Transport Statement and Assessment and

Parking Capacity Survey

for

Ship Street (Marine Ward) Shoreham
Evidence has been compiled during a visual survey of Ship Street on 13th April 2012 in support of Planning Application AWD/0026/12.

Introduction

Ship Street is a pleasant narrow, one way street which runs north-south from the High Street to North Street. It is within the Shoreham Town Marine Ward for parking provision and has several notable parking provisions affecting the development site.

The narrow street is accessed from the high street and is mostly residential. The character of the area is like a Mews insofar as it accommodates ad-hoc car parking and garaging at the rear of houses in John Street. Many parking spaces are accessed directly off Ship Street.

This survey has been compiled to assess whether the proposed development as shown in Planning Application AWDM/0026/12 would have a positive or negative on the existing parking provision of Ship Street.

The existing parking provision can be compartmentalized into the following developments which as a whole form the Ship Street area:

Suters Yard Public House on the High Street:
There is no parking provision at the rear of the building. Some parking exists in the High street but does not form part of this survey. There is no residential accommodation attached to Suters yard and therefore no requirement for parking.

Patricia Diamond Bridal Wear Shop on the High Street:
There is 1 allocated parking space to the rear of the shop although it is believed that there is no residential unit above the retail premises and therefore this parking space will not form part of the evidence of this survey.

1 – 3 Ship Street:
This is a commercial premises occupied by an accountancy firm. There are 3 allocated parking spaces under croft the 1st floor of the building. When this development was built it replaced 3 plots. It is not known whether these were residential units, which is most probable or commercial/ retail use but it can be noted that the parking ratio is 1 parking space per unit. As this building is commercial use, these parking spaces will not form part of this survey.

Vacant land opposite 1 – 3 Ship Street
This land appears to be an annex to the high street. It can accommodate 4 car parking spaces. These are allocated parking spaces and therefore not available for the residential use of Ship Street. This land will not form part of this survey.

St Johns Court (opposite the site):
This development is opposite the Ship Street Car Park and is known as St Johns Court. St Johns Court has allocated parking at a rate of 1 parking space per flat. There are 12 car parking spaces upon the site and 12 flats. The parking ratio is 1 parking space per unit.

White Lion Court (to the north of the site):
White lion court is a development of 10 flats and has 10 car parking spaces by means of parking 'barns' at the rear of the site. The parking ratio is 1 parking space per unit.

John Street Parking:
Opposite White Lion Court there is a flint and bungaroosh wall which forms the rear wall of the gardens of houses in John Street which runs parallel to Ship Street to the east. The wall has been penetrated to 10 gardens to form off road parking spaces to the houses in John Street. It is considered that the parking requirement for residents in John Street does not affect the parking requirement for Ship Street and therefore will not form part of this survey.

Existing 'off road' parking in Ship Street:
To the north west of Ship Street are 13 residential houses built as a terrace. These are modest and are mostly 2 bedroom units and should be assessed in the same way that flats are assessed in the West Sussex County Council parking calculation; i.e. 3 habitable rooms which would require 1 parking space per unit. There are 3 houses within this terrace which should be assessed as 3 bedroom units i.e. 5 habitable rooms.

There are 16 car parking spaces which are mostly occupied by residents of these houses in Ship Street.

North Street
North Street runs parallel to the High Street and marks the end of Ship Street. There is 1 residential 3 bedroom unit in this street which has an allocated parking space by means of a garage. There are 8 available 'off street' parking spaces on North Street.

We note that the assessment as per the West Sussex County Council parking calculator would show that, in isolation, the proposed development would fall short of the current guidance. This is because the calculator has a 'one size fits all' approach and does not take account of the context. However the guidance recognizes that in central locations a reduced parking requirement may be appropriate as the reliance on the car in central locations is less than other, more remote areas.

Proposed Parking Assessment:

Residence:	no. of units	parking Spaces	requirement
St. John Court	12flats	12 p/s	no further guest parking required
White Lion Court	10flats	10p/s	no further guest parking required
Ship St. (2 bed) Ship St. (3 bed)	10units 3 units	10p/s 5.4p/s	15.4p/s required in total 16 spaces exist therefore no further guest parking required.
North Street	1 unit	1.8p/s	1 garage + 8 off road spaces = 9 Therefore there is an excess of 7 parking spaces.
Proposed Development	4 units	4p/s	requirement is 7 spaces.

This survey shows that because of the excess parking available in North Street the target parking standards set out in the West Sussex County Council parking guidance would be complied with.

Car Parking Capacity Survey

Location	Time	R of T	Vehicles	EPC
Ship Street	7am – 9am	10	11	5
Ship Street	midday -1pm	4	14	2
Ship Street	6pm - 7pm	8	14	2
TOTAL				**9**

R of T Rate of Turnover
EPC Estimated Parking Capacity

The car parking capacity survey shows that at 3 times during the day the estimated parking capacity would, on average, be 3 available parking spaces within Ship Street at any time (9/3 = 3).

The Adur Local Authorities aim is that in central areas it would be appropriate and beneficial to provide constrained levels of parking below the amount that would otherwise be expected.

However, in order to realistically promote lower levels of car ownership and to prevent unacceptable consequences, all of the following must be available or provided:

1. ***Travel plan measures targeted at reducing car ownership.***
   The Adur Area Transport Plan identifies that travel by car is easy, but more cars on the roads can cause problems in the following areas:
   Safety – people who once walked or cycles now feel intimidated by the traffic;
   Health – more people are suffering from Asthma and Obesity.
   The plan confirms that in the Adur area car ownership is the second lowest in the Country.

2. ***High levels of accessibility to non-car modes of travel and to local amenities and facilities.***
   The site is within walking distance to Shoreham Railway Station offering rail travel to London, Portsmouth, Brighton, Hove and Gatwick. It is also walking distance to the High street where travel by bus is available to Brighton, Hove and Worthing. Out of town shopping destinations such as the Holmebush Centre are also accessible by bus or walking.

   The High Street also provides ample shopping within walking distance. Most retail requirements are represented: food, clothing, restaurants, pubs and cafes, furniture, antiques and banking.

   There is also much recreation within walking distance such as Shoreham Beach, Wide water lagoon, the river Adur and Buckingham Park.

   Cycling is becoming a huge source of recreation and fitness in the Adur Area. This can be demonstrated by the 3 new bicycle shops within the High street. Cycling clubs and cycling paths along the seafront and along the river and over Truly Hill.
   The site is unquestionably within an area that is well connected by all forms of transport and has no reliance on the motor car.

3. ***Comprehensive parking controls.***
   The Adur Area Transport Plan identifies that it is the Local Authorities aim to improve parking with more effective enforcement, introduce parking control zones and resident parking permits.
   This work is already underway and a commitment by West Sussex County Council.

   This will inevitably improve the parking provision within central areas such as Shoreham Town Centre and make the town centre an altogether more pleasant and controlled place to live.

In considering the parking provision proposed in this planning application it is also important for the Local Authority to consider the Planning Permission that already exists for this site:

The existing Planning Permission reference is ADC/0318/08.

The permission is for 4 x 4 bedroom houses with 4 allocated parking spaces.

The current planning application reduces the density by provide 4 x 3 bedroom units.

The parking assessment should only be considered in the context of whether this application improves or reduces to amount of parking already permitted for the site.

Other Guidance referred to:

In order to comply with guidance set out in the *'Manual for streets'* and *'Car parking: What Works Where'* we have revised the design so that the garages are 6m deep by 3m wide. The garage car parking spaces can therefore be considered 'allocated' parking spaces.

Cycle storage has already been provided at a rate of 2 spaces per dwelling.

Summary:

We would conclude that the evidence submitted within this car parking assessment and capacity survey would broadly comply with the West Sussex County Council Car Parking guidance and parking calculator. The guidance recognizes that the built environment is diverse and therefore a 'one size fits all' approach cannot be applied to all development sites.

The Ship street site provides an opportunity for an interesting and considered piece of design. Beyond all else the building should be assessed in its contribution to urban design. Within the Conservation Area the design proposals will make a great enhancement to the character of the Conservation Area.

The central location is a place where residents would not expect to place a great emphasise on car ownership. If you're a 2 car family you are not likely to live here. But if you enjoy the atmosphere of a central location and all that the town has to offer then this would be a very rewarding place to live.

JAMES BRECKELL ARCHITECTS

Peverel

HIP 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 darryl.hemmings@westsussex.gov.uk.

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	Marine (Adur)
District	Adur
Ward 2	buckingham
District	Adur
Ward 3	St. Nicolas
District	Adur
Ward Tempro Factor 2009-2026	1.078867
District Tempro Factor 2009-2026	1.076443

west sussex county council

Ward Finder			
Postcode	bn43 5dh	Ward	#N/A

Note:

No special provision need be made for visitors where at least half of the total parking provision ass a development is unallocated. In other circumstances, it may be appropriate to allow for additiona 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 num Bedrooms is used this will need to be converted. A general guide for conversion is as follows but m some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 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 War highlight if the Census data does not include data for certain dwelling sizes. In such cases car owne have been obtained using the nearest sized dwelling with same tenure and ward. For example, if n available for a private house with 1 room then data for a private house with 2 rooms has been use Ownership Data is highlighted in purple where such an approach has been used. Where Census dat small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Tot column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total	
A	Houses	Private	5	4	1	4	1	3	0	1	7
B											
C											
D											
E											
F											
G											
H											
I											
J											
K											
L											
M											
N											
O											
P											
Q											
R											
S											
Total				4		4		2.70		0.80	7

PROJECT CENTRE

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