

9 October 2017



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Stanstead Abbots
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Dear Nigel,

Proposed Residential Development at St Johns Road, Banbury

Parking Space Assessment

EAS have been appointed to undertake a car ownership and parking assessment review for a proposed development of 23 x 1 bed and 2 x 2 bedroom flats at St Johns Road, Banbury. 22 parking spaces have been proposed.

The Local Policy Parking Standard is contained on-line in the 'Interactive Local Plan'. These are maximum standards. There should be 1 space per dwelling up to 2 beds, in areas of Type 1 Accessibility Characteristics. For Banbury it is stated that the Type 1 Accessibility Characteristics cover the 'Combined Town Centre Commercial and Shopping Area', but there is no plan showing the definitive extent. Nevertheless as the site is currently commercial use, and there is commercial use (hotel on Oxford Road to the South west) business and pharmacist opposite the west end of St Johns Road and continuous commercial use north into the Town Centre, it is arguable that the site is within the Banbury Type 1 characteristic area.

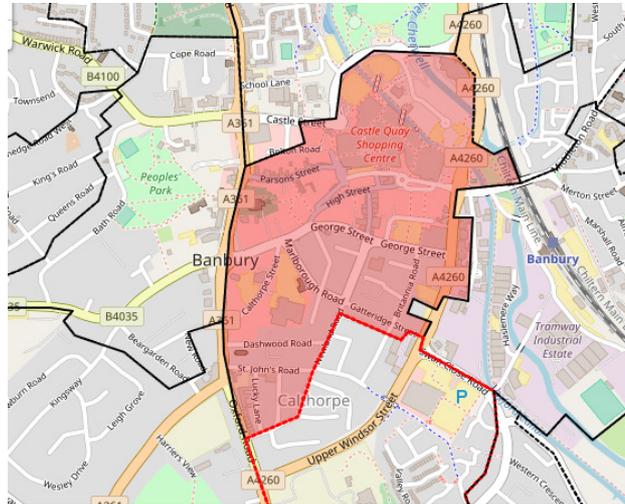
The on line standard has an accompanying note that states *'where developers are proposing levels of parking significantly below the maximum levels they will be required to submit supporting information to show the likely impact on street parking and the availability of public transport'*.

Two spaces below the maximum standard cannot really be regarded as *'significantly below'*. Nevertheless this letter provides quantified information about the sustainability of the site based on public transport accessibility, car ownership for residents of existing flatted development in the vicinity of the site based on census (NOMIS) data, and choice of mode of travel to work by car, also from the census (NOMIS) data.

With respect to national policy, the NPPF supports reduced levels of car parking where it can be shown that the development location is highly sustainable.

Existing Car Ownership for Flatted Development

The Nomis website was used to obtain a cross-tabulation of car availability against type of accommodation at Super Output Area Lower level. The development sits within Output area Cherwell 004A as shown in pink in the figure below.



The Table contained as an appendix to this letter shows the cross-tabulation of car availability against accommodation type for the output area described above. By interrogating the information in the NOMIS data we are able to establish the following:

- The existing average car ownership for flatted development within the area is 0.44 cars per flat;
- 454 of the 727 flats in this area are car free; and
- Average car ownership across all household types is 0.57 cars per household.

On this basis the car ownership demand and therefore the number of parking spaces required for 25 flats would be 11 parking spaces.

Existing Car Use (Journey to work mode share data)

A useful review which also helps understand the level of car ownership demand is to determine how many of the likely population at the site would use a car for their journey to work based on the existing work travel patterns in the area.

Based on the existing residents in the area, there are 0.51 people in employment per bedroom. Based on the 27 proposed bedrooms at the site there would be (13.77) 14 persons in employment. Based on the journey to work data we know that 36.6% travel to work as car driver. This would mean that 5 people (5 cars) would drive to work.

It is clear that the car ownership levels in the area are very low and the demand to use a car for a journey to work is also very low. These ownership and use patterns are indicative of the high levels of sustainability at the site in terms of access to everyday facilities (places of work, education, shops, services and recreation) and public transport, meaning that people can live comfortably without the need 'in general' to own a car.

Sustainability

Local bus stops are located close to the site with the nearest just 140m walk to the west. Bus stops are located on Dashwood Road, Calthorpe Street, Horse Fair, High Street, George Street and West Bar Street.

Within 600m of the development site bus routes 488,489,S4,X7,6,7,502,B5,B8,B10 can be boarded. When combined the above services yield 19 buses per hour (around 1 bus departure every 3 minutes) in the peak hours. This is a very good level of bus accessibility close to the site.

Banbury railway station is around 1.2km or a 15-minute walk from the site. Banbury is served by frequent trains between London, Oxford and Birmingham operated by National Rail. There are around 10 departures per hour (one train every 6 minutes on average).

The site is within 400m of the main shopping area having a wide range of shops and amenities; and within 720m of Castle Quay shopping centre, consisting of over 85 shops. It is clear that the site is located in a very sustainable area.

A plan showing the site location and its proximity to these facilities is attached to this letter.

Summary

The site is very sustainable being located very near to the Town Centre and with high levels of public transport accessibility.

The area has very low car ownership for existing flats at 0.44 cars per flat. This level of car ownership would mean 11 cars would be owned by residents of the proposed development.

36.6% of existing residents in the area use a car for their journey to work, based on existing work patterns and journey to work patterns, only 5 cars would be used by residents at the site for their journey to work.

These low car ownership and use patterns are indicative of the high levels of sustainability at the site in terms of access to everyday facilities (places of work, education, shops, services and recreation) and public transport, meaning that people can live comfortably without the need 'in general' to own a car.

Conclusion

Based on the existing patterns of car ownership and car use it is clear that the proposed 22 car parking spaces would be in excess of actual demand at the development site and therefore there would be no overspill to any surrounding road.

In accordance with the NPPF, reducing the numbers of available car parking spaces at this very sustainable site would be policy compliant.

It is our opinion based on a quantitative review of car ownership, car use demand and accessibility that this proposal is policy compliant and the proposal for 22 car parking spaces should be supported.

Should you have any questions regarding this letter please do not hesitate to contact me.

Yours Sincerely



Patrick Eggenton
Director

ENC:

Census Data showing Car ownership for flats
Census Data showing Employed persons and mode of journey to work
Location and Facilities Plan

Census Data – Car ownership for flats

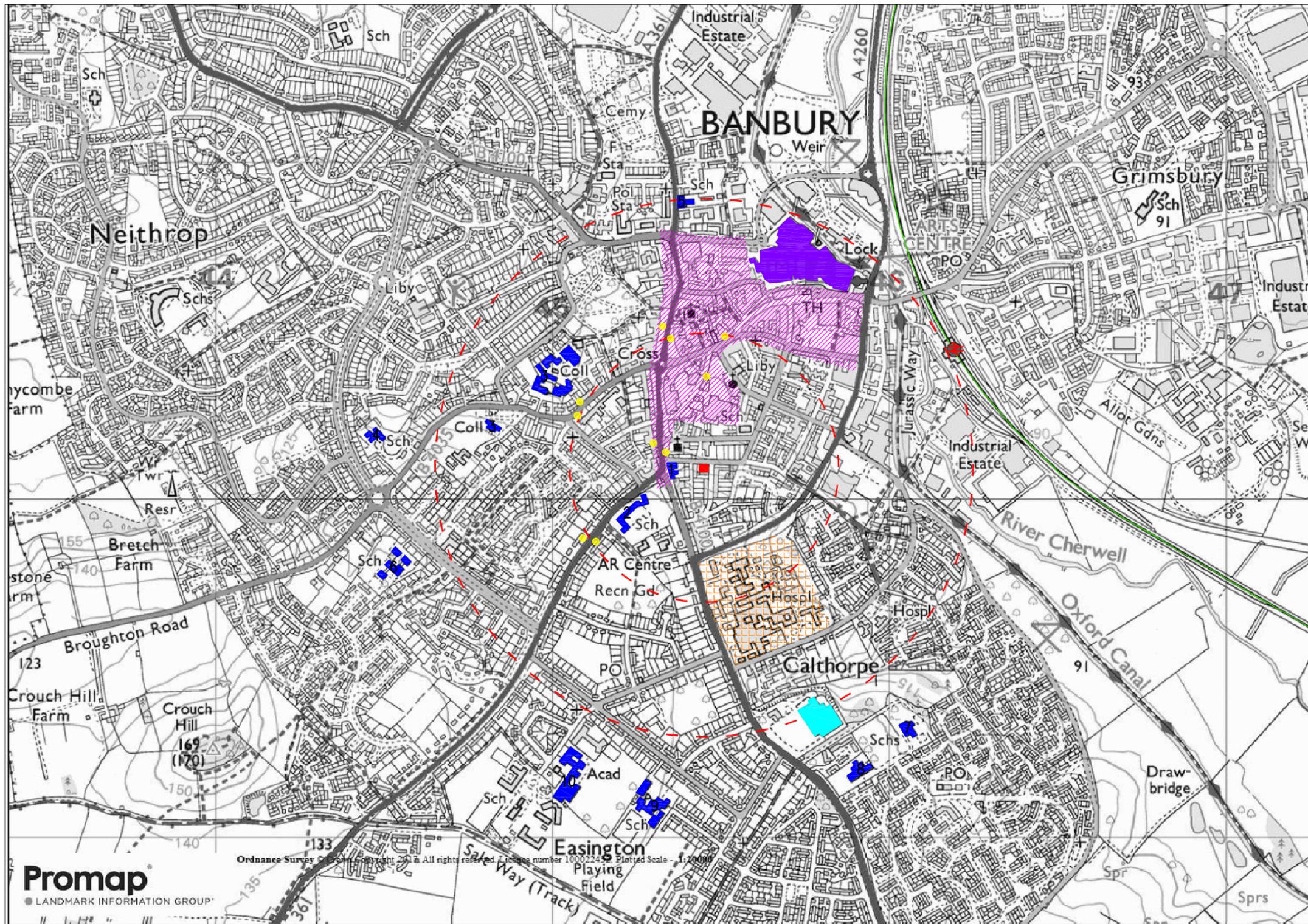
Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van availability	922	195	727
No cars or vans in household	501	47	454
1 car or van in household	343	105	238
2 or more cars or vans in household	78	43	35
Cars per Household	42.75596529	111.0153846	24.44704264

Census Data – Employed persons and mode of journey to work

Method of Travel to Work	2011
All categories: Method of travel to work	1,228
Work mainly at or from home	42
Underground, metro, light rail, tram	0
Train	57
Bus, minibus or coach	35
Taxi	11
Motorcycle, scooter or moped	2
Driving a car or van	295
Passenger in a car or van	47
Bicycle	28
On foot	283
Other method of travel to work	6
Not in employment	422

Percentage of employed using car or van to travel to work	36.6005
Total Number of Employed	806
Total Number of bedrooms	1591
Employed per bedroom	0.5066
number of bedrooms in development	27
Number of employed in development	13.67819
Number of employed in development that would use a car to work	5.006285

Location and Facilities Plan



- SITE LOCATION
- - - 400m (5 MINUTE WALK) & 800m (10 MINUTE WALK) ISOCHRONES
- BUS STOP
- SCHOOL (SEE BELOW FOR DETAILS)
- ⇄ BANBURY TRAIN STATION
- NATIONAL RAIL LINE
- HIGH STREET SHOPPING AREA
- HOSPITAL
- CASTLE QUAY SHOPPING CENTRE (85+ SHOPS)
- SAINSBURYS SUPERSTORE

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					

DRAWING STATUS:



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CLIENT: **MORRISON DEVELOPMENT**

ARCHITECT:

PROJECT: **OLD MALHOUSE, ST JOHNS ROAD, BANBURY**

TITLE: **LOCATION AND FACILITIES PLAN**

SCALE @ A3: **1:12500** DESIGN-DRAWN: **MC** DATE: **04/10/2017**

PROJECT No: **1528** DRAWING No: **FIG01**

NO	NAME OF SCHOOL	9	BLESSED GEORGE NAPIER CATHOLIC SCHOOL
1	ST JOHNS PRIORY SCHOOL	10	BANBURY ACADEMY
2	HARRIERS BANBURY ACADEMY		
3	BANBURY AND BICESTER COLLEGE		
4	FRANK WISE SCHOOL		
5	ST MARY'S CHURCH OF ENGLAND SCHOOL		
6	QUEENSWAY PRIMARY SCHOOL		
7	ST JOHNS RC PRIMARY SCHOOL		
8	THE GRANGE COUNTY PRIMARY SCHOOL		