the requirement for disabled parking spaces calculated? Agree with the principle of distinguishing between unallocated and allocated parking Visitor parking is calculated on a scheme by scheme basis – will any be required when all parking is unallocated? Vehicle ownership amongst our tenants/leaseholders is generally on 40% as indicated by our surveys undertaken 12 months post-occupation. Can negotiation take place on wholly affordable schemes to reflect this reduced need for parking spaces?	Further advice on the requirements for disabled parking can be provided but it will be appropriate to consider the particular type of accommodation and likely users as this could increase the requirement for disabled parking. Any variant from the required standards will have to be justified as part of a planning application (for instance the example of lower ownership amongst affordable housing occupiers). This would also need to consider the location of the proposal in relation to sustainable travel options.	No action at this stage.
Objecting	09/0117	Consultee refers to particular parking difficulties in Langbrook Close and Brookmead Way.	This level of detail is not relevant for the purpose and objectives of this SPD.	No action
Objecting	09/0150	None	No comments provided	No action
Objecting	08/0991	Why is the parking provision for properties with shared/unallocated parking so much less than that where allocated parking is available. Would have expected numbers of vehicles per household to be the same.	Shared/unallocated parking should be supported as it maximises the use of land. Section 4 of the draft document explains the approach to calculating the standards and 6.6-6.8 explains more about shared/communal parking. This takes account of guidance in PPS3 about maximising the use of land. Unallocated parking allows for flexibility in use.	No action
Objecting	07/0029	McCarthy & Stone Retirement Lifestyles Ltd considers the	PPS3 provides clear guidance on residential	No action in

		standards to be unsound against PPS12 tests & in direct contradiction to PPG13. Letter and Appeal decisions attached from Dr Allan Burns, Traffic and Transportation Consultant which sets out the reasons why the draft guidance is contrary to PPG13 and therefore 'unsound'. They agree that any locally adopted standards should reflect the 'expected levels of car ownership'. Whilst they agree with Para 6.3 'Older People's Housing' their client does not support the proposed parking standard because HBC do not appear to have a 'sound survey evidence base' identifying that this standard is reflective of 'expected levels of car ownership' of this form of housing. They have commissioned detailed studies in this respect from Dr A Burns, Traffic & Transportation Consultant, and respectfully request that the standard be amended to include the findings in Dr Burn's Report which they have attached for our perusal.	parking policies (particularly in paragraph 51 of PPS3). The policy position is explained in section 3 of the draft SPD. It could be argued that there is some contradiction between national guidance in PPG13 and PPS3 but PPS3 was adopted over 5 years after PPG13 and the SPD complies with this guidance. The standards in the SPD will allow for flexibility if sufficiently justified.	part. Action required to address evidence base to support 'older people's housing' parking standards.
Objecting	07/0035	None	No comments provided	No action
Objecting	06/0535	Para 6.8 - Statement is a utopian ideal. Every residence needs to have at least one car parking space allocated. A four bedroom dwelling is likely to need 2 spaces. Table 6 - The standard for nursing and rest home provision should be the same across the borough and not reduced within the town centre areas.	There are many instances in the borough where car ownership is zero. It is likely that unallocated provision will most often be appropriate for flats where some residents may not own cars and others may own 2 or more. The flexibility can benefit those occupants who own more cars and and also prevent car parking spaces sitting empty and unused because other occupants do not own a car. Nursing and rest home standards reflect the use of visitors, staff and visiting care. In a highly accessible location it is more feasible to encourage staff (and visitors) to use public transport or alternative means. Both Havant and Waterlooville town centres are well connected by public transport and it is important to remember that we are still seeking parking provision in these locations for nursing and rest homes, just at a reduced standard.	

Objecting	06/0535	None	No comments provided	No action
Supporting	08/1036	Older people still need parking for themselves/visitors.	Agree and with the exception of accessible zones car parking provision at 1 space per unit is still expected on sheltered/older peoples housing. The standards for other forms of elderly care include consideration of visitors.	No action
Supporting	09/0102	None	No comments provided	No action
Supporting	09/0121	None	No comments provided	No action
Q1B Havant & Waterlooville Town Centre Highly Accessible Areas				
Supporting	06/0015	As long as the ranking for the 'highly accessible areas' have been based on evidence (especially accession).	Accept that the SPD would benefit from further clarification as to why the two locations have been selected as sustainable locations. An accessibility matrix will demonstrate this.	Accessibility Matrix to be included
Objecting	06/0535	Para 5.3 - Just because Havant Town Centre has a railway station does not make it highly accessible by other people in the borough. Table 3 - We are mixing areas of habitation/work/retail specific sites. You cannot compare a town or village centre with a station.	As the reduced standards or nil supply will only apply to those new residential properties at or near Havant town centre then those properties affected by reduced parking will be able to access the town centre and railway station by foot/cycle. Table 3 has been partly informed by pre-production work undertaken. The need to own/use a car can be affected by proximity to shops/services, good public transport or employment opportunities so it is correct for the table to include relevant mix of work/retail etc. The difference between the town centres and other locations with a railway station has been reflected in the accessible areas taken forward.	No action
Objecting	07/0035	There are more accessible locations previously identified within HBC than just the two identified. To make full provision for car parking in these places will discourage the use of public transport.	The standards have not been set as minimums in order to allow for flexibility when it has been suitably demonstrated. Pre-production community involvement clearly indicated that other places may offer some alternative to the car but it was considered that car ownership is likely to remain high and as such the standards should allow for this.	No action but the Accessibility Matrix will be included to demonstrate the process

				that has helped inform the identified accessible locations.
Objecting	08/0709	The council is not following PPG13. It is not sufficient to claim that Waterlooville and Havant town centres meet those standards. The only way of promoting such accessibility is by making significant investments to all areas and halting the approval of large retail developments such as B&Q, Tesco etc. which discourage walking, cycling and public transport use. The accessibility of Waterlooville by walking and cycling from the Hambledon Road direction is appalling- either through the Hambledon Road Retail Park car park, or along very inconvenient paths and crossings at either end of the town centre. So in this respect Waterlooville is not a 'highly accessible area'.	The council are aware of the issues with accessibility - in particular from Wellington Retail Park to Waterlooville town centre. Continued improvements and investment in cycleways and green transport provision will take place in conjunction with Hampshire County Council. Some funding is likely to be secured through developer contributions but this is matter outside of the remit of this SPD. When large retail units are considered then sustainability (PPS1) is a consideration. Existing policy does not support out-of-centre development unless a significant amount of criteria apply. Edge-of-centre can be acceptable subject to a variety of criteria. In retail terms this is largely led by national planning policy contained in PPS6.	No action
Objecting	09/0150	None	No comments provided	No action
Objecting	09/0117	None	No comments provided	No action
Supporting	06/0569	None	No comments provided	No action
Supporting	07/0029	None	No comments provided	No action
Supporting	09/0230	None	No comments provided	No action
Supporting	09/0102	None	No comments provided	No action
Supporting	08/1036	None	No comments provided	No action
Q1C Approach to Residential Parking Provision				
Commenting	09/0230	Concerned about adequacy of parking in Waterlooville with 2000 plus new homes.	Parking availability in Waterlooville town centre for shoppers/workers is not a matter for this SPD. All new residential development would be expected to comply with this SPD once adopted.	No action

Objecting	08/1036	People should have parking provision even if they live on transport routes as their times/places to travel may make a car essential.	One of the objectives of the SPD is that it should discourage the use of private motor vehicle in appropriate locations and make the best use of available land. This approach is needed to comply with national planning policy. As the SPD standards would apply to all new residential development then anyone looking to occupy a new property would be aware of parking availability and make their decision partly on this basis. A 'buyer-aware' approach to parking would therefore apply.	No action
Objecting	09/0102	30 minutes free parking should be available to residents of Hayling Island.	This matter is not applicable to residential parking provision.	No action
Objecting	09/0117	None	No comments provided	No action
Objecting	09/0150	None	No comments provided	No action
Objecting	08/0709	None	No comments provided	No action
Objecting	07/0029	None	No comments provided	No action
Objecting	06/0535	Para 5.1 - We live in a car orientated society where public transport cannot hope to replace car usage to a high degree. People use cars for all sorts of journeys and loads not just within the borough. The philosophy in this section is flawed. Para 5.5 - You cannot expect people who live in a town centre to have a reduced or zero standard of car parking just because retail and other amenities are close by. They may need to travel to other areas not served by public transport/have a need to carry shopping. Emphasis on reducing parking provision in accessible locations is flawed. Higher density housing can be achieved by parking cars under blocks of flats or building 3 storey houses with ground floor vehicle space.	In the most part the SPD has sought a parking standard that reflects actual car ownership together with projected rise. The use of highly accessible areas is appropriate to discourage private vehicle ownership/use in those areas where public transport and services are very good. Failure to take note of these accessible locations in relation to residential parking requirements is likely to contradict national planning policy and result in the likely failure of the SPD. A reduced parking provision allows better use to be made of the land available and the standards will only apply to new residential development. Undercroft parking can be difficult to accommodate but this and town house arrangements would still be supported providing the maximum number of spaces isn't exceeded.	No action
Supporting	07/0035	None	No comments provided	No action

Supporting	06/0569	None	No comments provided	No action
Supporting	06/0015	HCC fully endorses the principle of reduced car parking in more accessible locations.	No comment - support	No action
Q2 Cycle Parking/Storage Requirements				
Commenting	09/0121	Provision of cycle racks for residential accommodation is desirable, whether adequate down to HBC research and developments over time. Although we have prescribed number of bike racks which can fit into a car space, cycles can fit into all sorts of spaces a car cannot access. If there are no good cycle routes or convenient cycle racks at destinations then the health and environmental benefits of increased cycle use will not be achieved.	Agree with the importance of appropriate and adequate cycle parking provision and also that cycle parking can be more flexible. Comments in relation to cycle routes are not of direct relevance to this document.	No action
Objecting	06/0535	Table 7 - The cycle parking/storage should not be reduced for a block of flats if we are to encourage the use of cycles.	Any reduction would reflect the fact that communal cycle parking can be more flexibly used in flatted development and therefore overall a lesser provision per unit may be required. This will prevent large cycle storage facilities being built on flatted schemes and then significantly underused. Allowing some consideration on a scheme by scheme basis is appropriate as in more sustainable locations with cycle routes nearby and less car parking cycle ownership could be much higher and therefore a reduction may not be appropriate.	No action
Objecting	06/0569	Cycle storage – what evidence are the standards based on?	Unlike car parking it is not necessarily appropriate to set cycle parking standards based on ownership. As cycling is a sustainable form of travel it should be encouraged and therefore well provided for in development. Basing the cycle parking standard on actual ownership may fail to meet need and future demand, potentially unintentionally discouraging cycle ownership.	No action
Objecting	07/0029	None	No comments provided	No action
Objecting	08/0709	The allocation specified for cycling is not enough if people are to	The cycle requirements are considered	No action

		be encouraged to cycle more. The allocation should assume that all home members have a cycle and hence the number of spaces should be: Number of Bed units + 1.	appropriate.	
Objecting	09/0137	Not enough cycle parking provision at the sea front. Would like Hayling to have cycle lanes from the roundabout at the top of Church Road and Manor Road.	This is not a matter for this SPD.	No action
Objecting	09/0150	None	No comments provided	No action
Objecting	09/0230	Problem in central Waterlooville of negotiating subways by mobility scooters and pushchairs. General lack of good 'pedestrian' routes. In areas of Waterlooville there are more mobility scooters than cyclists. Footpaths and Cycleways shared with pedestrians are not level and even and are consequently hazardous for all users.	This is not a matter for this SPD.	No action
Supporting	06/0015	HCC broadly supports the requirements identified, but would wish to see HCC's amendments incorporated in the revised version so as to fully endorse the guidance.	Accessibility matrix now included which clearly justifies the use of the two accessible locations identified.	Accessibility matrix included.
Supporting	07/0035	None	No comments provided	No action
Supporting	08/0371	Table 7 - Cycle Parking/Storage Provision. Does this Table indicate that for new housing developments cycle racks need to be provided by developers?	The table indicates the requirements for cycle provision in the way of storage (typically for residents) and short stay racks (typically for visitors). A developer would normally be expected to demonstrate and provide for these requirements in order for a planning application to be acceptable.	No action
Supporting	08/1036	None	No comments provided	No action
Supporting	09/0117	Cycles need to have safe parking with the facility to chain their bikes.	Agree and this is covered in paragraph 7.10 of the draft document.	No action
Supporting	08/0991	None	No comments provided	No action
Q3 Other Information				
Commenting	08/1036	Inappropriate for houses to have garages which are not used for car storage, especially if cars then need to park in the street. Planning should not be granted for garages to be turned into habitable accommodation unless there is realistic off-street parking available Reasons for on-street parking should be established and measures taken to prevent parking in this manner.	This matter is covered by the 'other information' section of the draft document which provides information about garages/storage and also planning conditions. Planning conditions will be used where relevant to ensure that a garage is kept available for parking. This would mean a subsequent planning application would be needed	No action

			to turn a garage into habitable accommodation. Such an application would be expected to show compliance with the SPD standards. On-street parking can be acceptable. In some areas of the borough the high levels are due to the original developments not having car parking designed-in at the likely car ownership rates.	
Supporting	09/0230	None	No comments provided	No action
Supporting	08/0371	Paragrophs 7.3 to 7.13 are good policy statements if adopted, However there is no indication of how these would be enforced in a new housing development. Para 7.23 refers to 'planning conditions' however it is not clear how rigorous these would be.	These matters would be dealt with through the Development Management process. This is principally influenced by policy but can be affected by case-law, evidence/justification and other matters. No action appropriate for the purpose of this SPD.	No action
Supporting	06/0535	None	No comments provided	No action
Any further comments				
Commenting	07/0035	No account seems to have taken of the intention to provide more local employment in the Core Strategy and its potential to reduce out commuting and dependency on cars. In the light of the current downturn on marginal development sites, consideration will need to be given on how to deal with applications to extend planning consents granted prior to this change in policy.	It is recognised that one of the objectives of the Core Strategy is to reduce out-commuting from the borough. If the need for residential parking reduces in time then the SPD can be reviewed to reflect such changes. The time limits on permissions will be considered in relation to current policy and the relevant Planning Act. This is not a matter for this SPD.	No action
Commenting	06/0569	Should the document detail the local authority's views on innovative solutions to parking issues such as car clubs? Would developments adopting the Home zones principles be encouraged in the borough?	Innovative solutions would be encouraged where they are shown to be workable and as the standards are not minimums they do allow for flexibility if sufficient justification or alternative solutions support such an approach. Home zones are currently supported in the borough and there are a number of examples that have been completed.	No action
Commenting	08/1036	Lack of cycle ways restricts use. The custom of riding on pavements is dangerous to pedestrians.	This matter is not relevant for the purposes of this SPD.	No action
General Comments				

Commenting	09/0117	Document should be in plain English. HBC have not considered requirements of residents of Langbrook Close and Brookmead Way.	Great efforts have been made to ensure the document is as easy to understand as possible both for the public and professionals. The purpose of this SPD is not to address parking issues that may exist on particular roads in the borough.	No action
Supporting	08/0371	None	No comments provided	No action
Sustainability Appraisal				
Objecting	07/0035	Overall the SPD will have a negative social and economic impact.	Accepted that a stricter parking requirement would improve sustainability appraisal results (in terms of pollution etc.) but not providing sufficient parking can result in other social and design issues as there is reason to expect that reducing standards does not necessarily effect ownership of vehicles (as supported by work published by CABE) and can also lead to indiscriminate parking.	No action.
Objecting	09/0117	Consultee needs rather more information than has been given to make any form of considered judgement.	Sustainability Appraisals are no longer required for SPDs. The existing SA is considered sufficient and already goes beyond the requirements identified in the appropriate regulations.	No action
Supporting	08/1036	Not to provide parking to reduce car ownership is unrealistic.	Agree in part and this is why the guidance in PPS3 has been taken forward to provide a realistic standard based on actual ownership. However, the SPD also recognises the need to encourage sustainable travel and making best use of land. The SPD is considered to provide an appropriate balance between expected levels of car ownership in the borough and other national planning policy.	No action