



Technical Note

Bartons Road, Havant

24-097-007 Rev B

Parking Technical Note

January 2026

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft	DA	CG	SW	SW	04/12/2025
A	Final	DA	CG	SW	SW	05/12/2025
B	Parking Allocation Updates	DA	CG	SW	SW	07/01/2026

1 Introduction

1.1 Background

- 1.1.1 Charles and Associates Consulting Engineers Ltd (C&A) have prepared this Technical Note (TN) on behalf of Stonebond Properties (Guildford) Ltd in relation to a full planning application comprising of 90 residential dwellings with associated landscaping, parking and improved access on land to the west of Petersfield Road (B2149) and south of Bartons Road, Havant. The proposed housing mix consists of 45 affordable units and 45 private dwellings.
- 1.1.2 The development of the site is subject to an ongoing planning application¹ for which C&A provided a Transport Assessment (TA)². The site is allocated under Policy LP1, site L145, in Allocation Plan (2014), covering an area of 1.7 ha with an indicative capacity of 90 dwellings. The emerging Havant Borough Local Plan retains the site allocation (Allocation 18) for about 90 dwellings.
- 1.1.3 In response to comments from Hampshire County Council (HCC), this note justifies the vehicle parking proposed as part of the application.

¹ [APP/25/00639](#)

² Ref: 24-097-003 Rev A Transport Assessment (Part 1 – 5).

2 Parking Standards and Provision

- 2.1.1 The parking standards for residential development are provided within the Havant Borough Council Parking SPD. The car parking standards for unallocated spaces are set out in table below.

Table 2.1: HBC Car Parking Standards

Dwelling Type	No of Units	Summary	
		Minimum Car Parking Requirement	Parking Required as per HBC
1 Bed Unit	11	0.9 spaces	10
2 Bed Unit	33	1.3 spaces	43
3 Bed Unit	36	1.9 spaces	68
4+ Bed Unit	10	2.4 spaces	24
Total	90	N/A	146
Visitor Parking		20%	30
			176

- 2.1.2 The proposed layout provides 146 resident spaces and 30 visitors parking spaces (see Block Plan). The table shows that the proposed parking provision complies with the HBC parking standards for unallocated spaces.
- 2.1.3 However, the block plan has been updated to ensure there are areas of allocated parking and areas of unallocated parking to work in a way that provides appropriate provision and amenity for residents. The table below shows the total of unallocated and allocated parking for the private and shared ownership plots, which equates to 108 spaces in accordance with Havant Borough Council's parking standards (2016).

Table 2.2: Parking Standards for Private and Shared Ownership Plots

Dwelling Type	No of Units	Minimum Car Parking Requirement	Parking Required as per HBC
<u>Unallocated</u>			
1 Bed Unit (F)	0	0.9	0
2 Bed Unit (F)	0	1.3	0
2 Bed House	6	1.3	8
3 Bed House	24	1.9	46
4 Bed House	5	2.4	12
		Subtotal	66
<u>Allocated</u>			
1 Bed Unit (F)	0	1	0
2 Bed Unit (F)	0	2	0
2 Bed House	6	2	12
3 Bed House	10	2	20
4 Bed House	3	3	9
		Subtotal	41
		Total	107

- 2.1.4 Havant's parking standards state for residential development: *'Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However, there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate'*. The social / affordable rented accommodation will be secured via a s106 Agreement and therefore will not change in future.
- 2.1.5 In addition, Census data, as set out below, demonstrates that lower standards would be appropriate for social / affordable rented housing. Census data demonstrates most households in the area in social rented accommodation either have no car (42%) or 1 car (43%), whereas only 15% have 2 or more cars.

Table 2.3: Car or Van Availability by Tenure

Car or Van Availability	Social rented: Rented from council (Local Authority)	Percentage
No cars or vans in household	498	44%
1 car or van in household	469	42%
2 cars or vans in household	162	14%
Total	1129	

- 2.1.6 The proposed development includes a minimum of 36 social / affordable rented dwellings. Based on the Census data summarised above, this translates to approximately 16 households having 1 car and 6 households having 2 or more cars. This equates to circa 28 cars in total and a total parking demand of 135 spaces including the private dwellings as set out above. The proposed layout provides 146 resident spaces meaning 39 social / affordable rented spaces will be provided as presented in table below, which should be more than sufficient. This strategy aligns with HBC Parking Standards (shown below) as the reduction in car parking spaces from 47.2 (if adopting the figures in the tables) to 39 spaces is for social / affordable rented accommodation which will not change, as secured via s106, and census data demonstrates that only circa 28 spaces are likely to be needed.

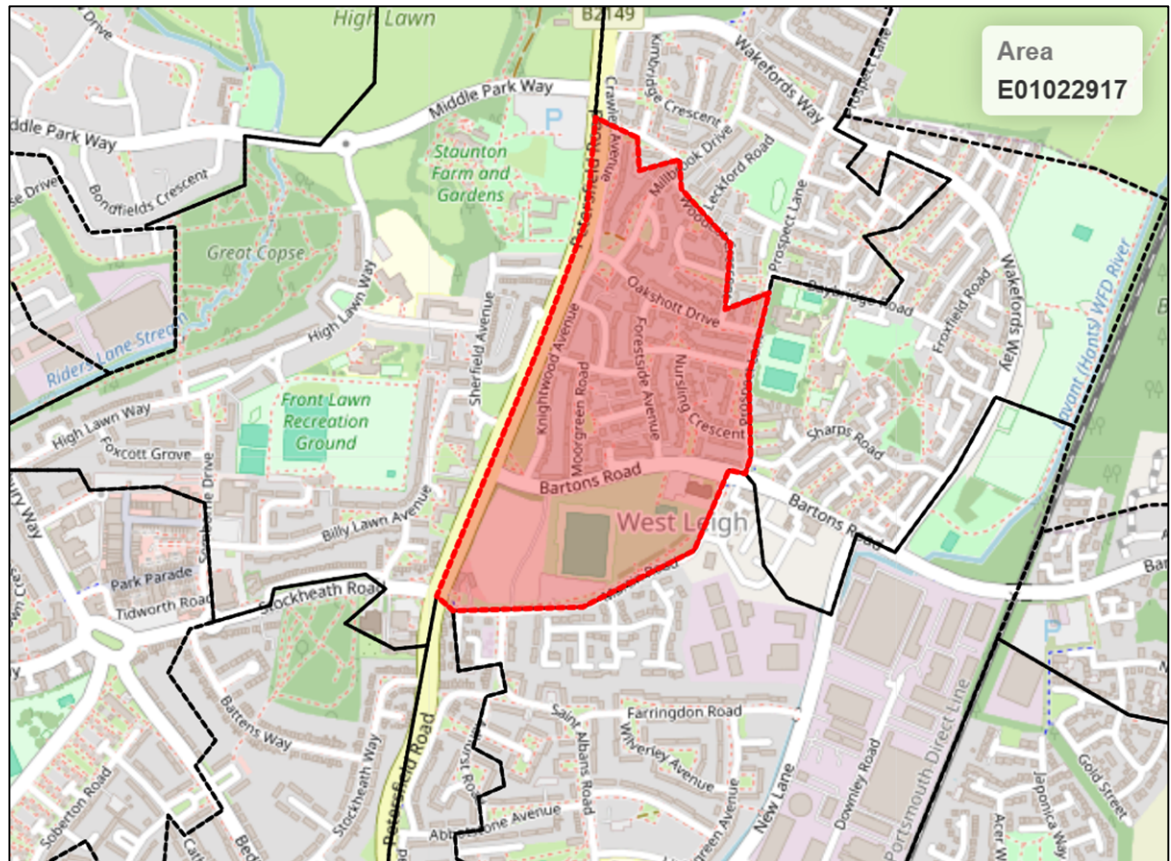
Dwelling Type	No of Units	HBC Parking Standards	
		Minimum Requirement	Required Spaces
Unallocated Spaces			
1 Bed Flat	11	0.9 spaces	9.9
2 Bed Flat	21	1.3 spaces	27.3
2 bed House	0	1.3 spaces	0
3 Bed House	0	1.9 spaces	0
4 Bed House	0	2.4 spaces	0
Sub-Total	32	-	37.2
Allocated Spaces			
1 Bed Flat	0	1 space	0
2 Bed Flat	0	2 spaces	0
2 bed House	0	2 spaces	0
3 Bed House	2	2 spaces	4
4 Bed House	2	3 spaces	6
Sub-Total	4	-	10
Total	36		47.2

2.2 Parking Provision Justification

Parking Demand Analysis

- 2.2.2 To assess existing car ownership levels in the area, 2011 census data for households with car availability have been examined. The data was reviewed for the *E01022917: Havant 009E* Super Output Area, in which the site is located, as shown in figure below.

Figure 2.1: Havant 009E Super Output Area



- 2.2.3 The 2011 Census data is presented in table below.

Table 2.5: Car or Van Availability

Car or Van Availability	Households	Percentage	Total Cars or Vans
No cars or vans in household	211	40%	0
1 car or van in household	222	42%	222
2 cars or vans in household	73	14%	146
3 cars or vans in household	16	3%	48
4 or more cars or vans in household	6	1%	24
Total	528	100%	440

- 2.2.4 Based on the 2011 Census data for E01022917 (Havant 009E), 40% of households did not have access to a car, 42% had access to one car, 14% to two cars, 3% to three or more cars, and 1% to four or more cars. The average car ownership in the area is 0.84 vehicles per household. Applying this average to the proposed development (90 units) results in an estimated demand for circa 76 vehicles. On this basis, it would be assumed that circa 76 resident parking spaces would be sufficient to meet typical residential car parking demand for the development.
- 2.2.5 Assuming a similar rate of car ownership for the development site, it is evident that the proposed parking provision would be sufficient to meet the car parking demand, whereas applying the higher allocated parking requirement would risk an overprovision and unintentionally promote car travel through abundant parking provision for residents.

2.3 Site Sustainability

- 2.3.1 As shown in the Transport Assessment, the site is in a very sustainable location.
- 2.3.2 According to CIHT's Planning for Walking Guidance (2015), the preferred maximum walking distance are 1 mile (1.6km) for amenities, 400 for bus and 800m for rail stations.
- 2.3.3 The site is located 150m from the "Douglas Gardens" bus stops situated approximately 150metres from the site on Martin Road. The stop is served by bus service 20 which provides half-hourly frequency from Monday to Saturday. The nearest railway station is Havant Railway Station, located approximately 1.5km (22-minutes' walk/6-minutes cycle) south of the proposed development.
- 2.3.4 The proposed development is located within a convenient walking and cycling distance of local amenities. It is likely that sustainable travel will be an attractive mode for day-to-day trips. To encourage sustainable travel, the development will enhance facilities along the southern side of Bartons Road and create a direct link to Petersfield Road through the site. Offering overprovision, which undermines the benefits of its accessible location, could promote car ownership. Therefore, the proposed parking provision is considered appropriate.
- 2.3.5 The proposed development promotes sustainable travel in accordance with Chapter 9 of the NPPF. Measures such as enhanced pedestrian and cycle links, provision of secure cycle parking, and appropriately managed car parking are designed to encourage walking, cycling, and public transport use, supporting a genuine choice of transport modes and minimising reliance on private vehicles. This approach aligns with the objectives of the NPPF to direct development to locations where sustainable transport is realistic (para 110), deliver safe and accessible walking and cycling networks (para 117), and manage parking to avoid excessive car use (para 111(d)).

2.4 Potential Parking Accumulation based on TRICS

2.4.1 The trips rates obtained from TRICS were used to calculate hourly arrival and departure and parking accumulation profiles for the proposed development.

2.4.2 The table below presents the hourly arrival trips based on the total vehicle trips obtained from TRICS.

Table 2.6: Hourly Arrivals based on Total Vehicle Trips

Time Range	Private House		Affordable House		Affordable Flats		Total Arrivals
	Trip Rate	Arrivals	Trip Rate	Arrivals	Trip Rate	Arrivals	
07:00 - 08:00	0.073	3	0	0	0.069	2	5
08:00 - 09:00	0.146	7	0.105	1	0.03	1	9
09:00 - 10:00	0.131	6	0.088	1	0.149	5	12
10:00 - 11:00	0.115	5	0.175	2	0.059	2	9
11:00 - 12:00	0.126	6	0.105	1	0.139	4	11
12:00 - 13:00	0.138	6	0.105	1	0.079	3	10
13:00 - 14:00	0.143	6	0.105	1	0.089	3	11
14:00 - 15:00	0.155	7	0.14	2	0.158	5	14
15:00 - 16:00	0.255	11	0.14	2	0.198	6	20
16:00 - 17:00	0.234	11	0.175	2	0.208	7	19
17:00 - 18:00	0.297	13	0.316	4	0.178	6	23
18:00 - 19:00	0.254	11	0.175	2	0.139	4	18

2.4.3 The table below presents the hourly arrival trips based on the total vehicle trips obtained from TRICS.

Table 2.7: Hourly Departure based on Total Vehicle Trips

Time Range	Private House		Affordable House		Affordable Flats		Total Departure
	Trip Rate	Dep	Trip Rate	Dep	Trip Rate	Dep	
07:00 - 08:00	0.261	12	0.158	2	0.188	6	20
08:00 - 09:00	0.332	15	0.211	3	0.129	4	22
09:00 - 10:00	0.164	7	0.14	2	0.149	5	14
10:00 - 11:00	0.147	7	0.228	3	0.129	4	14
11:00 - 12:00	0.139	6	0.07	1	0.119	4	11
12:00 - 13:00	0.125	6	0.07	1	0.079	3	9

Time Range	Private House		Affordable House		Affordable Flats		Total Departure
	Trip Rate	Dep	Trip Rate	Dep	Trip Rate	Dep	
13:00 - 14:00	0.142	6	0.175	2	0.149	5	13
14:00 - 15:00	0.164	7	0.14	2	0.119	4	13
15:00 - 16:00	0.158	7	0.105	1	0.139	4	13
16:00 - 17:00	0.154	7	0.105	1	0.109	3	12
17:00 - 18:00	0.142	6	0.175	2	0.158	5	14
18:00 - 19:00	0.141	6	0.105	1	0.109	3	11

2.4.4 The table below presents hourly maximum accumulation of trips.

Table 2.8: Hourly Accumulation of Trips

Time Range	Total Arrivals	Total Departure	Accumulation
07:00 - 08:00	5	20	-14
08:00 - 09:00	9	22	-27
09:00 - 10:00	12	14	-29
10:00 - 11:00	9	14	-34
11:00 - 12:00	11	11	-33
12:00 - 13:00	10	9	-32
13:00 - 14:00	11	13	-35
14:00 - 15:00	14	13	-34
15:00 - 16:00	20	13	-27
16:00 - 17:00	19	12	-20
17:00 - 18:00	23	14	-10
18:00 - 19:00	18	11	-3

2.4.5 The parking accumulation exercise indicates that trips generally begin to occur from around 07:00 in the morning. It is acknowledged that the widely used Lambeth Parking Stress Guidance Note recommends undertaking parking stress surveys at times when the highest number of residents are at home, typically late at night on weekdays. However, as this exercise relies on TRICS data, it is reasonable to assume that the proposed development would experience maximum parking demand approximately between the hours of 1900-0700. For the purposes of this assessment, it has been necessarily assumed that no vehicles depart the site before 07:00, which is a robust assumption. In reality, some residents will inevitably leave before 07:00, particularly on weekdays.

- 2.4.6 As residents begin their trips from 07:00 onwards, parking demand starts to decrease. This reflects the early-morning period when residents are most likely leaving for work, contributing to a natural reduction in parking accumulation.
- 2.4.7 Between 08:00 and 11:00, further decreases in accumulation are observed, with consecutive periods showing net reductions in parking demand.
- 2.4.8 This sustained decline coincides with the busiest outbound period of the day, during which the majority of residents have left the site. By 11:00, there is a cumulative reduction of 34 vehicles. Additionally, this period corresponds with typically low visitor parking demand, further contributing to reduced accumulation.
- 2.4.9 From 11:00 to 15:00, parking accumulation stabilises, showing smaller fluctuations during the midday hours. This steady level of demand coincides with the arrival of non-residential visitors, which offsets the gradual return of residents who departed earlier.
- 2.4.10 Beginning at 15:00, arrivals start to increase as residents return from work or educational trips. This marks the start of the afternoon return period, during which residents and regular visitors begin arriving back at the site. Despite this increase, overall accumulation remains negative due to the scale of morning departures.
- 2.4.11 In the early evening, arrivals continue to rise, with parking demand gradually approaching early-morning levels. This reflects the progressive return of residents after the working day. Nevertheless, overall accumulation at 19:00 remains below zero based on TRICS data, indicating that some parking spaces would still be available for visitors even after 19:00.

2.5 Summary

- 2.5.1 Based on the data relating to car ownership levels in the surrounding area, the locational sustainability of the site and the anticipated parking accumulation profile based on TRICS data, the proposed parking provision is considered appropriate for future residents and visitors to the site.