

# Technical Note 01

<b>Project:</b>	157c London Road, Havant	<b>Office:</b>	Southampton
<b>Project No:</b>	784-B032156	<b>Prepared by:</b>	GS
<b>Client:</b>	Mr Gary Robinson	<b>Approved by:</b>	NW
<b>Date:</b>	September 2021	<b>Status:</b>	For Information
<b>Subject:</b>	Parking Review		

## 1 INTRODUCTION

- 1.1 Tetra Tech has been commissioned by Mr Gary Robinson (the 'Client') to provide transport and highways consultancy services, and to prepare a parking appraisal for the proposed development at 157c London Road, Havant.
- 1.2 The development proposal (LPA ref: APP/21/00680) consists of the addition of one residential flat to the building, to provide a total of five flats. Parking will remain unchanged, with a total of five spaces provided.

## 2 PARKING STANDARDS

### Havant Borough Council Parking Supplementary Planning Document (2016)

- 2.1 The Havant Borough Council Parking Supplementary Planning Document (SPD) sets out the parking standards for new developments. Table 2.1 sets out the vehicle standards applicable to the development proposals.

**Table 2.1 Summary of Parking Standards**

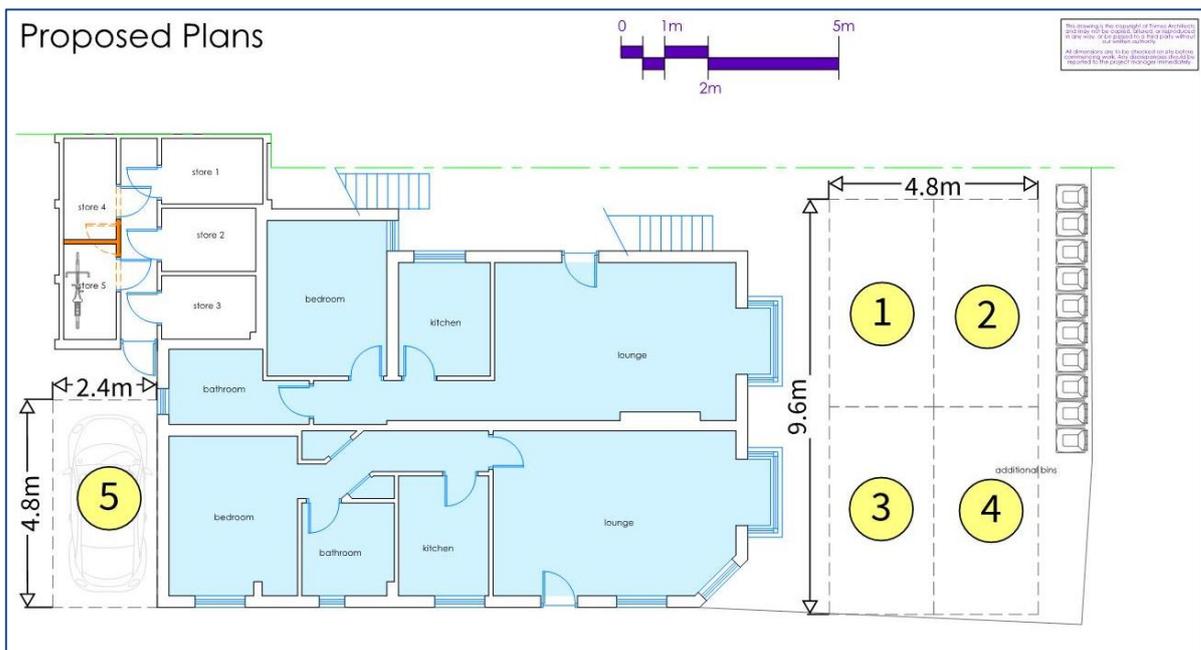
Size of Unit	Minimum Car Parking Requirement (Outside Havant/Waterlooville Town Centres)
1 bedroom	1 space
2 bedrooms	2 spaces
3 bedrooms	2 spaces
4+ bedrooms	3 spaces

- 2.2 The site currently benefits from five spaces for four dwellings, in excess of the minimum parking standards. With the additional dwelling, a total of five spaces will be provided for five dwellings, which is compliant with the minimum requirements.
- 2.3 Parking spaces for cars should measure a minimum of 2.4m x 4.8m.

### 3 PARKING PROVISION AND OPERATION

- 3.1 Of the five spaces on site, four are to the front of the property, adjacent to London Road, and one is in the rear courtyard. All spaces are accessed from Jubilee Road.
- 3.2 Figure 3.1 below shows the location of the five spaces, as well as the dimensions; each space is 2.4m x 4.8m, which is compliant with the Havant Borough Council Parking Standards SPD.

**Figure 3.1 Parking Layout**



- 3.3 The four parking spaces at the front of the property (1-4 on **Figure 3.1**) are currently used by residents of the existing four units. Their use will remain unchanged, with residents co-operating to use the spaces efficiently.
- 3.4 The additional space, to the rear of the property, will not conflict with any other spaces or vehicular movements, and therefore will not have any material impact on the highway network, or lead to overspill parking.

### 4 PARKING DEMAND

- 4.1 2011 Census data has been used to determine existing car ownership levels for social rented accommodation in Havant. All five dwellings are to be occupied by tenants on Universal Credit; therefore this is considered to be the most appropriate proxy for the likely car ownership.
- 4.2 The data indicates that average car ownership is 0.61 vehicles per dwelling across all dwellings, with the average for one-adult households being 0.35, and 0.90 for households with two or more adults.
- 4.3 On this basis, it is expected that there would be around three vehicles owned by residents of the five dwellings, with spare capacity of two spaces.

- 4.4 It is noted that for private rented accommodation, car ownership within Havant is 0.96 vehicles per dwelling, and therefore there is sufficient parking provision for the five dwellings should this criterion be used to determine parking demand.

## 5 CONCLUSIONS

- 5.1 Paragraph 109 of the National Planning Policy Framework states that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 5.2 It is not considered that the one additional dwelling, with parking to the rear and no changes to the tandem parking, would have an unacceptable impact on highway safety or severe residual cumulative impacts on the highway network. Parking demand for five social rented dwellings is expected to be around three vehicles, based on car ownership data in Havant.
- 5.3 Consequently, it is not considered that there are any reasons why the planning application should be refused on highway grounds.

