

# Parking Management Plan

LAND EAST OF 3 SALT MARSH ROAD, SHOREHAM-BY-SEA

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Reeves Transport Planning

PRODUCED for CROSS STONE (SHOREHAM) LIMITED

PRODUCED by REEVES TRANSPORT PLANNING LTD

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# 1. INTRODUCTION

- 1.1 Reeves Transport Planning has been appointed to provide a Parking Management Plan that is required by a planning condition attached to an allowed appeal, reference APP/Y3805/W/23/3315854. The scheme under planning reference AWDM/1314/22 was for the erection of a mixed use building comprised of 175sqm ground floor commercial space (Use Class E) and 34 new apartments.
- 1.2 The Inspector's Decision noted that the main issues were *'the effect upon highway safety, having particular regard to the intended servicing arrangements for the commercial space'* and *'the effect upon the amenities of existing and future residential occupiers, having particular regard to the intended parking arrangements for the commercial space'*.
- 1.3 The Decision goes on to note at paragraph 21 that *'delivery/servicing vehicles would, realistically, be required to park kerbside on either Old Shoreham Road or Salt Marsh Road. As clarified at the Hearing, Old Shoreham Road, although a busy public highway and subject to no waiting restrictions, could theoretically be used for the purposes of loading or unloading. Salt Marsh Road, meanwhile, transitions into a private road adjacent to the site and is comprised of a shared surface accessible to all highway users'*.
- 1.4 Paragraph 22 notes that *'it is relevant that a commercial unit of relatively modest size is under consideration, meaning its capacity to generate delivery/servicing movements would, in all likelihood, be modest. In the interests of offering further assurances in this regard, the appellant has agreed to a potential planning condition being imposed should the appeal be successful to limit the range of possible Class E commercial uses capable of occupying the unit to those with seemingly low propensity to generate a high frequency of delivery/servicing movements'*.
- 1.5 Condition 7 attached to the Decision notes:  
  
*Prior to the first occupation of any part of the development hereby permitted, a Parking Management Plan, to include a scheme for the provision of memberships of a car club for residential occupiers of the development, shall be submitted to and approved in*

*writing by the Local Planning Authority. The development shall thereafter be implemented and retained in full accordance with the approved Parking Management Plan.*

- 1.6 This document represents the principles that will be employed to ensure that the proposal's parking demand does not have an adverse impact on the local streets or the wider development site. This is a live document that will be subject to changes and updates as the occupiers of the commercial space and the travel demands of the residents settle. Any major changes will be undertaken in consultation with the Local Planning and Highway Authorities.

## 2. PROPOSAL

- 2.1 The original proposal was for 175sqm of commercial space. The latest drawings supplied to Reeves Transport Planning include a reduced area for the commercial space of 140.8sqm. On the upper floors the proposal includes 13 one-bedroom and 21 two-bedroom flats. To the rear of the commercial space, and access via the existing junction with Old Shoreham Road (A283) there is a total provision of 27 car parking spaces, 19 within the secure undercroft parking area and eight unallocated spaces adjacent to the northern elevation.
- 2.2 The original Transport Statement and supplementary documents in support of the planning application set out information on the likely traffic impact and parking demand. The approved documents confirmed that the combined uses of the site will generate a worst case scenario of 24 vehicle movements in the peak hours. This assumes that the commercial space would be used as a children's nursery.
- 2.3 As noted, access to the site is via the junction that was constructed as part of the phase 1 development of the site, under planning reference AWDM/0935/13. The access route is a shared 4.8metres wide street with a delineated 1.2metres pedestrian space.

### 3. PARKING MANAGEMENT PLAN

- 3.1 Car parking provision for the residential element of the proposal will be allocated to individual flats. Those flats that are not allocated an on-site parking space will be offered a car club membership, as noted below, to discourage vehicle ownership and thus additional local parking demand.
- 3.2 The likely uses of the commercial space were annotated in the supplementary note that was provided to address the questioned raised by the Local Highway Authority in their consultation response dated 12<sup>th</sup> October 2022. These were a restaurant, gymnasium, office use or children's nursery.
- 3.3 The table below sets out the peak periods of traffic impact for the peak hours and inter peak with the various potential uses.

| Table 3.1: Peak Demand Profile                                                               |           |        |            |       |          |        |
|----------------------------------------------------------------------------------------------|-----------|--------|------------|-------|----------|--------|
|                                                                                              | 8am - 9am |        | noon - 1pm |       | 5pm- 6pm |        |
|                                                                                              | Arrival   | Dept   | Arrival    | Dept  | Arrival  | Dept   |
| Flats                                                                                        | 2.162     | 6.24   | 3.194      | 2.801 | 6.633    | 3.341  |
| Restaurant                                                                                   | 0         | 0      | 4.112      | 0.574 | 2.678    | 1.148  |
| Combined                                                                                     | 2.162     | 6.24   | 7.306      | 3.375 | 9.311    | 4.489  |
| Totals                                                                                       | 8.402     |        | 10.681     |       | 13.8     |        |
|                                                                                              | 8am - 9am |        | noon - 1pm |       | 5pm- 6pm |        |
|                                                                                              | Arrival   | Dept   | Arrival    | Dept  | Arrival  | Dept   |
| Flats                                                                                        | 2.162     | 6.24   | 3.194      | 2.801 | 6.633    | 3.341  |
| Office                                                                                       | 5.62      | 1.008  | 1.369      | 2.882 | 1.585    | 5.475  |
| Combined                                                                                     | 7.782     | 7.248  | 4.563      | 5.683 | 8.218    | 8.816  |
| Totals                                                                                       | 15.03     |        | 10.246     |       | 17.034   |        |
|                                                                                              | 8am - 9am |        | noon - 1pm |       | 5pm- 6pm |        |
|                                                                                              | Arrival   | Dept   | Arrival    | Dept  | Arrival  | Dept   |
| Flats                                                                                        | 2.162     | 6.24   | 3.194      | 2.801 | 6.633    | 3.341  |
| Gym                                                                                          | 2.044     | 1.946  | 1.258      | 1.631 | 4.383    | 2.732  |
| Combined                                                                                     | 4.206     | 8.186  | 4.452      | 4.432 | 11.016   | 6.073  |
| Totals                                                                                       | 12.392    |        | 8.884      |       | 17.089   |        |
|                                                                                              | 8am - 9am |        | noon - 1pm |       | 5pm- 6pm |        |
|                                                                                              | Arrival   | Dept   | Arrival    | Dept  | Arrival  | Dept   |
| Flats                                                                                        | 2.162     | 6.24   | 3.194      | 2.801 | 6.633    | 3.341  |
| Nursery                                                                                      | 8.142     | 6.537  | 1.835      | 3.096 | 5.734    | 8.028  |
| Combined                                                                                     | 10.304    | 12.777 | 5.029      | 5.897 | 12.367   | 11.369 |
| Totals                                                                                       | 23.081    |        | 10.926     |       | 23.736   |        |
| All data derived from TRICS analysis attached to Transport Statement and supplementary Note. |           |        |            |       |          |        |

- 3.4 The analysis of the demand confirms that the uses with the greatest traffic impact would be associated with the residential use and that of a children's nursery.
- 3.5 It would be reasonable to assume, given the allocation of on-site parking provision that the residential demand will not create a material demand for on-street parking. The demand associated with the nursery would be managed as described below.
- 3.6 There are six unallocated spaces on the site, five visitor spaces opposite that are outside the planning boundary but will be available to visitors. In addition, there are 12 spaces that are allocated to the food retailer opposite the application site, which could be used by visitors who would combine dropping or collecting their children with a visit to this shop.
- 3.7 Parents who will use a private car to drop or collect children will be allocated a five minute window to do so. The exact numbers of parents allocated within each window will be dependent upon the availability of parking spaces.
- 3.8 Possible patrons of a restaurant, gymnasium or people working in an office will be advised that there is no dedicated parking provided and that they should use alternative modes of transport.
- 3.9 Given the floor area of the commercial space (two units 72sqm & 68.8sqm) the number of deliveries and collections of waste would be minimal. Even if these two units are combined to a single space the deliveries and collections will still be minimal.
- 3.10 We have sought the advice from proprietors of small restaurants, gymnasiums, offices and nurseries in the vicinity of the application site to understand servicing needs. The small gymnasium and office uses confirmed that they receive no regular deliveries and refuse was collected once a week. Refuse collection was similar for the restaurant and nurseries, deliveries of food and consumables was either via a food retailer delivery van in the case of nurseries or via the proprietor collecting ingredients for the small restaurants.
- 3.11 On this basis there is going to be limited demand for parking required for delivery vehicles. As observed in the planning application submission and noted in the

Inspector's Decision deliveries are permitted to load and unload on double yellow lines. Therefore, the small number of deliveries to the commercial space will have the opportunity to load/unload via Old Shoreham Road. Alternatively, short term deliveries could occur on Salt Marsh Road in front of the unallocated parking bays.

- 3.12 Refuse collections for the commercial element could also take place via a standard kerb side collection as the bins storage area is within the prescribed carry distance of 25 metres.
- 3.13 The residential waste collection is via a dedicated waste storage area that is located 22 metres from the kerb edge of Salt Marsh Road. As such these bins will be emptied by the current services.

## 4. CAR CLUB MEMBERSHIPS

- 4.1 There are three car club vehicles in Shoreham-by-sea. The nearest is at The Shoreham Centre, which is circa 400 metres from the application site. A review of published best practice offers ranges of suitable walking distances to a car club vehicle. These range from 200 metres to 800 metres. Discussions that Reeves Transport Planning have been party to for the provision of a car club vehicle confirms that operators tend to market the service to residents that live up to 500 metres from the vehicle. As such, 400 metres between the site and the vehicle located at The Shoreham Centre is within a reasonable walking distance.
- 4.2 To encourage the use of these facilities the first new residents of the proposal, who are not allocated with an on-site parking space, will be provided with a basic annual membership for the first year of occupation.

## 5. SUMMARY AND CONCLUSION

- 5.1 Reeves Transport Planning has been appointed to provide a Parking Management Plan in line with the requirements of Condition 7 attached to the Planning Inspector's Decision to allow the Appeal into a development of a mixed use building comprised of

175sqm (now 141sqm) ground floor commercial space (Use Class E) and 34 new apartments.

- 5.2 The car parking spaces will be allocated to individual properties, which will mitigate the impact of the potential supply shortfall. Property owners that do not purchase a parking space will be advised on the offered a subscription to the nearest car club facility, which is located 400 metres from the proposed development.
- 5.3 Car parking demand for the respective commercial uses will be minimal. The likely busiest use will be as a children's nursery. During the business hour this use could generate eight arrivals and six departures. Parents will be advised on the lack of on-site facilities for dropping off and collecting children. Parents who have no choice , due to work commitments etc, will be allocated an arrival time, which will be based on the available parking spaces within the site, either the unallocated or visitor spaces. This will ensure that there will be no risk of parents blocking the access or injudicious parking on Old Shoreham Road.
- 5.4 As noted at paragraph 1.6 this Parking Management Plan is a live document that will be subject to changes and updates as the occupiers of the commercial space and the travel demands of the residents settle. Any major changes to the content will be undertaken in consultation with the Local Planning and Highway Authorities.
- 5.5 The strategy set out above will ensure that parking demand derived from the proposed development will not have an adverse effect on the operation of Old Shoreham Road or streets within the site. As such, this plan complies with the requirements of Condition 7 attached to the Inspector's Decision.

