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**Planning Application Number APP/24/00232 & APP/24/00245  
Emsworth House Close, Emsworth**

This Highway Technical Note has been produced in support of the above applications and because of comments made by the Planning Officer relating to existing parking arrangements. In his latest correspondence, the Officer has said:

*In terms of the two planning applications, it is relevant to note that the proposals have attracted significant local objection with the majority of objectors raising issues relating to parking concerns. It has been clear from my site visits at pre-app and application stages that parking in the daytime is very limited or not possible on the road. There has also been interest in the case from Borough Councillors and it is anticipated that the applications may require planning committee consideration in due course (although this is ultimately a consideration for the Head of Service and Chairman of the Planning Committee).*

*It was recommended that in order to understand fully the current parking situation and for considerations to be based as far as possible on an evidential basis, a parking survey be submitted providing details of existing parking in the Close.*

*Whilst I note that the applications provide parking within curtilage to meet the Councils parking standards the access points to the road prevent existing parking in that position on the road.*

*The points in relation to the existing dropped kerb area and parking which takes place in this area (not in accordance with the highway code) are also noted and the intention to re-instate kerb understood. As the dropped kerb is not used as a regular access its use for parking appears to regularly take place, but again without a parking survey this cannot be quantified.*



At present there is a long dropped crossing that serves the site which was previously used as a formal access for a former Red Cross Building, and this is evident by a row of granite setts laid between two transition Kerbs and this is shown in the plate above. An extract from Google Earth Pro below identifies the site and shows the former building present.



As access to the site has only been used for occasional maintenance of the site, some local residents have taken to parking across the existing access, which to date has not caused any issues. However, this does not give these residents an automatic right to obstruct the access to the application site.

In this instance, the Applicant is utilising his legal access and is providing car parking in accordance with Havant Borough Councils adopted car parking standards, therefore there is technically no sustainable highway objection to these proposals.

It is noted however that there is a perception that the lawful re-use of this access could lead to a greater demand in on-street parking in the area, as vehicles would no longer be able to park across the existing dropped footway crossing, without causing an obstruction.

It should be noted however that at present, the dropped footway crossing extends to approximately 10.0m (or the length of 2 on-street parking spaces) and that as part of these applications a 5.0m section of the dropped footway will be reinstated, which affectively provides an additional legitimate on-street parking space for local residents to use for parking.

### **Parking Surveys**

In order to assess the existing parking demands within Emsworth House Close and to consider what the technical resulting loss of one on-street parking spaces will have on the area a number of parking surveys were undertaken across eleven days.

The initial section of Emsworth House Close (EHC) at its junction is subject to a traffic regulation order in the form of double yellow lines, which prohibit the ability of cars to park legally, whilst white bar markings at the turning head between 65 Havant Road and 4 EHC

also prohibit the ability to park on-street, without causing an obstruction to existing on street parking.

The width of EHC also ensures that cars can only park on the eastern and northern side of EHC without causing an obstruction. At the end of the cul de sac however the road widens on its southern side to allow for an additional 31m, which allows for on-street parking of 6 cars.

The existing turning head at the western end of EHC also has parking restrictions, therefore this area has also been discounted as being suitable for on-street parking.

The initial surveys were undertaken at 1:00 and 6:00pm on 15<sup>th</sup> January, with further surveys being undertaken at 8:00am, 1:00pm and 6:00pm on 16<sup>th</sup> January and finally at 8:00am on 17<sup>th</sup> January 2025. The results of the survey are shown within the table below, whilst photographic evidence is also included as [Appendix 1](#).

| Emsworth House Close Car Parking Surveys |        |                  |
|------------------------------------------|--------|------------------|
| Date                                     | Time   | Spaces Available |
| Wednesday 15 <sup>th</sup> January       | 1:00PM | 6 Spaces         |
|                                          | 6:00PM | 4 Spaces         |
| Thursday 16 <sup>th</sup> January        | 8:00AM | 4 Spaces         |
|                                          | 1:00PM | 7 Spaces         |
|                                          | 6:00PM | 6 Spaces         |
| Friday 17 <sup>th</sup> January          | 8:00AM | 5 Spaces         |

From the above, it can be seen that the most spaces available was recorded as 7 spaces at 1.00PM on Thursday, whilst the least number of spaces available was 4 spaces at 6.00PM on Wednesday and 8.00AM on Thursday. At no point was there no spare capacity for on-street parking within EHC.

Additionally, the Planning Case Officer requested that additional surveys were undertaken and suggested the following days and times, when he considered parking demand would be highest.

- Saturday 06:00, 10:30, 14:30hrs
- Sunday 06:00, 14:30, 23:00hrs
- Monday 06:00, 10:30, 14:30hrs
- Tuesday 06:00, 14:30, 23:00hrs
- Wednesday 06:00, 10:30, 14:30hrs
- Thursday 0:600, 14:30, 23:00hrs
- Friday 0:600, 10:30, 14:30hrs

Such surveys were therefore undertaken, and the table below provides a summary of the dates, times and number of available spaces, whilst photographic evidence is included as [Appendix 2](#).

| Emsworth House Close Additional Car Parking Surveys |         |                  |
|-----------------------------------------------------|---------|------------------|
| Date                                                | Time    | Spaces Available |
| Sunday 16 <sup>th</sup> February                    | 2:30PM  | 5 Spaces         |
|                                                     | 23:00PM | 3 Spaces         |
| Monday 17 <sup>th</sup> February                    | 6:00AM  | 3 Spaces         |
|                                                     | 10:30AM | 4 Spaces         |
|                                                     | 2:30PM  | 5 Spaces         |
| Tuesday 18 <sup>th</sup> February                   | 6:00AM  | 5 Spaces         |
|                                                     | 2:30PM  | 4 Spaces         |
|                                                     | 23:00PM | 3 Spaces         |
| Wednesday 19 <sup>th</sup> February                 | 6:00AM  | 3 Spaces         |
|                                                     | 10:30AM | 5 Spaces         |
|                                                     | 2:30PM  | 5 Spaces         |
| Thursday 20 <sup>th</sup> February                  | 6:00AM  | 3 Spaces         |
|                                                     | 2:30PM  | 8 Spaces         |
|                                                     | 23:00PM | 4 Spaces         |
| Friday 21 <sup>st</sup> February                    | 6:00AM  | 3 Spaces         |
|                                                     | 10:30AM | 4 Spaces         |
|                                                     | 14:30PM | 4 Spaces         |
| Saturday 22 <sup>nd</sup> February                  | 6:00AM  | 3 Spaces         |
|                                                     | 10:30AM | 3 Spaces         |
|                                                     | 14:30PM | 5 Spaces         |
| Sunday 23 <sup>rd</sup> February                    | 6:00AM  | 3 Spaces         |

Emsworth House Close has now been surveyed a total of 27 times during different days and at different times and on each occasion, there has been found to be spare capacity to accommodate any displaced parking. The surveys can therefore be considered as robust evidence that EHC has the ability to accommodate additional on-street parking without any due hindrance to the safe operation of the cul de sac.

### Summary and Conclusion

This Highway Technical Note has been produced to support a two planning applications for a pair of dwellings with associated parking at Emsworth House Close, Emsworth. The TN addresses concerns raised by the Local Planning Authority and local residents who have concerns about a perceived parking problem within this cul de sac.

Following 27 parking surveys undertaken across eleven days at different times, it has been demonstrated that on each occasion there was between 3 and 8 parking spaces within EHC, available for residents and visitors alike.

The submitted applications fully meet the adopted parking policies and in fact result in the formal increase in one-on-street parking space, due to the reinstatement of full-face kerbs across the existing legitimate dropped crossing access.

The provision of sufficient on-site parking together with the recorded available on-street parking spaces within EHC fully demonstrates that the applications are acceptable from a highway point of view .

Nick Culhane March 2025

## Appendix 1 – Initial Parking Surveys

Parking Survey – Wednesday 15<sup>th</sup> January 1:00PM



Wednesday 15<sup>th</sup> January 6:00PM



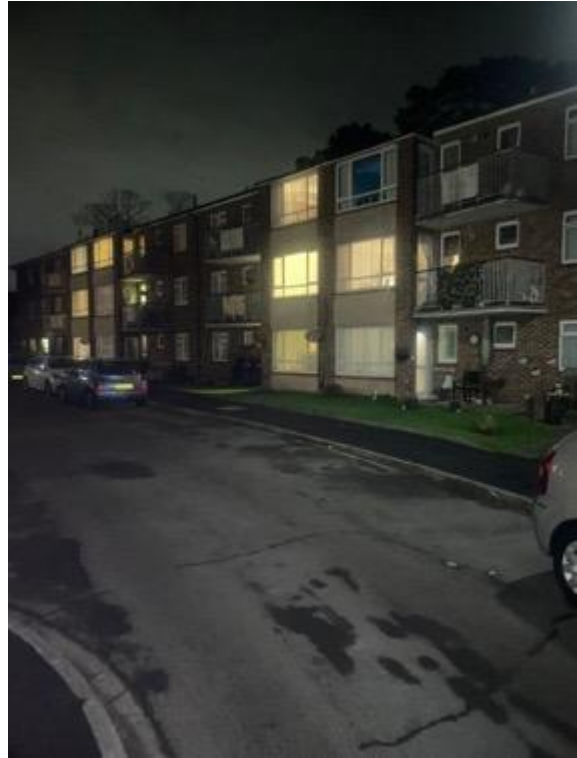
Thursday 16<sup>th</sup> January 8:00AM



Thursday 16<sup>th</sup> January 1:00PM



Thursday 16<sup>th</sup> January 6:00PM



Friday 17<sup>th</sup> January 8:00AM



## Appendix 2 – Secondary Parking Surveys

Sunday 16<sup>th</sup> February 2:30PM





Sunday 16<sup>th</sup> February 23:00PM





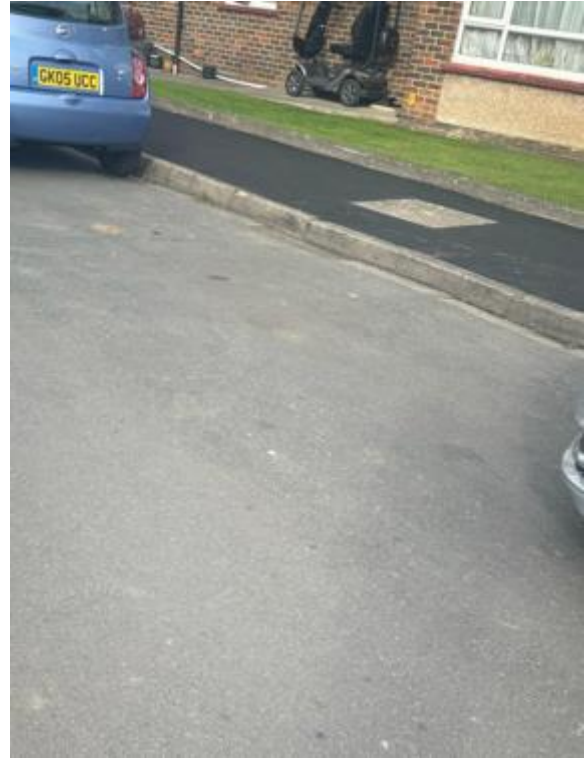
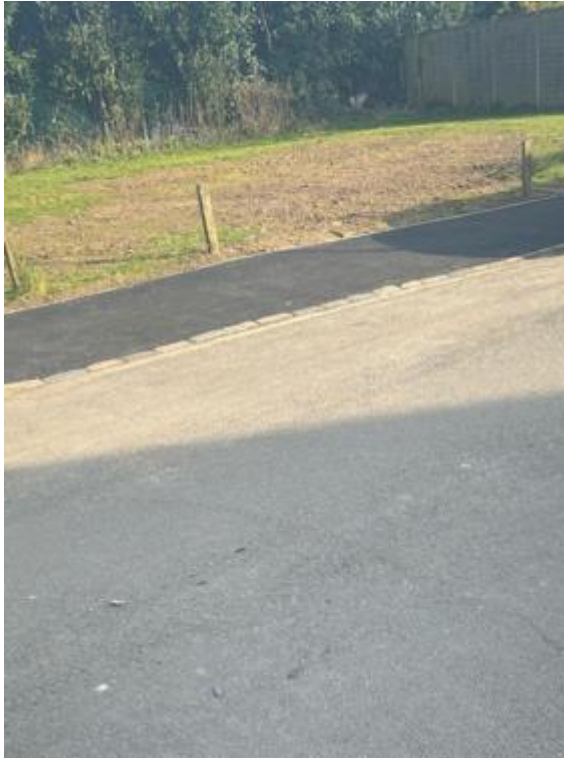
Monday 17<sup>th</sup> February 6:00AM



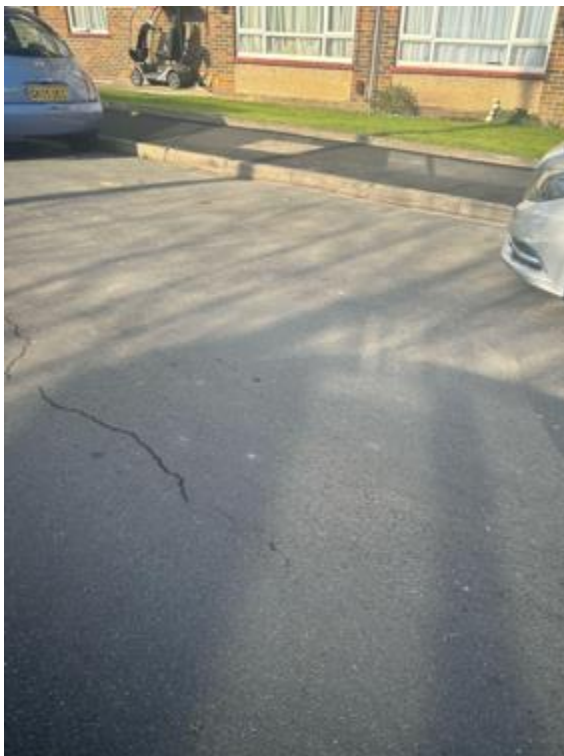


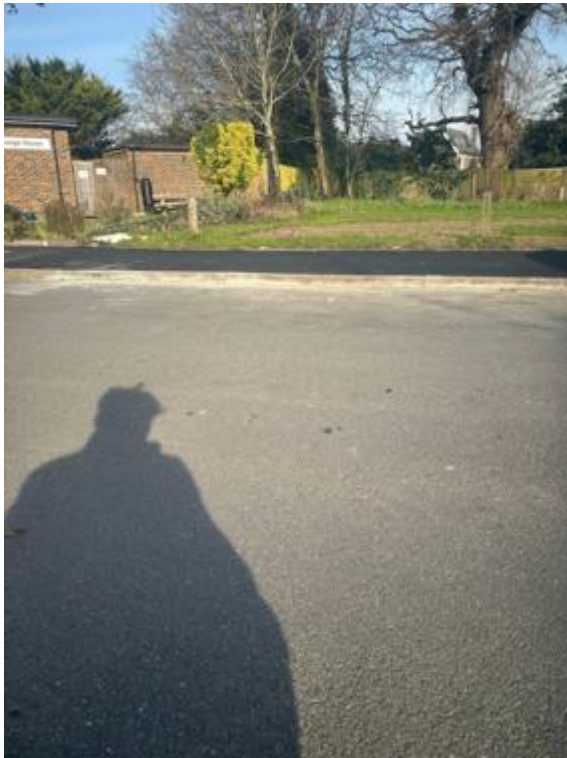
Monday 17<sup>th</sup> February 10:30AM





Monday 17<sup>th</sup> February 2:30PM

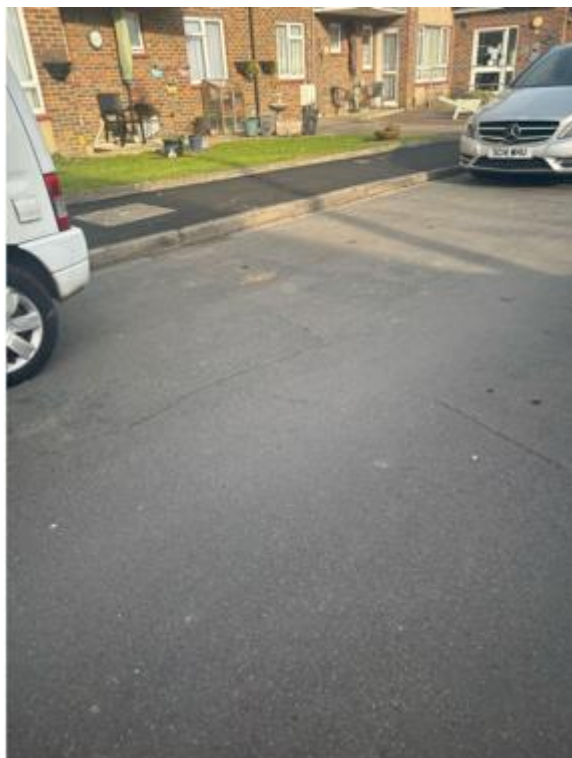




Tuesday 18<sup>th</sup> February 6:00AM



Tuesday 18<sup>th</sup> February 2:30PM



Tuesday 18<sup>th</sup> February 23:00 PM

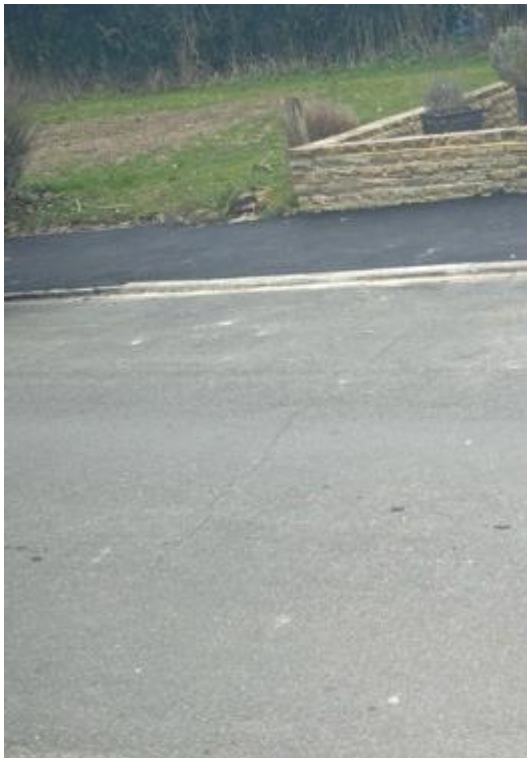
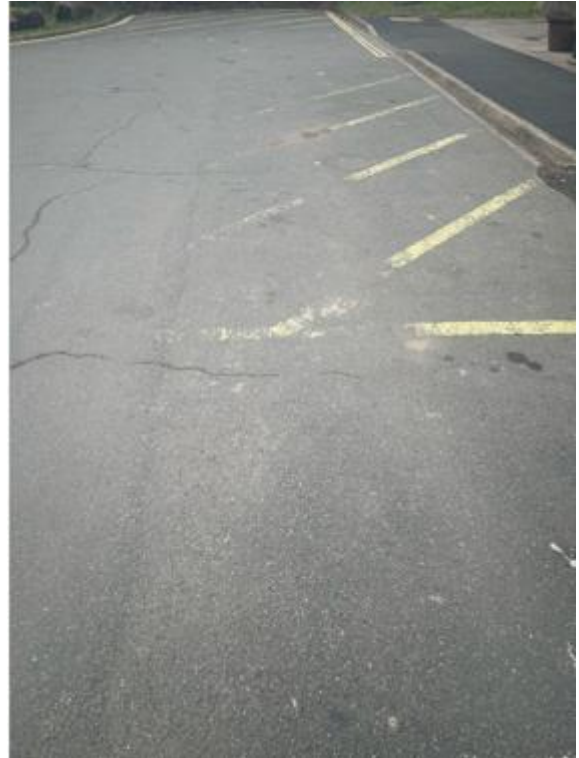


Wednesday 19<sup>th</sup> February 6:00AM



Wednesday 19<sup>th</sup> February 10:30AM





Thursday 20<sup>th</sup> February 6:00M



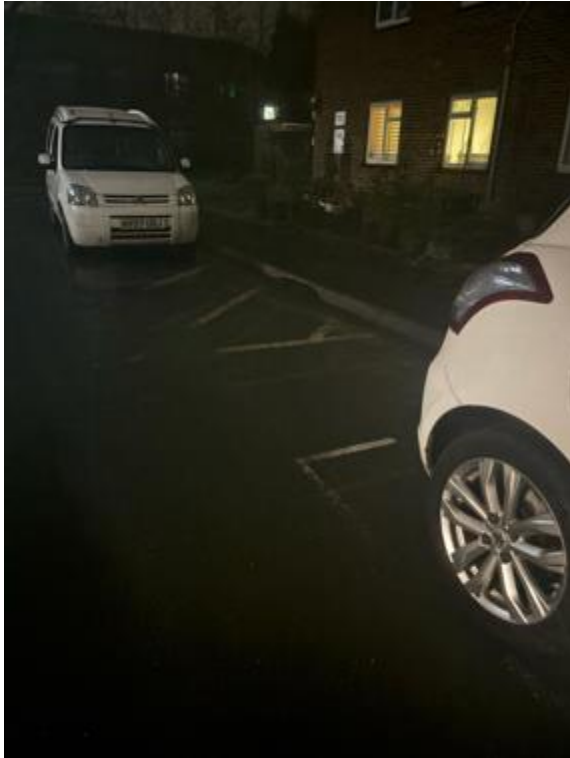
Thursday 20<sup>th</sup> February 2:30PM





Thursday 20<sup>th</sup> February 23:00PM





Friday 21<sup>st</sup> February 6:00AM





Friday 21<sup>st</sup> February 10:30AM





Friday 21<sup>st</sup> February 2:30PM





Saturday 22<sup>nd</sup> February 6:00AM





Saturday 22<sup>nd</sup> February 10:30AM





Saturday 22<sup>nd</sup> February 2:30PM





Sunday 23<sup>rd</sup> February 6:00AM

