

Transport Assessment

39 Bacon Close
Weston
Southampton
Hampshire

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1. Introduction

- 1.1. fusion|tp is instructed by the applicant to prepare and submit an access assessment to support a planning application for the use of 39 Bacon Close as a House in Multiple Occupation.
- 1.2. Planning permission is sought under the provisions of Section 55 of the Town and Country Planning Act for the change of use from a house (within Class C3) to a flexible use of house (within Class C3) and House in Multiple Occupation (within Class C4).
- 1.3. Section 4 of the National Planning policy Framework outlines national policy on delivering sustainable transport. Paragraph 32 states:

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. sets the overall strategy objective stating;*

Para 34 goes on to state:

Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

2. Transport Assessment

Existing Situation

- 2.1 The site is currently a house with four bedrooms
- 2.2 The site does not enjoy the provision of on-site car parking.
- 2.3 The site is within an area of low accessibility to public transport and low accessibility to shops and services.

Proposed situation

- 2.4 This application seeks permission for the a flexible use of house (within Class C3) and House in Multiple Occupation (within Class C4).
- 2.5 Access to public transport would remain unchanged.
- 2.6 Following a request from Southampton City Council a car parking survey has been carried out.
- 2.7 The Survey was undertaken on Thursday 27th June 2013 and based on the following parameters.

Roads were surveyed where they were within 100m from the application site.

An on-street car parking space comprises a zone 6m by 3m parking parallel to the kerb.

Areas of the road that could provide a car parking space but which also present a hazard to road safety (such as on road junctions) have been omitted.

Spaces have been added to take into account the poor parking habits of road users (one car parked into two spaces)

Vehicles parked illegally (on double yellow lines or blocking driveways) have not been included within the count.

- 2.8. As requested by the Highways Authority the survey was undertaken between the hours of 7PM to 9PM.
- 2.9. The survey times were selected to take in to consideration car parking congestion times and residents returned home.
- 2.10. The roads surveyed were:

Scott Road to its junction with Deeping Close
Bacon Close
Kingsclere Avenue between Bower Close and Bramshott Road.

2.11. Results of the 7pm to 9pm survey

Weather: 11 degrees centigrade, overcast with light showers

Road Conditions: Busy with side parking streets becoming congested.

Walking Route: Kingsclere Avenue, Bacon Close, Scott Road.

Time	Cars on Street	Spaces on Street
7:00 to 7:15	36	39
7:15 to 7:30	36	39
7:30 to 7:45	37	38
7:45 to 8:00	37	38
8:00 to 8:15	35	40
8:15 to 8:30	37	38
8:30 to 8:45	37	38
8:45 to 9:00	39	36
9:00 to 9:15	39	36

- 2.12. Between 7pm and 9pm a minimum of 36 car parking spaces were observed as available within the street.
- 2.13. Having regard to the proposed use of the building in relation to the availability of car parking on site and within the surrounding area it is submitted that whilst the proposal may result in an increase in car parking demand during evening peak time periods the car parking survey for the streets suggested by the Highways Authority demonstrates that there is sufficient on-street car parking to meet the additional demand that would be experienced by the proposed development.

3. Conclusion

- 3.1 Given the sites location and the presence of sufficient on-street car parking spaces at a time when people will be visiting the site it is concluded that this proposal will accord with the requirements of Section 4 of the National Planning Policy Framework.









