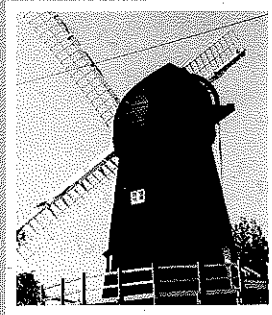
Eastleigh Borough Local Plan Review

(2001-2011)









Adopted May 2006

EASTLEIGH BOROUGH COUNCIL

Borough Council may consider favourably a higher level of parking provision than the standards permit, where the applicant has demonstrated through a transport assessment that a higher level of parking is needed.

6.34 Accessibility of a development is therefore a material consideration that will be used to determine the level of car parking provision to be made in any particular development. Development proposals will need to provide appropriate off-highway parking to meet the operational needs of the development and the number of spaces permitted above this number will be assessed according to the accessibility criteria, up to the maximum permissible level for that type of development.

Accessibility Contours

6.35 The Council has published an accessibility profile plan for the Borough which will be regularly updated. It provides an indicative picture of the Public Transport Accessibility Levels (PTAL's) within the Borough.

6.36 The following parameters are used in the accessibility contour calculation.

- all bus stops and rail stations within 15 minute walk
- frequency of bus and train services at the individual stops and stations in the given time period
- average waiting times at the stop or station
- average walking time based on 80 metre per minute
- a measure of the attractiveness (reliability and preference) of the services
- the contours are generated based on 300 square metre grids covering the whole of the Borough and
- the accessibility calculations assume walking distances 'as the crow flies' and do not take into account physical barriers like rivers, walls, slopes and impenetrable woodlands.

6.37 For the purposes of assessing relevant parking standards, four levels of contour have been defined. These are zones 1, 2, 3 and 4 which equate to high, medium, low and very low levels of accessibility respectively.

6.38 The maximum parking standards stated in the "Hampshire Parking Strategy and Standards 2002" relate to the low accessibility category. Depending on the land use, parking levels will be adjusted in accordance with the table below:

6.39 Areas of extremely high accessibility, for example in a town centre location close to a transport interchange, zero parking will be encouraged if circumstances permit.

104.T Planning permission will only be granted for appropriate development which provides adequate off-highway parking up to the maximum standard set out in respect of the accessibility of that development. When considering the level of parking appropriate for a retail or leisure development in or on the edge of a centre, the Council may consider parking provision additional to the relevant maximum standards but only where it can be clearly demonstrated that it will serve the centre as a whole and assist the vitality and economic viability of the centre.

105.T Within town, district and local centres where it is not possible or environmentally desirable to meet the relevant parking standards on site, development, which accords with other policies in this Plan, may

	Accessibility Zone		
Land Use	3 and 4	2	1
Residential, education, health, car, leisure	100%	75%	50%
Retail	100%	88%	75%
Employment (incl. non-residential care staff)	100%	65%	30%