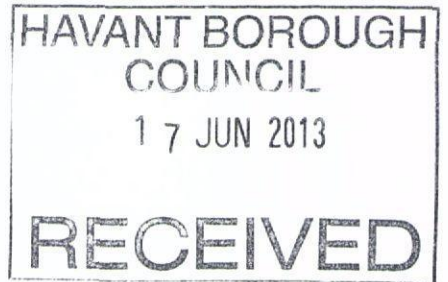


Dr Allan J Burns




Traffic and Transportation Consultant

PROPOSED CONVERSION OF "SHED"

TO FORM A ONE BEDROOM DWELLING

32 HIGH STREET, EMSWORTH

Report on Transport Issues

JUNE 2013

Qualifications and Experience

This report has been prepared by Allan James Burns

Qualifications

B.Sc in Civil Engineering (University of Wales)

M.Sc. in Transportation Planning and Traffic Engineering (University of Southampton)

Ph.D. (University of Southampton)

C.Eng - Chartered Engineer

M.I.C.E. - Member of the Institution of Civil Engineers

M.C.I.H.T - Member of the Chartered Institution of Highways and Transportation

Experience

County Surveyors Department – Hampshire County Council (1970 –1985)

Over eleven years of this time was spent leading a team of qualified engineers, a planner and other technical staff, preparing the traffic and transportation input to local plans. This included assessing the access feasibility for possible development sites and presenting evidence at local plan inquiries.

Independent Traffic and Transportation Consultant (1985 – present)

Advising on the development of sites for all forms of development, ranging from housing and employment uses to retail, leisure and waste recycling facilities.

Visiting Lecturer – Southampton University (1985 – present)

In some years this involved lecturing on all aspects of transportation planning to both undergraduate and postgraduate courses. In the main, the lectures have been on specific aspects of transportation planning.

1. Introduction

- 1.1 The site is located on the northern side of the High Street, close to St Peters Square.



- 1.2 The proposal is to convert a store to a one bedroom dwelling. This report considers the traffic impact of the proposal.
- 1.3 It is not possible, and so not proposed, to provide any car parking to serve this very small scale development. This report addresses this issue in some detail.

2. Traffic Generation

- 2.1 Given that the dwelling is extremely likely to be occupied by a resident, or residents, that either are unable to use a car or prefer not to own one, the level of vehicle movements likely to be generated would be very low.
- 2.2 Some of the vehicle movements generated would already be servicing the area, such as the postal delivery, the refuse collection etc. Clearly the resident(s) may have an occasional social visitor, but the lack of any off-street car parking would tend to either discourage such visits being made by car, or encourage such visitors to come outside normal working hours.
- 2.3 General guidance given in the TRICS data suggests a likely traffic generation for a flat as being 3 vehicle movements per day. Given that many of the flats surveyed for TRICS have two bedrooms, the one-bedroom dwelling might be expected to generate slightly fewer movements, say 2 per day.

3. Car Parking

- 3.1 As indicated above, the proposal does not provide any off-street car parking. Consequently, the occupier(s) are unlikely to be owners of a vehicle.
- 3.2 The car ownership levels in the Emsworth Ward in 2001 can be found in the National Census. It shows that, at that time, 678 or the 4133 households neither owned a car or a van. This represents some 16.4%. Although this was some 10% less than the national average, it still indicated that some 1 in 6 household did not own a car or van. Whilst one might expect the level of car ownership to have increased in the past 12 years, the current economic problems would mitigate against that.
- 3.3 Even if the current situation is that only 1 in 7 of the households do not own cars, this represents a significant number of households. This proposed development could be attractive to these residents. The fact that it is also likely to be more affordable than larger houses with on-site car parking would also make it attractive to such persons.
- 3.4 The Borough Council's SPD on the subject of residential car parking gives an accessibility matrix. This is a relatively "broad brush" way to measure the accessibility of an area. Emsworth scores relatively highly in this, being third behind Havant TC and Waterlooville TC. The application site is in one of the most accessible locations within Emsworth. The following lists show the facilities available within easy walking distance of the proposed development. The lists are divided between types of facilities.

Within 200 metres

4 hairdressers, 2 butchers (1 also selling fish), 1 gift shop
4 antiques shops, 4 charity shops, 2 clothes shops,
1 fireplace shop, 1 delicatessen, 1 funeral director, 1 florist,
1 family greengrocer, 2 chemists, 1 off-licence, 5 estate agents,
2 newsagents, 1 hardware shop, 1 mobility shop, 1 dry cleaners
1 Co-operative food store (4 tills) including a full service post office
1 carpet shop, 1 shoe repair shop, 1 travel agent, 1 second hand book shop
1 kitchenware shop, 2 barbers, 1 printers, 1 record store,
1 beauty salon and 1 specialist food shop

1 food takeaway, 5 public houses (4 serving food), 4 restaurants, 3 cafes
1 patisserie/café

1 library, 3 banks, 1 dentist, 1 doctors surgery,
1 chiropodist

Between 200 and 400 metres

2 hairdressers, 1 gift shop, 1 bookmaker, 1 Tesco Express (3 till + 1 self service)
1 carpet shop, 1 florist, 1 blind shop, 1 funeral directors, 2 estate/letting agents,
1 mobility scooter shop

2 cafes, 2 restaurants, 1 public house, 2 food takeaways

3 churches, 1 fire station, 1 postal sorting office, 1 museum
1 optician, 2 dentists

- 3.5 The site is also conveniently located for access to public transport services:-

Trains – Emsworth Station is some 7 to 10 minutes walk

It is on the main south coast line with direct trains to Portsmouth, Brighton, and London Victoria at regular intervals during the day and evenings.

For trains to London Waterloo and Southampton, one has to change at Havant.

Buses - Regular services by Stagecoach to Portsmouth and Brighton during the day at 30 minute intervals (less frequent in the evenings)

Significant network of local bus service operator by others. The westbound stop is immediately opposite the site and the eastbound stop is to the east of the North Street/A259 roundabout junction.

- 3.6 This shows that the site is very suitable for residents who do not or cannot own a motor vehicle. They will be able to access all the facilities they need during a normal day by foot and can use public transport to travel further afield.
- 3.7 There are a number of car parks in the area providing some 123 short stay places (plus 7 disabled spaces) in two car parks and 117 (plus 3 disabled) long stay spaces in a third car park. These car parks are operated on a pay and display basis. There is also a free car park, which provides a further 49 spaces.
- 3.8 Should a resident own or subsequently purchase a vehicle, residents are able to purchase parking season tickets for use in the South Street car park or in designated on-street parking spaces.

4. Planning Policy.

Local Planning Policy.

- 4.1 Policy DM13 of the core strategy is headed “Car and Cycle Parking on Residential Development”. It states that:-

“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”

- 4.2 The SPD was adopted in March 2010. It refers to the guidance in PPS 3 “Housing” and PPG 13 “Transport”. Table 2 indicates that for a one bedroom dwelling in Emsworth the requirement would be 0.94, i.e. 1 space. It allows for a reduction in the requirements in Havant Town centre, by treating the standard there as a maximum provision.

National Planning Guidance

- 4.3 The National Planning Policy Framework (NPPF) was published in March 2012. It supersedes the guidance in PPS 3 and PPG 13, which were the basis for the parking SPD. Therefore the weight to be given to the SPD may be somewhat reduced.

- 4.4 The latest guidance on car parking in this Framework states:-

“If setting local parking standards for residential and non-residential development, local planning authorities should take into account:-

the accessibility of the development

the type, mix and use of development

the availability of and opportunities for public transport

local car ownership levels, and

an overall need to reduce the use of high-emission vehicles”

- 4.5 The information given above indicates that the development is in an accessible location. It is a small (one bed) dwelling. It is within easy access distance to a variety of public transport services. Local car ownership shows a significant number of households that do not have a car or van. Providing accommodation for people who do not or cannot use a car is consistent with the aim of reducing vehicle emissions. Therefore, the proposal is fully in accordance with the NPPF guidance.
- 4.6 Furthermore, NPPF states, in paragraph 32:-

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

Clearly the absence of a single car parking space for a one bedroom dwelling within a town centre location cannot be described as being “severe”.

5. Planning History

- 5.1 There is an appeal decision relating to this site, dated 22 May 2001. The proposal being considered at that appeal was for a two bedroom dwelling at this site. No car parking was proposed. Although the appeal was dismissed, this was only on grounds of the design of the proposal. The Inspector, Mr B D Bagot stated, in his decision letter that:-

“In my opinion the circumstances in this case are such that it would be reasonable, if planning permission were being granted, for an exception to be made to the Council’s normal requirements for off-street car parking to be provided.”

- 5.2 The Inspector begins his conclusions by stating:-

“In my opinion there are exceptional reasons in this case for permitting new development without off-street car parking spaces....”

6. Conclusions

- 6.1 The traffic likely to be generated by the proposed development is very low, possibly at less than 3 vehicle movements per day. This would be insignificant and so there would be no adverse impact on the surrounding highway network.
- 6.2 Given the car ownerships statistics, it is clear that there will be a significant number of people living in this area who would not own a vehicle and so could occupy this proposed development without the need for a car parking space.
- 6.3 Although Emsworth scores less highly than Havant Town Centre and Waterlooville Town Centre in the Council's Accessibility Matrix, a detailed assessment demonstrates that the site is in a relatively highly accessible location.
- 6.4 The proposal fully complies with the latest guidance in the National Planning Policy Framework, which supersedes the guidance used when preparing the SPD on residential car parking provision.
- 6.5 There is a planning appeal decision related to this site where the Inspector considered that a two bedroom development could be constructed without any off street car parking being provided.
- 6.6 It is, therefore, concluded that the proposal complies with the guidance in the NPPF. The impact of the development would not be severe and so planning consent should not be withheld of car parking grounds.

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