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1. INTRODUCTION

- 1.1 This Parking Technical Note (PTN) has been prepared by Paul Basham Associates on behalf of The Blackburn Partnership to support the addition of two car-free units at Fernwood House, Cowplain. The site location is shown in **Figure 1**, with the site plans provided under separate cover.



Figure 1: Site Location

Site History

- 1.2 In May 2019, an application for the 'prior notification for change of use of first floor from class B1(a) office use to C3 residential use (8No 1 bed flats)' (ref: APP/19/00533) was submitted and prior approval was granted in December 2019.

- 1.3 A retrospective planning application for the 'conversion of first floor to form 8 x 1 bedroom flats with associated refuse and cycle stores and parking' (ref: APP/19/01230) at Fernwood House was then submitted in December 2019 and received planning permission in March 2020.
- 1.4 A further application was re-submitted in April 2020 for the 'second floor extension to form 2 x 2 bedroom and 6 x 1 bedroom flats with associated refuse and cycle stores, landscaping and parking' (ref: APP/20/00314) and subsequently received planning permission in December 2020.
- 1.5 The site therefore has consent for 16 residential units, with associated parking provided in the car park to the rear.

Development Proposals

- 1.6 This application proposes the development of two additional 1 bedroom flats. However, it is proposed that these would operate as car free with no parking spaces allocated to these units within the car park to the rear of the site.
- 1.7 This PTN will discuss and assess the acceptability of providing a car free development in this location by assessing existing conditions, site accessibility, Havant Borough Council's parking standards and 2011 Census data before drawing conclusions.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The proposed site is located approximately 1.5km northeast of the centre of Waterloo and c.5.2km northwest of Havant. The proposed site is located within a well-established residential area and is bordered by London Road to the east, retail uses to the south and residential dwellings to the west and north.
- 2.2 The site currently comprises of residential flats with retail/commercial space on the ground floor with an associated car park at the rear. No formal off-street parking is proposed for the additional two one-bedroom dwellings; however, off-street parking is provided for the other residential units on site and the existing commercial space.

Site Accessibility

- 2.3 The site is situated off London Road, a primary road located in the centre of Cowplain, with the majority of facilities and services located within the immediate vicinity from the development. Some of these facilities and services include a pharmacy, supermarket, eateries, shops and a post office. The site is therefore considered to be extremely well located to local amenities and services within the surrounding area. **Table 1** demonstrates the walking and cycling distance from the site to surrounding local amenities and services.

Service	Distance from site (m/km)	Travel time (minutes)	
		Walking (based on a speed of 80m per minute)	Cycling (based on a speed of 240m per minute)
Bus Stop	60m	<1	<1
Pharmacy (Tuckers Pharmacy)	90m	1	<1
Supermarket (Lidl)	90m	1	<1
Post Office	180m	2	<1
Convenience Store (Co-operative)	190m	2	<1
Church (Cowplain Evangelical Church)	230m	3	<1
Medical Centre (Cowplain Family Practice)	300m	4	1
Public House (The Spotted Cow)	450m	6	2
Secondary School (Cowplain Community School)	550m	7	2
Primary School (Padnell Junior School & Padnell Infant School)	550m	7	2
Nursery (Growing Places)	650m	8	3

Table 1: Distance to Local Amenities

- 2.4 As demonstrated in **Table 1**, the site presents a highly realistic opportunity to promote travel via sustainable modes of transport due to the site's extremely close proximity to key amenities and services. The bus stop is less than a minutes' walk from the site with

frequent bus services to all local destinations as well as destinations further afield. All the key amenities and services such as a pharmacy, supermarket, medical centre, schools and a bus stop are within an eight-minute walk or three-minute cycle from the proposed development. It is considered that it would be highly attractive for site users to travel via sustainable modes such as walking, cycling and public transport.

Access to Employment Areas

- 2.5 The site is also well located to local employment areas within Waterlooville. Brambles Business Park is accessible circa 2km to the south of the site and is accessible via a 22 minute bus journey or an 8 minute cycle. Further employment areas to the south are also accessible within the West of Waterlooville MDA development which are accessible via a 26 minute bus journey or a 10 minute cycle. Further employment uses are accessible in the industrial estate accessed from the B2149 2km to the north of the site, accessible via a 8 minute cycle or 15 minute bus journey. Routes to local employment areas both north and south of the site benefit from strong pedestrian, cycle and public transport links and further help to discourage the requirement for residents to own a car.

Local Road and Pedestrian Network

- 2.6 London Road (A3), onto which the site fronts onto, forms a distributor road into Waterlooville and connects onto the A3(M) to the northeast of the site via the B2149. To the southwest of the site, London Road connects onto Cosham.
- 2.7 Within the vicinity of the site, London Road is subject to a 30mph speed limit. London Road is a single carriageway road and measures approximately 9m in width at the site frontage. To the southeast of the site, a right turn lane is present measuring c.26m in length and facilitates access onto Park Lane.
- 2.8 Continuous footway/cycleways are provided on both sides of London Road. The footway/cycleway on the western side of London Road has a minimum width of c.3m, which increases in width along the frontage of existing retail stores on the ground floor of the site and to the north and south. The footway/cycleways on London Road are facilitated by signalised pedestrian crossings, pedestrian refuge islands (including one at the site frontage) and crossings in the form of dropped kerbs and tactile paving. This ensures the safe crossing of pedestrians/cyclists.
- 2.9 Kings Road, onto which the northern part of the site is bordered by, is a single carriageway road subject to a 30mph speed limit. Kings Road measures c.7m in width and is a residential

road providing access to numerous residential properties. Kings Road connects onto London Road to the east and merges into Rimington Road to the west. Kings Road is flanked by footways measuring approximately 2m in width on both sides of the carriageway.

- 2.10 Park Lane, situated to the south of the site, measures approximately 5.5m in width and provides access to various customer parking spaces. Park Lane is flanked by a footway measuring c.2.5m in width on the southern part of Park Lane for approximately 30m. A tactile paving dropped kerb crossing is provided on Park Lane facilitating safe pedestrian access.

Local Cycle Network

- 2.11 In addition to the footway/cycleways, advisory cycle lanes are provided on both sides of London Road. In locations where the advisory cycle lanes are not continuous, footway/cycleways are provided on London Road, encouraging both on and off-road routes.
- 2.12 National Cycle Network (NCN) 222 is situated at the frontage of the site. NCN Route 222 runs along London Road and connects onto Route 22 in Rowlands Castle to the east of the site via Havant Road (B2149) in Horndean. To the southwest of the site, Route 222 connects onto Route 22 in Cosham. NCN Route 22 links London with Portsmouth, then Brockenhurst via the Isle of Wight. Route 22 is a 100.8-mile route that takes approximately 8 hours and 20 minutes to complete. **Figure 2** demonstrates NCN Route 222 in relation to the site location.



Figure 2: National Cycle Network Route 222 (Source: Sustrans)

- 2.13 The site therefor benefits from strong and attractive cycle links, with cycle parking provided along London Road outside existing retail/commercial uses.

Local Bus Network

- 2.14 The nearest bus stops to the site (ID: Cowplain Shops) are situated on London Road travelling in a northeast and southeast direction. The bus stop travelling towards Petersfield is situated 60m to the northeast of the site, whilst the bus stop travelling towards Havant is situated 100m to the northeast of the site. Both bus stops are accessible in a one-minute walk from the site. The bus stops are both characterised by a flagpole and timetable, a sheltered seating area and a yellow bus stop cage lining on the road.

Service	Provider	Route	Timetable		
			Monday – Friday	Saturday	Sunday
8 (The Star)	First Portsmouth, Fareham & Gosport	Clanfield – The Hard	05:53 then every 20-30 mins until 22:33	06:24 then every 20-30 mins until 23:33	05:50 then every 20-30 mins until 22:33
36	Hampshire Community Transport	Clanfield – Catherington – Lovedean Carshare	09:15, 10:00, 11:15, 13:15, 14:15	09:15, 10:00, 11:15, 13:15, 14:15	N/A
37	Stagecoach South	Havant – Petersfield	06:04, 06:29, 07:13, 09:23, 10:43 then hourly until 18:44	07:26 – 17:51 with up to 1 bus per hour	N/A
637	Stagecoach South	Havant – Petersfield (School Route)	07:27	N/A	N/A

Table 2: Local Bus Services

- 2.15 The bus services accessible within the site vicinity provide access to local destinations as well as destinations further afield including Havant (40 minutes), Petersfield (35 minutes), Portsmouth (49 minutes), Clanfield (14 minutes), Purbrook (12 minutes), Horndean (11 minutes) and Leigh Park (37 minutes). The bus services are considered an realistic form of transport for the proposed development.

Local Rail Services

- 2.16 Rowlands Castle Railway Station is located approximately 6.7km from the proposed site and accessible via a 29 minute cycle. Station facilities include a ticket office and machines, customer help points, public Wi-Fi and four bicycle storage spaces. Direct destinations from Rowlands Castle Railway Station include London Waterloo with a journey time of 1 hour 34 minutes and Portsmouth Harbour with a journey time of 25 minutes.

- 2.17 Havant Railway Station is also located 7km from the proposed site. The 37 Stagecoach bus service travels to Havant Bus Station located just 350m from Havant Railway Station on an hourly basis. Journey times on this bus service from the bus stop at the proposed site take approximately 40 minutes. The station is also accessible via a 29 minute cycle.
- 2.18 Facilities at Havant Railway Station include a ticket office and machines, customer help points, ticket gates, ATM machine, pay phones, public Wi-Fi, toilets, refreshment facilities, CCTV and 92 bicycle storage spaces. Direct destinations from Havant Railway Station include Southampton Central (38m), London Victoria (1h 48m), London Waterloo (1h 27m), Portsmouth Harbour (16m), Portsmouth & Southsea (12m) and Brighton (1h 6m).
- 2.19 The site's local public transport links would be attractive to both local commuters and those travelling further afield.

Summary

- 2.20 The site is located with a highly accessible area in close proximity to local amenities and frequent public transport services. The site therefore presents a good opportunity to create a sustainable development, with residents and visitors able to utilise sustainable modes such as walking, cycling and public transport when accessing services in the local area.

3. CAR AND CYCLE PARKING PROVISION

Car Parking

- 3.1 Havant Borough Council's (HBC) 'Parking: Supplementary Planning Document' (2016) identifies minimum allocated and unallocated/communal car parking standards for residential developments. The parking requirements state that for a one-bedroom dwelling, one allocated space or 0.9 unallocated spaces would be required. In this case, the proposed development would require two allocated spaces or 1.8 unallocated spaces. However, as previously mentioned the development does not propose that any car parking is provided on-site, with the two additional units proposed to operate as car free. On this basis future occupants of these units would be aware that no parking provided and would therefore not seek to park on site with all spaces allocated to specific uses/units on the site.
- 3.2 Whilst the proposed quantum of car parking for the site does not meet HBC's parking standards, it is important to note that the National Policy Planning Framework (NPPF) requires the setting of local parking standards for residential developments to be taken into consideration by local councils when assessing the accessibility of a development, and the availability and opportunities for local transport in the vicinity. Paragraph 3.01 of HBC's parking standards states that *'it is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are closer to shops and services and more accessible by non-car means. In these areas, reliance on private vehicle use and ownership should be less.'* Although Cowplain is a village, the site location is considered highly accessible due to the fact that benefits from high quality pedestrian and cycle connections and is serviced by numerous bus services which operate up to three times an hour. The site is also situated within the village centre, with all key amenities and services accessible within an 8-minute walk or 3-minute cycle.
- 3.3 It is noted that HBC's parking standards states that *'if a developer wishes to use on-street capacity then parking surveys should be undertaken to identify the current level of capacity available within the vicinity of the site'*. However, in this instance it is not considered to be unreasonable for future occupants of these units not to own a car and thus there would be no demand from 2 additional units proposed.
- 3.4 Furthermore, due to the current restrictions and the ongoing COVID 19 pandemic, it is not considered robust for parking surveys to be undertaken in the current climate particularly

given the local centre nature of the surrounding area where a number of units are currently in 'normal' operation.

- 3.5 It is anticipated that the site occupants would travel via sustainable modes due to the highly accessible location of the site and given that the two units are both only one-bedroom, an assessment of the local parking conditions as well as car ownership levels has been reviewed instead of conducting parking survey.

Census Data

- 3.6 2011 Census data has been consulted to indicate the level of car ownership in the local area, with outputs of this attached as **Appendix A**. Census data for Havant 003 output area has been collected, which includes the site and the surrounding area. 2011 Census data is provided in **Appendix A** for reference.
- 3.7 The Census data confirms that 15% of households in Havant 003 do not own a vehicle. When applying this to the total of 18 units on the site (16 consented + 2 proposed) this suggests that 2.7 units would not own a vehicle. It is therefore considered to be reasonable to anticipate that both units proposed (2 of the 18 in total) could operate as car free, with no parking demand generated by these two units.

Local Parking Locations

- 3.8 Whilst it is not anticipated that any parking demand would be generated from the two units proposed, if parking is required there are a number of on-street locations and car parks in the surrounding area that would be able to accommodate a maximum demand of 2 parking spaces associated with the additional two units.
- 3.9 The Mission Lane car park is located adjacent to the proposed site and offers parking free of charge outside the hours of 08:00-18:00 and on Sundays.
- 3.10 It should also be noted that the surrounding highway network benefits from parking restrictions in the form of double yellow lines at key parking locations (in the vicinity of junctions and along London Road) and it is therefore not considered that the proposals would contribute to demand for parking in unsafe locations.

Summary

- 3.11 The car free nature of the development is therefore considered to be suitable on the grounds of the site's accessibility to local services and amenities, frequent public transport services and its location in relation to nearby off-street/on-street parking, all of which would promote or encourage sustainable forms of transport.

Cycle Parking

- 3.12 HBC's 'Parking: Supplementary Planning Document' (2016) states that one long stay parking space should be provided for each one-bedroom residential dwelling. The site would provide two cycle parking spaces in line with the cycle parking standards.

4. SUMMARY AND CONCLUSIONS

- 4.1 This Parking Technical Note has been prepared by Paul Basham Associates on behalf of The Blackburn Partnership to support the addition of two car-free units at Fernwood House, Cowplain.
- 4.2 The proposed site is located within a well-established residential and High Street area and is in close proximity to key local services and amenities as well as public transport links. It is therefore considered to be suitable and attractive for site users to travel via sustainable modes such as walking, cycling and public transport.
- 4.3 The proposed development will provide two car free 1-bedroom flats. Given the highly accessible nature of the site it is considered realistic for residents to not need to own a car and travel sustainably. When 2011 Census data on car ownership is applied to the development site as a whole (16 consented units + 2 proposed units) this suggests that 2.7 units would not be car-owning units, and it is therefore reasonable to assume that no parking demand would be generated by the proposed units.
- 4.4 If parking is required, residents of the proposed development could utilise surrounding on-street parking locations or nearby car parks. The proposed development will therefore not have a negative impact on parking pressure in the local areas, with parking restriction in place to prevent parking from occurring in unsafe locations.
- 4.5 The proposed development will provide cycle parking in line with HBC' cycle parking standards.
- 4.6 This Parking Technical Note has demonstrated that the proposed development would not have a material impact on parking capacity or the operation of the surrounding highway network. We would therefore request that Havant Borough Council look favourably upon this application with regard to highways.

Appendix A

QS416EW - Car or van availability

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population	All households; All cars or vans
units	Households
area type	2011 super output areas - middle layer
area name	E02004764 : Havant 003
rural urban	Total

Cars	2011	
All categories: Car or van availability	3,421	
No cars or vans in household	524	15%
1 car or van in household	1,405	41%
2 cars or vans in household	1,066	31%
3 cars or vans in household	316	9%
4 or more cars or vans in household	110	3%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected.