

Project Name:	Bartons Road, Havant
Document Reference:	106.0019/CPTN/1
Document Name:	Car Parking Technical Note
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1. INTRODUCTION

- 1.1 This Car Parking Technical Note (CPTN) has been prepared by Paul Basham Associates on behalf of Fortitudo Ltd to respond to parking comments made by Havant Borough Council (HBC) in a letter dated the 8th August 2022 in regard to planning application APP/20/00658. This letter is attached at **Appendix A**.
- 1.2 This CPTN seeks to address the concerns of HBC with regard to car parking, electric vehicle charging points, and cycle parking. The CPTN addresses these issues in turn in the following chapters.

2. CAR PARKING

2.1 With regard to car parking, the HBC letter states:

The latest layout plan has been assessed against the Council Parking SPD. The parking requirement is set out below:

Car parking spaces provided 189

Car parking required by SDP:

Shared/Communal Parking

111 x 1 Bed = 0.9 x 111 = 99.9 Spaces

64 x 2 Bed = 1.3 x 64 = 83.2 Spaces

Total = 183 spaces (189 provided + 6)

With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated. In larger developments with no allocation of spaces, a lower visitor space allowance may be acceptable provided it can be shown that sufficient resident cars will likely be absent when visiting takes place.

20% visitor parking would equate to a requirement for 37 spaces. If the 6 spaces are taken off this requirement this leaves 31 spaces.

If a lower proportion of visitor spaces is to be justified it would need to be shown that sufficient resident cars will likely be absent when visiting takes place. It may be that the applicant has previous examples of similar developments where this can be demonstrated for similar developments?

It is noted that the Transport Assessment Sep 2021 seeks to demonstrate that car ownership is lower in the area, however the Parking SPD sets out how the parking requirements are derived at Appendix A.

There is a need to ensure that on site parking is limited to residents and visitors to residents - this is an issue particularly on match day for the adjacent football ground.

Parking Demand

2.2 The Havant Borough Council Parking SPD (July 2016) details the requirements for residential car parking. The standards for unallocated parking are set out in **Table 1**.

Bedrooms per Dwelling	Requirement	Number of Units	Required Provision
1	0.9 spaces	111	100
2	1.3 spaces	64	83
Total		175	183

Table 1: Residential Car Parking Standards

2.3 The proposed layout provides 189 spaces which is six spaces in excess of standards.

- 2.4 However, it has been noted that a 20% visitor space requirement would result in a requirement for an additional 35 spaces. This in turn would mean that the layout provides 29 fewer spaces than suggested by the parking standards.
- 2.5 The 2011 Census 'LC4415EW – Accommodation type by car or van availability' data has been analysed for the three super output areas – lower layers which contain and surround the site in order to determine the likely level of car ownership of future residents of the proposed development for the 'Flat, maisonette, apartment, caravan or other mobile or temporary structure' accommodation category.
- 2.6 This exercise allows a comparison between the number of spaces which the standards suggest should be provided, and the actual likely parking demand of the proposed development.
- 2.7 The 2011 Census data is summarised by **Table 2**.

Number of Cars or Vans	Households	%	Cars or Vans
No cars or vans in household	218	60.2%	0
1 car or van in household	135	37.3%	135
2 or more cars or vans in household	9	2.5%	18
TOTAL	362	100%	153

Table 2: 2011 Census Local Car Ownership Data

- 2.8 The 2011 Census data shows that 60.2% of local people who live in apartments do not own a car, while 37.3% own just one car, and only 2.5% own two or more cars. The average car ownership can be calculated as 0.42 per apartment.
- 2.9 Census data is included at **Appendix B**.
- 2.10 It is a reasonable assumption that the car ownership rates of households at the proposed development would broadly match the car ownership rates of the local area. Were this the case, the households which comprise the proposed development could be expected to own approximately 74 cars or vans in total. This is 115 spaces short of the proposed provision of 189 spaces and represents a parking stress of just 39%.
- 2.11 In this context, it is evident that the proposed 189 spaces would in all likelihood be a significant overprovision in relation to the actual parking demand of residents. This would of course mean that ample parking for visitors is provided, given that parking will be unallocated.

Evidence Supporting Parking Standards

- 2.12 It is noted in HBC's letter that the Parking SPD sets out how the parking requirements are derived at Appendix A. This appendix shows that the parking standards have been informed by census data from Havant Borough and from individual wards, with a 20% assumed growth in car ownership from the 2011 Census.
- 2.13 The overall data for Havant Borough is shown by the excerpt included below as **Figure 1**.

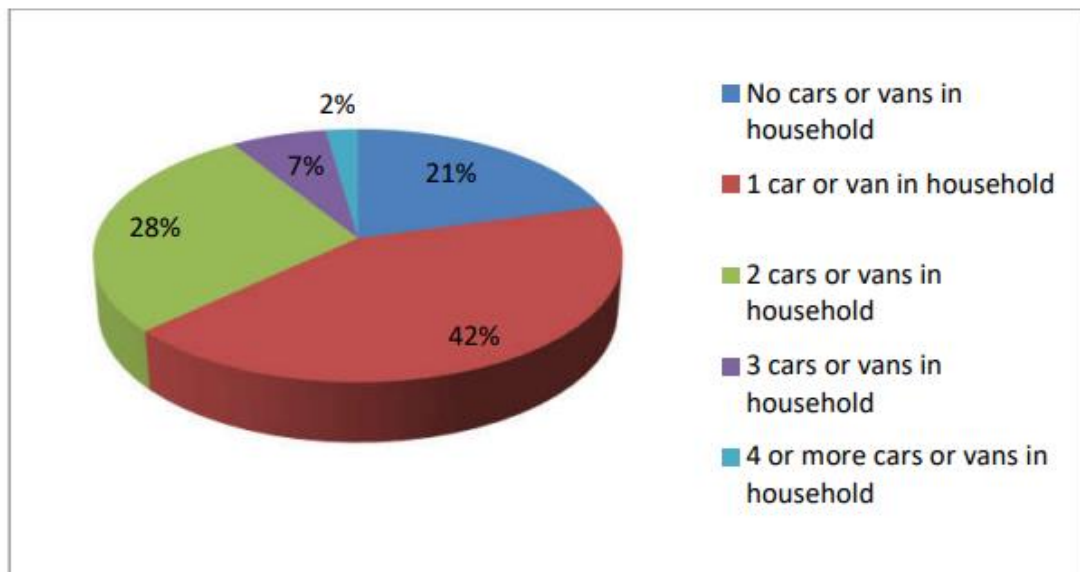


Figure 1: 2011 Census – Car Ownership in Havant Borough from Parking SPD

- 2.14 The average car ownership per household in Havant Borough based on the above data is 1.27 per household. This is much higher than the 0.42 spaces per apartment in the vicinity of the proposed development, and supports the idea that a slight relaxation from standards for the proposed development should be considered appropriate.

Accessibility

- 2.15 It should be noted that the site is located in one of the more accessible areas of Havant, approximately 500m east of the Leigh Park local centre and 1.5km north of Havant train station and town centre. This is a much more accessible location than, for example, Hayling Island or Waterlooville, which are both areas where the same parking standards apply. Given the relative accessibility of the site compared to the borough average, it is reasonable to apply a slight relaxation from parking standards.
- 2.16 It should also be noted that the proposed development is making a significant contribution towards sustainable travel, with the introduction of a 3.0m wide cycle route on the south side of

Bartons Road, as well as a signalised cycle crossing point, and Toucan crossing point, at the Petersfield Road/ Bartons Road signalised junction. The proposed development is also providing one cycle parking space per bedroom. The provision of quality cycle and pedestrian infrastructure means that residents will not be required to rely on cars for travel and a significant proportion of residents are likely to not own cars.

Parking Demand Profile

- 2.17 The parking demand of proposed development will decrease during the day and increase again towards the night due to residents leaving the proposed development for employment or other purposes.
- 2.18 To demonstrate this the same TRICS report which has been used to determine the peak hour trip generation of the proposed development, has been used to establish the number of arriving and departing trips between the hours of 7am and 7pm. This allows the parking demand profile of the proposed development to be calculated for a typical weekday. This parking demand profile is shown by **Table 3**.

Time Period	Retained Houses		
	Arrivals	Departures	Accumulation
07:00 - 08:00	8	28	-20
08:00 - 09:00	12	34	-43
09:00 - 10:00	14	15	-44
10:00 - 11:00	15	18	-47
11:00 - 12:00	16	17	-49
12:00 - 13:00	22	21	-48
13:00 - 14:00	17	18	-49
14:00 - 15:00	13	15	-51
15:00 - 16:00	18	14	-47
16:00 - 17:00	25	14	-36
17:00 - 18:00	30	18	-24
18:00 - 19:00	35	19	-8

Table 3: Car Parking Accumulation of Retained Houses

- 2.19 This exercise assumes that the proposed development would experience peak parking demand at 7am and assumes that no vehicles will have departed the site before 7am. This represents a worst-case scenario, as inevitably some residents will have departed prior to 7am on a weekday morning, with the actual peak parking demand having occurred overnight.

- 2.20 The widely used Lambeth Parking Survey Methodology states that:

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 (i.e. Monday, Tuesday, Wednesday or Thursday).

- 2.21 Nevertheless, the parking accumulation exercise shows that the parking demand falls by approximately 50 spaces across most of the day. This coincides with the time when visitors are most likely to require parking, with visitors comprising not only the friends and family of residents, but also tradespeople, couriers, carers, cleaners etc.
- 2.22 In the evening, parking demand increases towards 7pm, at which point parking demand would be approximately eight spaces lower than the maximum parking demand. Again, this is based on a worst-case assumption that peak parking demand would occur at 7am whereas in fact the peak parking demand would have occurred overnight. Nevertheless, it is evident that the parking demand of residents does not peak until after 7pm and therefore parking would be available to visitors in the early evening.

Car Parking Summary

- 2.23 Based on local car ownership rates the parking demand of the proposed development could be expected to be approximately 74 cars or vans, which is 115 spaces short of the proposed provision of 189 spaces and represents a parking stress of just 39%. It is therefore evident that the proposed 189 spaces would in all likelihood represent a significant overprovision in relation to the actual parking demand of residents. This would of course mean that ample parking for visitors is provided.
- 2.24 At any rate, the parking demand profile of the proposed development demonstrates that the parking demand of residents would fall significantly during the day, meaning that these spaces could be occupied instead by visitors.
- 2.25 Based on the likely car ownership of residents, the accessibility of the site, and the fall in parking demand during the day, the proposed number of parking spaces should be considered to be more than sufficient for both residents and visitors.

3. ELECTRIC VEHICLE CHARGING POINTS

3.1 With regard to electric vehicle charging points, the HBC letter states:

Please confirm your position in relation to the provision of Electric Vehicle Charging points as required by the NPPF paragraph 122:

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.2 The proposed development will provide active electric vehicle charging provision to 20% of the proposed parking spaces.

4. CYCLE PARKING

4.1 With regard to cycle parking, the HBC letter states:

In relation to cycle parking, the requirements are:

Long stay:

1 space per 1 bed unit

2 spaces per two bed unit

Therefore:

111 x 1 = 111

64 x 2 = 128

Total = 239

There is also a requirement for 20% short-term visitor parking

Therefore:

48 Short stay spaces are required.

Proposed internal cycle parking shown as:

Block A 85 Cycle Stands (standards require 71)

Block B 42 Cycle Stands (standards require 45)

Block C 92 Cycle Stands (standards require 123)

Block C also has 26 external stands located adjacent which provides a total of 118 spaces.

Block B and C therefore have a small shortfall and this needs to be addressed.

The short stay cycle parking requirements also need to be addressed and shown on the site plan.

4.2 The layout has been amended to show the required number of spaces per block.

4.3 The layout has also been amended to show the required number of visitor spaces.

5. SUMMARY AND CONCLUSIONS

- 5.1 This CPTN has been prepared by Paul Basham Associates on behalf of Fortitudo Ltd to respond to parking comments made by HBC in a letter dated the 8th August 2022 in regard to planning application APP/20/00658.
- 5.2 Further evidence regarding local car ownership rates in the vicinity of the proposed development in relation to the wider Havant Borough has been provided, along with a parking demand profile of the proposed development. Based on the likely car ownership of residents, and the fall in parking demand during the day, it is considered that the proposed number of parking spaces would be more than sufficient for both residents and visitors. We trust that the evidence contained within this CPTN addresses HBC's concerns regarding the number of parking spaces.
- 5.3 This CPTN has addressed the comments relating to electric vehicle charging points and cycle parking with changes to the proposed layout.

Appendix A

Mr B Spiller
Chapman Lily Planning Ltd
Unit 5 Designer House
Sandford Lane
Wareham
BH20 4DY

Our Ref: APP/20/00658
Direct Line: (023) 023 9244 6549
Ask For: Mr D Eaves
Email: planning.development@havant.gov.uk
08 August 2022

Dear Mr Spiller

The Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England) Order 2015

Site Address: Proposed Development site (former Electricity Board site), Bartons Road, Havant
Proposed Development: Proposed development of 175 apartments together with associated access, parking and landscaping.

Firstly, just to confirm that the Draft HRA/AA has been completed and consultation is underway with Natural England.

I have been reviewing the application and the Consultation Responses which obviously are rather complex given the number, the re-consultations and the revisions to the scheme over the lifetime of the planning application.

As a result of the review, I can provide the following updates and requests:

Trees:

The main issue here relates to the emergency access/pedestrian/cycle route to Martin Road.

The last HBC Arboricultural Officer comment received is as follows:

Can it be clarified what is happening with the proposed pedestrian access to the south of the site onto Martin Road please? The latest tree protection plan (ref TCP/TPP/6) no longer shows no dig construction but it will be required if this access is still going ahead?

In my view what we need here is an updated Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan – These will need to show the pedestrian access, Emergency and Cycle Access (as shown on PROPOSED MARTIN ROAD IMPROVEMENTS EMERGENCY / CYCLE / PEDESTRIAN ACCESS GENERAL ARRANGEMENT drawing No. 106.0019.010)

These would need to show appropriate tree protection measures.

The Tree protection plan should also be updated with the latest layout and omitting the McDonald's/Costa elements.

The latest Site Plan – drawing No. 9303/100 Rev P will also need updating in relation to the annotation of the Martins Road frontage. This needs to clearly show the 2m wide pedestrian link and the Emergency and Cycle Access (restricted by lockable collapsible bollards) annotated as separate routes.

Waste Storage/collection

Building Control have confirmed that Householders should not have to carry containers more than 30m (including vertical distance) to waste collection point

Please can the bin storage solutions be critically assessed to avoid further issues with layout at Building Regs stage for the three blocks and confirm collection proposals.

Ecology

The County Ecologist has requested the following condition:

Development shall proceed in strict accordance with the ecological mitigation, compensation and enhancement measures detailed within the Preliminary Ecological Appraisal (Pro-Vision, October 2020) and as illustrated on drawing LANDP001 rev. 003 (JPS Landscape Design, November 2021) and on building elevations drawings 108, 109, 113, 114, 122 and 123 (ARC Architecture Ltd, November 2021) unless otherwise agreed in writing by the Local Planning Authority. Ecological mitigation, compensation and enhancement measures shall be implemented as per ecologists instructions.

Reason: to protect biodiversity in accordance with the Conservation Regulations 2019, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.

We will need to check that the details listed are compatible with the latest proposals – please ensure that the Document, plans and elevations reflect the latest proposals/layout.

Crime Prevention Officer - Hampshire Constabulary

The Crime Prevention Officer has commented:

To reduce the opportunities for crime and disorder access to the elevations of the apartment blocks from the public realm must be prevented. Apartment blocks must sit within an area of semi-private space, this space must be enclosed within a robust boundary treatment at least 1.2m high. Ground floor apartments with doors that can be accessed from the surrounding semi-private space must be protected by a private garden which is the sole preserve of the resident of the apartment with the doors that can be accessed from the space. The private garden must be at least 1.5m wide and enclosed within a robust boundary treatment at least 1.2m high. Ground floor windows overlooking the semi-private space must be defended by planting. Hampshire Constabulary cannot support this application if the dwellings do not have this basic level of protection.

Please show semi-private space and private amenity space with required enclosures on the Landscape and Site Plans. Also ensure the Landscape Plan matches the latest layout.

The pedestrian access for Block B is recessed, this reduces the natural surveillance of the access door, which increases the opportunities for crime and disorder. To reduce the opportunities for crime and disorder the access door should be moved to the front build line.

Please amend Ground Floor Plan Block B to meet this requirement.

A large cycle store has been provided within each apartment block. To provide for the security of the cycles a Closed Circuit Television (CCTV) system should be fitted within each building with cameras deployed to provide images of the cycle store. The cycle racks, should be such that the frame and the wheel can be secured.

Please confirm these requirements can be met – they are likely to be conditioned.

The removal of the access (vehicular and pedestrian) from Martin Road, has reduced the opportunities for crime and disorder. However, lighting will be required within all of the parking areas to provide for natural surveillance of the footpaths and parked motor vehicles during the hours of darkness.

As the current proposals include access to Martin Road (Pedestrian/cycle and emergency) I will ask the Crime Prevention Officer to comment on the revised site and landscaping plans once received.

A lighting design has not been submitted. Lighting is shown to reduce crime, disorder and the fear of crime. To provide for the safety and security of residents and visitors lighting throughout the development must conform to the relevant sections of BS 5489-1:2020. A high level of lighting will be required within the parking areas.

A lighting condition is anticipated to ensure that the site is suitably lit. Please confirm that the lighting will provide appropriate security including to cycle and pedestrian routes across the site.

Early Years

Consultation did not identify a contribution - re-checking position given time since original consultation.

Southern Water

Southern Water have made detailed comments in relation to development in proximity to sewers. It is noted that the site plan shows parking and the access road to these spaces over sewers. Landscaping including trees are also shown in this area on the site plan and landscape plan (which needs updating as above).

Please can you confirm whether you have been in correspondence with Southern Water with any confirmation that the latest layout is acceptable to them? We need to seek to avoid a scenario where any approved plan cannot be implemented.

Economic Development .

Requirement for Employment and Skills Plan (to be secured through S106 Agreement).

Education Department HCC

Given the length of time since the original consultation I will re-consult the Education Team to check on any requirements.

Environment Agency

Conditions requested.

Environmental Health .

Conditions recommended re contamination, noise, lighting and Construction Phase.

Heat Pump requirements identified:

Heat pumps represent a local generation (Low Carbon) technology, and would be supported by air quality planning policy on this basis. I would highlight (however) that the heat pump units require exterior condenser units which are not shown on either the elevations nor the roof plan. Given that permitted development rights do not apply where more than 1 heat pump will be installed on any residential building (including flats), it is assumed that the proposal to serve the development with heat pumps is a material planning matter. Environmental Health's principal interest would be to understand the potential for nuisance arising from condenser noise, or water vapour (arising from defrost cycles).

I would suggest that this is a significant proposal, and addition detail should be sought to understand how this impacts the development appearance, and the amenity of future residents.

Please provide further details in relation to the proposals for heat pumps - their design and potential noise impacts on future residents.

Hampshire Fire and Rescue

Comments made in relation to sprinkler requirements:

I would however like to take this opportunity to remind both yourself and the applicant that blocks of flats more than 11m in height will require a sprinkler system. If deemed necessary, the opportunity should be taken to revise plans and include provision for a sprinkler tank at the earliest opportunity.

As the buildings exceed 11m please provide details of proposed sprinkler provision and tanks including roof plans and elevation changes.

Highway Authority HCC

Conditions required.

Please confirm whether discussions have been held with Havant and Waterlooville Football Club in relation to the following recommended condition:

· No development shall commence onsite until the access to the football club car park has been realigned in accordance with draw 106.0019.007 Rev J Reason – to ensure safe access to the football club

The Highway Authority set out conditions, S106 and S278 requirements (see below).

Parking

The latest layout plan has been assessed against the Council Parking SPD. The parking requirement is set out below:

Car parking spaces provided 189

Car parking required by SDP:

Shared/Communal Parking

111 x 1 Bed = 0.9 x 111 = 99.9 Spaces

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Total = 183 spaces (189 provided + 6)

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Block C 92 Cycle Stands (standards require 123)

Block C also has 26 external stands located adjacent which provides a total of 118 spaces.

Block B and C therefore have a small shortfall and this needs to be addressed.

The short stay cycle parking requirements also need to be addressed and shown on the site plan.

Landscape Team

Concerns raised regarding open space provision – I will discuss this matter further with the Landscape Officer.

Concerns in relation to grey brick use – and red brick recommended – Please provide comment on this (a materials condition is likely in relation to any permission). Please also ensure all materials are clearly annotated on the elevation drawings.

Additional planting to the Petersfield Road frontage required - *The trees should be large UK native legacy species such as Oak, Beech, Hornbeam etc. and to ensure the character is retained boundary tree planting should be a minimum 14-16 Extra Heavy.* I would appreciate your comments on this and potential conflicts with Southern Water requirements.

- Parking needs to be broken up with soft landscaping, as excessive lines of parking and hard landscaping is not deemed appropriate. As a general rule we will want to soft landscaping introduced every 5 cars to avoid unsightly massing of vehicles.

I am particularly concerned at the extent of unalleviated parking surrounding the buildings and this needs to be addressed in a revised site and landscaping plan.

- Boundary details requiring submission of fully annotated plans at sufficient scale showing the locations of existing, retained and proposed new boundary treatments, with scaled elevation drawings to show height, design, materials, type and colour of proposed new.

Please can additional details be provided on the landscape and site plan with elevations (also incorporating police comments above).

Local Lead Flood Authority

Conditions required.

Natural England

HRA/AA requirements noted

SRMS requirements noted

Requirements for Biodiversity mitigation/enhancements

The HRA/AA consultation with NE is underway. Biodiversity requirements will be secured by condition as required by the County Ecologist.

Nutrients Team HBC

The applicant proposes to use the Whitewool Stream Wetland scheme as mitigation to avoid and mitigate the impact of water quality arising as a result of the proposed development. A legal agreement will be necessary to secure this avoidance and mitigation package in perpetuity.

Planning Policy

Updated comments required, I will discuss with Policy Team.

SE Hants Clinical Commissioning Group

Financial contribution required £30,500 – Given the reduction in units and the passage of time I shall seek an update from the CCG.

Traffic Team

Concern re lack of visitor spaces – see parking comments above.

Waste Services

. Adequate storage space for waste/recycling bins: Each apartment will be entitled to 240 litre capacity for waste and 240 litre capacity for recycling. The standard bin size for multi occupancy property is 1100 litre.

240 litre x 191 apartments = 41 bins x 2 = 82 bins.

The developer can decide whether to have fewer bins.

. Bins will not be collected if the collection point is further than 25 metres.

Please provide comments on how the proposal will meet these requirements (see also Building Control comments).

S106 DRAFT Heads of Terms:

The following Draft S106 requirements have currently been identified:

1. HBC Monitoring Fees – Fee will be the capped figure of £11,525
2. HCC Monitoring Fees
3. Management Company (Common Parts)
4. Management Plan (including SUDS and prevention of parking by non-residents excepting visitors)
5. Solent Recreation Mitigation Strategy - £79,322 (see further information)*
6. Nutrient Neutrality – Off site mitigation Whitewool Farm (Meon Springs)
7. Employment and Skills Plan
8. Education (HCC) - being re-checked with HCC
9. Early Years - being rechecked with childcare development
10. SUDS/SUDS Bond
11. Travel Plan (HCC) **
12. Highway Works (HCC) ***
13. Site Specific Transport Improvements (HCC) ****
14. Public access across the site *****
15. SE Hants CCG contribution £30,500 (subject to update)

* In relation to SRMS contributions the current rates are set out in the Havant Borough Council Developer Contributions Guide: [Havant Borough Council](#)

For the current scheme this is calculated below:

111 x 1 Bed	111 x £390	£43,290
64 x 2 Bed	64 x £563	£36,032
Total		£79,322

** Provision of the full Travel plan and associate bond, approval and monitoring fees prior to occupation.

Provision and implementation of the final travel plan along with the associated surety, approval and monitoring fees.

*** Prior to commencement to have entered into the Highway Works Agreement in relation to the site access works as shown on drawing 106.0019.007 Rev J with the site access works being implemented prior to occupation.

**** Prior to commencement of development to have entered into the Highways Agreement in relation offsite highway works as shown on drawing, 106.0019.009 Rev B, 106.0019.010 Rev A. with the works implemented prior to occupation.

***** Rights for the public to pass and repass over the site in relation to the north south route between Bartons Road and Martins Road.

CIL .

Please submit a revised CIL form 1 reflecting the revised number of units/floorspace

When the further details/clarification are received we will carry out a 7 day public re-consultation.

I trust that this provides a comprehensive update in relation to consultation responses and sets out further requirements which will enable the application to progress towards determination.

Yours sincerely

DJEaves

Principal Planner

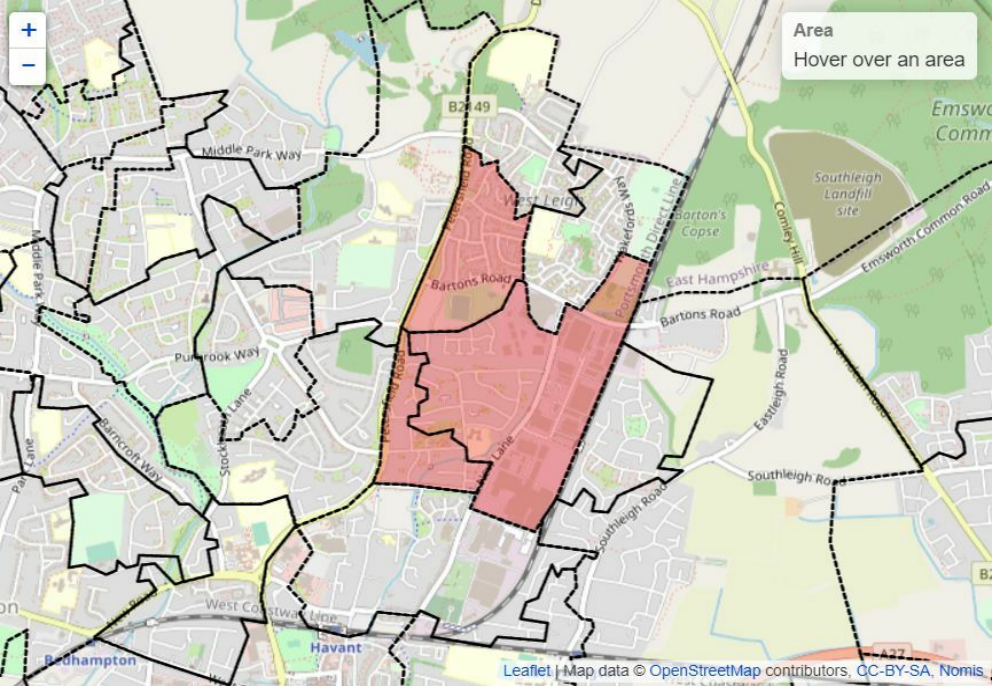
Appendix B

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household
ONS Crown Copyright Reserved [from Nomis on 24 June 2020]

Population: All households
Units: Households
Date: 2011
Accommodation type: Flat, maisonette, apartment, caravan or other mobile or temporary structure

Query Details

Households within:
2011 Super Output Area - Lower Layer : Havant 009A, Havant 009D, Havant 009E



Car or Van Availability of Households

Number of Cars or Vans	Households	%	Cars or Vans
No cars or vans in household	218	60.2%	0
1 car or van in household	135	37.3%	135
2 or more cars or vans in household	9	2.5%	18
TOTAL	362	100%	153

Average Cars or Vans per Household: 0.42