pdt
(Hampshire)

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29th June 2011

Dear Ms McMurray

The former Brewmaster, 158 Hart Plain Avenue, Waterlooville, Hants

This letter provides additional information in respect of car parking and accidents in the vicinity of the former Brewmaster public house and is supplementary to the submitted transport report.

At a meeting at your offices on the 14th June the council's highways development control engineer stated that he was minded to recommend refusal of planning consent on the grounds of inadequate information. He identified that the additional information he required to overcome this objection was:

- Comments on parking in the area based on parking surveys undertaken on a Friday and Saturday between 16:00 and 19:00

- An assessment of accidents in the area with particular reference to accident mitigation measures recently implemented in Hart Plain Avenue.

Summary

Throughout 10 hours of survey a maximum of 8 parked vehicles associated with the shop and hairdresser was recorded at any time. All this parking was on the east side of Hart Plain Avenue south of the Hart Plain Avenue spur. The parking capacity of this section of road is 10 vehicles, 5 in the lay-by and 5 at the kerb side.

Records obtained from the police show no significant accidents associated with the existing shops or this section of road.

The accident mitigation measures have been implemented in Hart Plain Avenue between Milton Road and London Road and have no direct relevance to this proposal.

Parking Surveys

Parking surveys were carried out on Friday 17th June (14:30-16:30), Saturday 18th June (15:45-19:00) and Friday 24th June (15:00- 19:00). The period for the Friday survey was extended to include the time when parents might be expected to be collecting children from school and using the local shop as part of a multi-purpose trip or high levels of parking might extend southwards from the entrance to Rachel Maddox School to and beyond Chaplains Avenue.

The area of the survey was Hart Plain Avenue (including spur) between Oaklands Road in the south and to the parking restrictions at the bus stops adjacent to Rachel Maddox school in the north, Chaplains Avenue (to Chaplains Close) and Albretia Avenue to Hemlock Road.

Based on the principles of the Lambeth Parking Beat Survey an initial survey identified those sections of kerb side where parking could take place (including the existing lay-by), those sections where parking would directly inconvenience residents (e.g. across dropped crossings) and where parking would be inappropriate/dangerous (e.g. at corners). It was then possible to determine an on-street parking capacity for each section of kerb-side where parking could take place based on a nominal parking space of 5m. This is the recommendation of the LPBS methodology and has been found to provide a robust estimate of parking capacity for extended lengths of car parking in areas of high demand. In this area, with many properties having private parking accessed off frequent dropped crossings the lengths of available kerb-side are generally very short and lengths of slightly less than 5m and 10m will often acceptably provide parking for one and two cars respectively as the vehicles are able to park very close together and manoeuvre using the space provided for the vehicle crossing.

The number of vehicles parked on each section of kerbside was observed and recorded at 15 minute intervals (on the quarter hours). The observed number of vehicles parked divided by the theoretical capacity would give the parking stress.

It was observed that during the survey periods no vehicles parked on the east side of Hart Plain Avenue north of the Hart Plain Avenue spur or the north side of Chaplains Avenue.

Vehicles parked on the south side of Chaplains Avenue and in Albretia Avenue were parked close to Chaplains Close and Hemlock Road respectively, were parked for long periods (in some cases throughout the entire survey periods) and it is reasonable to assume were residents vehicles.

On Friday 24th June two vehicles were parked for approximately one hour each on the west side of Hart Plain Avenue, one immediately north of

Chaplains Avenue (this vehicle then moved into a private drive) and one at the northern end of this part of Hart Plain Avenue adjacent to the bus stop. Neither vehicle constituted an obstruction to traffic.

On Friday 17th June a vehicle was parked on-street for one hour at the eastern end of Hart Plain Avenue spur and on Friday 24th June one vehicle parked in this road close to the junction of Hart Plain Avenue for a duration of less than 5 minutes.

It was only on the east side of Hart Plain Avenue between Hart Plain Avenue spur and Oaklands Road that any parking associated with the One Stop and the hairdressing salon was observed and accordingly further analysis has been limited to that section of road.

There was no evidence of car parking associated with Rachel Maddox School extending into this section of Hart Plain Avenue, Chaplains Avenue or Hemlock Road.

Only a single example of vehicles associated with the One Stop obstructing traffic on Hart Plain Avenue was observed; a driver travelling north in Hart Plain Avenue stopped, indicating to move right to park, but did not do so despite there being parking spaces available. This resulted in queuing in both direction for a short time. The driver then turning into the access road south of the One Stop shop. There was no logical explanation for his actions.

The layout of this part of the east side of Hart Plain Avenue, from north to south, is a lay-by with a capacity of 5 spaces, kerbside parking for 4 vehicles, an entrance marking (on occasion use as parking by vehicles whose drivers went into the One Stop shop) and a short length of kerbside parking (1 vehicle). All of these were observed to be used by customers of the One Stop store. The alternating marked crossings to private drives and kerb side parking beyond this point appeared to be used only by residents or for purposes associated with the dwelling – for example a delivery of building materials was made to one property.

Included within the surveys is one vehicle parked in the lay-by which, from the registration plate, reasonably could be associated with the hairdressing salon.

The use made of the available parking is demonstrated in table 1.

Table 1 - Results of parking surveys - Hart Plain Avenue

Friday 17th June - Hart Plain Avenue										
East side - north to south - start end of double yellow lines										
Function	Parking spaces available	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30
Hart Plain Avenue Spur										
Layby	5	2	2	3	3	3	3	3	2	2
Pkg	4	1	2	2			1	3	2	2
Xing				2			1			
Pkg	1	1	1	1	1	1	1	1	1	1
Total	**10**	**4**	**5**	**8**	**4**	**4**	**6**	**7**	**5**	**5**

Friday 24th June - Hart Plain Avenue																			
East side - north to south - start end of double yellow lines																			
Function	Parking spaces	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	
Hart Plain Avenue Spur																			
Layby	5	3	3	3	2	2	1	2	4	3	3	4	3	2	3	2	1	1	
Pkg	4	1	3	1	2	3	2	4	2	2	3	1	3	2	3	2	3	1	
Xing		1						1				1		1					
Pkg	1	1										1	1				1		
Total	**10**	**6**	**6**	**4**	**4**	**5**	**3**	**7**	**6**	**5**	**6**	**7**	**7**	**5**	**6**	**4**	**5**	**2**	

Saturday 18th June - Hart Plain Avenue																		
East side - north to south - start end of double yellow lines																		
Function	Parking spaces	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00			
Hart Plain Avenue Spur																		
Layby	5	1	2	2	1	1	0	0	0	0	2	1	1	3	0			
Pkg	4	3	2	3	2	3	1	1	0	1	2	2	4	3	0			
Xing				1	1													
Pkg	1	2	2	1	1	1	1	1	0	0	0	0	1	0	0			
Total	**10**	**6**	**6**	**7**	**5**	**5**	**2**	**2**	**0**	**1**	**4**	**3**	**6**	**6**	**0**			

The capacity of 10 spaces excludes the two “informal spaces” on the crossing although vehicles parked on the crossing were recorded during the survey and are included in the quarter-hourly totals.

The peak parking demand, average parking demand and the 85%ile parking demand for the three surveys are shown in Table 2.

Table 2 - Key data from surveys

	Max	Min	Average	85%ile
Friday 17th June	8	4	5.3	6.7
Friday 24th June	7	2	5.2	6.6
Saturday 18th June	7	0	3.8	6.2

On only one occasion did parking demand reach 8[1] spaces throughout the 10 hours of survey (over three days). There was less demand for parking on the Saturday than on the Fridays.

At no time were all 5 spaces in the lay-by used and on only 2 occasions were 4 vehicles recorded in the lay-by – 5% of the observations.

The existing store had a peak demand for 7 spaces (the hairdressing salon being the eighth vehicle). The proposed store will provide 10 parking spaces and at those times when the lay-by is being used for servicing there will be 5 spaces at the kerb side outside the One Stop giving a total of 15 spaces excluding any short term parking that takes place on the exiting crossover. If the new store generates a similar level and pattern of parking as the One Stop this would be a maximum of 7 spaces per store plus the hairdresser, a total of 15 spaces. The available capacity would be sufficient to meet the peak demand. Any demand over this can be expected to be very short term and infrequent and there is, and will continue to be, capacity in Hart Plain Avenue spur and, on the other side of the road, Chaplains Avenue, to accommodate this.

As general observations, activity in the vicinity of the existing convenience store was observed on 40 intervals over three days. It was noticeable that despite the poor weather on the two Fridays there was a steady flow of pedestrians to and from the shop. It was also evident that many vehicles parked for very short periods, in some cases arriving and departing during the time that it took to record the parking, 5 minutes or less. Turnover of spaces was therefore generally very high.

[1] This included the car associated with the hairdressing salon.

Accidents/Collisions

Accident records for the Hart Plain area for the five years and 3 months between 1st January 2006 and 31st March 2011 were obtained from Hampshire Constabulary. A map showing the search area is appended to this letter.

Over the five year period six accidents were recorded in this section of Hart Plain Avenue, summarised as follows

Ref	Location	Date	Description	Casualties
1	O/s 83 Hart Plain Avenue	15/03/2006	Moped swerved to avoid pedestrian in road and struck parked car	1 Serious
2	O/s Rachel Maddox School	09/06/2006	Car turned right into path of moped	1 slight
3	Oaklands Grove junction	21/11/2006	Car turned right into path of 2nd car	2 slight
4	Sutton Road junction	29/04/2008	Car 1 waiting to turn right. Car 2 drives into back of car 1	1 slight
5	Robin Gardens junction	04/11/2008	Dog in road. Car brakes, struck in rear by motorcycle	1 serious
6	Sutton Road junction	02/12/2008	Moped rider lost control in wet conditions	1 Serious

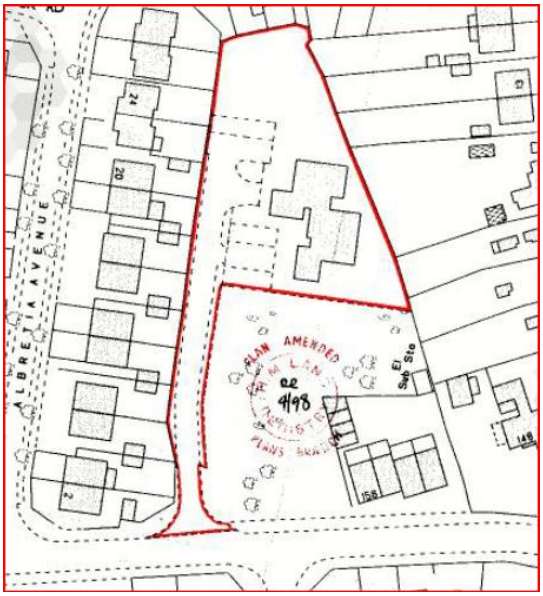
None of these accidents are significant in terms of the proposed development and those referenced 1,4 and 6 lie outside the surveyed area.

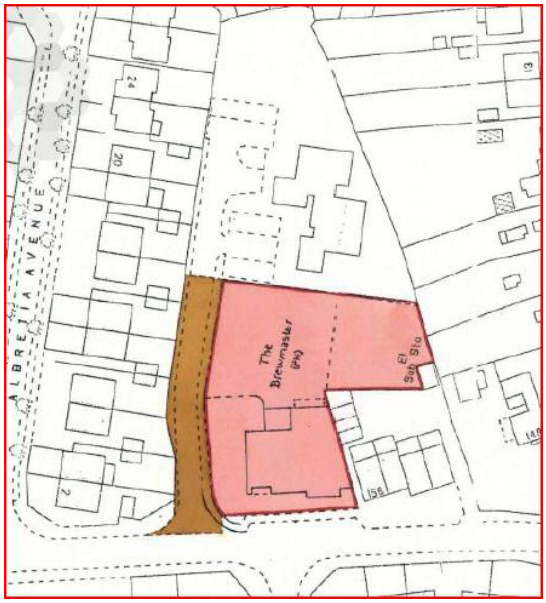
Information on the mitigation measures referred to in the council's response dated 7th June 2010 was sought from Hampshire County Council. The works are being undertaken in Hart Plain Avenue between Milton Road and London Road, addressing issues related to Cowplain Community School and Hart Plain Infant and Junior Schools, and therefore are not directly relevant to the application.

Original Purpose of the Lay-by

Finally plans obtained from the Land Registry (extracts reproduced overleaf) demonstrate the sequence of development in this area, firstly the shops and Stuart Borrow House (without the lay-by) and finally The Brewmaster (at which time the lay-by is provided). As there is no logical reason why the lay-by would have been constructed whilst the Brewmaster site was undeveloped land it follows that the purpose of the lay-by was to facilitate service of this site.

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I trust that with this further information the highways engineer will be able to withdraw his objection to the planning application.

Yours sincerely

Paul Denyer

Paul Denyer BSc. CEng. DipTE, MICE

Appendix 1 - Map of search area for collision records (Hampshire Constabulary) with location of accident mitigation measures added

