



Area Planning Committee Wellingborough

24 January 2022

Committee Update Report

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UPDATE REPORT

**North Northamptonshire Area Planning Committee
(Wellingborough)**

24 January 2022

Report of the Executive Director Place and Economy

NW/21/00830/FUL 10 Howard Road, Wollaston

A further objection letter has been received from Wollaston Parish Council since the report was drafted.

The comments are set out below:

Wollaston Parish Council write further to strengthen its objection to the application NW/21/00830 10 Howard Road.

The Committee should be aware that the Parking Beat Survey, on which Highways has based its response, is inaccurate and misleading. The Survey was not taken at times or on days that meet the requirement and additionally, the stress level findings are unreliable and in fact not correct.

The Parish Council specifically challenges the fact that the parking stress tables record a total of 58 available spaces in Howard Road of which 31 were occupied, leaving 27 spaces vacant. The Parking Beat Survey shows a total of 290m of kerb-side parking in Howard Road providing these 58 spaces at 5m/space. The Parish Council made its own measurement of Howard Road and found the length of highway east side is 121m and on the opposite west side 110m. This total of 231m does not account for a number of restricted private drives and is at least 60m short of the road capacity recorded. The Survey takes parking on both sides of the road into account

which is totally impractical as it would allow for just single file traffic. As an example, there is photographic evidence of the W8 bus negotiating Howard Road (B569 village thoroughfare) and numerous photos taken during daytime hours. Double parking would be a danger and cause difficulties for emergency vehicles.

There are 27 houses in Howard Rd and 47 residents, all homeowners without their own off road space already have to scramble to find a place to park and this application, creating an extra 4 cars of on-street parking, will exacerbate the present difficulties.

The streets in the vicinity surveyed are all likely to be similarly misleading. The adjoining Newton Road is the most congested street in the village where the Co-op, Library and other shops are located, yet the Survey claims 64% stress level. Parking on both sides of Newton Road is extremely precarious and would create bottlenecks and obstructions especially to the large vehicles serving the Co-op. There is very rarely a spare space to be found in Council Street or Hinwick Road.

The Parking Beat Survey concludes there is 890m of available street space within 200m of the site (168 spaces / 106 occupied and 62 vacant spaces.) This is a totally unreliable report and should be disregarded. Parking Beat Surveys are more frequently submitted with planning applications but should only be considered after "on-site evaluation" as none take any local conditions into account. **Highways seem to accept these reports on face value.** The Parish Council asked for a site viewing of Howard Road for this very reason but the request was disregarded.

Wollaston Neighbourhood Plan Policy T1 states "*Planning permission will not be granted for proposals which will result in the loss of off street parking*". Observation of this policy alone should be enough to refuse this application.

The Parish Council submits this "Late Letter" to the Committee to be included in the "Late Papers" and urges members to consider the Parish Council's latest comments and indeed those of individual residents of Howard Road and to overrule the Officer's recommendation to approve.

Senior Highway Engineer response: As the local highway authority acknowledged in their response, the findings of the supplied parking beat survey undertaken in support of the proposal were noted but the survey has not been carried out in accordance with the requirements of the Local Highway Authority. A parking beat survey should record the level of parking at a time between 1am and 5am on a Tuesday, Wednesday or Thursday and on a Saturday or Sunday.

Whilst the results do not record weekend conditions it is considered that they provide a reasonable indication of the level of available on-street parking accommodation in the vicinity of the application site. It is important to remember the quantum of development being proposed and the number of available on-street parking spaces that need to be demonstrated which is 4.

Should the planning committee require further comfort in relation to the nearby on-street capacity then a parking beat survey using the correct criteria would provide this, however purely based on professional judgement, the senior highway engineer suggests a revised survey would demonstrate sufficient capacity.

Again, as previously noted, this form of parking provision imposes demands upon car owners and will oblige them to seek spaces possibly at some distance from their homes. It is generally noted that where parking provision for a development is inadequate or not conveniently located, residents and visitors will park on verges and streets that have not been designed for that purpose, leading to unsightly and possibly dangerous roads in and around developments.





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