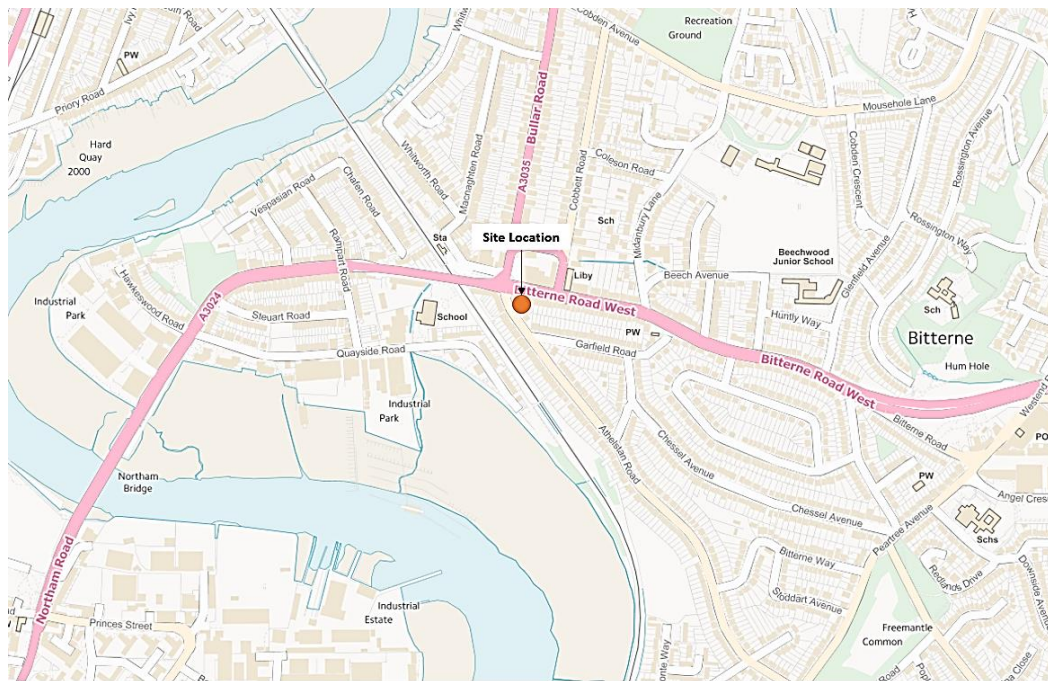


<b>Project Name:</b>	Bitterne Road West, Southampton
<b>Document Reference:</b>	020.0293/PTN/4
<b>Document Name:</b>	Parking Technical Note
<b>Prepared By:</b>	Harry Cherrill (February 2019)
<b>Checked By:</b>	Jon Huggett (February 2019)
<b>Approved By:</b>	Jon Huggett (February 2019)

## 1. INTRODUCTION

- 1.1 This Parking Technical Note (PTN) has been prepared by Paul Basham Associates to support the full planning application to *'erect three storey building (with basement) to provide replacement commercial space at basement/ground floor, either within Class A1 or dental surgery only within Class D1, with 1 No. three bedroom maisonette over, either within Class C3 or Class C4. Associated single vehicle servicing bay accessed from new dropped kerb to Athelstan Road. Integral bicycle parking and refuse storage, following demolition of existing retail premises'* (reference: 18/02272/FUL), at 182-184 Bitterne Road West, Southampton. The site location is demonstrated in **Figure 1**.



**Figure 1:** Site Location

- 1.2 Pre-application discussions with Southampton City Council (SCC) were undertaken in April 2017 to discuss the potential redevelopment of the site. The pre-application response identified the requirement for a parking survey to be undertaken on the surrounding road network to establish the potential extent of parking impact from the development.

- 1.3 A previous full application for the: *'Erection of a 3 storey building to provide a ground floor retail unit and 2x2 bed flats on upper floors with associated parking and cycle/refuse storage, following demolition of existing building at 182-184 Bitterne Road West Southampton SO18 1BE'* (reference: 18/00358/FUL) was refused in July 2018. Reasoning for the application refusal included an *'Incomplete Car Parking Survey'* with the decision notice stating: *'The car parking survey information provided is deemed to be insufficient and fails to satisfactorily demonstrate that the amount of parking provided will be sufficient to serve this mixed use development'*.
- 1.4 This PTN directly addresses this reason for refusal and justifies nil car parking on site for residents. The scope of this PTN therefore considers site accessibility, details of the proposed development and a detailed car parking survey in accordance with the Lambeth methodology (using SCC's specific requirements).
- 1.5 A letter addressing highway safety matters at the proposed site (reference 020.0293/HL/JH) was also prepared concluding that the proposed development and revised access arrangements would result in a betterment to highway safety over the existing situation.

## 2. SITE ACCESSIBILITY

- 2.1 The site is currently occupied by a single storey commercial unit (Use Class A1), which was formerly in use as ‘A Head of Time’ hair salon. The site is located approximately 4km east of Southampton City Centre and 1km west of Bitterne’s Local Centre and is free-standing; bordered by local retail units and residential development to the east, residential development to the south, Athelstan Road and local retail units to the west and Bitterne Road West (A3024) to the north.
- 2.2 The site is located within walking distance of a number of local facilities and amenities, and with Bitterne’s local centre providing a range of local shops and services, located 1km away, the site provides a good opportunity to encourage walking and cycling. Furthermore, a dental surgery, which would be open to NHS patients, is a use being sought at the application site, a facility not found in the direct vicinity of the site. The local facilities within the vicinity of the site including their associated walking and cycling distances are summarised within **Table 1**.

Amenity	Approximate Distance	Walking Time (minutes)	Cycling Time (minutes)
Bus Stop (eastbound)	90m	1	<1
Pub/Restaurant	100m	1	<1
Food Store	100m	1	<1
Library	100m	1	<1
Railway Station	100m	1	<1
Bus Stop (westbound)	320m	3	1
Petrol Station	320m	3	1
Primary School	640m	8	4
Supermarket	950m	10	5
Post Office	950m	10	5
Doctors Surgery	950m	10	5
Bank	950m	10	5
Dentist	1.9km	23	11
Secondary School	2.2km	29	14

**Table 1:** Proximity to Local Amenities

### Bus Services

- 2.3 The closest bus stops to the site (as detailed in **Table 1**) are situated 90m and 320m to the east of the site on Bitterne Road West. Being a key route into the city centre, both stops are well frequented by a number of services providing connections to a range of destinations including Bitterne’s Local Centre, Southampton City Centre, Hedge End, Barton Peveril College, Hamble, Eastleigh, Bishops Waltham and more. Journeys to Bitterne’s Local Centre take 5 minutes, whilst journeys to Southampton City Centre take 10 minutes.

**Rail Services**

- 2.4 Bitterne Railway Station is situated just 100m (1 minute walk) to the north of the proposed site and provides frequent (hourly) services to both Southampton City Centre and Portsmouth City Centre. A journey to Southampton takes approximately 10 minutes, whilst a journey to Portsmouth takes approximately 50 minutes.
- 2.5 The station is equipped with 8 cycle storage spaces and 10 car parking spaces.

**Summary**

- 2.6 Overall, the site is situated within an accessible location, on the fringes of Southampton City Centre, and on a high frequency bus corridor and within a 1 minute walk of Bitterne Railway Station.

### 3. PARKING SURVEY REQUIREMENTS

3.1 Lambeth Council have specific requirements for parking surveys within the Borough. The requirements detailed in the 'Lambeth Council Parking Survey Guidance Note' are generally regarded as the most detailed, and the 'Lambeth Style Parking Survey Methodology (2012)' is therefore used as general guidance for most highway authority parking surveys. Correspondence with the Highways Development Management Officers of Southampton City Council (see **Appendix A**) has confirmed that they have a preferred parking survey methodology although it is yet to be fully adopted this method via a process of public consultation as an amendment to its Parking Standards Supplementary Planning Document (September 2011)." Relevant requirements of the Lambeth model parking survey are as follows:

- An area of 200m (or a 2-minute walk) around a site;
- The survey should be undertaken when the highest number of residents are at home; generally late at night during the week; \*
- Town centre locations; surveys should be taken Monday- Wednesday only;
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded;
- Should not be undertaken in weeks that include Public Holidays and school holidays.

3.2 The Lambeth Council Parking Survey Guidance Note goes on to state that the following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey;
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (e.g. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc.);
- Any unusual observations e.g. suspended parking bays, spaces out of use because of road works or presence of skips etc.;
- A drawing showing the site location and extent of the survey area. All other parking and waiting restrictions such as double yellow lines and double red lines, bus lay-bys, kerb buildouts, and crossovers (vehicular accesses) etc. should also be shown on the plan;
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table;
- Photographs of the parking conditions in the survey area can be provided to back up the results.

- 3.3 The Lambeth methodology states the locations where cars can legally park overnight should also be identified.

#### **Southampton Requirements**

- 3.4 As detailed above SCC highway officers have identified a requirement for slight variations in the Lambeth methodology. These have been outlined below:

- Two surveys should be undertaken on 'normal days', ideally one weekday and one weekend day during peak demand, which is between 22:00 and 06:00;
- The survey area should cover a 250m radius around the site;
- Parking spaces should measure 6m, with 5m acceptable where there is free access at one end;
- A plan should be provided showing obstructions to parking such as dropped kerbs, double yellows and any parking restrictions;
- The information should be summarised in a report clearly setting out the results and implications for the scheme.

*\*The standards also state, "A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday)".*



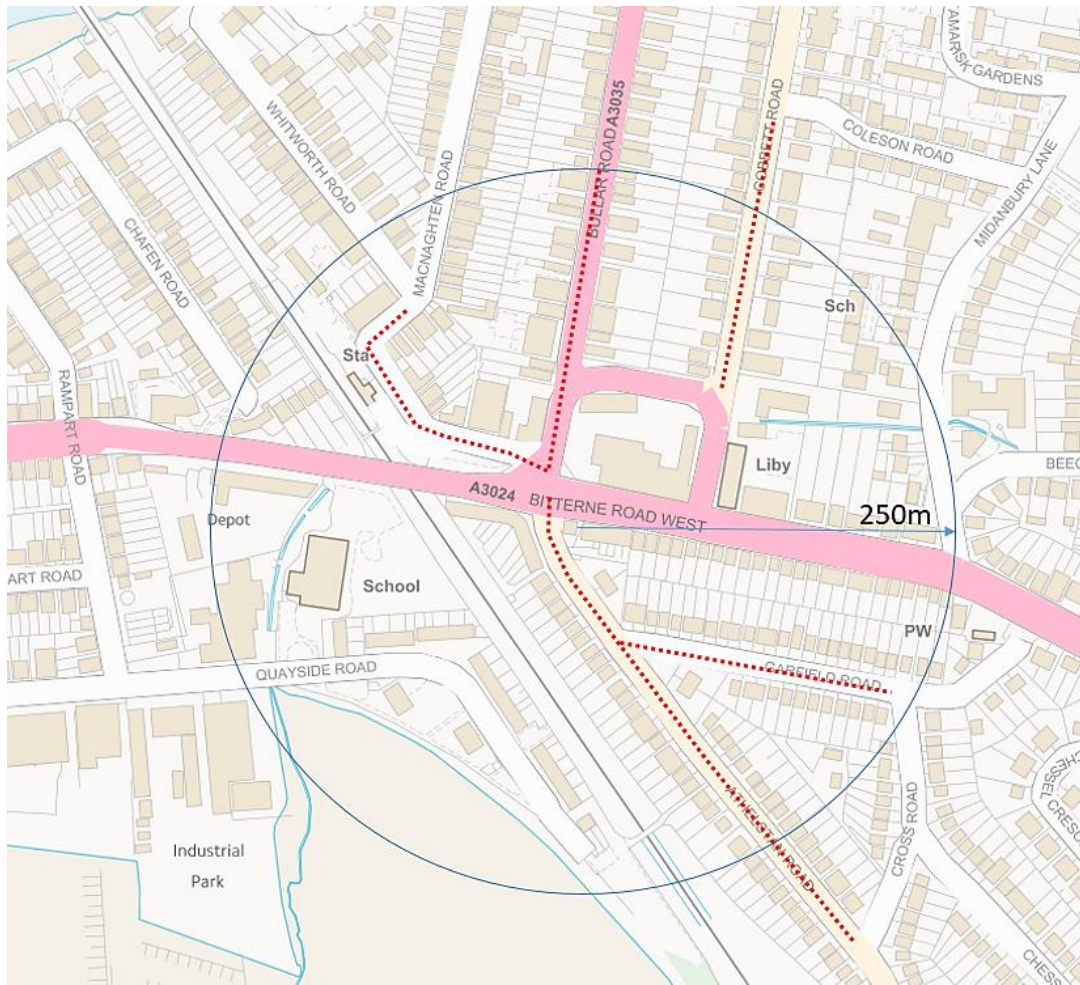
#### 4. EXTENT OF PARKING SURVEYS

- 4.1 A formal pre-application response from SCC identified the requirement for a parking survey to be undertaken around the site to establish the proposed development's impact on the existing parking stock. Therefore, the following section outlines the methodology undertaken for the survey, with **Chapter 5** detailing the results.
- 4.2 Using the requirements of SCC, a 250m radius was identified around the site. Within this radius, 250m along each road was measured, taking into account the roads on which people are most likely to walk (for example, the surveys have been taken along Athelstan Road to the junction with Cross Road, as it is unlikely that residents would 'stop' at the 250m radius if a parking space was identified further away).
- 4.3 As parking along the length of Bitterne Road West is prohibited by double yellow lines, this road has been discounted. A stretch of Macnaghten Road has also been discounted due to a TRO which restricts parking, as well as a small car park which is for use by visitors to Bitterne Railway Station.
- 4.4 In addition, the site lies close to, but not within, Controlled Parking Zone (CPZ) 13. As demonstrated in **Figure 2**, the CPZ covers Quayside Road and Chafen Road which would have otherwise been included within the survey area.



**Figure 2:** Area Covered by CPZ 13

- 4.5 Roads within a 250m radius of the site which have been surveyed (taking the above into account) are demonstrated in **Figure 3**.

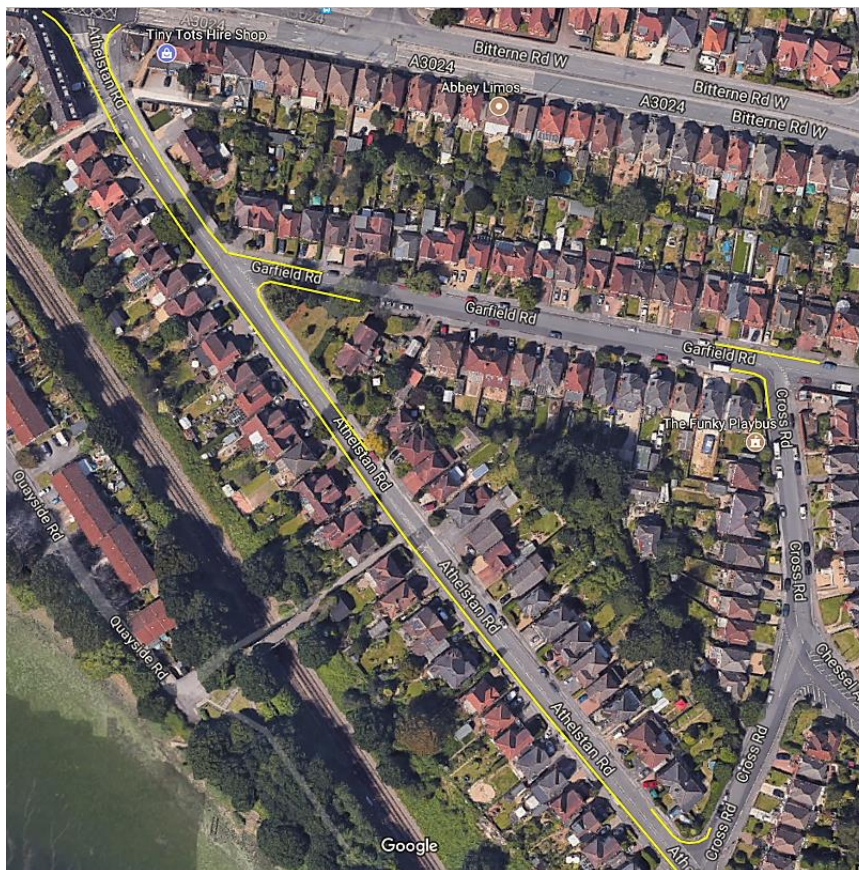


**Figure 3:** Extent of Parking Surveys.

- 4.6 The area covered by the survey therefore includes Athelstan Road, Garfield Road, Macnaghten Road (up to the junction with Whitworth Road), Bullar Road (for 250m from the junction with Bitterne Road West) and Corbett Road (up to the junction with Coleson Road).
- 4.7 Surveys were undertaken in accordance with Southampton City Council’s amended, yet unadopted formally via any democratic process requirements (see **Appendix A**) and were undertaken at the following times:
- Sunday 3<sup>rd</sup> February 2019 @ 22:00
  - Tuesday 5<sup>th</sup> February 2019 @ 22:00



- 4.8 The survey date was specifically chosen because it represented a ‘normal’ weekend day and weekday; outside of school holiday periods and no events were identified in the surrounding area. Both surveys exhibited fairly poor weather conditions (constant light drizzle/ rain throughout), with average temperatures. No roadworks were identified along any of the surrounding local road network.
- 4.9 Where bays are not individually shown measurements of 6m in length (the standard required for parallel parking bays) have been taken to ensure a robust assessment.
- 4.10 Plans to demonstrate any TROs and parking restrictions within the survey area are demonstrated in **Figure 4** and **5**. For the purpose of assessing the total number of spaces available, driveways have also been taken into account within the survey itself. Plans included in **Appendix B** further demonstrate the restrictions along with details on available spaces.



**Figure 4:** TROs in the Local Area – South of the Development Site (Source: Google Maps)

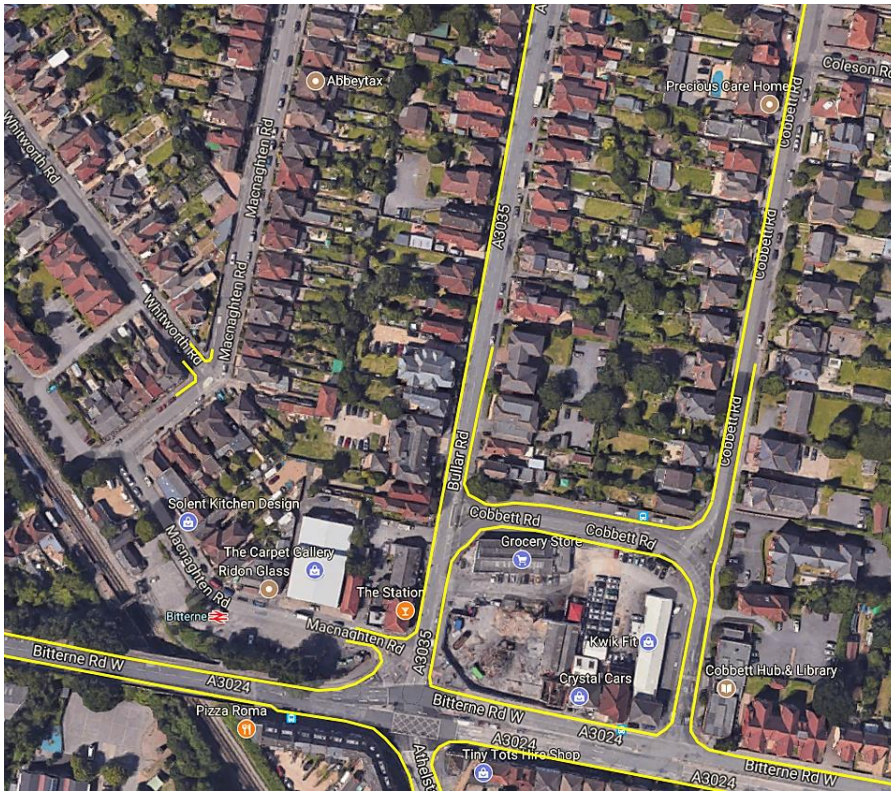


Figure 5: TROs in the Local Area – North of the Development Site (Source: Google Maps)

## 5. PARKING SURVEY RESULTS

Sunday 3<sup>rd</sup> February @ 22:00

5.1 The Sunday evening survey results are summarised in **Table 2**.

Road	Location		TIME	Number of Spaces Available exc Disabled	Number of spaces occupied	Number of spaces empty
ATHELSTAN RD	Bitterne Rd W to Garfield Rd	West Side	22:00	0	0	0
	Bitterne Rd W to Garfield Rd	East Side	22:00	0	0	0
	Garfield Rd to southern extent	West Side	22:00	0	0	0
	Garfield Rd to southern extent	East Side	22:00	7	7	0
Garfield Rd	Athelstan Rd to eastern extent	North Side	22:00	8	8	0
	Athelstan Rd to eastern extent	South Side	22:00	12	10	2
A3024 W	Athelstan Rd to limit	North Side	22:00	0	0	0
	Athelstan Rd to limit	South Side	22:00	0	0	0
A3024 E	Athelstan Rd to Midanbury Lane	North Side	22:00	0	0	0
	Athelstan Rd to Midanbury Lane	South Side	22:00	0	0	0
Cobbett Rd	A3024 to A3035	North Side	22:00	0	0	0
	A3024 to A3035	South Side	22:00	0	0	0
	North eastern arm	West Side	22:00	0	0	0
	North eastern arm	East Side	22:00	7	7	0
Bullar Rd	A3024 to Cobbett Rd	West Side	22:00	0	0	0
	A3024 to Cobbett Rd	East Side	22:00	0	0	0
	Cobbett Rd to No.73	West Side	22:00	0	0	0
	Cobbett Rd to No.73	East Side	22:00	4	4	0
Macnaughten Rd	Bullar Rd southern arm	North Side	22:00	7	4	3
	Bullar Rd southern arm	South Side	22:00	12	9	3
	Southern arm to north of Whitworth Rd	NW Side	22:00	11	10	1
	Southern arm to north of Whitworth Rd	SE Side	22:00	14	14	0
Whitworth Rd	Macnaughten Rd to extent	NE Side	22:00	0	0	0
	Macnaughten Rd to extent	SW Side	22:00	14	14	0
<b>TOTALS</b>				<b>96</b>	<b>87</b>	<b>9</b>
<b>OCCUPANCY LEVEL</b>				<b>90.6%</b>		

**Table 2:** Sunday Evening Survey Summary

5.2 A plan of the results demonstrating available and occupied spaces during the survey is attached as **Appendix C**. Photographs attached in **Appendix D** visually demonstrate available capacity along the roads during the survey period.



Tuesday 5<sup>th</sup> February @ 22:00

5.3 The Tuesday evening survey results are summarised in **Table 3**.

Road	Location		TIME	Number of Spaces Available exc Disabled	Number of spaces occupied	Number of spaces empty
ATHELSTAN RD	Bitterne Rd W to Garfield Rd	West Side	22:00	0	0	0
	Bitterne Rd W to Garfield Rd	East Side	22:00	0	0	0
	Garfield Rd to southern extent	West Side	22:00	0	0	0
	Garfield Rd to southern extent	East Side	22:00	7	7	0
Garfield Rd	Athelstan Rd to eastern extent	North Side	22:00	8	8	0
	Athelstan Rd to eastern extent	South Side	22:00	12	11	1
A3024 W	Athelstan Rd to limit	North Side	22:00	0	0	0
	Athelstan Rd to limit	South Side	22:00	0	0	0
A3024 E	Athelstan Rd to Midanbury Lane	North Side	22:00	0	0	0
	Athelstan Rd to Midanbury Lane	South Side	22:00	0	0	0
Cobbett Rd	A3024 to A3035	North Side	22:00	0	0	0
	A3024 to A3035	South Side	22:00	0	0	0
	North eastern arm	West Side	22:00	0	0	0
	North eastern arm	East Side	22:00	7	7	0
Bullar Rd	A3024 to Cobbett Rd	West Side	22:00	0	0	0
	A3024 to Cobbett Rd	East Side	22:00	0	0	0
	Cobbett Rd to No.73	West Side	22:00	0	0	0
	Cobbett Rd to No.73	East Side	22:00	4	4	0
Macnaughton Rd	Bullar Rd to bend	North Side	22:00	7	5	2
	Bullar Rd to bend	South Side	22:00	12	10	2
	Southern arm to north of Whitworth Rd	NW Side	22:00	11	10	1
	Southern arm to north of Whitworth Rd	SE Side	22:00	14	14	0
Whitworth Rd	Macnaughton Rd to extent	NE Side	22:00	0	0	0
	Macnaughton Rd to extent	SW Side	22:00	14	14	0
<b>TOTALS</b>				<b>96</b>	<b>90</b>	<b>6</b>
<b>OCCUPANCY LEVEL</b>				<b>93.8%</b>		

**Table 3:** Tuesday Evening Survey Summary

5.4 A plan of the results demonstrating available and occupied spaces during the survey is attached as **Appendix E**. Photographs attached in **Appendix F** visually demonstrate available capacity along the roads during the survey period.

#### Summary of Parking Surveys

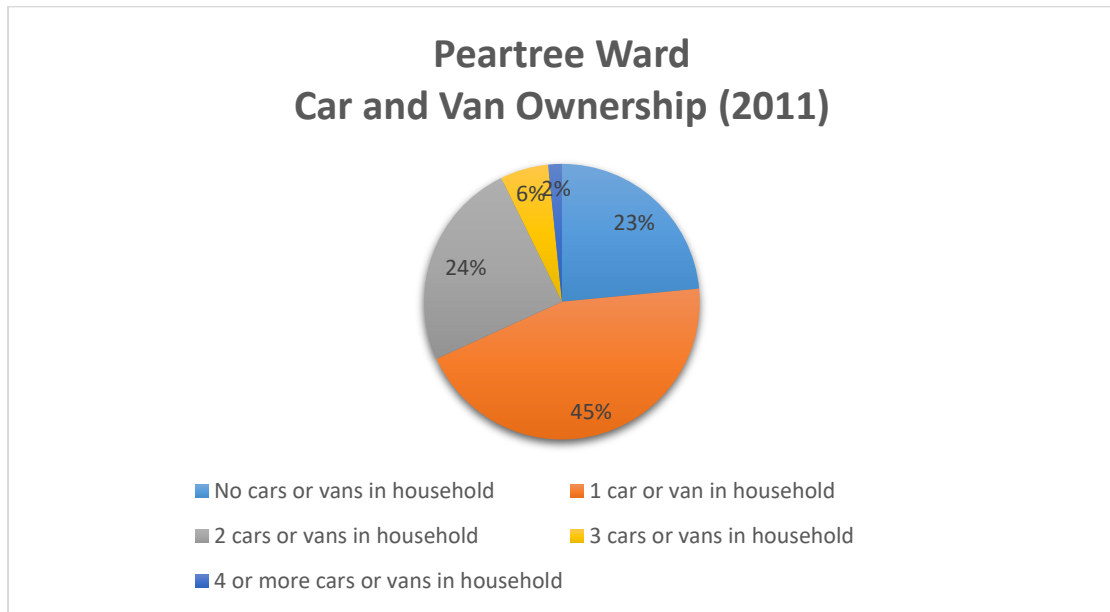
5.5 The results of the two surveys demonstrate that the roads within 250m of the development site have available capacity during peak hours, with a minimum available capacity of 6 spaces during the Tuesday evening survey and 9 spaces during the Sunday evening survey.

- 5.6 It should be noted however, The Station pub located opposite the proposed development and within the parking survey extent was open during the car parking surveys, with the pub open 12:00-23:00 Sundays and 12:00 – 00:00 Tuesdays. Whilst there is limited parking to the rear of the pub, it is expected most vehicles utilise on street parking within the pub’s vicinity, therefore impacting the parking stock available during the surveys.
- 5.7 As part of the application 18/00358/FUL, car parking surveys were undertaken in 2017 on Tuesday 27<sup>th</sup> June at 20:00 and Wednesday 28<sup>th</sup> June at 06:30 and presented in Paul Basham Associates’ previously submitted Parking Technical Note (ref: 020.0293.PTN1). Even though the information provided from the surveys was deemed to be outside of SCC’s parking survey requirements, the results do demonstrate the available parking stock within 250m walking distance of the proposed development during periods when most are expected to be home but also when the pub is closed or quieter. These survey results detail that 24 spaces were available in the evening survey and 28 available in the morning.

#### **Car Ownership- 2011 Census Data**

- 5.8 In addition to conducting parking surveys and further observations within the immediate vicinity of the site, existing residential parking demand in terms of number of cars per household has been examined in more detail, in order to understand true potential demand for this specific ward.
- 5.9 Using the ‘Car or Van Availability’ Dataset from the 2011 Census for the Peartree Ward. **Figure 6** demonstrates the number of cars owned by each household within the ward.





**Figure 6:** Number of Cars or Vans Owned by Residents in Peartree Ward

5.10 As demonstrated in **Figure 6**, 23% of existing households own no cars within the ward, and in comparison, just 2% of households own 4 or more cars. The majority (45% of households) own one car).

#### Southampton City Council Parking Requirements

5.11 Southampton’s Parking Standards Supplementary Planning Document (SPD) 2011 provides maximum standards for A1 retail, D1 dental surgery and general residential land use. The *maximum* standards are presented in **Table 4**.

Unit Type	SCC Maximum Parking Standard	SCC Maximum Parking Requirement
A1 Retail (60.3m <sup>2</sup> )	1 space per 20m <sup>2</sup>	3 spaces
D1 Dental Surgery (60.3m <sup>2</sup> )	3 spaces per consulting room	3 spaces
C3 Residential (1 unit)	2 spaces per 3 bedroom unit	2 spaces

**Table 4:** SCC’s Parking Standards and *maximum* Requirements

5.12 As demonstrated in **Table 4**, a *maximum* of 5 spaces should be provided to serve the proposed development.

5.13 Given that a minimum of 6 available car parking spaces were found to be located within a 250m radius of the site, it is demonstrated that the surrounding road network is able to accommodate a potential maximum demand of 5 vehicles.

5.14 In addition, the retail unit/dental surgery will be provided with an on-site delivery/ service area, to ensure that delivery/ service vehicles are able to be accommodated off the carriageway without impacting the surrounding road network.

5.15 It should also be noted that the dental surgery will only be open during the day. Therefore, potential parking demand from the ground floor element of the site will be at times when the local road network has a higher parking capacity when compared to the parking survey times. This results in a potential car parking requirement of only 2 spaces from the residential unit during the evening and at times of peak parking demand.

## 6. CONCLUSION

- 6.1 The Parking Technical Note has been prepared by Paul Basham Associates to support a planning application for a small retail unit and a three bedroom residential flat on land at the existing 'A Head of Time' hair salon at 182-184 Bitterne Road West, Southampton.
- 6.2 Parking surveys were undertaken within a 250m radius of the site on Sunday 3<sup>rd</sup> February 2019 at 22:00 and Tuesday 5<sup>th</sup> February 2019 at 22:00, in accordance with the Lambeth Methodology and Southampton City Council's adjusted Parking Survey requirements.
- 6.3 The results of the surveys demonstrate that a minimum of 6 spaces were available within 250m of the site.
- 6.4 Southampton City Council's Parking Standards Supplementary Planning Document (2011) demonstrates that, for this particular site, a maximum of 5 car parking spaces should be provided. Whilst the development provides just one space, the parking surveys demonstrate that there is sufficient available capacity to accommodate a potential maximum demand of 5 vehicles.
- 6.5 We would therefore encourage Southampton City Council to look favourably upon this development from a highway's perspective following the submission of the letter addressing highway safety matters and this Parking Technical Note.



## **REQUIREMENTS OF PARKING SURVEYS**

Parking surveys are required to accompany some planning applications when on site parking does not comply with SCC guidance within the Parking Standards SPD dated September 2011. The purpose of the survey is to demonstrate the kerbside parking pressure in the near vicinity of the application site during times of greatest demand by residents. The survey may cover areas where there is already a controlled parking restriction, it is necessary to include these areas as these restrictions are time limited.

### **Standard information for each survey.**

To help inform each survey certain information helps to explain the accessibility of the area to regularly needed facilities for households or accommodation including public transport. The following list of questions need to be answered, which include information about the survey.

- At what time(s) was the survey undertaken
- What was the date(s) of the survey
- What day of the week was the survey
- From the 2011 census, what is the average car ownership for this area
- How far away is the nearest bus stop (both directions)
- How many buses are accessible in daytime hours from this stop (both directions)
- How far away is the nearest convenience store/shop
- How far away are the nearest primary and secondary schools
- How far away is the nearest doctors surgery
- How far away is the nearest dentist surgery

### **Methodology**

Taking the application site as the centre, draw a 200m radius circle around the site on a 1:1000 scale plan. (In some cases you may be advised that this is increased). Within this circle is the area you need to survey. It is necessary to conduct 2 surveys on 'normal days', outside of school holiday times and avoiding bank holidays etc. Ideally one week day and one week end day would be best, and the survey should be carried out during peak demand, which generally is between 10pm and 6am. Occasionally we may ask for other times where the site surroundings may have a more unusual pattern of demand for on street parking.

The plan will need to clearly identify areas of available parking, whilst parked areas, dropped kerbs and parking restrictions also need to be clearly marked to provide a clear picture of how much kerbside parking space was available at the time of the survey.



Parking spaces need to be 6m long to qualify as a usable space, unless there is clear open space to one end of this parking space, created by a dropped kerb or double yellow lines or similar, and then these spaces need to be 5m long. By colour coding your plan you should be able to create a clear picture of the parking demand, a useful legend could be as follows:

- Double yellow lines marked as yellow line
- Single yellow lines marked as dashed yellow line
- Areas covered by parking controls shaded blue.
- Dropped kerb locations marked with a brown line.
- Occupied parking spaces marked with red rectangular blocks 6m long x 2m wide.
- Available parking spaces marked with green rectangular blocks 6m long x 2m wide.
- Properties with on plot parking hatched purple.
- Vehicles parked illegally should be marked as black 6m long x 2m wide blocks
- Indicate carriageway widths of each road within the survey area

The plan should be accompanied with a written summary of the findings of the survey listed by street, stating the number of parking spaces available for use on the street, and the number of unoccupied or vacant spaces, and then expressing this ratio as a percentage of available space.

You may wish to include photographs to support your survey and these could help confirm your results, however this is not an obligation. The photographs could be numbered and a dot marked on the plan with the corresponding number to identify where each photograph was taken from, with an arrow to show the direction in which the photograph was taken.

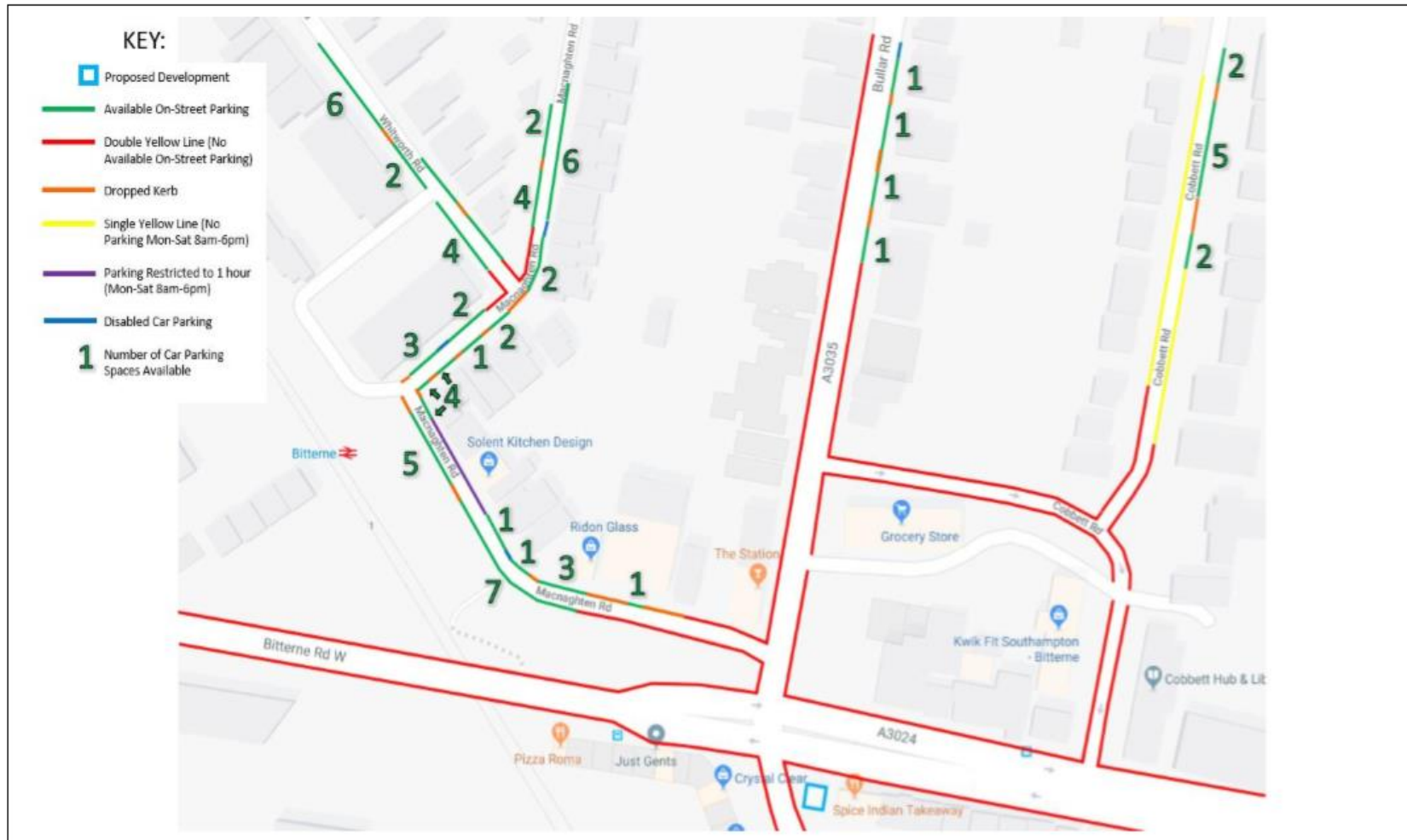
The information you supply may be used as evidence at Planning and Rights of Way Panel to demonstrate the parking demand in the near vicinity of your site, and therefore it is important to ensure that it is clear and easily understood to avoid any confusion.

If the information is not clearly provided this may result in a refusal of planning consent based on the reason of inadequate information being supplied.

January 2016

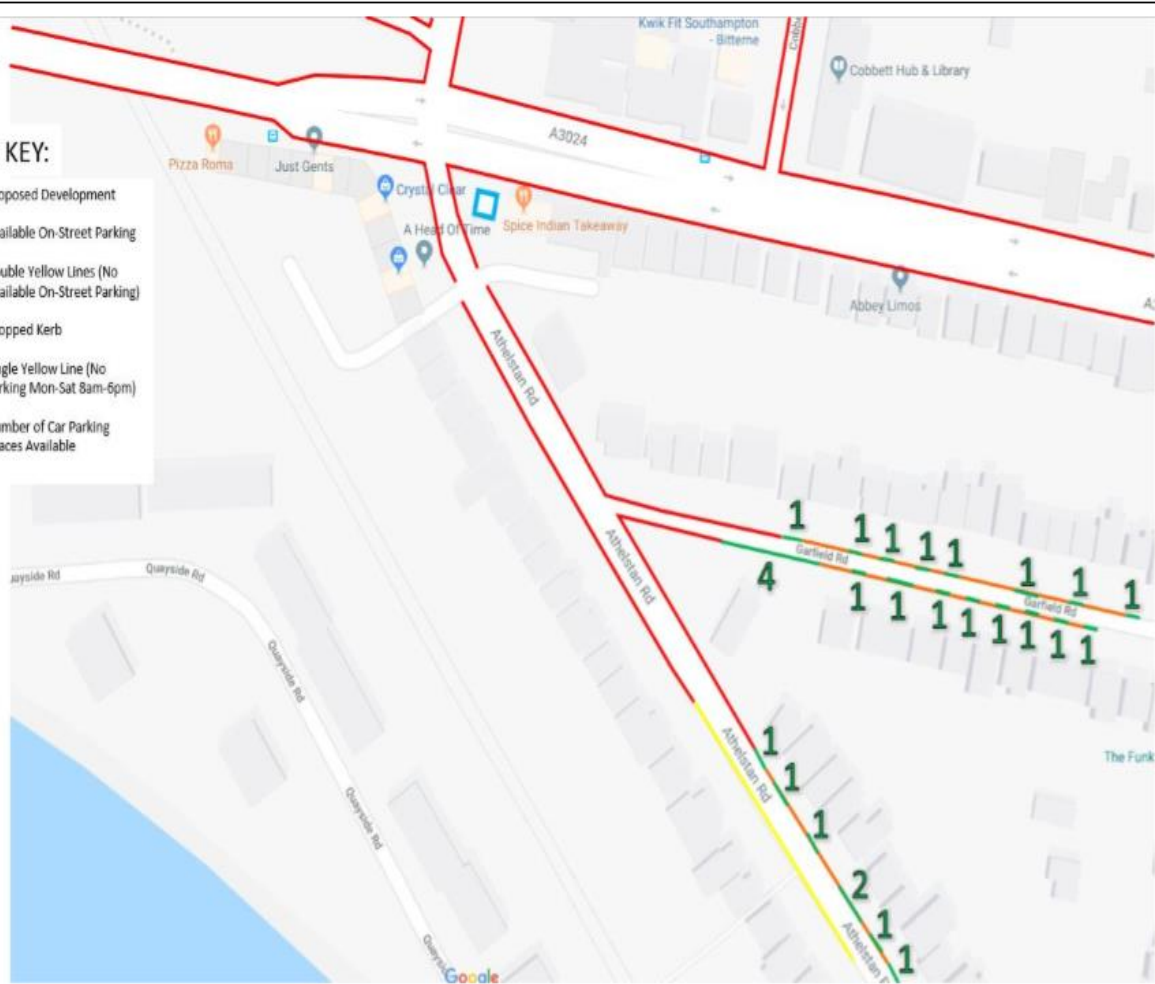
## Appendix B

# BITTERNE RD WEST SOUTHAMPTON – PARKING SURVEY INVENTORY



**KEY:**

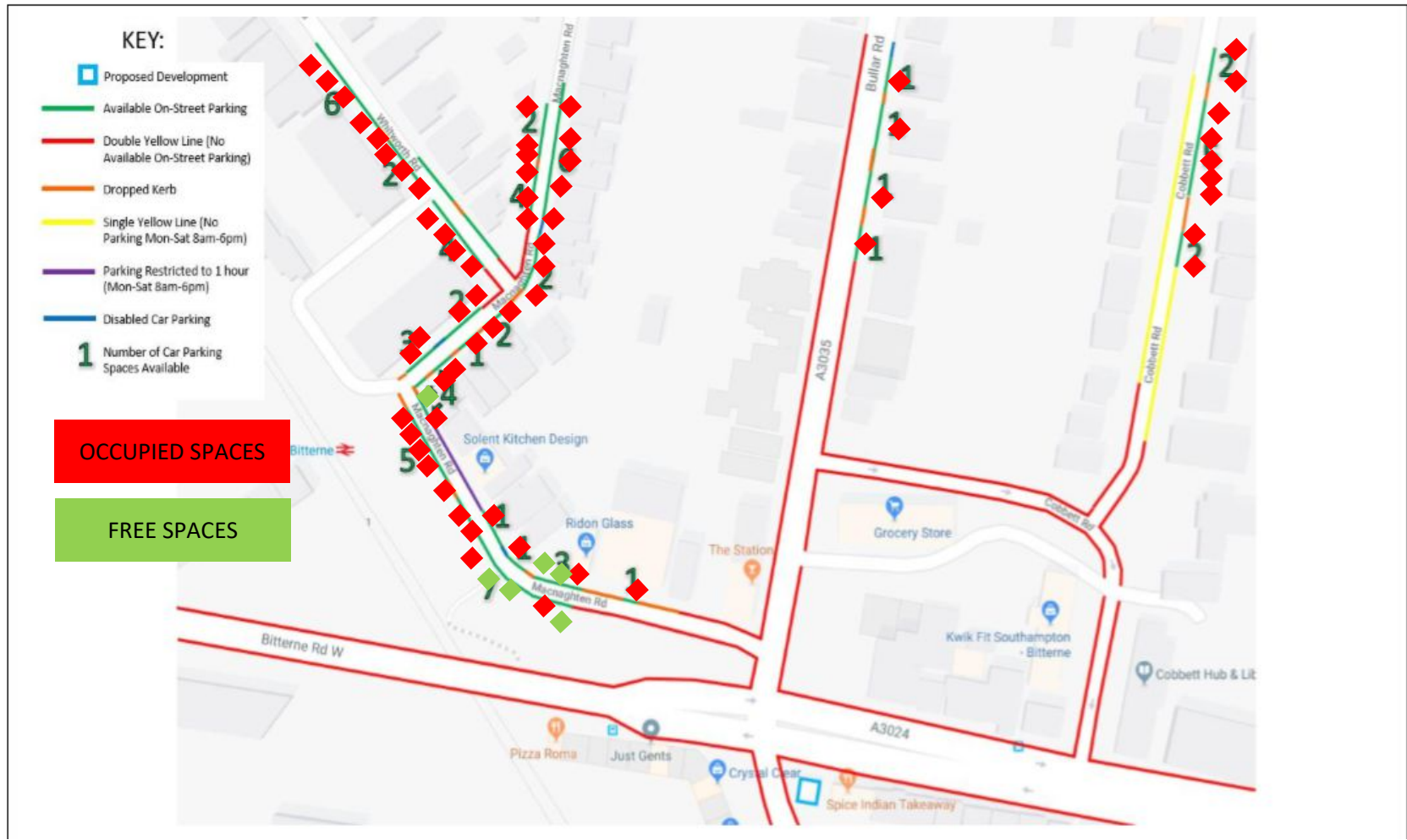
-  Proposed Development
-  Available On-Street Parking
-  Double Yellow Lines (No Available On-Street Parking)
-  Dropped Kerb
-  Single Yellow Line (No Parking Mon-Sat 8am-6pm)
-  Number of Car Parking Spaces Available

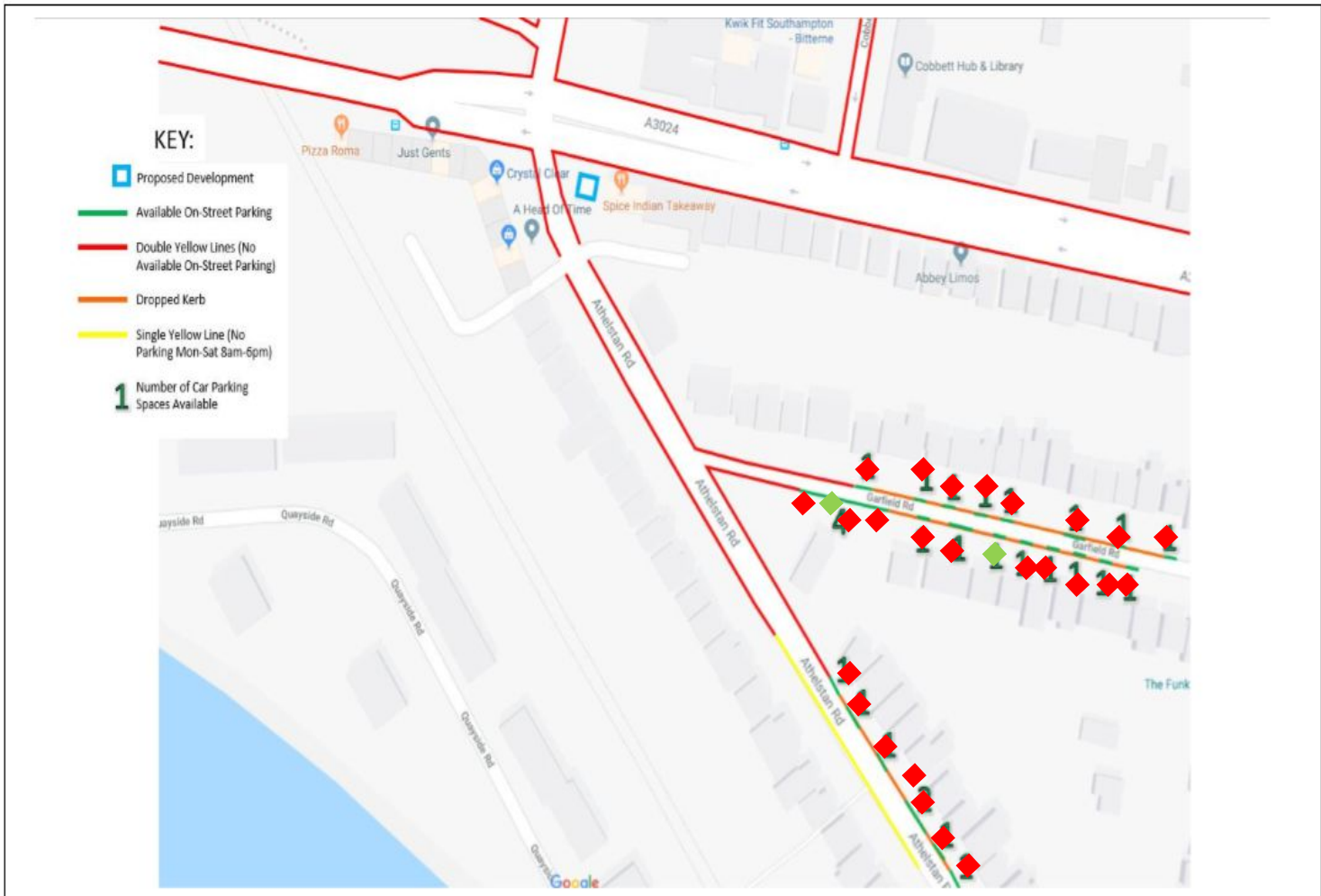


## Appendix C



# BITTERNE RD WEST SOUTHAMPTON – PARKING SURVEY RESULTS 3 FEB 2019





## Appendix D

# BITTERNE AREA PARKING SURVEY PHOTOS

SUN 3 FEB 2019



GARFIELD RD EASTERN FREE SPACE



GARFIELD RD WESTERN FREE SPACE



MACNAUGHTON RD NORTHERN SPACES



MACNAUGHTON RD SOUTHERN SPACES

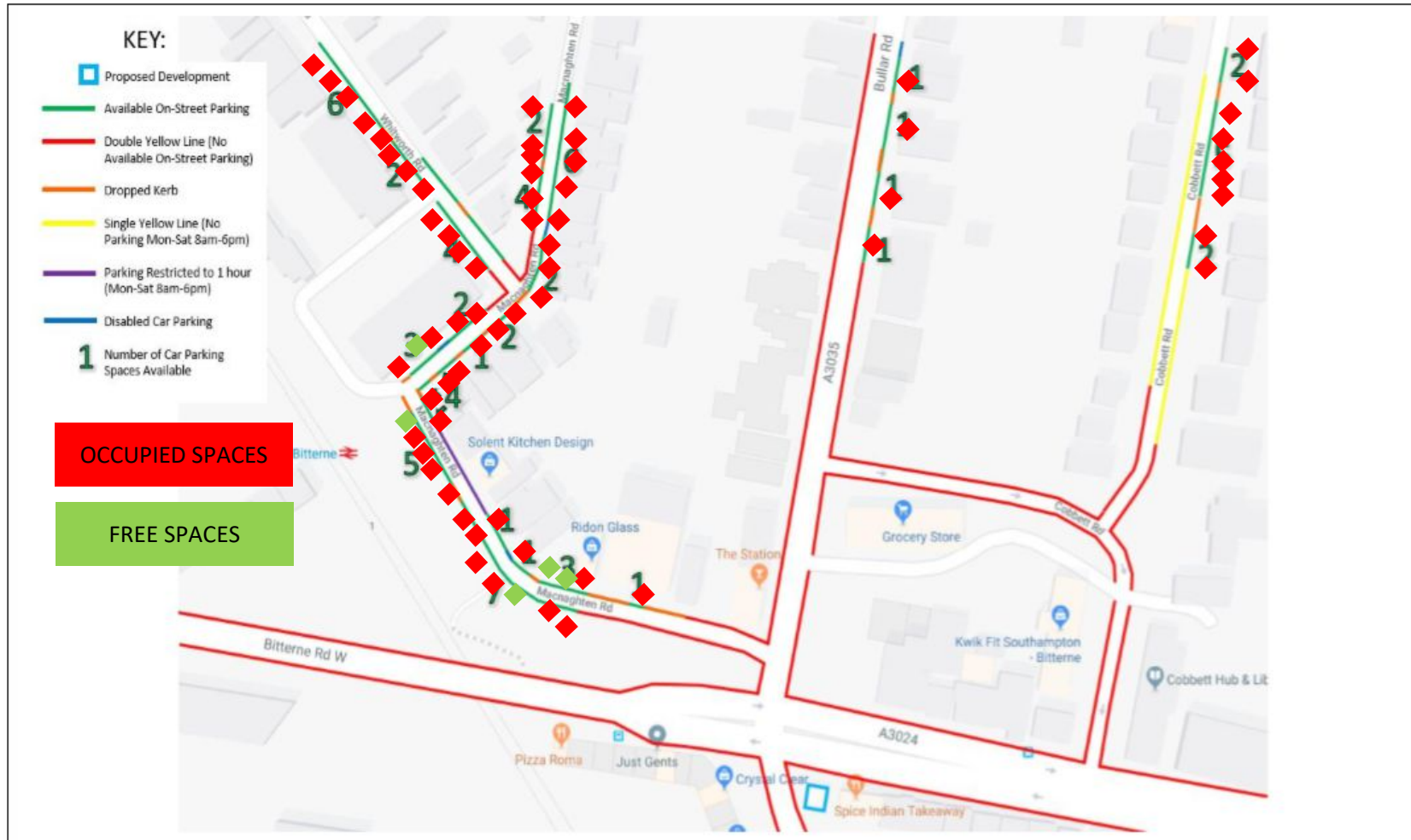


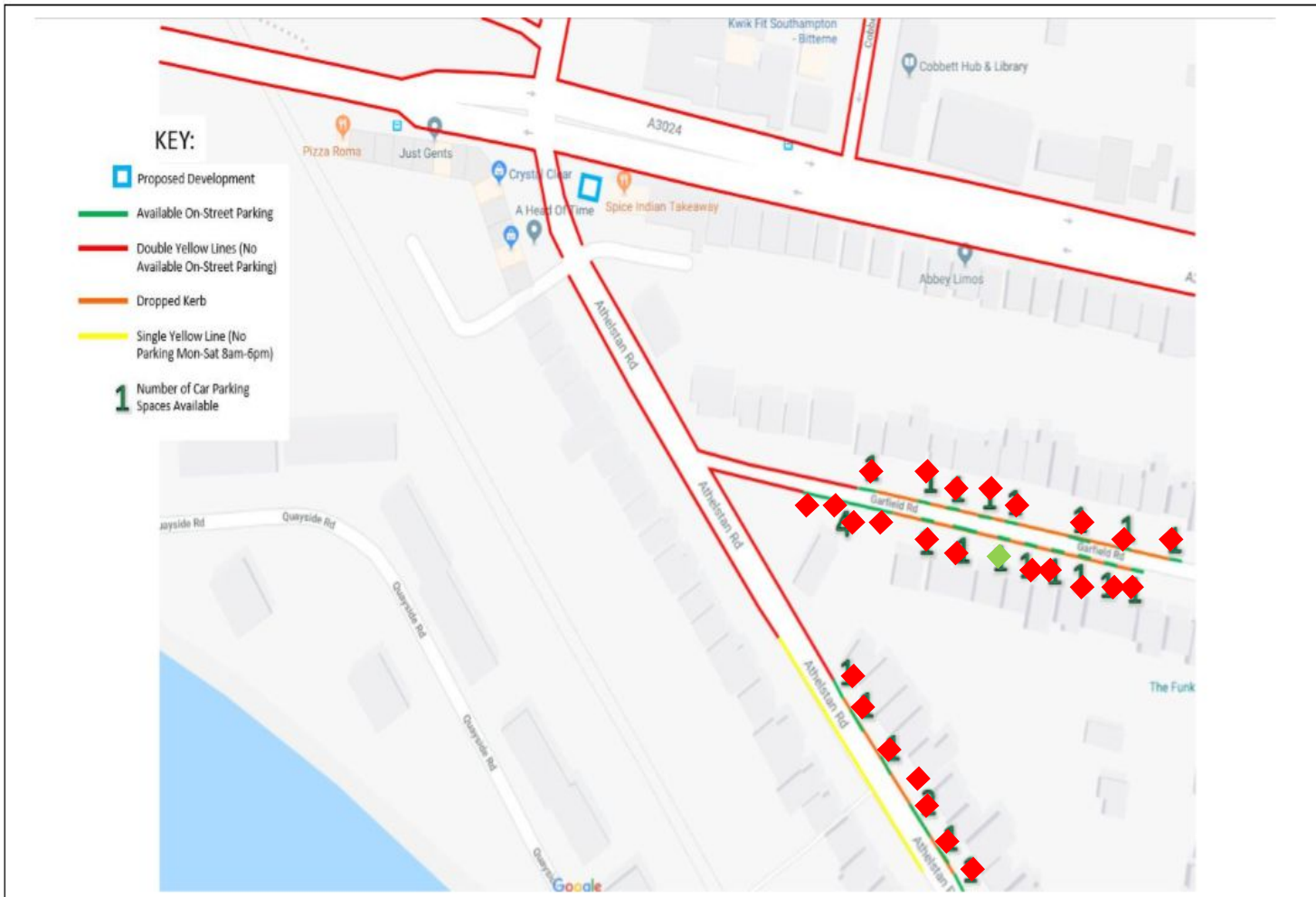
MACNAUGHTON RD N/W SPACE

## Appendix E



# BITTERNE RD WEST SOUTHAMPTON – PARKING SURVEY RESULTS 5 FEB 2019





## Appendix F

# BITTERNE AREA PARKING SURVEY PHOTOS

TUES 5 FEB 2019



GARFIELD RD



MACNAUGHTON RD NORTH SIDE SPACES



MACNAUGHTON RD SOUTHERN SIDE SPACE



MACNAUGHTON RD WESTERN SIDE SPACE

NORTH OF BEND