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Planning Application APP/23/00973

Development consisting of the conversion of the roof space and the installation of rear and front dormers, to provide 2No. 1 bed flats together with bin and cycle store
153 Milton Road, Cowplain, Waterlooville, PO8 8RE

Introduction

This Highway Technical Note has been commissioned to support the above planning application which has been submitted to Havant Borough Council as Local Planning Authority (LPA). The application seeks to provide 2 number one-bed flats through a roof space conversion at 153 Milton Road, Cowplain. The location of the site is shown below.



The site is located on the western side of Milton Road, a residential access collector road which connects Lovedean Lane to the north with the B2150 Hambledon Road to the south. The road benefits from wide pedestrian footways separated by grass verges, street lighting and is subject to a 30mph speed limit. The road is an unclassified public highway with the identification number U601.

The site is located to the northern end of a terrace of local shops with residential flats above, all of which are served by a service area to the rear which is accessed from Sunnymead Drive to the south.

The roads surrounding the site is largely controlled by traffic regulation orders in the form of double yellow lines, particularly around junctions which prohibit parking on these areas at all times.

Proposed Development

This application seeks to provide a large single dormer to the rear elevation and two smaller dormers to the front elevation, whilst converting the loft space to create two modest 1-bedroom flats. In this case, no car parking is proposed.

Highway Implications

The Local Highway Authority (LHA) is Hampshire County Council, who have issued Standing Advice to the LPAs within The County.

The consultation process for planning applications is governed by the Town and Country Planning (Development Management Procedure) Order (TCPO) 2015 ('the Order').

LPA's must consult Hampshire County Council as LHA by using the criteria set out in the Order where development: -

- Is likely to result in a material increase in the volume or a material change in the character of traffic entering or leaving a classified road or proposed highway;
- Is likely to prejudice the improvement or construction of a classified road or proposed highway;
- Involves the formation, laying out or alteration of any means of access to a highway;
- Involves the constructions of a highway or private means of access to premises affording access to a road in relation to which a toll order is in force;
- Includes the laying out or construction of a new street (*Schedule 4 of the Order*)

The Order also sets out in Section 18 (1) (C) that the local planning authority is not required to consult with an authority where that authority has advised that they do not wish to be consulted. Section 18 (1) (D) sets out that where development is the subject to standing advice, consultation with that authority is not required either.

For residential development creating from 1 to 5 new dwellings, the LHA only wishes to be directly consulted where the development proposals will be accessed directly from an A, B, or C classification of road.

For any other residential development of this scale, the LHA's 'standing advice' applies (S 18 (1) (d) of the Order). For the avoidance of doubt, this will apply to residential development of 1 to 5 new dwellings, where the site is accessed from an unclassified road.

In this case, the site is to be taken from a private access onto an unclassified road. In view of this, Standing Advice would apply, and HCC as LHA would not wish to be consulted.

Notwithstanding the above, the LPA did consult Hampshire County Council as LHA who in their formal response said:

This proposal will generate a minimal amount of additional multi modal trips and is well located to shopping and other facilities. The provision of additional parking facilities is a matter for the LPA.

I confirm the Highway Authority have no objection to this proposal.

Clearly the LHA have no concerns and have left the issue of car parking as a matter for the LPA to consider.

The LPA have given this some consideration and in correspondence with the Applicants Agent has said:

To comply with policy DM13 and our Parking SPD, each flat should have 1 parking space and it is noted that no parking is provided. It is further noted that due to the proposed bin and cycle store, then in fact 1 space is being lost which should currently be serving the existing shops and flats at the site. The planning history of the site for the development of the existing 2 shops and flats, 98/51762/2 includes condition 2 requiring 5 parking spaces to be available on site.

Our Parking SPD requires justification for any development that does not meet the parking standards in the form of a parking capacity survey in the local area.

The submitted Parking Layout plan does not provide any commentary or justification for the proposed development with zero parking and the loss of 1 existing space. As currently submitted with a lack of supporting parking information I cannot support the proposal which would be contrary to policy DM13 and the Parking SPD.

This Technical Note therefore addresses the car parking issue and concludes that the development is acceptable from a Highway point of view.

Car Parking

The Havant Borough Core Strategy March 2011 sets out the Planning Policies for the Borough and Policy DM13 deals with car and cycle parking where it says:

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

The Residential Car and Cycle Parking Supplementary Planning Document was partly updated in 2019 and provides guidance on the Boroughs requirements for car parking for new development.

Ordinarily the development now proposed would require 1 parking space per unit giving a total of 2 spaces, however it is considered that the site is located in a sustainable area, close to a number of facilities and services and in an area that is well served by public transport facilities. As such it is considered that a car-free development would be appropriate in this instance. In addition the cycle and bin store would displace a further parking space, so the shortfall is actually 3 spaces.

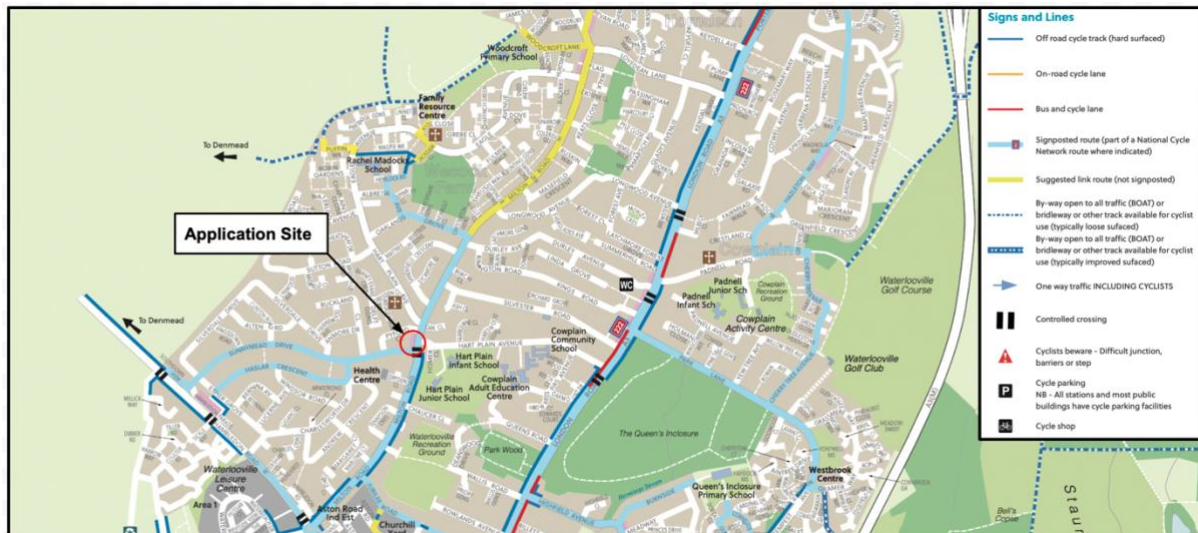
Pedestrian Access

The site is located within a residential suburb that is well served by wide pedestrian footways, many of which are segregated from the carriageway with wide grass verges.

Immediately fronting the site is a signalised pedestrian crossing on Milton Road which provides a safe passage from the west of Cowplain to the east. All junctions have dropped crossings whilst many have tactile paving and some benefit from pedestrian refuges.

Cycle Access

The site is well served by the cycle route network and the diagram below shows the sites location in relation to the cycle network in this area.



Immediately fronting the site on Milton Road is a dedicated shared cycle / pedestrian route, which links to the National cycle route network 222 and other more localised routes.

Route 222 provides a link between routes NCR 2 where it connects route 22 at Chalton to route 2 in Southsea via Horndean, Waterlooville and Farlington.

Route 2 runs between Dover to Cornwall 2 Via Brighton, Chichester, Havant, Portsmouth and Exeter, whilst Route 22 runs from South London to New Forest via Guildford, Farnham, Petersfield, Havant, Portsmouth and the Isle of Wight.

More locally the cycle route network links the site to Denmead to the west, Cosham to the south and Havant to the south-east.

Public Transport

Bus Services

The site is also well served by bus services where the nearest bus stops are located 60m to the north and south and these serve the 7 The Star and 39 services. The former runs from Portsmouth City Centre via Cosham, Waterlooville and Wecock Farm. The latter service is run by Stagecoach and runs between Havant, Leigh Park, Waterlooville and Wecock Farm. The table below provides a summary of the services and their frequencies.

Service	Route	Frequency		
		Mon - Fri	Sat	Sun
7	Portsmouth – Cosham Waterlooville – Wecock Farm	4 Buses / Hr	2 Buses / Hr	2 Buses / Hr
7	Wecock Farm – Waterlooville – Cosham – Portsmouth	4 Buses / Hr	2 Buses / Hr	2 Buses / Hr
39	Havant – Leigh Park – Waterlooville – Wecock Farm	4 Buses / Hr	4 Buses / Hr	2 Buses / Hr
39	Wecock Park – Waterlooville – Leigh Park – Havant	4 Buses / Hr	4 Buses / Hr	2 Buses / Hr

The 7 service commences at 0530 on Monday to Friday until 2255, and from 0530 on Saturdays and Sundays until 2150. The 39 service also commences at 0530 on Monday to Friday until 2324 whilst on Saturday the service commences at 0615 and runs until 2324. Sundays service starts a little later at 0745 and runs through to 2129.

The site is therefore served by a frequent bus service to Cosham and Portsmouth, both of which benefit from a railway service also. Such a service is a genuine alternative to the use of a private car.

Train Service

Services at Cosham are operated by Southern, South Western Railway and Great Western Railway. A list of train services is given below.

- 1 tph to London Waterloo via Basingstoke
- 1 tph to London Victoria via Horsham
- 1 tph to Brighton via Worthing
- 3 tph to Southampton Central
- 1 tph to Cardiff Central via Bristol Temple Meads
- 3 tph to Portsmouth & Southsea of which 2 continue to Portsmouth Harbour

The station is also served by a single daily service from London Waterloo to Southampton Central via Guildford, which runs directly to Cosham from Bedhampton.

Portsmouth Station is located on the Portsmouth Direct Line which runs between London Waterloo and Portsmouth Harbour. In addition there are regular services to Cardiff Central, Bristol Temple Meads, Southampton Central, Eastleigh, Woking, Brighton, Gatwick Airport, East Croydon and London Victoria.

In addition, Hovertravel run a bus service from Portsmouth & Southsea which connects to their Hovercraft service from Southsea to the Isle of Wight. The IoW terminal is located next to Ryde Esplanade, with a single price ticket for journeys via rail/hover/rail, similar to that provided by Wightlink from Portsmouth Harbour.

The Monday-Saturday off-peak service is:

South Western Railway:

- 3 tph to London Waterloo via Guildford (2 fast, 1 stopping)
- 1 tph to London Waterloo via Basingstoke
- 3 tph to Portsmouth Harbour
- 1 tph to Southampton Central

Southern:

- 1 tph to London Victoria via Horsham
- 1 tph to Littlehampton
- 1 tph to Brighton
- 1 tph to Portsmouth Harbour

Great Western Railway:

- 1 tph to Cardiff Central via Bristol Temple Meads
- 1 tph to Portsmouth Harbour

Accessibility Summary

It can therefore be seen that the site is well served by pedestrian links, cycle links and public transport services including a frequent bus service and links to the Portsmouth and Cosham railway services.

Local Facilities and Services

Research has shown that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities and services. The Chartered Institute of Highways and Transportation (CIHT) document entitled "Providing for Journeys on Foot" suggests walking distances which are relevant to this proposal. These are demonstrated below.

	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

The site benefits from excellent local pedestrian infrastructure and many of the typical facilities and services that may be required by future residents are within an acceptable walking distance as demonstrated in the table below.

Destination	Distance From Site	Walking Distance	Cycling Distance
Co-op Supermarket	40m	30 seconds	-
Bank (ATM)	40m	30 seconds	-
Pharmacy	40m	30 seconds	-
Fast Food Takeaways	40m	30 seconds	-
Public House	60m	45 seconds	-
Infant School	200m	3 minute	1 minute
Church	210m	3 minute	1 minute
Doctors Surgery	290m	4 minutes	2 minutes
Day Nursery	300m	4 minutes	2 minutes
Junior School	350m	5 minutes	2 minutes
Secondary School	600m	8 minutes	3 minutes
Recreation Park	700m	10 minutes	3 minutes
Gym	1100m	14 minutes	3 minutes
Dental Surgery	1200m	16 minutes	5 minutes
Post Office	1200m	16 minutes	5 minute
Optician	1200m	16 minutes	5 minutes

From the above it can be seen that there are a multitude of local facilities and services well within easy walking distance of the site.

Car Parking Demand

In accordance with adopted standards, the development would require 2 car parking spaces, although in this case none are to be provided and a third is being displaced. It has been demonstrated that the site is located in a highly sustainable location, therefore it would be possible to reside in the flats without ownership of a vehicle.

It is however recognised that some residents may own a car, and therefore generate a need to park the vehicle. The roads surrounding the site are subject to parking restrictions in the form of double and single yellow lines at strategic points of the highway to deter parking and maintain highway safety. These are typically around junctions, bends, crossing points and roads where their narrow nature would prohibit on-street parking. Other areas however do not have such restrictions and lend themselves to safe and convenient on-street parking.

In assessing capacity of a public highway for car parking, the Lambeth Methodology is the Industry Standard.

The Lambeth Methodology requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2-minute walk) around a site. This means a 200m walk from site to parking location, not a 200m radius or diameter of the site.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

In this instance, a Lambeth Methodology Parking Stress Survey was undertaken on two weeknights these being Monday 25th and Tuesday 26th March 2024. The extent of the surveys is shown below.



The Surveys were restricted to a section of Sunnymead Road, Hart Plain Avenue (East), Oak Close and Hart Plain Avenue (West). Pryford Close was discounted as its width prohibited safe passage of cars with on-street parking, whilst Mitford Road was also discounted as it is wholly controlled by double yellow lines.

A summary of the roads surveyed, controlled lengths, uncontrolled lengths and available spaces is given within the tables below.

Lambeth Methodology Car Parking Survey Monday 25 th March 2024 (0430)					
Road Name	Length Surveyed (m)	Controlled Section (m)	Uncontrolled Section (m)	Spaces Available	Spaces Unoccupied
Sunnymead Drive	110	58	52	9	8
Hart Plain Avenue (East)	130	110	20	4	4
Hart Pain Avenue (West)	110	70	40	8	8
Oak Close	67	10	57	6	4
Total	417	248	169	27	24

Lambeth Methodology Car Parking Survey Tuesday 26 th March 2024 (0500)					
Road Name	Length Surveyed (m)	Controlled Section (m)	Uncontrolled Section (m)	Spaces Available	Spaces Unoccupied
Sunnymead Drive	110	58	52	9	9
Hart Plain Avenue (East)	130	110	20	4	4
Hart Pain Avenue (West)	110	70	40	8	8
Oak Close	67	10	57	6	4
Total	417	248	169	27	25

The Planning Case Officer also requested that two day-time surveys be undertaken, one being on a weekend day. Additional surveys were therefore undertaken on Thursday 18th April and Saturday 20th April. The results of the surveys are included within the tables below.

Lambeth Methodology Car Parking Survey Thursday 18 th April 2024 (1330)					
Road Name	Length Surveyed (m)	Controlled Section (m)	Uncontrolled Section (m)	Spaces Available	Spaces Unoccupied
Sunnymead Drive	110	58	52	9	9
Hart Plain Avenue (West)	110	70	40	8	7
Oak Close	67	10	57	6	4
Total	287	138	149	23	20

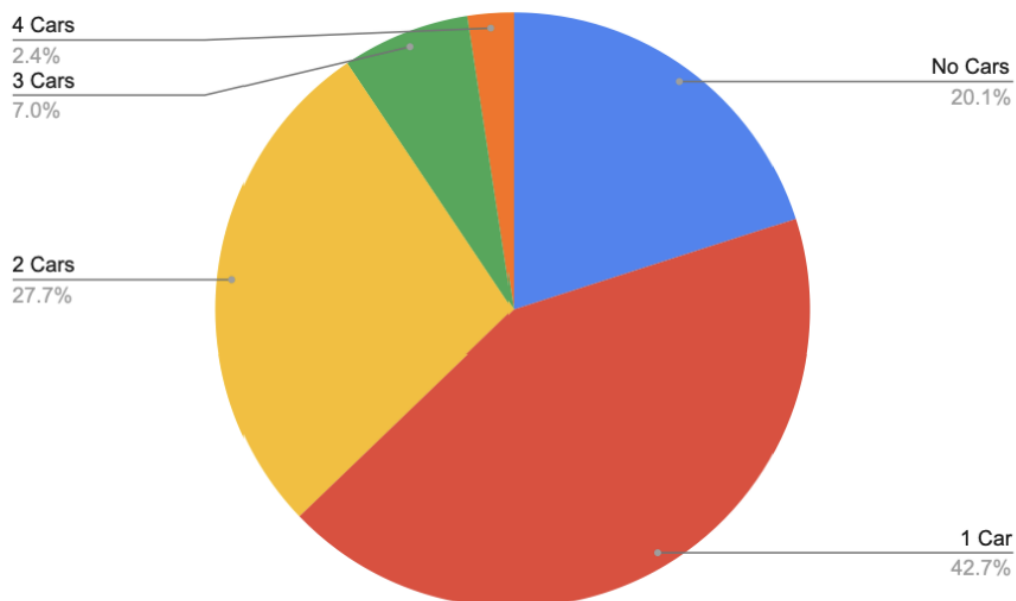
Lambeth Methodology Car Parking Survey Saturday 20 th April 2024 (1240)					
Road Name	Length Surveyed (m)	Controlled Section (m)	Uncontrolled Section (m)	Spaces Available	Spaces Unoccupied
Sunnymead Drive	110	58	52	9	8
Hart Plain Avenue (West)	110	70	40	8	7
Oak Close	67	10	57	6	3
Total	287	138	149	23	18

From the Surveys undertaken it can be seen that within 200m walking distance of the site there are a total of 27 on-street parking spaces of which 22 were available on Monday 25th March at 4:30AM whilst 23 spaces were available on Tuesday 26th March at 5:00AM. During the day, the single yellow line in Hart Plain Avenue East precludes the ability to park so the number of available spaces are reduced from 27 to 23 spaces. Despite this, the surveys showed that there were still 20 and 18 spaces available on these two days respectively. Photographical evidence of these available spaces is provided as [Appendix 1](#) to this Note.

Car Availability and Ownership

The site falls within the ward of Hart Plain when according to the 2011 Census there were a total of 4171 households with access to a total of 5427 cars or vans. Of the 4171 household within the ward 20% of these are Flats or Apartments giving a total of some 834 residences.

The chart below gives a summary of the number of cars and vans available to the 4171 households within the Hart Plain ward, where it can be seen that 837 households (20%) have no access to a car or van.



Taking the 2001 Census Data and using the assumption that 20% of the 834 Flats and Apartments have no access to a car or van, an average of 167 flats have no access to a car or van.

Summary and Conclusion

This Highway Technical Note has been produced to support a planning application for a conversion of a roof space to provide 2 number one-bed flats at 153 Milton Road, Cowplain.

The site is located within a highly sustainable location being close to a number of services and facilities and is well served by pedestrian links, a cycle route network as well as bus and train services to local and more regional areas.

Whilst a development of this nature would normally require the provision of 2 (plus 1 dispersed) car parking spaces, it has been demonstrated through the employment of a Lambeth Methodology Car Parking Stress Survey during both daytime and night time, that within a 200m walk of the site, there is an abundance of legitimate on-street parking spaces that can be utilised, without any detriment to highway safety.

2011 Census data has also established that 20% of households within the Hart Plain Ward have no access to a car or van, which provides an average of 167 flats or apartments within the Ward.

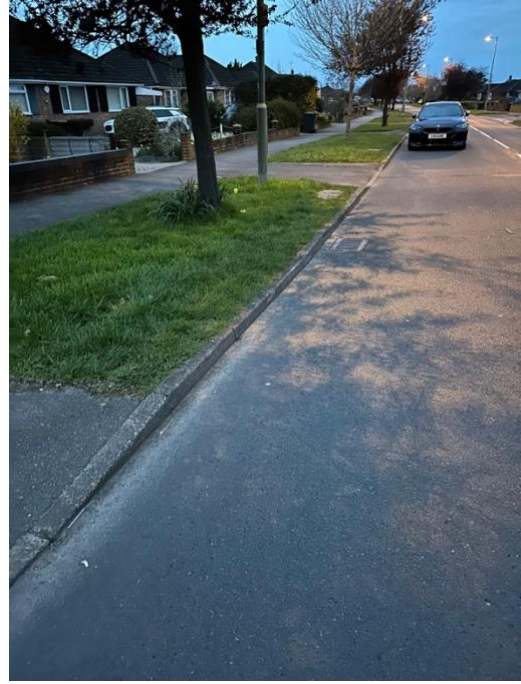
Given the above, it is therefore considered that the introduction of two modest 1-bed flats with no parking would not create any detriment to highway safety and that the development is in accordance with Paragraph 115 of the National Planning Policy Framework in so far as the development would not result in an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network would be severe.

Nick Culhane April 2024

Appendix 1

Parking Survey Monday 25th March 2024











Parking Survey Tuesday 26th March 2024





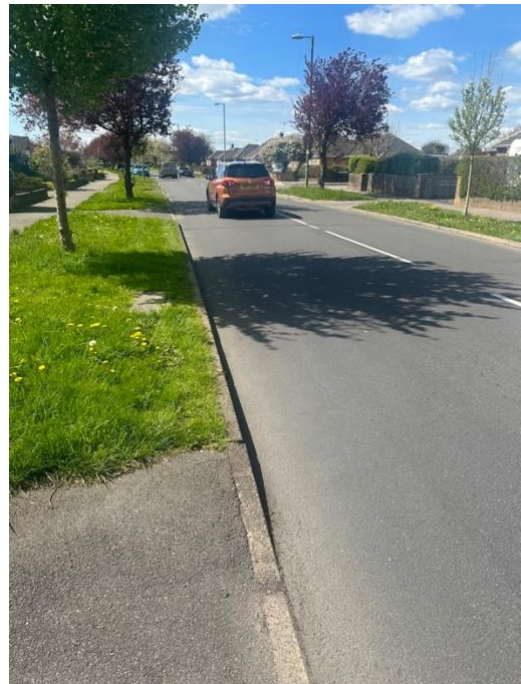






Parking Survey Thursday 18th April 2024











Parking Survey Saturday 20th April 2024







