

HAVANT BOROUGH
COUNCIL

14 NOV 2019

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11th November 2019

Dear Sirs

Re: Re: Site Address: Ward Court, 65 Sea Front, Hayling Island

Proposed Development Form 5 no. Flats at roof level and provide new cladding and render finish to existing building

Your Ref: APP/19/00722

Thank you for your letter of 5th November 2019 indicating that you have now received further details relating to the parking provision and layout in respect of the above application. I would comment as follows:

1. The Amended Plan.

Whilst I am happy to see the removal of the 3 parking spaces in the rectangular garden area between the flats the revision does not address the loss of amenity to flats 20 and 19 i.e. the garden area in front of these flats. In fact it is worse as there is now a retaining wall shown which would block the ground floor flats off even more.

2. The Parking Supporting Statement

This statement claims that there is an existing surplus of parking provision on the site. It states that Ward Court has the following parking provision:

34 garage spaces

1 covered space under the building

38 open spaces

Total 73 existing parking spaces

I would take issue with this. The covered parking space and one of the garages are in the same ownership. There are 23 spaces within the perimeter of the block, 22 discounting the covered parking space but these spaces belong to flatowners so these and the garages would not be available to the new penthouse owners.

Also, the applicants' statement fails to take account of the fact that many garages and parking spaces are unusable as they are too narrow to accommodate modern vehicles so the owners of those parking spaces are forced to park around the perimeter of the block.

With regard to the remaining spaces outside the boundary wall I enclose the Land Registry file plan of the block from which it will be seen that the 5 spaces to the east of the entrance are not owned by the block. Part of this area is actually highway. Ownership of some of the 11 (not 10) spaces to the west of the entrance is also questionable because the boundary cuts diagonally across them. The applicants have placed signs on the wall all the way around the northern and western walls of the block threatening penalties to persons parking without a permit and has issued "permits" to residents to park in these areas. The applicants refuse to issue more than 2 permits per flat and employ a parking ticket company to issue tickets to residents or others whose cars are parked without a permit, even though with regard to the spaces to the east of the entrance, and the unadopted road on the west side of the block they have no right to do so.

Given that the applicants are prepared to go to such lengths to deter non-residents from parking around the block and to penalise residents with more than 2 vehicles I find their claim that there is an existing surplus of parking provision on the site to be incomprehensible.

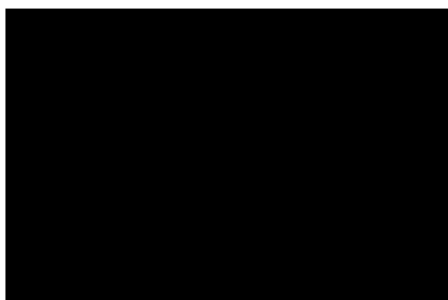
I do not see what relevance the age of residents has since in normal times when there is not the prospect of this proposal looming over the block, flats change hands at the rate of approximately half a dozen each year and as the applicants have themselves stated, nearly a third of flats are let so the age demographic will always be changing. In any event elderly residents without cars need spaces for carers and visitors.

I note from the Council's Parking Supplementary Planning Document and the footnote to Table 4B that with the exception of small residential developments an additional 20% of unallocated parking should be accommodated. I do not know if this constitutes a small residential development but the fact is that in practice there are not enough spaces for residents, let alone visitors. My friends and relatives are put off visiting me because I have to provide them with a permit and that is in the event that they can find a parking space at all. If they cannot, as there are yellow lines on all the roads within the immediate vicinity they or I have to park some considerable distance away.

I note from clause 1.10 that the Residential Parking Standards are evidenced from figures derived from the 2011 Census data and government forecasts in car ownership which presumably indicate that modern households tend to have 2 cars.

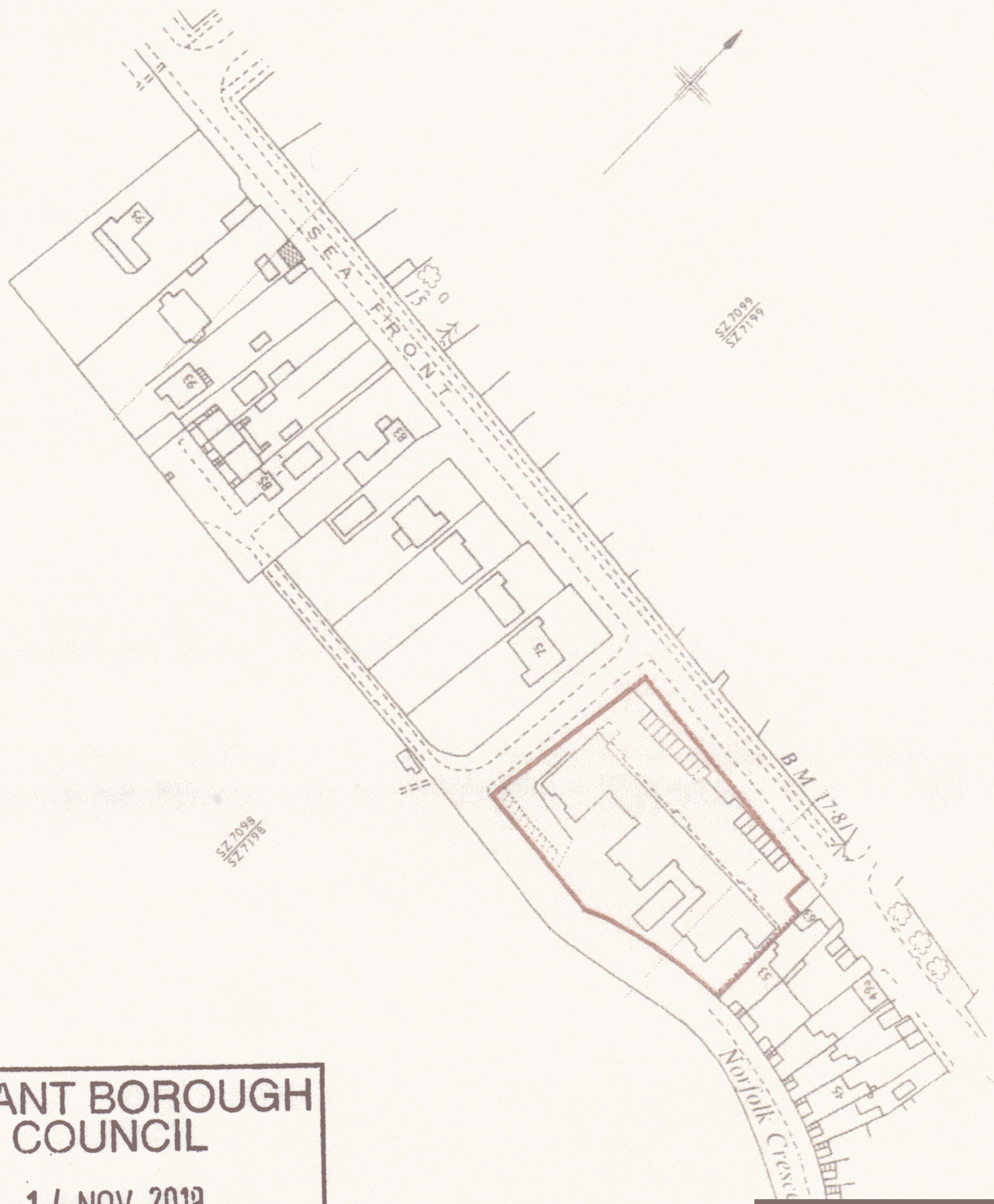
Finally I see from paragraph 1.01 of the Council's Supplementary Statement that parking in proposed developments should not create undue impact on the built environment, street congestion, road safety issues or create tensions within a community. The shortage of usable parking spaces already causes tensions within our community. The reality is that if there are 5 new households with probably double the number of vehicles and therefore 5 extra vehicles fighting for access to the existing parking outside the block, that tension is bound to increase.

Therefore I would submit that the revised parking plan is not acceptable and does not justify the Council in departing from its own guidelines on the number of parking spaces which should be provided and given this and all the other issues myself and others have raised, the planning application should be refused.



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