

Appeal Statement - Transport

Site: Dukes Field Cottage, Norton Road, Risley
Prepared by: Chris Saunders
Approved by: John Russell
Date: 10 December 2024

motion
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1.0 Introduction

- 1.1 Motion have been instructed by Mr Justin Rogers ("the Appellant") to advise on highway and transport matters with respect to planning application (Ref 24/01723/FUL) which seeks permission for:

"Construction of a three bedroom dwellinghouse with associated car and cycle parking, access, refuse storage and landscaping (Following demolition of the existing Old School House – Outbuilding)."

- 1.2 The proposed development is located to the east of Dukes Field Cottage and to the south of Portway to the south of the village of Riseley. Dukes Field Cottage is accessed from Norton Road to the north.

- 1.3 Planning permission was refused by the planning authority, Hart District Council ("the Council") on the 5th November 2024. There were five reasons for refusing to grant planning permission for the Proposed Development with condition 4, as follows, containing the transport reason:

"The proposed development, by reason of the car parking provision shortage in a residential area, with lack of on street parking and narrow roads, would detrimentally contribute to dangerous and indiscriminate on-street car parking in the locality. Further, on site cycle parking would not be conveniently located so as to encourage a modal shift. The development fails to accommodate its car parking needs. As such the proposal is contrary to adopted policy INF3 of the Hart Local Plan: Strategy and Sites 2032, saved policy GEN1 Hart Local Plan (Replacement) Saved policies 1996-2006 and adopted Supplementary Planning Document: Cycle and Car Parking in New Development 2023.

- 1.4 This Technical Note covers the rebuttal of refusal reason 4.

2.0 Parking Standards

- 2.1 Parking standards within Hart District Council are detailed within the Technical Advice Note "Cycle and car parking in new development" published on the 5th August 2022. The relevant parking standards are shown in the Table 2.1 below:

Dwelling Size	Cycle Parking Standards	Car parking Standards
1 bed home	2 cycle spaces minimum	1 allocated and 1 unallocated
2 bed home	3 cycle spaces minimum	2 allocated and 0.5 unallocated
3 bed home	4 cycle spaces minimum	2 allocated and 1 unallocated or 3 allocated and 0.5 unallocated
4 bed home	5 cycle spaces minimum	3 allocated and 0.5 unallocated
5 bed home	6 cycle spaces minimum	3 allocated and 1 unallocated
Notes	1 space must be close to the front door. 1 space should be able to accommodate a non standard 'cargo' bike.	- An under-provision of allocated spaces needs to be made up with unallocated spaces. - A minimum of 5% of unallocated spaces should be designed for use by disabled people.

Table 2.1 – Hart District Council Parking Standards

- 2.2 It is important to note that the parking standards as stated within paragraph 5.3 of the Technical Advice Note are neither maximum nor minimum, but a guide as to the appropriate quantum of parking to be provided.

3.0 Rebuttal to Reason for Refusal

3.1 Refusal reason 4 can be broken down into three distinct areas:

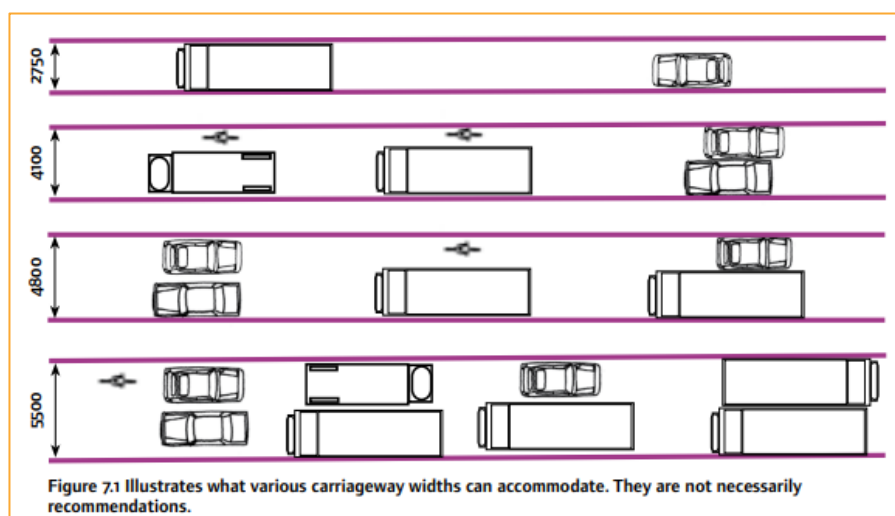
- ▶ Car Parking provision not complying with standards;
- ▶ The implications for the adjacent highway; and,
- ▶ Location of the cycle parking.

Car Parking Provision

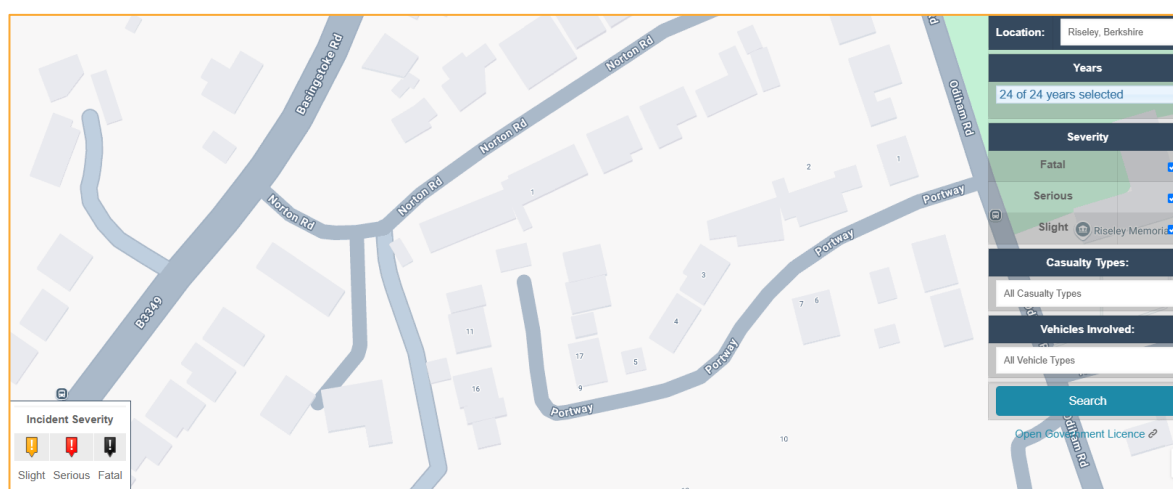
- 3.2 As detailed within Section 2, the parking standards recommend either 2 allocated spaces and 1 unallocated space or 3 allocated spaces and 0.5 unallocated spaces as an acceptable quantum of car parking for a three bed house.
- 3.3 The unallocated spaces are predominately provided to accommodate visitor parking and the proposed layout details 2 allocated spaces, with a large area adjacent to the parking spaces and in front of the dwelling to accommodate a visitor space.
- 3.4 This parking layout follows the existing arrangement for the dwellings along Portway from where the access is obtained. As the parking standards specifically state that they are neither maximum nor minimum, but a guide as to the appropriate quantum of parking to be provided, the proposed parking layout of 2 allocated spaces and a general area to accommodate visitor parking, totalling 3 spaces show that the parking layout is compliant with policy.

Implications for Adjacent Highway

- 3.5 The refusal reason states that the shortage of parking on site, as a result of a lack of on street parking and narrow roads, would detrimentally contribute to dangerous and indiscriminate on-street car parking in the locality.
- 3.6 Even though it has been shown that the parking provision is policy compliant the above statement regarding the existing road layout is incorrect. The Portway estate obtained planning permission in December 1981 (Ref 16598) and is built to modern design standards. Portway is 5.5 metres wide from Odiham Road for a distance of 75 metres before reducing in width to 4.8 metres, both of which comply with current design standards.
- 3.7 Figure 7.1 of the Department for Transport document 'Manual for Streets' (MfS) , provided below, details recommend road widths to accommodate various vehicle types. The 5.5 metre wide section of Portway can therefore accommodate two HGV's passing each other, while the 4.8 metres wide section can accommodate a car passing an HGV.



- 3.8 Figure 7.1 of MfS also details that roads below 4.1 metres are considered narrow roads, as two cars can not pass each other, which does not apply to any section of Portway and as such the road can not be considered as a narrow road.
- 3.9 The refusal also details that any overflow parking will contribute to dangerous and indiscriminate on-street car parking in the locality. As detailed earlier all properties along Portway are provided with off street parking, consisting of a garage and driveways which can accommodate either two or three vehicles in tandem, which is a common occurrence within 1980's developments. The parking provision of these dwellings is likely to comply and be in excess of the current parking standards. Site observations have shown very little evidence of excessive on street parking occurring along Portway.
- 3.10 A review of the Crashmap web site for the last 24 years of available data, as detailed below, shows no accidents occurring on the adjacent road network. This clearly indicates that there is not excessive on street parking occurring along Portway, which will be detrimental to road safety.



Crashmap Output

Location of Cycle Parking

- 3.11 The refusal reason also states "Further, on site cycle parking would not be conveniently located so as to encourage a modal shift".
- 3.12 Cycle parking is provided in a bike shed within the rear garden to ensure the cycle parking provision is within a secure location, which can be easily accessed along the side of house. The parking provision is within the environs of the proposed property with easy access to the rear door of the utility room, where wet cycling gear is likely to be dried out.
- 3.13 Therefore there is no merit to this portion of the refusal reason 4, nor has the Council provided any evidence to justify why a bike shed in the rear garden of a single dwelling property is not a convenient location.

4.0 Conclusion

- 4.1 In accordance with paragraph 115 of the NPPF, there are no transport or highway reasons identified why planning permission should be withheld or refused.
- 4.2 The Inspector is therefore respectfully asked to allow this appeal.