Parking Beat Survey Technical Note

St Peter's House 107A Gardner Road Southwick

NOVEMBER 2020

Reeves Transport Planning

PRODUCED for Sinnis Ltd

PRODUCED by REEVES TRANSPORT PLANNING LTD

TN_SGR_GSS_181022_V1

1. Introduction

1.1 Reeves Transport Planning is commissioned to provide a Technical Note in support of a planning application at St Peter's House, 107A Gardner Road, Southwick (AWDM/1420/22). The proposal seeks permission for the conversion of a detached house to form 2 semi-detached houses.

1.2 The proposal includes two parking spaces but the Local Highway Authority consultation response, attached at Appendix 1, confirms that the spaces are not designed to the required standards and that the proposal will create an on street parking demand of circa three spaces

1.3 The Local Highway Authority consultation response goes on to confirm that *'it would be difficult to substantiate that this in itself will create an unacceptable highway safety problem. However, the Local Planning Authority may wish to consider the amenity implications'*.

1.4 The Technical Note will set out the finds of a Parking Beat Survey and will establish that there is on-street parking capacity under current conditions and confirm that there is adequate spare capacity to accommodate the parking demand derived from the proposal.

2. Parking Demand

2.1 The Local Highway Authority consultation response has suggested that the proposal could generate an on street parking demand for a maximum of 3 spaces.

2.2 West Sussex County Council's Guidance on **Parking at New Developments 2020** has been reviewed to corroborate the estimated car parking impact of the proposed development. This site is located within Parking Behaviour Zone 4. Table

2 of the guidance states that each three-bedroom unit should be provided with 1.7 parking spaces, which suggests 3.4 spaces.

2.3 As such it would be reasonable to assume that a maximum demand of 4 spaces, with an overspill on to local streets of 3 spaces, based on the LHA's observations, would be a reasonable basis for the assessment.

2.4 The Parking Behaviour Zones are based upon the relevant district council ward. Nomis data allows closer interrogation using lower layer Super Output Areas. This is a database of statistics derived from UK Census data, which is based at the University of Durham and managed on behalf of the Office for National Statistics.

2.5 The Nomis data attached at Appendix 2 confirms that local car ownership data suggests 3 vehicles will be owned by the residents.

3. Parking Supply

3.1 Gardner Road is protected with day time parking controls, limiting on street parking on most of the local streets to outside the hours of 8am and 6pm Monday to Friday. These controls appear to be designed to limit parking demand derived from nearby business premises and Fishergate Train Station, which is only 500 metres from the application site. There are also streets, West Road and Westland Court, where there are sections with no parking controls.

3.2 A Parking Beat Survey (PBS) was undertaken on Monday 7th November 2022 between 01:30 and 02:30 to understand the current parking demand on local streets during the early morning, which is when resident parking demand will be at its highest.

3.3 The PBS data informs that there were 35 vehicles parked with 54 empty parking spaces within the survey area. This represents a parking stress of 39%. For reference purposes a parking stress threshold of 85% is considered as material.

3.8 It is important to ensure that the free flow of traffic is maintained. To ensure that this is the case half of all the streets recorded within the survey have been removed from the analysis. This exercise increases parking stress to 42%. Considering only West Road and Westland Court, which have sections with no parking controls, stress equates to 40%. Both are still well below the threshold value of 85%.

3.9 The PBS data is attached at Appendix 3.

3.10 In addition to the spare on street parking capacity there is a car park serving Fishergate Park, which can be accessed via a footpath on the eastern boundary of the application site. This car park has no parking controls and has capacity for circa 30 vehicles.

4. Summary and Conclusions

4.1 Reeves Transport Planning has been commissioned to provide a Technical Note in support of an application to convert an existing detached house to form 2 semi-detached houses under planning reference AWDM/1420/22.

4.2 The LHA have not objected to the proposal but have observed that there might be overspill parking that could create an amenity impact that the Local Planning Authority may wish to consider.

4.3 A Parking Beat Survey was undertaken, which confirmed current local parking demand is less than half of the value when parking stress would become a material issue. The survey results present various scenarios, including using all streets within the survey area, removing half of the data sets to ensure the free flow of

traffic is maintained, and only using streets where there are sections with no on-street parking controls. Under all 3 scenarios there is ample spare capacity to accommodate the increased demand of 3 vehicles.

4.4 The proposal incorporates a hardstanding area that is a minimum of 5 metres deep and 9 metres wide. While the space is not compliant with the design standards established by the guidance there is ample space to accommodate 3 vehicles. A sketch highlighting a configuration is attached at Appendix 4. There are numerous examples in the local area where the parking configuration does not match the guidance but is similar to that shown in the sketch. This would suggest that the proposed parking area could, in all likelihood, accommodate the demand derived from the proposal.

4.5 If there were an overspill parking demand the data confirms that the impact will be immaterial when compared with the existing on street parking demand. It would therefore be reasonable to conclude that the proposal will have no impact on the existing amenity on local streets.

4.6 It can be concluded that the increased parking demand will not have an impact on local parking conditions that can be defined as ***severe*** in the context of the free flow of traffic or ***unacceptable*** in terms of highway safety. Policy 20 of the Adur Local Plan notes that proposals for the conversion of dwellings will be assessed on the *'effects the proposal will have on the amenity of adjoining dwellings'*. This proposal will have no material impact on the amenity of adjoining dwellings, or indeed any dwelling within the survey area. Accordingly, the proposed development will fully accord with national and local planning policies.

APPENDIX 1:

LOCAL HIGHWAY AUTHORITY

CONSULTATION RESPONSE

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	27 September 2022
LOCATION:	107A Gardner Road Brighton BN41 1PN
SUBJECT:	AWDM/1420/22 Conversion of detached house to form 2 no. semi-detached houses including loft conversion (existing garage removed).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

I refer to your consultation in respect of the above planning application and would provide the following comments.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application AWDM/1527/21 which sought the erection of a two-storey detached house with rear dormer on land south and west of 107A Gardner Road and AWDM/2247/21 which osught an approval for construction of detached house with rooms in roof, rear dormer and 2no. parking spaces (East of 107A Gardner Road). No highways concerns were raised and both application were granted planning permission.

This proposal is for subdivision of the existing 6 bedroom dwelling into 2 x 3 bedroom properties.

Vehicular access will be utilised through the new access approved under planning application AWDM/2247/21. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the proposal would exacerbate an existing safety concern.

The impact of a single additional dwelling is unlikely to result in a material increase in vehicle movements.

The proposed plans demonstrate 2 parking bays, annotated as shared arrangement between both dwellings. The proposed bays do not accord with the minimum requirements of 2.4m x 4.8m per bay as outlined in Manual for Streets (MfS) guidance. The bay parked vehicle can be enlarged enough to accord with the above measurements, however the parallel parked vehicle cannot be enlarged as it would be overhanging the highway. Therefore, this proposal is assessed based on one parking space.

Using the WSCC Car Parking Demand Calculator it would be anticipated that 2 parking spaces are provided for each dwelling. As such it would be concluded that some element of on street car parking would be created by the proposal. Given on street car parking is required to take place safely and in accordance with any existing Traffic Regulation Orders it would be difficult to substantiate that this in itself will create an unacceptable highway safety problem. However, the Local Planning Authority may wish to consider the amenity implications.

In order to promote the use of sustainable transport methods, the LHA recommends that safe and secure cycle storage is provided for each dwelling.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve this application, the following conditions are advised:

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Anastasia Toleva
West Sussex County Council – Planning Services

APPENDIX 2:

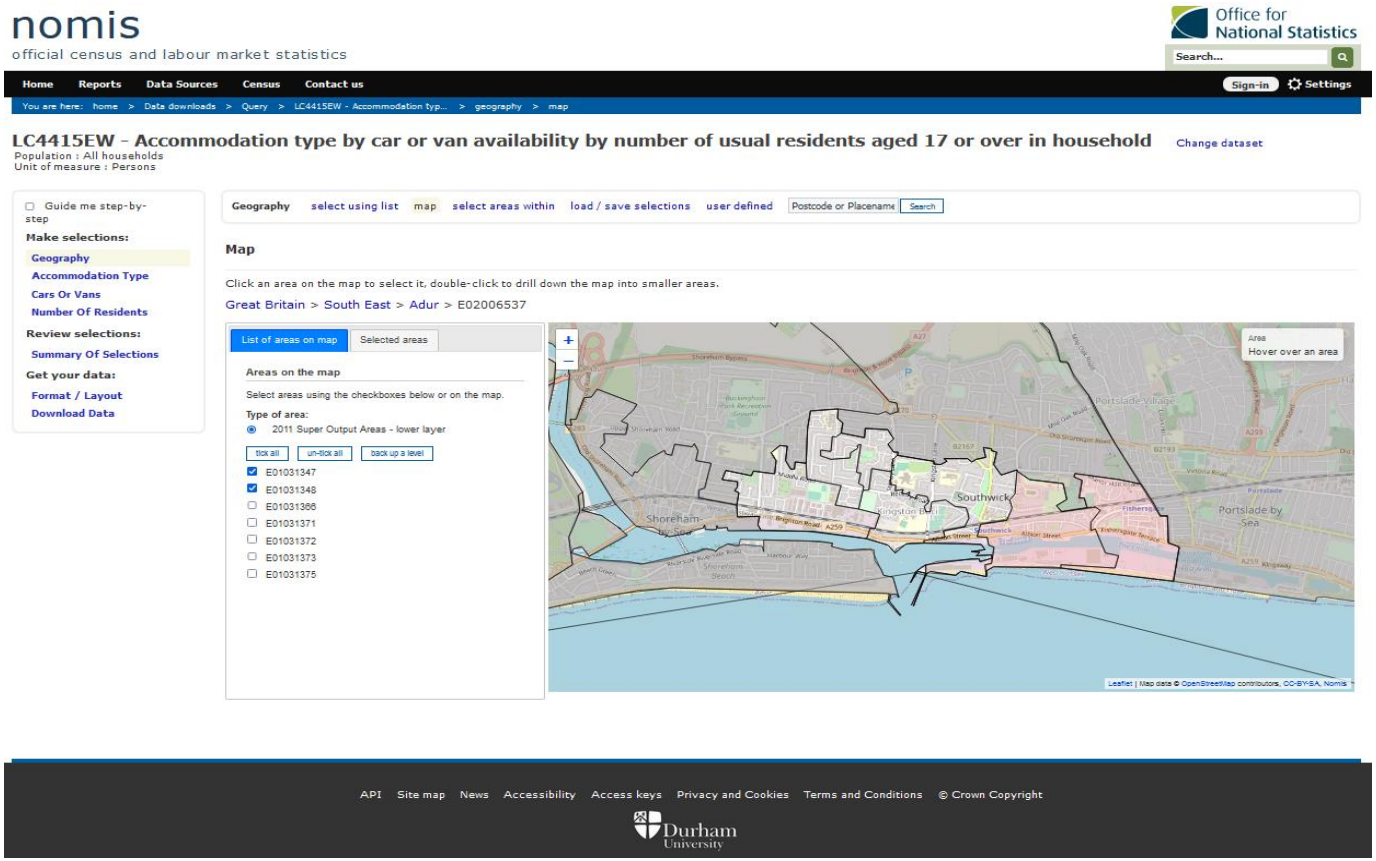
NOMIS DATA

LC4415EW - Accommodation type by car or van availability

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population	All households
units	Persons
date	2011
accommodation type	Whole house or bungalow
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	E01031348	E01031347	Total		Proposal Units	Vehicles Owned
All categories: Car or van availability	405	390	**795**	**%age**	2	
No cars or vans in household	94	56	**150**	18.87%	0	0
1 car or van in household	199	162	**361**	45.41%	1	1
2 or more cars or vans in household	112	172	**284**	35.72%	1	2
					Total Vehcile Ownership:	**3**



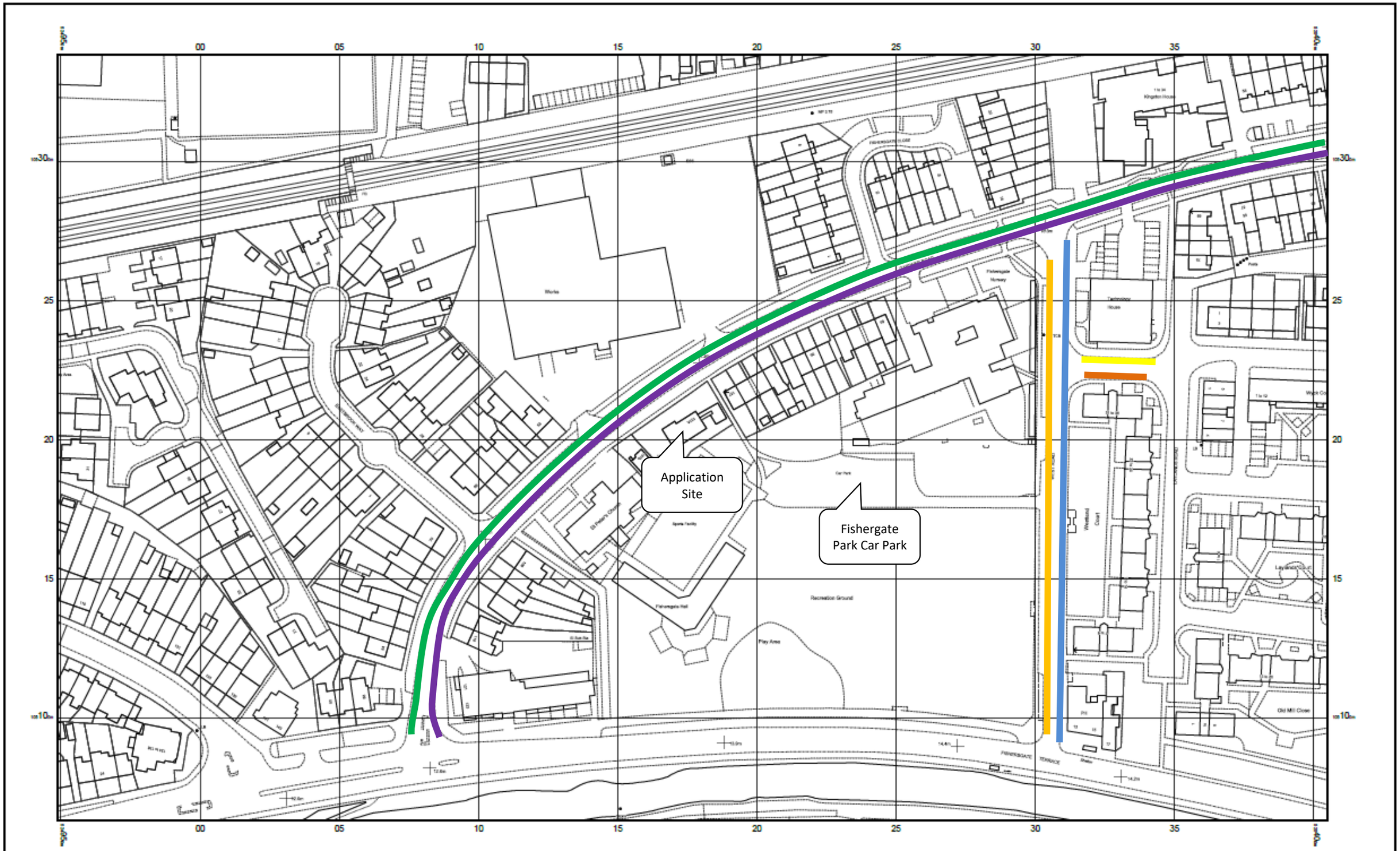
APPENDIX 3:

PARKING BEAT SURVEY DATA

GARDNER ROAD, BN41 1PL

Supplied by: www.ukmapcentre.com
Serial No: 261848
Centre Coordinates: 526177,106201
Production Date: 02/11/2022 09:13:21

North



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UK MAP CENTRE .com

0m 1cm = 12.5m 62.5m

Scale 1:1250

Ordnance Survey Licensed Data

Gardner Road, Southwick

Gardner Road

Mon Nov 7th 2022 01:30

North Side - SW to NE

	Restriction	Length (m)	Space = 5m	Parked	Spaces	Street Stress	Comments
1	DYL + Driveways	31.3	-	-	-	-	From A259
2	SYL + Verge	4.7	0	0	0	0%	
3	SYL + Driveways	10.5	-	-	-	-	
4	SYL + Verge	5	1	0	1	0%	
5	SYL + Driveways	3.5	-	-	-	-	
6	SYL + Verge	11.5	2	1	1	0%	
7	DYL	9.5	-	-	-	-	To Eastbrook Way
8	Mouth of Eastbrook Way	12.8	-	-	-	-	
9	DYL + Driveways	42.3	-	-	-	-	From Eastbrook Way
10	Entrance to Sinnis House	11.2	-	-	-	-	
11	DYL	11.1	-	-	-	-	
12	SYL + Informal Crossing	34.1	-	-	-	-	Central Bollards
13	Entrance to Sinnis House	10.4	-	-	-	-	
14	SYL	7.9	1	0	1	0%	
15	DYL	34.1	-	-	-	-	
16	SYL	13.5	2	0	2	0%	To Fishergate Close
17	Mouth of Fishergate Close	10.9	-	-	-	-	
18	SYL	38.8	7	2	5	29%	Opp School zigzags
19	DYL + Driveways	43.8	-	-	-	-	Incl Roundabout at West Road
20	SYL + Informal Crossing	46	9	2	6	25%	Pathway to flats
21	Driveway	6.8	-	-	-	-	
22	SYL + Verge	38	7	7	0	100%	
23	Driveway	9.2	-	-	-	-	To No 44
	Totals	446.9	29	12	16	43%	

South Side NE to SW

1	SYL + Driveways	29.1	-	-	-	NA	From opposite No 44
2	SYL	13.4	2	2	0	100%	O/S no 57
3	SYL + Driveways	13.4	-	-	-	NA	
4	SYL + Informal Crossing	39.3	-	-	-	NA	Central Bollards
5	SYL + Driveways	4.4	-	-	-	NA	Access to Garages
6	DYL	18.9	-	-	-	NA	To roundabout with West Road
7	Mouth of West Road	15.2	-	-	-	NA	
8	DYL	11.9	-	-	-	NA	From roundabout with West Road
9	SYL	21.2	4	1	3	25%	
10	School Zigzags	26.8	-	-	-	NA	School entrance
11	SYL + Driveways	49.7	-	-	-	NA	Verge sections too small for parking
12	SYL	8.5	1	0	1	0%	
13	SYL + Driveways	18.3	-	-	-	NA	
14	SYL + Informal Crossing	28.5	-	-	-	NA	Opp Central Bollards
15	SYL	10.7	2	0	2	0%	
16	SYL + Driveways	6.8	-	-	-	NA	O/S Church
17	SYL	38.8	7	0	7	0%	Includes paved section to church
18	SYL + Driveways	37.3	-	-	-	NA	Opp Eastbrook Way
19	Driveways	11.5	-	-	-	NA	
20	DYL incl Traffic lights	28.9	-	-	-	NA	From Entrance to Flats
	Totals	432.6	16	3	13	19%	

West Road

West Side South to North

	Restriction	Length (m)	Space = 5m	Parked	Spaces	Street Stress	Comments
1	DYL	14.1	-	-	-	NA	From A259
2	Unrestricted Parking	12.4	2	0	2	0%	
3	Unrestr. Parking (Layby)	60.2	11	7	2	78%	
4	Car Park Entrance	5.5	-	-	-	NA	
5	Unrestr. Parking (Layby)	13.7	2	1	2	33%	Opp Westland Court
6	School ZigZags	31.5	-	-	-	NA	School
7	SYL	38.6	7	0	7	0%	
8	DYL	9.7	-	-	-	NA	To roundabout at Gardner Road
	Totals	185.7	23	8	13	38%	

East Side North to South

1	DYL + Dways from Roundabo	39.6	-	-	-	NA	From Gardner Road roundabout
2	Mouth of Westland Court	21.1	-	-	-	NA	Westland Court
3	DYL	9.1	-	-	-	NA	
4	Unrestricted Parking	69.2	13	6	7	46%	
5	Disabled bay	5.9	1	1	0	NA	
6	Unrestricted Parking	11.6	2	1	1	50%	
7	Disabled bay	6.6	1	1	0	NA	
8	Unrestricted Parking	15.5	3	1	2	33%	
9	DYL	15.9	-	-	-	-	To A259
	Totals	194.5	20	10	10	50%	

Westland Court

North side West to East

1	DYL	37.2	-	-	-	-	From West Road
	Totals	37.2	0	0	0	NA	

South Side East to West

1	Unrestricted Parking	23.7	4	2	2	50%	From Layland Road
2	DYL	43.5	-	-	-	-	To West Road
	Totals	67.2	4	2	2	50%	

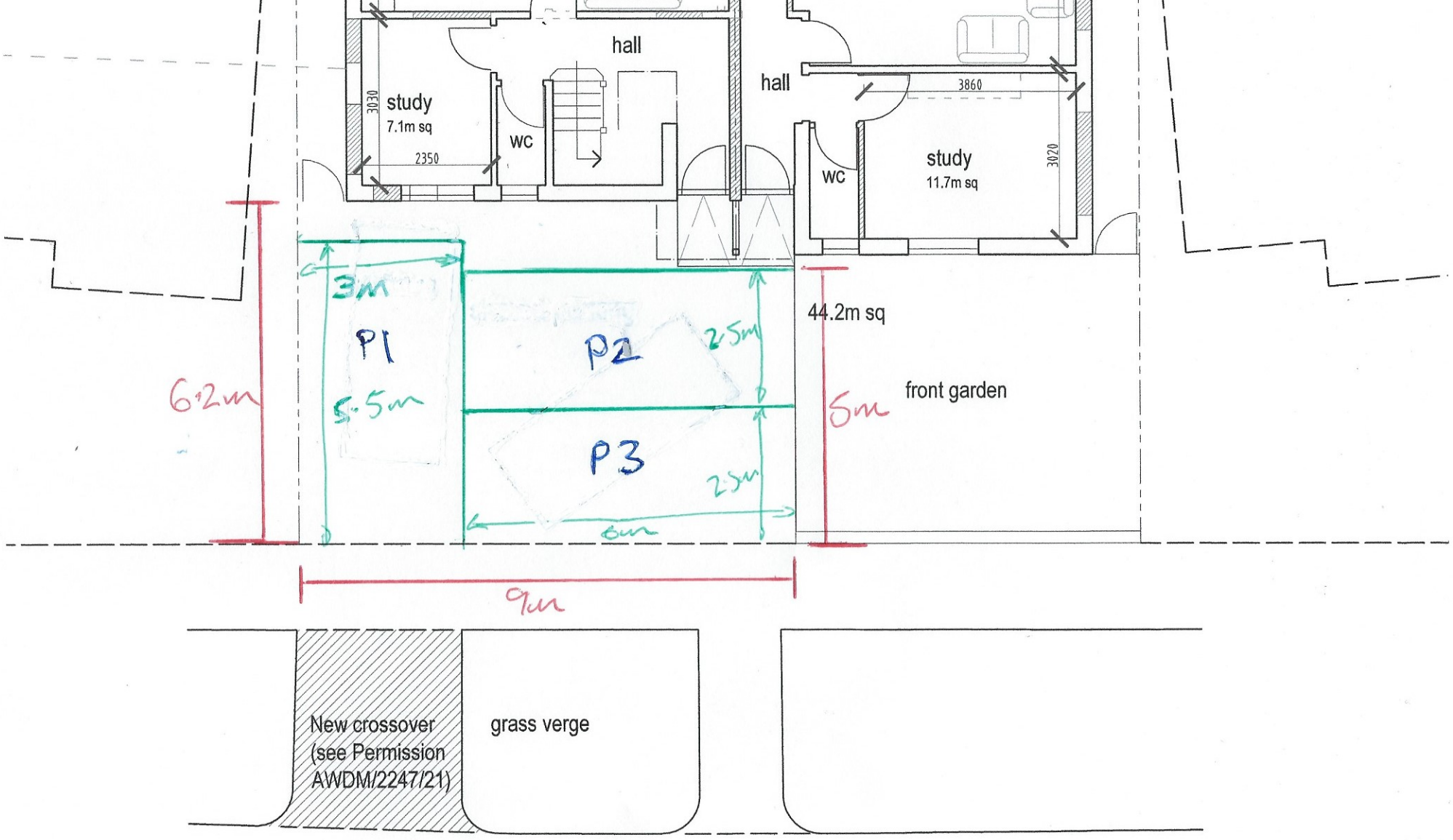
Full Summary:		35	54	39%
Selected Summary*:		22	31	42%
Excluding Gardner Road:		10	15	40%
With Additional Demand:	3	13	12	52%

		Use
West Road Car Park	11am 4/11/22	7
(Capacity circa 30 spaces)	1am 8/11/22	0

*Removed one side of the streets from analysis to ensure the free flow of traffic is maintined. Highlighted in grey retained.

APPENDIX 4:

INDICATIVE PARKING CONFIGURATION SKETCH



Ground Floor Plan @ 1:100

0 1 2 3 5m

Scale 1:100

Extract of ADC1174/18