

STATEMENT IN RESPECT OF PARKING AND TRAVEL DETAILS.

It will be appreciated that a Planning Approval was previously granted for extensions and internal works at this property. [Ref: APP/17/01193]

This application reflected additional parking and staff over and above that now proposed due to the reduction in the size of the project.

The application was supported by a Parking Assessment carried out by a Consultant – Valerie Ballorin trading as Transport Seeds.

With the obvious reduction in numbers it is felt that this original assessment [copy attached] should be accepted as part of the current application.

Technical Note

Project: TS5014 – Bayith Rest Home, Bevan Road, Waterloooville
Subject: TN01 – Parking Assessment
Prepared by: Valérie Ballorin
Date: 11 January 2018
Distribution: East Hampshire DC Traffic Team, Havant BC Planning Department

1 Introduction

1.1 This Note has been produced in support of a planning application (Ref APP/17/01993) for the proposed extension and internal alterations of the Bayith Rest Home in Waterloooville. The rest home is currently occupied and served by a private drive directly off Bevan Road, a local residential road in the north of Waterloooville, as shown on the site location plan attached.

1.2 This Note has been produced to specifically address the comments received by the highway authority (HBC Agency) which were:

“The planning applications state that there will be 6 extra units, 3 extra fulltime equivalent staff and 2 additional parking spaces. The parking for the development is below the Planning Authority Parking Standard and I would suggest that a parking survey should be asked for to determine the effect on highway/local residential amenity matters.”

1.3 Given the relatively low level of new units proposed, it is accepted that the proposed development will have limited adverse impacts on the local highway network in terms of additional pedestrian and vehicular movements. However, this Note reviews the proposed parking provision against the parking standards from Havant Borough Council (HBC) and provides an analysis of a parking survey undertaken as requested by the authority.

1.4 No specific comment has been raised by the highway authority in respect of the proposed cycle parking provision and it is therefore assumed that the proposed covered cycle store for up to 4 cycles is acceptable. Cycle parking is thus excluded from this Note.

2 Vehicle Parking Provision

2.1 The Bayith Rest Home has long been established on this site and due to increased demand, the proposals will be to extend the number of units for residents by six. Given that the rest home is already operating, the associated staff increase will not be entirely proportional and the operators have advised that 3 full-time equivalent staff would be required to cover these units.



2.2 Parking standards are published in Havant BC's Supplementary Planning Document 'Parking' adopted in July 2016 and the standards for nursing and rest homes are given in Table 4C of the SPD, with the relevant extract overleaf. The standards are given as minimum parking provision but also recognise differences in accessibility of areas that are outside of Havant and WaterlooVille town centres.

TABLE 4C			
C3 Dwelling Houses – Older Peoples' Housing			
Zone Type of Provision	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
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 1 space 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 and should form the basis of pre-application discussions			

2.3 The SPD defines accessibility in terms of the development's distance in relation to a number of key corridors and urban centres, as illustrated in table 3.1 of the SPD and it is considered that the standards for WaterlooVille Town Centre above do not apply to this proposed development despite the latter being located within acceptable walking distance (less than 500m) of the Milton Road district centre, which provides a variety of local shops and facilities as well as being served by regular bus services and a dedicated car park of over 40 spaces. In reality therefore, the appropriate level of parking provision for the rest home would be between the minimum parking requirements in Table 4C and those for WaterlooVille Town Centre.

2.4 Nevertheless, using the above minimum parking requirement, an additional 3FTE staff and 6 residents would require a minimum of 1.5 spaces for residents and 3 spaces for staff or a maximum total of 5 additional spaces. The proposals include for the provision of two additional parking spaces on-site and therefore the potential shortfall in parking spaces would be for up to 3 spaces.

2.5 The SPD recognises that "given the broad range of accommodation available and the varying needs of occupants, the Council will consider the parking requirements of older people's housing on a case by case basis and will require a full assessment of individual needs (...)" and the parking statement submitted with the planning application provided information on current parking requirements from the existing operators. This provided evidence that due to the type of residents and care provided, visitor numbers are low and not expected to significantly increase as a result of this proposal. The statement concluded that any demand beyond the on-site parking provision could be accommodated along Bevan Road which has no parking restrictions and despite the majority of properties fronting Bevan



Road (over 80%) having access to private drives and parking, also includes a number of off-road bays for up to 7 vehicles.

3 Parking Survey

3.1 Nevertheless, a parking survey has been undertaken in accordance with the recommendations from the highway authority. Following discussions with the Traffic management Engineer at EHDC (agents for HBC) in December 2017, it was agreed that the Lambeth survey methodology would be appropriate in this instance and could be undertaken in the period prior to the end of year holidays.

3.2 The parking survey was conducted following the 'Lambeth' methodology which was originally adopted by London Boroughs and sets out that residential parking surveys should be carried out on two separate weekday nights to cover times of highest on-street parking demand. The survey was therefore undertaken on the early mornings of Thursday 21st and Friday 22nd of December 2017.

3.3 The survey encompasses a catchment area within a two-minute walk-time from the application site, covering a distance of 200m from the site. The survey zone is highlighted on Figure 1 overleaf and include the following roads:

- Bevan Road
- Frogmore Lane between its junctions with Lovedean lane and Gypsy Lane
- Heriott Close
- Roselands
- Nursery Gardens
- Cypress Crescent
- Parklands Avenue
- Lovedean Lane between its junction with Milton Road and Parklands Avenue

3.4 The survey includes both an indication of available road space as well as the survey of parked cars. The available road space was calculated by dividing the length of the above links by 5.5m (average car length). The first 7.5m from a junction was omitted as this could lead to a situation prejudicial to road safety and classified as 'illegal' parking.

3.5 The results of the parking survey are attached to this Note.



3.7 In addition to the above, spaces classified as 'illegal' were observed as occupied on both days and given the overall availability, it is assumed that this is representative of local residents choosing to park closest to their properties rather than an indication of shortage in supply. Even considering the 'illegal' demand observed, the availability for on-street parking (in unrestricted spaces) would range between 20% and 25% or a minimum of 30 available spaces. This is significantly more than the 3 spaces that may be required by staff or visitors as a result of the development proposals.

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4 Conclusions

4.1 The proposals to extend the Bayish Rest Home for six additional residents and three full-time equivalent staff members would require up to 5 spaces in accordance with the parking guidelines from Havant Borough Council. The proposals include the addition of two spaces on-site and despite evidence from the operators that visitors are low, this may therefore equate to a potential shortfall of three spaces to be provided on-street.

4.2 Bevan Road and the local roads within 200m of the site do not have any parking restrictions and a parking survey undertaken on two consecutive nights in December has demonstrated that there is parking availability of between 47 and 51 spaces on the roads adjacent to the site. Even if cars observed as parked on space deemed illegal were to relocate to more suitable space, there would still be a minimum of 30 spaces available within 200m walk of the development. This would more than cater for the potential demand from the application site, which in any case would be greatest during the daytime rather than overnight.

4.3 In conclusion, whilst the proposals do not provide the minimum recommended parking on-site, the guidance from the Council recognises that parking at nursing and rest homes should be considered on a case by case basis and this Note has demonstrated that there would ample parking available on adjacent streets to cater for any shortfall in demand.

End.

Parking Survey - Day 1

Date: 21st Dec 17

Start Time:1AM

End

Time:2.30AM

Total Number of Parking Spaces:

155

Total Parking Usage %:

70%

Total Free Spaces:

47

Street Name	Side	Total Length (m) net parking space*	No. available parking spaces	No. cars parked in unrestricted road space	No. free car spaces	Unrestricted Parking Usage (%)	No of 'illegal' cars parked**
Bevan Road	N	77m	14	6	8	43%	0
	S	72m	13	12	1	92%	4
Frogmore Lane	E	77m	14	11	3	79%	1
	W	39m	7	5	2	71%	0
Heriott Close	E	33m	6	2	4	33%	1
	W	39m	7	3	4	43%	2
Roselands	E	44m	8	5	3	63%	1
	W	66m	12	12	0	100%	0
Nursery Gardens	E	28m	5	3	2	60%	1
	W	44m	8	2	6	25%	0
Cypress Crescent	N	94m	17	11	6	65%	3
	S	132m	24	22	2	92%	3
Parklands Avenue	E	23m	4	3	1	75%	0
	W	88m	16	11	5	69%	1
Lovedean Lane	N	0m	0	0	0	0%	0
	S	0m	0	0	0	0%	0
Total			155	108	47	70%	17

* The first 7.5m from a junction should be omitted and classified as 'illegal' parking

** represents cars parked on restricted parking space (i.e. at a junction bellmouth, on double-yellow lines, across private drive, etc.)

Parking Survey - Day 2

Date: 22nd Dec 17

Start Time: 1AM

End

Time: 2.30AM

Total Number of Parking Spaces:

155

Total Parking Usage %:

67%

Total Free Spaces:

51

Street Name	Side	Total Length (m) net parking space*	No. available parking spaces	No. cars parked in unrestricted road space	No. free car spaces	Unrestricted Parking Usage (%)	No of 'illegal' cars parked**
Bevan Road	N	83m	14	8	6	57%	0
	S	77m	13	3	10	23%	2
Frogmore Lane	E	77m	14	12	2	86%	0
	W	61m	7	1	6	14%	0
Herriott Close	E	33m	6	1	5	17%	2
	W	39m	7	3	4	43%	0
Roselands	E	44m	8	6	2	75%	1
	W	88m	12	12	0	100%	0
Nursery Gardens	E	17m	5	4	1	80%	0
	W	44m	8	1	7	13%	0
Cypress Crescent	N	94m	17	15	2	88%	2
	S	132m	24	22	2	92%	2
Parklands Avenue	E	17m	4	3	1	75%	0
	W	72m	16	13	3	81%	4
Lovedean Lane	N	0m	0	0	0	0%	0
	S	0m	0	0	0	0%	0
Total			155	104	51	67%	13

* The first 7.5m from a junction should be omitted and classified as 'illegal' parking

** represents cars parked on restricted parking space (i.e. at a junction bellmouth, on double-yellow lines, across private drive, etc.)

