

Project Name:	Netley Central Club, Netley
Document Reference:	105.0006/PTN/1
Document Name:	Parking and Servicing Technical Note
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1. INTRODUCTION

- 1.1 This Parking and Servicing Technical Note (PTN) has been prepared by Paul Basham Associates on behalf of Whitman Builders Ltd to support a current planning application (F/19/86454) for a residential development, comprising eight dwellings at Netley Central Club, Station Road, Netley. The site location is shown below in **Figure 1**.

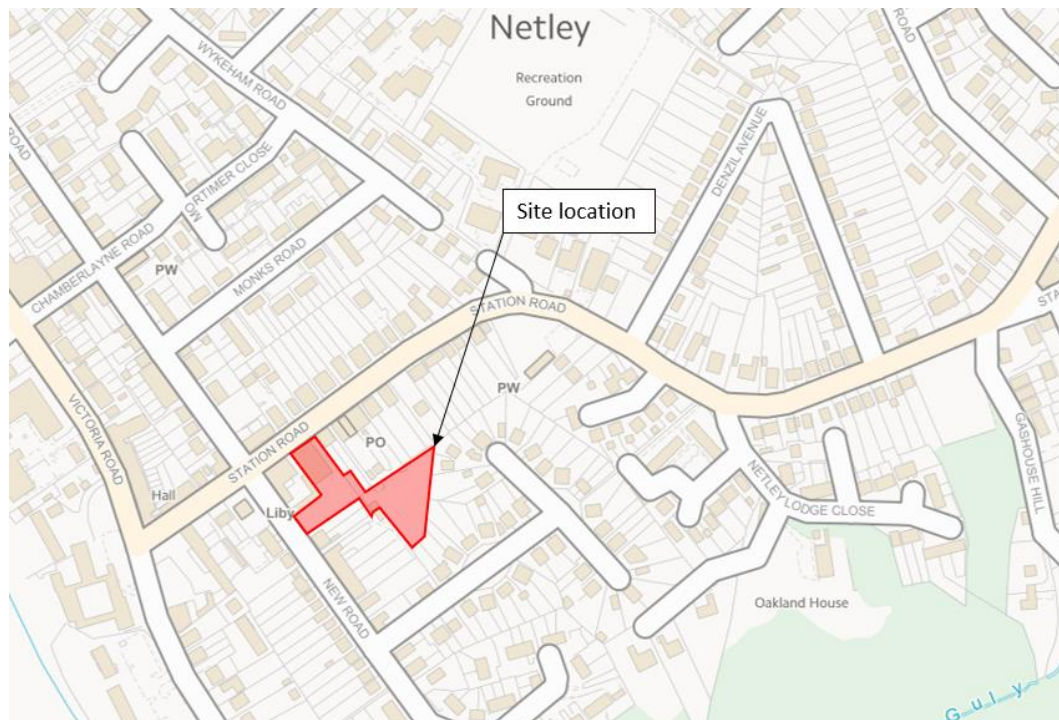


Figure 1: Site location

- 1.2 This PTN provides additional information requested by Hampshire County Council (HCC) Economy, Transport and Environment Department relating to comments contained in a highway's consultation response from HCC (16/10/19) (see **Appendix A**) and should be read in conjunction with the Transport Statement (TS) (ref: 105.0006TS1).
- 1.3 HCC's response concludes that there is no objection to the application on highway grounds but provides further clarification regarding parking and servicing to which this PTN will address.

2. PARKING ASSESSMENT

- 2.1 Comments were received by HCC regarding the parking survey undertaken during lunchtime hours, stating that: *there are however concerns that whilst this assessment has covered the peak hours of the retail area, it does not cover peak hours of the Club use (i.e. Friday Evening) when local residents would also be anticipated to be utilising the local parking spaces, but may have been out (i.e. at work) when the parking surveys were undertaken. As such, whilst parking is not essentially an HCC issue, it would be requested that a peak time evening survey is also undertaken to demonstrate availability at this time also.'*
- 2.2 Considering the comments received from HCC, a snapshot parking survey was conducted on Friday 14th February at 20:15pm at the Netley Central Club car park by 360 TSL. **Photograph 1** demonstrates the conditions of the car park during peak hours on a Friday evening.



Photograph 1: Netley Central Club car park

- 2.3 The snapshot survey highlighted that there were 17 cars parked at the rear of Netley Central Club. The results of the survey demonstrate that with the proposed parking provision of 15 spaces retained for the club, two additional car parking spaces will need to be accommodated elsewhere.
- 2.4 As highlighted in the TS in **Section 4**, there is more than sufficient capacity to accommodate the parking of two additional vehicles at peak hours via parking areas within 200m of the

site. New Road and Station Road, to which the Netley Central Club is bordered by, had 26 parking spaces available during the conduction of the parking survey and so there is sufficient parking available for users of the club. In addition, the public car park on New Road approximately a two minute walk to the northwest of the site could accommodate any overspill, should the unrestricted residential streets not have capacity for two additional vehicles.

- 2.5 It should also be noted that this snapshot parking survey highlights a worst case scenario, particularly as it was conducted during wet weather conditions. It is likely that people would walk to the club, given its central location in Netley.

3. SERVICING ASSESSMENT

- 3.1 The concerns raised by HCC regarding the on-site servicing by a refuse vehicle were that:
'internal vehicle tracking has been undertaken for a refuse vehicle of adequate size. However, this looks very tight and offers little movement for driver error and clarification is sought as to whether PBA Plan 100.0006.002 Rev A actually shows the vehicle reversing into the bin store itself?'
- 3.2 In regard to the comments received on the reversing manoeuvre of the refuse vehicle towards the bin store, further assessment of the drawing has been undertaken and the refuse vehicle will not conflict with the location of the proposed bin store. For further clarification, the bin store will not include a physical structure and will be made up of a hardstanding area.

4. SUMMARY AND CONCLUSIONS

- 4.1 This Parking and Servicing Technical Note (PTN) has been prepared by Paul Basham Associates on behalf of Whitman Builders Ltd to support a current planning application for a residential development, comprising eight dwellings at Netley Central Club, Station Road, Netley.
- 4.2 This TN provides additional information requested by Hampshire County Council (HCC) Economy, Transport and Environment Department relating to comments contained in a highway's consultation response from HCC (16/10/19).
- 4.3 The parking snapshot survey demonstrated that 17 cars were parked at the Netley Central Club car park during peak hours highlighting that two additional vehicles will need to be accommodated elsewhere. Any additional vehicles can utilise the on-street parking on Station Road and New Road as well as the car park on New Road to the northwest of the site.
- 4.4 The reversing manoeuvre of the refuse vehicle will not conflict with location of the proposed bin store.

Appendix A

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*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

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Enquiries To Matt Grantham

My reference 026476

Direct Line

Your reference F/19/86454

Date 16 October 2019

Email eastleighdc@hants.gov.uk

Dear Mr Morrison,

Carpark and Land to the rear of 67a to 83 New Road, Netley, SO31 5BN

Erection of 2no. 4 bed town houses, 6no bungalows and a new access road off New Road

In regard to application F/19/86454, there is no objection in principle to the development proposals, subject to consideration and confirmation of the following points.

ACCESS:

The proposed access has been assessed, taking into account submitted plans and associated information such as vehicle tracking, and there are no objections in principle from a highway perspective. However, the developer should be made aware that a subsequent S278 approval will be required prior to implementation, and this will require additional information such as formal engineering drawings to be submitted. This may result in updates being required which could affect the approved layout, and as such early engagement with the S278 team would be advised. Details of the S278 process can be found via the following link:

<https://www.hants.gov.uk/transport/developers/constructionstandards>

Onwards, it is also recommended that given the quantum of development involved, and the subsequent level of vehicle movements passing through the site, that the utilisation of a simple widened and repositioned vehicle crossover is investigated. This will retain

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pedestrian priority in the vicinity, close to the local retail areas.

It is noted that a telegraph pole will require relocation as part of the site access works. Given this is not shown on plans, applicants should be made aware as obviously it will have cost implications.

INTERNAL SITE LAYOUT:

It is understood that the roads and footways relating to this application are not being offered for adoption by the developer. As such, HCC would not object to the proposals. However, it would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in

<https://www.hants.gov.uk/transport/developers/constructionstandards> , and that an appropriate Private Management Plan is put in place to deal with any future issues. Having reviewed plans however, the following comments are made:

1. Internal vehicle tracking has been undertaken for a refuse vehicle of adequate size. However, this looks very tight and offers little movement for driver error and clarification is sought as to whether PBA Plan 100.0006.002 Rev A actually shows the vehicle reversing into the bin store itself? It is suggested that the EBC Direct Services Team are consulted to ensure that they are content the vehicle movements are achievable.
2. It is noted that 6 car ports are proposed, but no specific plans of these have been submitted. The layout of these needs to ensure that no supporting columns are located in obstructive positions that could limit entry or prevent door opening. The associated widths appear to be approximately 2.4m wide which is unlikely to be able to accommodate such elements, and so it would be suggested that they are widened to 3.0m accordingly.
3. The parking quantum has not been fully assessed as this is a function of EBC as Local Parking Authority, however a quick review of the proposed residential parking suggests that the EBC Parking Standards SPD is being adhered to inclusive of visitor parking.

Onwards, developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link -

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

PARKING:

In terms of external concerns, this primarily involves parking, where it is noted that the

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proposals will result in the loss of 24 marked bays associated with the Netley Central Club. It is suggested within the application pack that these parking spaces are no longer required, a theory which is backed by the fact that for some time the 24 spaces have actually been made available for non-club users.

Whilst this alternative use is informal, and is unlikely to be a reason on its own for a refusal of development (i.e. the club could stop non-club use at any time simply resulting in an area of redundant space), a lunchtime assessment of where parking could be relocated in a local non-obstructive to the highway has been undertaken. This shows that within a 200m distance of the site, up to 51 vacant and viable parking spaces could be available.

There are however concerns that whilst this assessment has covered the peak hours of the retail area, it does not cover the peak hours of the Club use (i.e. Friday Evening) when local residents would also be anticipated to be utilising the local parking spaces, but may have been out (i.e. at work) when the parking surveys were undertaken. As such, whilst parking is not essentially an HCC issue, it would be requested that a peak time evening survey is also undertaken to demonstrate availability at this time also. If formal non-obstructive parking locations are not available, then there is the potential for obstructive parking to occur which could have impacts on the safety of the local highway network.

DEVELOPER CONTRIBUTIONS:

No transport developer contributions are requested toward physical highway works, however it is requested that a contribution of £6K is secured towards the implementation of Traffic regulation Order's (TROs), primarily at the proposed access junction.

CONDITIONS:

ACCESS CONSTRUCTION PROVISION

No residential occupation shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight of 2.4 metres by 43.0 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

PARKING PROVISION

Before use of the development is commenced provision for parking shall have been

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made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Methods of ensuring dirt is not transferred from the site onto the local highway network, and onwards methods of clearing this (road sweepers) should these measures fail.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Yours sincerely,

Matt Grantham

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