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DMM/AJB/D.070

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Dear Mr Chahal

157 Milton Road, Cowplain, Waterloooville **Report on Parking Provision**

Introduction

D M Mason Engineering Consultants is instructed by D & K Contracting Services to prepare a report on parking at 157 Milton Road, Cowplain, Waterloooville.

Description of the Site

The site lies on the corner of Milton Road and Pyrford Close, Cowplain, Waterloooville. The site is presently enclosed by a fence following clearance of the site.

Pyrford Close is a residential street running from Milton Road to Sunnymead Drive. It has frontage residential development generally with on-plot parking. Pyrford Close has a 5.0 metre carriageway with 1.7 metre footways on each side.

Milton Road runs from the B2150 Hambledon Road to the south to Lovedean Lane to the north. It is a distributor road serving residential areas in Cowplain. It generally has frontage access dwellings with other mixed uses. It generally has a 7.0 metre wide carriageway with wide verges and footways behind. Junctions are generally priority type.

Facilities Close to the Site

The site is immediately adjacent to a Co-op grocery store, a pharmacy and take-away food outlets. The Rainbow public house is opposite the site. A Lidl Supermarket is on London Road approximately 1 kilometre from the site.

The Vine Health Centre is off Dryden Close approximately 350 metres from the site. Hart Plain Infant and Junior Schools are off Hart Plain Avenue approximately 200 metres from the site. Cowplain Community School is on Hart Plain Avenue approximately 500 metres from the site.

Further extensive shopping facilities including major supermarkets are available at Waterlooville Precinct approximately 1.5 kilometres from the site accessible on foot, by bicycle and by frequent bus service.

The site is very sustainable with major shopping, education and health facilities within walking distance of the site or accessible by bicycle and by frequent bus services.

Access by Means Other than the Private Car

There are footways on all roads around the site.

A footway/cycleway runs on Milton Road from Pyrford Close southward to Hambledon Road and thence to Waterlooville Precinct. Further bus/cycle lanes run southward on the A3 toward Portsmouth.

Bus route D2 by First Group runs from Waterlooville Precinct to Hambledon via Milton Road and Sunnymeade Drive. The service is hourly during daytime Monday to Saturday.

Bus service 7 The Star by First Group runs from Winston Churchill Avenue to Wecock via Portsmouth centre, North End, Hilsea, Cosham and Waterlooville Precinct. The service is every 12 minutes from 05.00 to 23.00 Monday to Saturday. The Sunday service is every 20 minutes. Bus service 39 runs from Havant bus station to Wecock via Asda Walmart, Crookham Precinct and Waterlooville Precinct. The service is every 12 minutes from 06.00 to 23.00 Monday to Saturday. The Sunday service is hourly.

The site is very sustainable with frequent buses serving employment, shopping and leisure facilities in Waterlooville, Havant and Portsmouth.

Census Data

The Census data for the 2011 Census for the site area prepared by the Office for National Statistics shows the following car and van ownership for residents:-

Description	Number	Percentage
No car or van in household	91	12.1
1 car or van in household	330	43.8
2 cars or vans in household	235	31.2
3 cars or vans in household	71	9.4
4 or more cars or vans in household	26	3.5
Total	753	100

The data show that more than half of households in the site area have one or fewer cars or vans available for the household.

Parking Standards

The parking standard for Havant are given in the Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document adopted March, 2010. The standards are:-

Unit Size	Car Parking Allocated	Car parking Unallocated
1-bed unit	1 space	0.9 space
2-bed unit	2 spaces	1.3 spaces
3-bed unit	2 spaces	1.9 spaces
4 or more bed unit	3 spaces	2.4 spaces
Visitor spaces	+20%	+20%

Planning Policy Guidance

The National Planning Policy Framework July 2018 (NPPF) notes:-

‘102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’

It also states:-

‘109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

Planning History

The site was granted planning consent reference 17/00234 on 8 May, 2017 for the construction of one 1-bed flat, four 2-bed flats and two 3-bed houses with 10 car parking spaces.

The site was the subject of a pre-application enquiry reference GEN/19/00093 for the construction of eight 2-bed flats and two 1-bed flats with 10 car parking spaces. A report dated 6 March, 2019 was prepared by planning officers. The highway responses to the pre-application enquiry are discussed below.

The Proposal

The proposal is for a development of nine 2-bed flats in two blocks with 10 car parking spaces. Cycle parking spaces are provided.

Access to the site is from Pyrford Close.

The parking provision to meet the standards for the proposal is 11.7 unallocated spaces plus 2.3 visitor spaces, that is 14 spaces.

The Planning Pre-application Report

The pre-application enquiry was for a development of ten flats. The proposal is now for nine flats.

The Development Engineer Highways on behalf of the Highway Authority Hampshire County Council noted in his response to the pre-application enquiry that:-

‘I repeat my comments as on the previous application.

Consultee Comments for Planning Application APP/17/00234

Comments

The Highway Authority has no adverse comment to the application providing that the following condition should be placed on any subsequent permission:....’

The Traffic Team responded to the pre-application enquiry stating:-

‘There are an insufficient amount of car park spaces available for residents of this development. and no visitor spaces. spaces available therefore, if permitted then the Traffic Team would want a provision to be made for a sum no less than £5000 (plus the costs associated with advertising the proposals and any works) to be provided by the developer to be set aside to allow a TRO to be processed ending 5 years from practical

completion of the development, to ensure that any parking from the development does not interfere with the capacity, operation or safety of the local highway network.'

The Pre-application enquiry response stated:-

'Applying the standards to the current proposals this would result in a car parking requirement of 16 spaces. The layout indicates the provision of 10 spaces and this is therefore significantly sub-standard. The site is outside of Waterlooville Town Centre where a lower standard would apply.'

In my view, it is unlikely that this shortfall in the required on site car parking could be supported. It is noted from the previous scheme that there were concerns about parking identified in Pyrford Close and this led to the need for a Traffic Regulation Order, however, at that stage the parking for the reduced number of dwellings was considered acceptable.'

Parking Provision for the Proposals

I note that the pre-application enquiry response states that:-

'....It is noted from the previous scheme that there were concerns about parking identified in Pyrford Close and this led to the need for a Traffic Regulation Order, however, at that stage the parking for the reduced number of dwellings was considered acceptable.'

This is not in fact what the Traffic Team stated for that application and as recorded in the report to members. The Traffic Team asked that a sum be available to prepare a TRO if that proved to be necessary within three years of the site being occupied. The Traffic Team has asked for a similar sum to be made available if necessary for the proposal scheme.

The Census data given above indicates that more than 50% of households in the area around the site have one or fewer cars or vans. There is clearly a housing demand for dwellings with fewer spaces than that required in the standard. It is reasonable that this demand be satisfied by development and redevelopment such as that proposed.

The site is very sustainable with opportunities for walking to shops and schools, for cycling to Waterlooville town centre for employment, shopping and leisure purposes.

The site is on bus routes serving Waterlooville Precinct, Havant and Portsmouth for employment, shopping and leisure journeys.

Highways officers are content that the proposed parking provision is adequate. In the event that this judgement is not appropriate and to ensure that the site does not generate unacceptable parking, the Traffic Team has suggested a condition requiring the provision of a sum to make a TRO should that become necessary. It is noted that this sum is only required if there becomes a parking problem.

It is clear that highways officers do not see the parking provision as being a problem, but if that judgement is not correct, a mechanism for remedying the situation has been proposed.

The applicant is content to set-aside funds as requested by the Traffic Team.

This proposals clearly meets the tests in paragraphs 102 a) and d) of the NPPF. Potential traffic and environmental impacts have been identified and appropriate opportunities for mitigating any adverse impacts have been addressed.

It is clear that the highways officers advising the planning authority are content that there are no highway safety or residual cumulative impacts on the highway network which would be severe.

Summary

The site is very sustainable with health, education and shopping facilities within walking distance of the site and very frequent bus services to major centres.

Census data shows that the site will serve more that 50% of typical households in the area.

The proposed scheme has been reduced from that taken to the pre-application enquiry.

Highways officers are content with the proposed parking provision for the larger scheme.

Mitigation of possible adverse consequences are proposed and agreed.

The tests in the NPPF have been addressed and no residual sever impacts are anticipated.

The proposed parking on the scheme is appropriate for the proposal site.

Yours sincerely



David Mason

for

D M Mason

Engineering Consultants Ltd