

NYTON ROAD, WESTERGATE

RESERVED MATTERS TRANSPORT ASSESSMENT

August 2017

Taylor Wimpey (Southern Counties) Ltd

RESIDENTIAL DEVELOPMENT
NYTON ROAD
WESTERAGTE

RESERVED MATTERS TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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Prepared by:	Shaan Novitzki		August 2017
Checked:	Beth Wilson		August 2017
PBA Approved:	Mark Smith		August 2017

Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	31.08.17	SN	Client Comment and Revised Layout	BW	MS

**Taylor
Wimpey**

Taylor Wimpey (Southern Counties) Ltd
Colvedene Court
Wessex Business Park
Colden Common, Winchester
Hampshire
SO21 1WP

 **paulbasham**
associates

Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

RESIDENTIAL DEVELOPMENT
NYTON ROAD
WESTERAGTE

RESERVED MATTERS TRANSPORT ASSESSMENT

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1. INTRODUCTION

- 1.1 This Reserved Matters Transport Assessment (RMTA) has been prepared by Paul Basham Associates (PBA) on behalf of Taylor Wimpey to support a Reserved Matters planning application for a residential development comprising 208 residential dwellings and a 60 bedroom care home on land to the north of Nyton Road, Westergate. The site location is demonstrated in **Figure 1**, with the site layout attached as **Appendix A**.

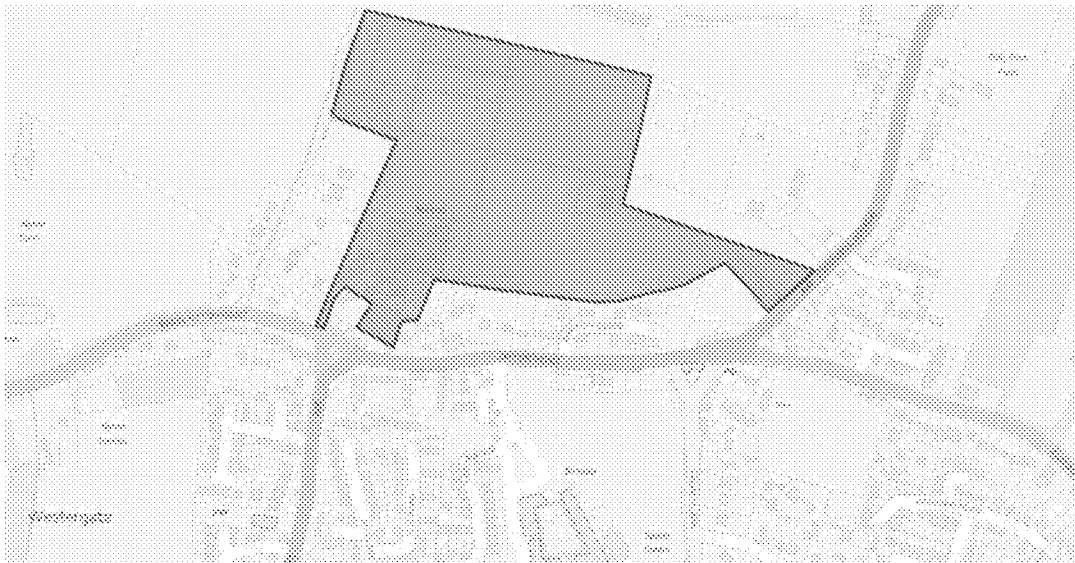


Figure 1: Application Site Location

- 1.2 The site was subject to an outline planning application (planning reference: AL/61/13) for the development of up to 268 residential dwellings (including 60 retirement units) with associated access on Fontwell Avenue. The application was granted outline planning permission following an appeal in 2014.
- 1.3 An outline Transport Assessment was submitted to support the outline application by Upton McGougan Limited in July 2013. As part of the outline application the following principles and parameters were approved and are therefore not further addressed in this RMTA:
- Relevant planning policy;
 - Site accessibility;
 - Site access and visibility splays;
 - Trip generation and distribution;
 - Junction capacity modelling and
 - Highway network assessment.

1.4 This RMTA will therefore focus on the implications of the detailed site layout including:

- Confirmation of the proposed accommodation schedule,
- Confirmation of parking provision relative to West Sussex County Council's (WSCC) Parking Calculator;
- Assess the allocation and distribution of parking;
- Review internal road alignments and junctions,
- Review refuse servicing requirements;
- Review off-site highway works; and
- Identify any Section 106 requirements that would need to come forward with the development.

1.5 A Full Travel Plan has also been prepared by PBA to support this Reserved Matters application and should be read in conjunction with this document.

2. PROPOSED ACCOMMODATION SCHEDULE AND ACCESS ARRANGEMENT

- 2.1 Outline planning permission was granted for the development of up to 268 dwellings (including 60 retirement units). This development will comprise a 60 bedroom care home and 208 residential dwellings, which would be a mixture of flats and houses, with 10% of the residential dwellings and the care home to be affordable. The proposed accommodation schedule is summarised in **Table 1**, with the site layout attached as **Appendix A**.

Unit Type	Quantity
Care Home	60 Bedrooms
Private	
2 Bedroom Flat	3
2 Bedroom House	7
3 Bedroom House	63
4 Bedroom House	107
5 Bedroom House	8
Affordable	
2 Bedroom Flat	8
2 Bedroom House	12
Total	268

Table 1: Accommodation Schedule

Access Arrangements

- 2.2 As per the outline application the development would be accessed via a priority bellmouth on A29 Fontwell Avenue, which will be facilitated by a ghost right turn lane. The access would measure 5.5m wide, with radii of 10m. Visibility splays at the access were also confirmed at the outline application stage as 2.4m x 120m in the secondary direction and 2.4m x 59m in the primary direction. To achieve visibility at the access it was agreed that the existing northbound bus stop on Fontwell Avenue would be relocated as part of the site access works.
- 2.3 The access arrangements and visibility splays agreed as part of the outline application are demonstrated in **Appendix B**.
- 2.4 As part of the site access works it has been agreed that a 3m wide footway/cycleway would be provided into the site from Fontwell Avenue, with the existing footway widened to Memorial Junction Way (to the west). An uncontrolled crossing point and splitter island would be implemented to the west of the access to facilitate the safe crossing of pedestrians at this junction.
- 2.5 In addition, a 2m wide footway would also be provided along the northern side of the access road, which would continue along Fontwell Avenue to the north for approximately 56m and would provide access to the relocated northbound bus stop.

- 2.6 The works undertaken as part of the site access would be confirmed through a Section 278 submission.

3. PARKING PROVISION

Parking Provision – Residential

- 3.1 The number of parking spaces required to serve the mix of residential dwellings has been informed by WSCC's Parking Calculator. A summary of the results is shown in **Figure 2**, with the full outputs included as **Appendix C**.

Report Summary Table				
DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Flats	Council/Housing Association (not including shared ownership)	3	8
B	Houses	Council/Housing Association (not including shared ownership)	4	12
C	Flats	Private	3	3
D	Houses	Private	4	7
E	Houses	Private	5	63
F	Houses	Private	6	107
G	Houses	Private	7	8
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				208

ALLOCATED
Spaces (Per Unit)
2
2
2
2
2
3+
3+

Figure 2: WSCC Parking Calculator Outputs

- 3.2 The development intends to provide a total of 604 spaces, which comprise 547 allocated parking spaces and 57 unallocated/visitor spaces. A summary of the proposed parking provision per unit is shown in **Table 2**.

Type of Dwelling	Number of Units	Number of Allocated Spaces per unit	Allocated Parking Provision
2 Bedroom Flat	11	2	22
2 Bedroom House	19	2	38
3 Bedroom House	63	2	126
4 Bedroom House	99	3	297
4 Bedroom House (Plots: 1, 106, 114, 118, 119, 121, 135, 149)	8	4	32
5 Bedroom House	8	4	32
Total	208	-	547

Table 2: Proposed Parking Provision

- 3.3 The proposed parking provision per unit is considered to be suitable, with a higher provision of allocated resident's spaces provided than that recommended by WSCC (16 extra spaces for 8 x 4

bedroom and 8 x 5 bedroom). This level of parking provision has been designed to ensure that residents are able to park on-plot, with unallocated spaces provided across the site to accommodate for site visitors. The total number of allocated and unallocated spaces provided as part of the site is therefore considered to be acceptable.

- 3.4 The proposed car parking strategy for the site uses a combination of single and double garages, driveways, on street parking and laybys. Garages would have an internal measurements of at least 6m x 3m (or 6m x 6m if double) in accordance with Manual for Streets (MfS) and WSCC's guidance.
- 3.5 All residential parking spaces would be allocated to units, with unallocated/visitor bays marked as 'visitor'.

Parking Provision – Care Home

- 3.6 Parking provision for the care home has been informed by WSCC's Maximum Parking Standards (adopted 2003). The parking standards for the care home and the maximum parking provision is summarised in **Table 3**.

	Standard	Recommended
Care Home	1 space per 20 residents	3
	Plus 1 visitor space per 8 residents	8
	Plus 1 staff space per 5 residents	12
	Plus 1 service vehicle space	1
Total	-	24

Table 3: WSCC's Care Home Parking Standards

- 3.7 In line with WSCC's maximum parking standards the development would provide 22 parking spaces (including four disabled bays) for the care home. A servicing bay is also proposed to the south east of the care home access.
- 3.8 To ensure that the car parking spaces proposed for the care home and the residential units are accessible and convenient a tracking exercise has been undertaken and is attached in **Appendix D**. This exercise includes tracking of bays which appear difficult to manoeuvre.

Cycle Parking

- 3.9 Each residential unit would be provided with cycle parking in line WSCC's Guidance on Parking in New Residential Developments (September 2010). Depending on the type of dwelling cycle parking for the residential units would be provided in garages, gardens or communal storage areas. WSCC's minimum cycle parking standards are summarised in **Table 4**, alongside the site's required provision.

Unit Type	Standard	Quantity	Required Provision
2 Bedroom Flat	0.5 Communal Space	11	6
2 Bedroom house	1 Space	19	19
3 Bedroom house	2 Spaces	63	126
4 Bedroom house	2 Spaces	107	214
5 Bedroom house	2 Spaces	8	16
Total	-	208	381

Table 4: WSCC's Cycle Parking Standards

- 3.10 For the 60 bedroom care home an internal cycle/mobility scooter store would be provided to accommodate the cycling parking needs of residents, staff and visitors.

4. INTERNAL ROAD AND LAYOUT

- 4.1 The internal Road layout and site access have been informed by the indicative masterplan, which was submitted with the outline planning application. The Reserved Matters site layout is attached in **Appendix A**.
- 4.2 The parameters of the site layout have been designed to create an attractive and permeable pedestrian and cycle environment. The development's spine road measures 5.5m wide, with the carriageways becoming narrower to the north west, in accordance with MfS guidance. A width of 4.8m is sufficient width to allow a car and large vehicle to pass. To summarise the design principles on which the scheme is based:
- The spine road measures 5.5m wide and provides access into private drives and cul-de-sacs;
 - The spine road is supported by a 3m wide footway/cycleway along the southern side of the carriageway which connects to the footway/cycleway to the south of the site;
 - The spine road is also facilitated by a 2m wide footway along the northern side of the carriageway which provides entrance into residential cul-de-sacs and the care home; and
 - To the north west of the site the internal road narrows to 4.8m wide.
- 4.3 The spine road has been designed to accommodate speeds of 15mph within the site, with clear junction visibility achievable. Visibility splays of 2.4m x 17m have been demonstrated at the junctions within the site, in accordance to MfS guidance for 15mph speeds. Internal junction visibility splays are demonstrated in **Appendix E**.
- 4.4 The 60 bedroom care home would be accessed to the east of the site via a 4.8m wide bellmouth arrangement. This access would provide entrance into the care home's parking court and servicing layby.
- 4.5 A footway/cycleway connection onto Nyton Road is proposed to the south west of the site. This footway/cycleway would measure 3m wide and would provide safe access for pedestrians and cyclists into local facilities and local schools. The proposed footway/cycleway would run from the area of open public space to Nyton Road to the south and Fontwell Road to the west.
- 4.6 An additional pedestrian and emergency access is proposed to the north of the site from Northfields Lane. This access would be primarily used by pedestrians when accessing facilities further north on Nyton Road, and would be used when required as a site emergency access.

- 4.7 Home zones within the site would act as a shared surface, with demarcated on-street parking laybys provided for visitors. Home Zone roads would measure 7.5m wide to ensure safe access for both vehicles and pedestrians. Small residential cul-de-sacs within the site would operate as informal shared surfaces and would measure 4.6 - 4.8m wide.
- 4.8 In accordance with MfS guidance all carriageway bends within 'Home Zone' areas of the proposed internal site design would achieve the required inter-visibility for vehicles travelling up to 15mph. Forward visibility splays are demonstrated in **Appendix E**.

Extent of Adoption

- 4.9 All internal site roads are to remain private.

Servicing and Emergency Access

- 4.10 Swept path analysis of the proposed layout was undertaken using a large refuse 3-axle vehicle, to ensure each property is located within convenient distance from the vehicle route. Refuse vehicle tracking of the proposed site layout is demonstrated in **Appendix D**.
- 4.11 In accordance with MfS guidance (paragraph 6.8.9) no resident would be required to carry their bins greater than 30m to a collection point or kerb edge, with the refuse vehicle able to get within 25m of each property or bin collection point. To accord with MfS bin carry distances, several areas of hardstanding are proposed to facilitate the servicing of private drives and small cul-de-sacs. These areas are indicated on the site layout and are marked as 'BCP' (Bin Collection Point).
- 4.12 Swept path analysis has also been undertaken with a fire tender vehicle to ensure that it is able to enter and exit the site in forward gear. In accordance with Building Regulations Part M a fire tender is able to be within 45m of all units. This tracking is also demonstrated in **Appendix D**.
- 4.13 As previously described an additional emergency exit is proposed from Northfields Lane, to further ensure that emergency vehicles are able to have safe and convenient access to all proposed units. This access would be used on occasions where access from Fontwell Avenue is not available.

Offsite Highways Works

- 4.14 In addition to the works undertaken as part of the access, the development would include the widening of the existing northern footway along Nyton Road to accommodate the implementation of a footway/cycleway to the junction between Nyton Road and Limes Avenue. The widening of the northern footway along Nyton Road would allow a continuous link between the proposed footway/cycleway to the south west of the site. Details of these works would be agreed with WSCC through the submission of a Section 278.
- 4.15 The proposed footway/cycleway along Nyton Road would also be facilitated by a signalised pedestrian crossing at the junction between Nyton Road and Limes Avenue. This crossing point would be implemented by WSCC at a later stage, paid for via Section 106 contributions from the development.

Contributions

- 4.16 As part of the development a number of contributions would be made to further improve local conditions for pedestrians and cyclists. The site would contribute towards to the aforementioned signalised pedestrian crossing at the junction between Nyton Road and Limes Avenue. A contribution of £100,000 would be paid to WSCC to implement these changes.
- 4.17 To further improve local conditions the site would also pay a sum of £500,000 to fund the development of the Eastergate – Barnham footway/cycleway. This route would provide improved walking and cycling access into Barham and Barnham Rail Station.
- 4.18 Further details of the contributions required by the development are provided in **Section 5**.

5. PLANNING CONDITIONS AND SECTION 106 OBLIGATIONS

5.1 As part of the appeal decision the following conditions are related to highway matters:

“145. I agree that the car parking spaces and footways associated with individual dwellings should be provided before the dwellings are occupied. In the interests of sustainability cycle parking should be provided for individual dwellings. In the interests of highway safety and sustainable transport the bus stop close to the entrance of the site should be relocated.”

5.2 In line with this condition the development proposes that cycle parking would be provided in accordance with WSCC’s cycle parking standards for the residential units, with a cycle/mobility scooter store proposed to accommodate the needs of the care home.

5.3 As part of the site access works, it is proposed that the northbound bus stop is moved 56m to the east. The relocation of this bus stop would be confirmed through a Section 278 Submission.

5.4 With respect to Section 106 obligations, the development is required to:

Schedule 7: WSCC Contributions

Subject to paragraph 2 below, the Owners covenant with WSCC to the WSCC Contributions to WSCC as follows:

- 1. To pay the cycle link contribution to WSCC on Commencement of the Development;*
- 2. To pay the Controlled Crossing Contribution to WSCC on Commencement of the Development;*
and
- 3. To pay the Public Transport Infrastructure Contribution to WSCC on Commencement of the Development.*

Schedule 8: Highways Works

The Owners Covenant with WSCC as follows:

Not to occupy any part of the development until the Section 278 Agreement has been entered into with the County Council to secure the Highways Works and the Highways Works have been completed to the satisfaction of WSCC.

Schedule 10: Travel Plan

The Owners covenant with WSCC as follows:

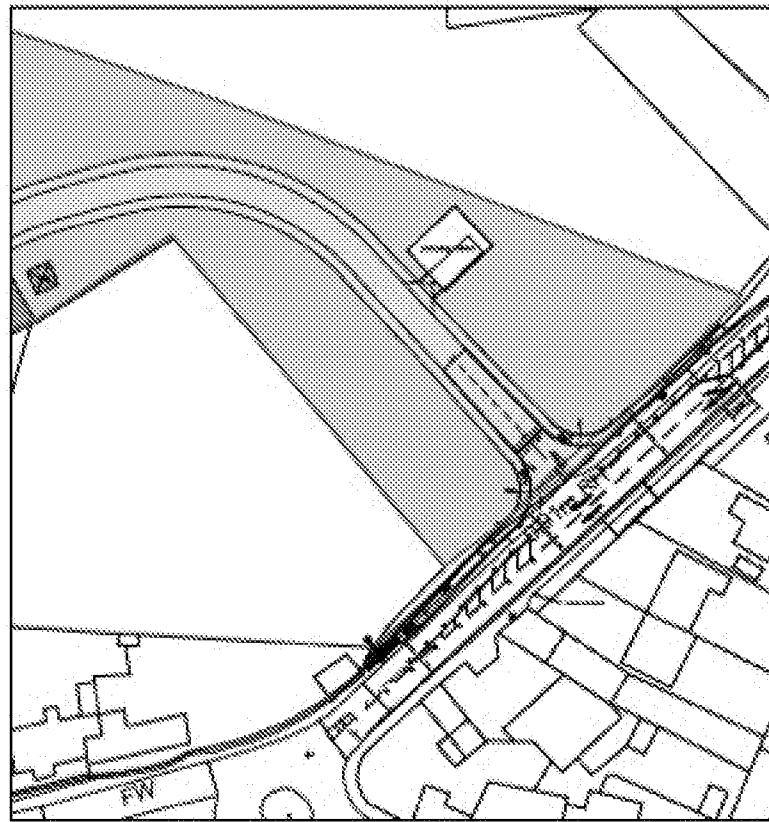
1. *To provide a Travel Plan on or before the Commencement of the Development for assessment and approval by the County Council's Business Travel Plan Officer;*
2. *The Travel Plan will include details of any aims and objectives, the appointment of a travel plan coordination, travel surveys, schemes and measures, marketing and promotion, delivery, action plan and programming, monitoring targets and penalties in accordance with the TRICS and SAMS methodology;*
3. *That the approved Travel Plan will be in place within three (3) months after the Occupation of the Development.*

- 5.5 The highways contributions required as part of the development would be paid by the in accordance with the trigger points outlined in the Section 106 Agreement.
- 5.6 A Section 278 submission would be made with WSCC. The Section 278 will include the final detailed design of the access arrangements and the footway/cycleway works along Fontwell Avenue and Nyton Road.
- 5.7 In accordance with Schedule 10, a Full Travel Plan has been prepared by PBA to support this Reserved Matters application, which provides detail on the aims, objectives and targets of the site's Travel Plan.

6. SUMMARY AND CONCLUSIONS

- 6.1 This RMTA has been prepared by PBA on behalf of Taylor Wimpey to support a Reserved Matters planning application for a residential development comprising 208 dwellings and a 60 bedroom care home at land to the north of Nyton Road, Westergate.
- 6.2 This RMTA reviews outstanding highways details of development not already approved at the outline application stage, which primarily relates to the internal road layout, servicing and parking provision.
- 6.3 The proposed internal road layout has been reviewed with respect to:
- Pedestrian access;
 - Junction and forward visibility splays;
 - Tracking of service vehicles;
 - Highway adoption extent; and
 - Planning conditions and obligations.
- 6.4 The proposed car and cycle parking provision has been designed with consideration to WSCC's Parking Calculator, in order to ensure appropriate and convenient parking levels and locations are achieved. With this in mind the development proposes a total of 604 parking spaces for the residential elements and a further 22 spaces for the care home.
- 6.5 Tracking of WSCC's refuse vehicle and fire tender vehicle has been completed. This tracking confirms that refuse and fire tender vehicles are able to manoeuvre the site in forward gear. All proposed locations of dwellings within the site are in accordance with MfS guidance and Building Regulations for bin carrying distances and fire tender access, with an additional emergency access proposed from Northfields Lane. This access would be used on occasions where access from Fontwell Avenue is not available.
- 6.6 It is proposed that in addition to the access works on Fontwell Avenue, that the existing northern footway along Nyton Road would be widened to provide a footway/cycleway to the junction with Limes Avenue. Details of these works would be agreed with WSCC through a Section 278 Submission.
- 6.7 We would therefore encourage WSCC to look favourably upon this application with regards to highways.

Appendix A

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[illegible]

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Appendix B

DO NOT SCALE THIS DRAWING. PRINT, PLOT OR DISK.

CDM Regulations 2007 : Reg. 11

None of the following is deemed to relieve any contractor of his obligation under all applicable health and safety legislation.

In preparing the design shown on this and related drawings Upton McGougan has considered and, where reasonably practicable, avoided foreseeable risks.

Significant risks, which remain, are listed below and identified thus :

1. no abnormal or unusual risks
- 2.
- 3.

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS', ENGINEERS', SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY DISCREPANCIES IN DIMENSIONS OR DETAILS ON OR BETWEEN THESE DRAWINGS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER IN WRITING FOR CLARIFICATION.
3. ALL DIMENSIONS ARE IN MILLIMETRES. ALL LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
4. THIS DRAWING IS THE COPYRIGHT OF THE CONSULTANTS AND MUST NOT BE REPRODUCED OR USED WITHOUT THEIR PERMISSION.
5. DOUBLE WHITE TO BE CONFIRMED AT DETAILED DESIGN.

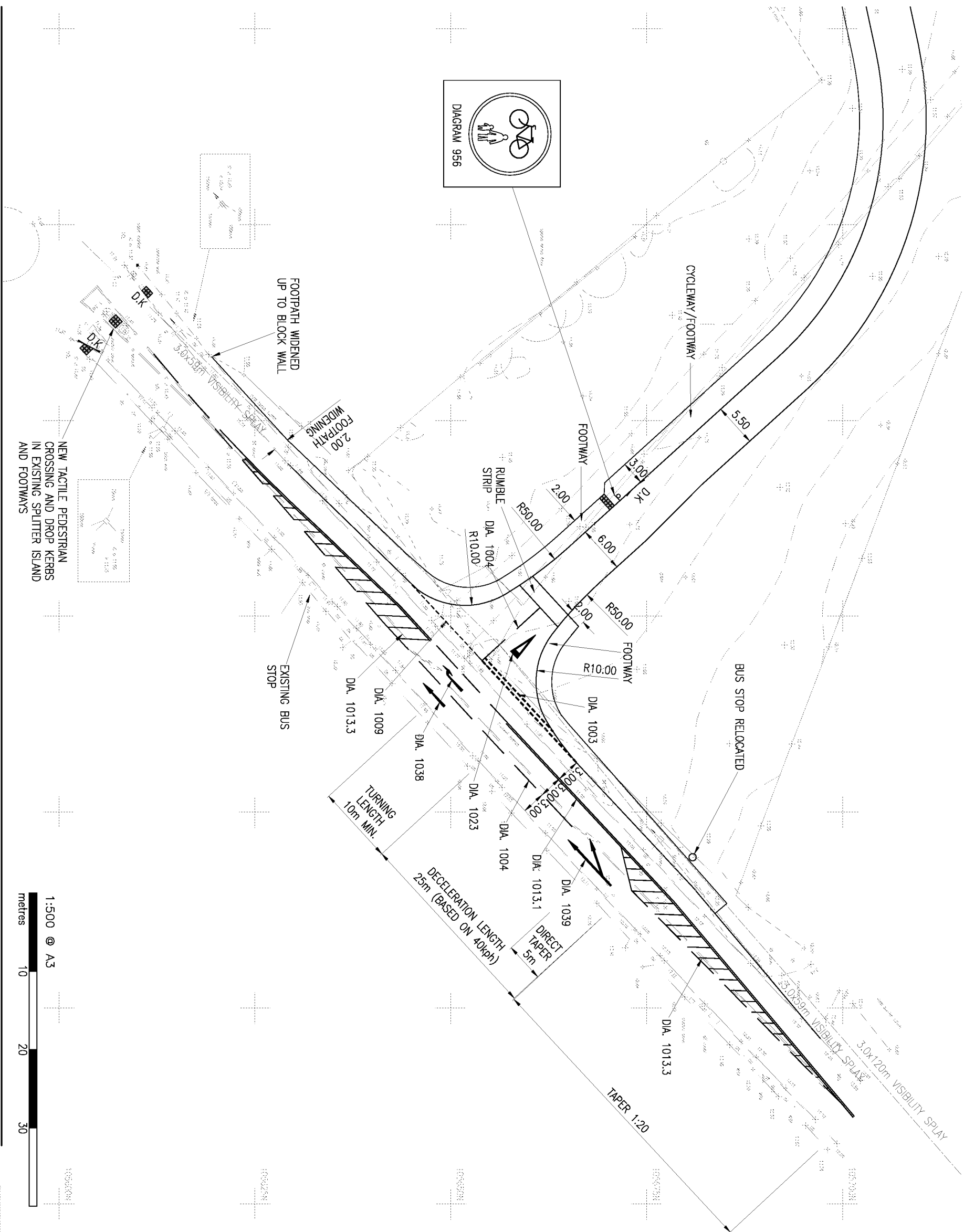
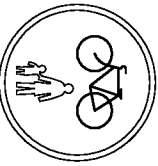


DIAGRAM 956



CYCLEWAY/FOOTWAY

BUS STOP RELOCATED

TAPER 1:20

PRELIMINARY

**DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE**

DIAG. 951	REMOVED POSITION OF BUS STOP	P10	JK	RH	21.01.11
ADDED		P9	JK	JM	03.12.15
JUNCTION WIDENED TO 6m, TAPERS					
AMENDED TO 1.20, CYCLEWAY AMENDED		P8	LG		16.10.11
WHITE LINING AMENDED AND DENOTED		P7	LG		18.07.13
SCALE BAR ADDED					
PEDESTRIAN CROSSING NOTE AMENDED TO		P6	LG		10.06.11
INCLUDE DROP KERBS					
PEDESTRIAN CROSSING RELOCATED, FOOTPATH		P5	LG		05.06.11
WIDENED ALONG FORTWELL AV, ACCESS ROAD					
RADII INCREASED					
PEDESTRIAN REFUGE ADDED, CYCLEWAY		P4	LG		14.06.11
SIGNS ADDED					
ROAD WIDTH AMENDED AND NARROWED		P3	LG		11.04.11
RIGHT TURN LANE ADDED		P2	LG		03.04.11
PRELIMINARY		P1	LG		26.02.11
Revision				Surf By App	Date

Project

NYTON ROAD AND FONTWELL AVENUE
EASTERGATE
WESTERGATE

Drawing Title

SITE ACCESS



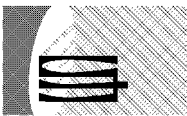
Upton McGougan Ltd
Partnership House
Moorside Road, Winchester



website: www.upfromcgougan.com
email: win@upfromcgougan.com



email: win@upfromcuguan.com



UPTON
M^cGUGAN

Appendix C

West Sussex County Council Car Ownership Parking Demand Tool

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact [REDACTED]

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Barnham
District	Arun
Ward 2	Walberton
District	Arun
Ward 3	Yapton
District	Arun
Ward Tempro Factor 2009-2026	1.050624
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode	PO203RU	Ward	Barnham Ward
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Note:

No special provision need be made for visitors where at least half of the total parking provision as a development is unallocated. In other circumstances, it may be appropriate to allow for additional visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and nur Bedrooms is used this will need to be converted. A general guide for conversion is as follows but n some cases.

Houses

1 bed = 3 rooms
2 bed = 4 rooms
3 bed = 5 rooms
4 bed = 6 rooms
5 bed = 7 rooms

Flats

Studio = 1 room
1 bed = 2 rooms
2 bed = 3 rooms
3 bed = 4 rooms
4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Wa Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases c values have been obtained using the nearest sized dwelling with same tenure and ward. For exam data is available for a private house with 1 room then data for a private house with 2 rooms has b The Car Ownership Data is highlighted in purple where such an approach has been used. Where Cr contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 Demand column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Flats	Council/Housing Association (not including shared ownership)	3	8
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C	Flats	Private	3	3
D	Houses	Private	4	7
E	Houses	Private	5	63
F	Houses	Private	6	107
G	Houses	Private	7	8
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				208

ALLOCATED PARKING
Spaces (Per Unit)
2
2
2
2
2
3+
3+

PARKING DEMAND					
Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
16	0	0	0	2	18
24	0	1	0	2	27
6	0	0	0	1	7
14	0	1	0	1	16
126	0	10	0	13	148
321	0	5	0	21	348
24	0	1	0	2	26
531		17.10		41.60	590