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|----------------------------|-------------------------------|
| Project Name: | 21 Emsworth Road, Southampton |
| Document Reference: | 139.0002/PN/3 |
| Document Name: | Parking Note |
| Prepared By: | Jessica Lloyd (August 2019) |
| Checked By: | Jon Huggett (August 2019) |
| Approved By: | Jon Huggett (August 2019) |

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1. INTRODUCTION

- 1.1 This Parking Note (PN) has been prepared by Paul Basham Associates on behalf of Anders Roberts Cheer Architects to support a full residential planning application for the redevelopment of the existing dwelling into 3 x 3-bedroom houses at 21 Emsworth Road, Southampton, with 4 unallocated parking spaces. The site location is shown below in **Figure 1**, whilst the site layout is attached as **Appendix A**.

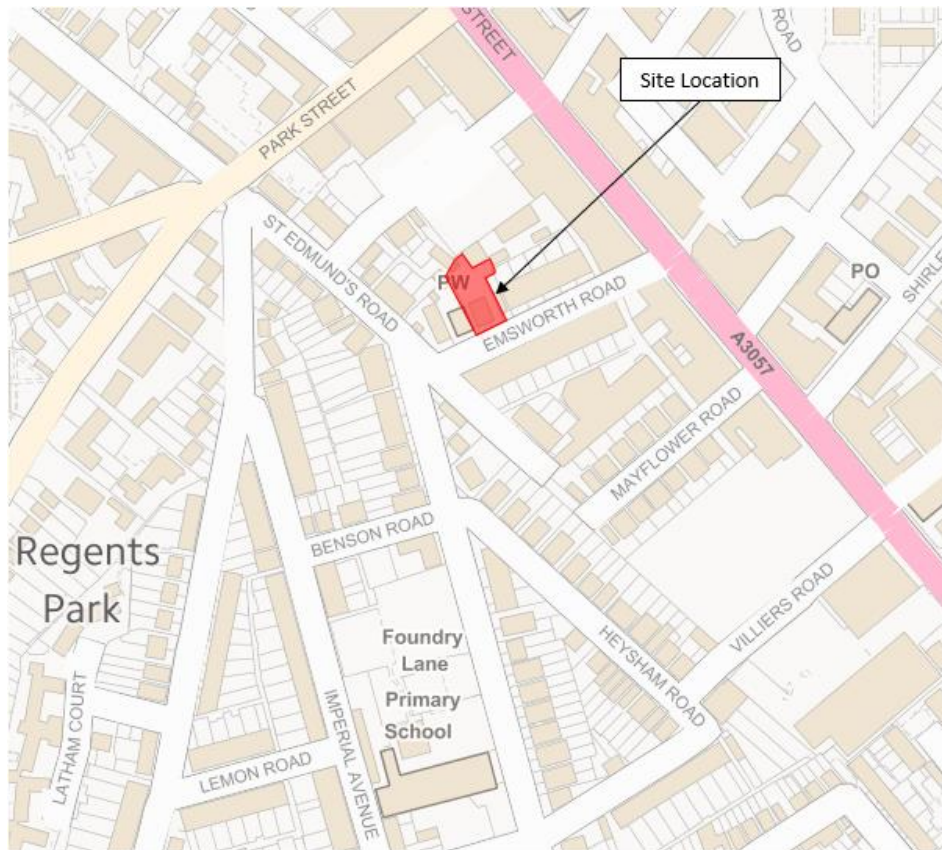


Figure 1: Site Location

- 1.2 A planning application was submitted in November 2018 (ref: 18/02076/FUL) for a 5 unit scheme with 8 car parking bays, however, concerns were raised by Southampton City Council (SCC) regarding the number of parking spaces given the sustainable location of the site and noise impact on neighbouring properties.
- 1.3 Due to the issues raised by SCC in regard to over provision of parking, the scheme was revised to lower the number of parking spaces on site from 8 to 3, a reduction of 5 spaces. The 3 spaces were to be allocated to the first 3 occupied units, with the remaining 2 units operating as car free. This scheme was subsequently withdrawn which has led to the proposals subject of this Parking Note for 3 x 3-bedroom houses with 4 parking spaces.
- 1.4 An application for *'the erection of three 3-bed dwelling houses with associated car parking, bin and cycle storage following demolition of existing house'* was validated in March 2019 under planning application reference: 19/00494/FUL.
- 1.5 The aim of the remainder of this report is to demonstrate that the parking proposals for 3 x 3-bedroom houses are sufficient at this location due to the highly accessible nature of the surrounding area which means that 4 spaces would be suitable for the proposed development.

2. EXISTING CONDITIONS AND ACCESSIBILITY

2.1 The site is located within Shirley, Southampton, approximately 100m west of Shirley High Street. Emsworth Road is predominantly residential, with dwellings located adjacent to the site in all directions. The site currently comprises of a single dwelling with vehicular access taken from Emsworth Road in the form of a vehicle crossover. Existing conditions are demonstrated in **Figure 2**.



Figure 2: Existing Site Conditions (Source: Google Maps)

2.2 The site is well located in terms of local services and amenities being within immediate proximity of Shirley High Street and its host of facilities. **Table 1** demonstrates proximity to a variety of local services, all within less than a 5 minute walk or 3 minute cycle from the site.

| Service | Distance from Site | Walking Time (minutes) | Cycling Time (minutes) |
|-------------------|--------------------|------------------------|------------------------|
| Convenience Store | 120m | 2 | 1 |
| Food Superstore | 300m | 4 | 2 |
| Post Office | 190m | 2.5 | 2 |
| Primary School | 250m | 3 | 2 |
| Leisure Centre | 230m | 3 | 2 |
| Restaurant | 120m | 2 | 1 |
| Doctor's Surgery | 250m | 3 | 2 |
| Pharmacy | 120m | 2 | 1 |
| Bank | 190m | 2.5 | 2 |

Table 1: Distance to Local Amenities

2.3 The Chartered Institution of Highways and Transportation (CIHT) outlines guidance for ‘Providing for Journeys on Foot’ (2000), which identifies desirable, acceptable and preferred maximum walking distances for local amenities. **Table 1** demonstrates the local amenities surrounding the site and their distance, whilst **Table 2** outlines the guidance proposed by CIHT.

| | Local Centre (m) | Commuting/School/Sight-seeing (m) | Elsewhere (m) |
|-------------------|------------------|-----------------------------------|---------------|
| Desirable | 200 | 500 | 400 |
| Acceptable | 400 | 1000 | 800 |
| Preferred Maximum | 800 | 2000 | 1200 |

Table 2: CIHT Guidance for Providing for Journeys on Foot

2.4 This indicates that there are numerous facilities within close proximity of the site which are within the preferred maximum distance the CIHT suggest. In fact, the majority of the local facilities fall within the desirable and acceptable distances, including the primary school, doctor’s surgery, bank and convenience stores.

2.5 CIHT’s ‘Planning for Walking’ (April 2015) also states that ‘Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres)’ which this development also falls within. The document further reports that for bus stops, residents are likely to walk up to 400m which, again, the development caters for.

Local Pedestrian Network

- 2.6 Emsworth Road is lined with footways on both sides of the carriageway measuring approximately 1.5m in width to allow for pedestrian movements from the site. The area is gentle in topography, creating a pleasant walking environment.
- 2.7 Approximately 100m east of the site, Shirley High Street is lined with footways of approximately 5m in width, as well as multiple signalised crossings, supported by tactile paving. Pedestrian conditions on Emsworth Road and Shirley High Street are demonstrated in **Photographs 1 - 4**.



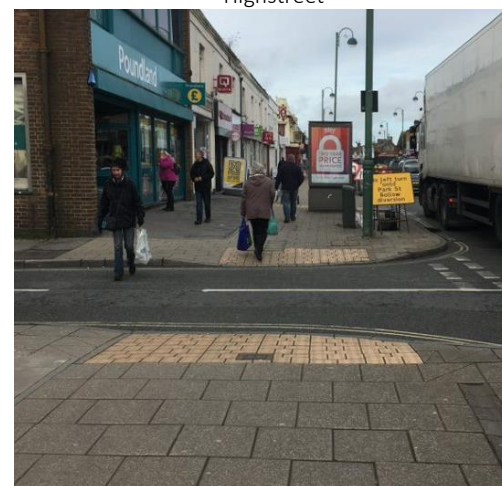
Photograph 1: Pedestrian Conditions on Emsworth Road



Photograph 2: Pedestrian Conditions on Shirley Highstreet



Photograph 3: Pedestrian Crossings along Shirley High Street



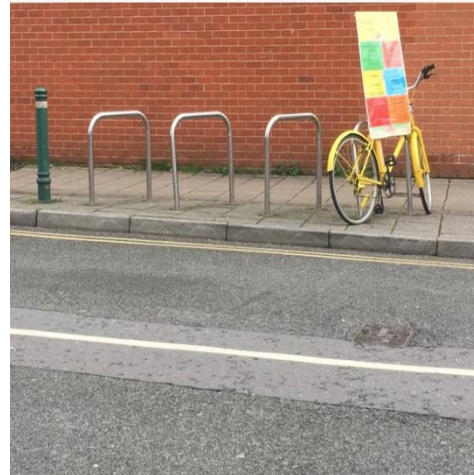
Photograph 4: Pedestrian Crossings along Shirley High Street

Local Cycle Network

2.8 The local area is well equipped to allow for cycling as a sustainable means of transport, with Emsworth Road itself measuring approximately 6m to allow for the movement of both vehicles and cyclists concurrently. On Shirley High Street, cycling is encouraged by a number of cycle parking points, advisory cycle lanes and advanced stop lines at junctions, as demonstrated in **Photographs 5 - 6**.



Photograph 5: Advanced Stop Lines on Shirley Highstreet



Photograph 6: Cycle Parking on Shirley Highstreet

2.9 There are also a number of cycle routes both on and off road within vicinity of the site, as demonstrated in **Figure 3**.

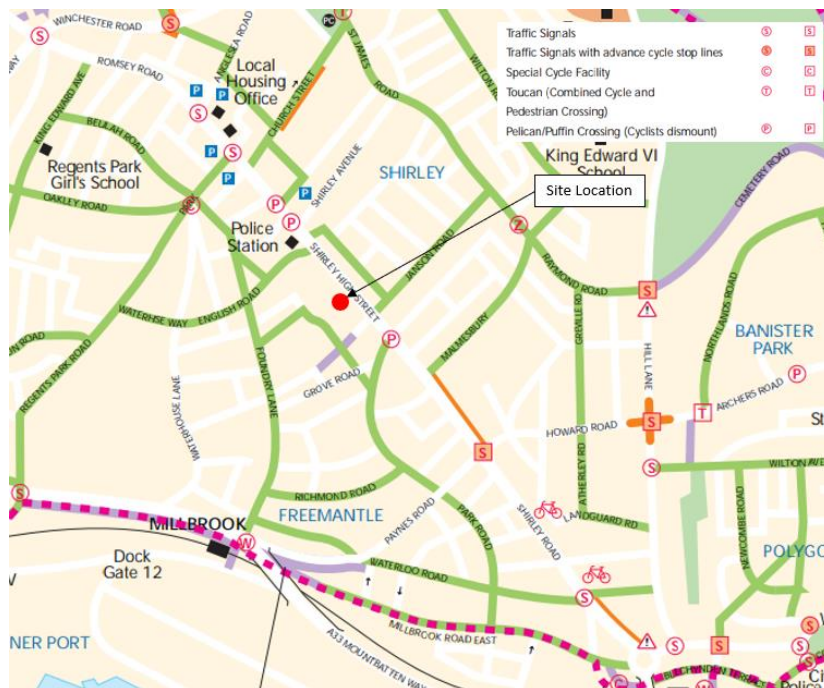


Figure 3: Southampton Cycling Map (Source: City Bike Guide)

Local Bus Network

- 2.10 There are a number of bus routes which travel within close vicinity of the site on a regular basis during weekdays, weekends and public holidays. The nearest bus stop is located approximately 120m east of the site on Shirley High Street, marked by a pole, timetable, layby and shelter with seating, as demonstrated in **Photograph 7**.



Photograph 7: Bus Stop on Shirley High Street

- 2.11 Shirley High Street also accommodates a further approximate 11 bus stops on both sides of the carriageway at various points. Details of the local bus services and routes from stops along Shirley High Street are detailed in **Table 2**.

| Service | Provider | Route | Timetable | | |
|----------------------|----------|--|--|--|--|
| | | | Monday - Friday | Saturday | Sundays & Public Holidays |
| 613 (School Service) | Bluestar | Redbridge – Shirley – Barton Peveril College | 0730 | N/A | N/A |
| X11 | Zelabus | Lordshill North – Lordshill – Lordswood – General Hospital – Upper Shirley – Hill Lane – Central Station – Southampton City Centre | 0701 – 0751 – 0851 and then hourly until 1351 – 1451 – 1541 – 1631 – 1721 | 0851 and then each hour until 1351 | N/A |
| City Red 2 | First | Southampton City Centre – Shirley – Millbrook via Central Station – Shirley Precinct – Redbridge Hill | 0525 and then 4 – 8 times an hour until 2012 and then 2 – 4 times an hour until 2342 | 0636 – 0706 and then every 10 minutes 1912 and then every 20 minutes until 2342 | 0744 and then 2 – 3 times an hour until 2045 – 2115 – 2215 0 2315 |
| The THREE | First | Lords Hill – Shirley – City Centre – Woolston – Thornhill via General Hospital – Central Station – Sholing – Kathleen Road | 3 times an hour from 0438 - 2318 | 1 – 2 times an hour from 0500 2318 | 0704 and then 1 -4 times an hour until 2320 |
| Bluestar 7 | BlueStar | Sholing - City Centre – Shirley – Millbrook – General Hospital - Lordshill | 0617 – 0647 – 0715 – 0745 – 0815 – 0850 and then every 30 minutes until 1350 – 1420 and then every 30 minutes until 172 - 1750 - 1850 | 0650 – 0753 – 0853 – 0920 and then every 30 minutes until 1720 – 1750 - 1850 | 0828 and then hourly until 1728 |
| Bluestar 18 | Bluestar | Millbrook – Shirley – City Centre – Bitterne - Thornehill | 0443 – 0513 – 0533 – 0608 – 0623 – 0634 – 0646 – 0653 and then every 7-9 minutes until 1753 – 1808 – 1823 – 1838 – 1907 – 1937 – 2007 - 2037 | 0520 and then 2 -4 times an hour until 0830 and then every 7-9 minutes until 1753 – 1808 – 1823 - 1838 | 2 times an hour from 0629 until 0959 and the every 15 minutes until 1659 – 1714 - 1742 |
| Bluestar 4 | Bluestar | Southampton – Lordshill – North Baddesley - Romsey | 0554 – 0644 – 0720 and then every 2 minutes until 1010 and then every 30 minutes until 1410 and then 1 – 3 times an hour until 2320 | 0715 and then 2 times an hour until 1920 – 2020 – 2150 - 2320 | Once an hour from 0920 10 1820 |
| Bluestar 17 | Bluestar | Weston – City Centre – Shirley – Lordshill -Adanac Park | 0450 – and then 2 times an hour until 0015 | 0450 and then 1 – 3 times an hour until 0015 | 0600 and then – 4 times an hour until 0015 |

Table 2: Local Bus Service Details

Local Rail Network

2.12 There are two railway stations within the vicinity of the site, including Millbrook and Southampton Central. Millbrook Station is located 1.1km south of the site, accessible in a 14 minute walk, 5 minute cycle or the Bluestar 11, Bluestar 6, Bluestar 8, City Red 2 and the THREE bus services, taking approximately 22 minutes. Millbrook is a minor station, containing customer help points and CCTV. Destinations from this station include Romsey and Salisbury, both on an hourly basis during daytime hours.

- 2.13 Southampton Central Station is a major station located circa 2km south east of the site, accessible in a 25 minute walk, a 9 minute cycle or the Bluestar 17, Bluestar 18 Bluestar 4, City Red 2 or The THREE bus services (taking approximately 13 minutes).
- 2.14 Southampton Central Station incorporates a wealth of facilities including over 350 cycle parking spaces under full CCTV coverage, a ticket office, ticket machines, customer help points, toilets, shops, waiting rooms, ramp for train access and step free access. This station provides access to a wide range of destinations, details of which are outlined in **Table 3**.

| Destination | Frequency (Daytime Hours Monday – Friday) | Stops On Route |
|--------------------|---|--|
| Portsmouth Harbour | Hourly | Fareham – Cosham – Fratton – Portsmouth & Southsea |
| Brighton | 1 - 2 times an hour | Swanwick – Fareham – Cosham – Havant – Emsworth – Chichester – Worthing – Southwick – Hove |
| Poole | 1 – 3 times an hour | Totton – Brockenhurst – New Milton – Christchurch – Bournemouth |
| London Waterloo | 3 – 4 times an hour | Southampton Airport Parkway – Winchester - Woking |
| London Victoria | 1 – 2 times an hour | Swanwick – Fareham - Portchester – Cosham – Havant – Emsworth – Southbourne – Chichester – Barnham – Horsham – Crawley – Gatwick Airport – East Croydon – Clapham Junction |
| Weymouth | 2 times an hour | Brockenhurst – New Milton – Christchurch – Bournemouth – Poole – Holton Heath – Wareham – Dorchester - Upwey |
| Cardiff Central | Hourly | Romsey - Salisbury - Warminster - Westbury – Trowbridge – Bradford – Bath Spa – Bristol temple Meads – Filton Abbey Wood - Newport |

Table 3: Rail Services from Southampton Central

Summary of accessibility

- 2.15 The site is situated to the west of Shirley High Street which offers a large variety of facilities and amenities including convenience stores, eateries, Doctor’s surgery, banks and pharmacy all of which are within a short walking distance of the site and supported by pedestrian infrastructure. The site is also within immediate proximity of an excellent public transport corridor along Shirley High Street with 8 regular bus services. Millbrook and Southampton Railway Station are also within CIHT’s recommended walking distances furthering the opportunity for residents to travel and commute via sustainable means.



3. PARKING PROPOSAL

- 3.1 The revised site plan proposes a total of 4 parking spaces for the development located to the rear of the site. These spaces would be unallocated for the 3 houses. This is considered an acceptable arrangement due to the highly accessible nature of the local area and the availability of on street parking within the vicinity of the site.
- 3.2 Within the SCC Parking Standards Supplementary Planning Document (SPD) (2011) it is stated that areas deemed as having 'high accessibility' will be within a 4 minute walk (300m) of a bus route served by 20 or more buses per hour per direction in the weekdays within daylight hours. The site is located within a 2 minute walk of the nearest bus stop on the Shirley High Street high accessibility corridor and as such this site should be considered highly accessible. A map detailing the defined city centre and high accessibility area is demonstrated in **Figure 4**.

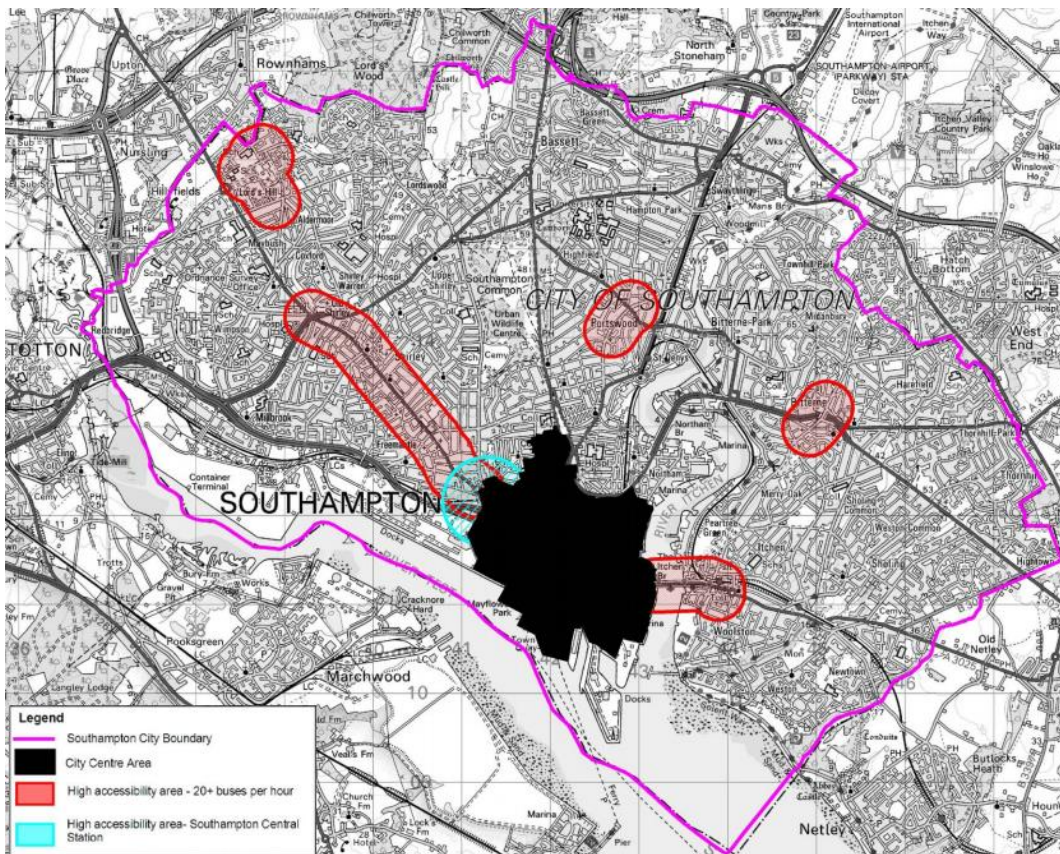


Figure 4: Southampton Defined City Centre Map (Source: SCC SPD 2011)

- 3.3 As evident in **Figure 4**, the site is located within the High Accessibility Area detailed in the SCC’s parking standards, meaning reduced parking provision should be considered acceptable.
- 3.4 The number of parking spaces required to serve the development has been informed by SCC’s parking standards SPD, which given the development’s location are outlined in **Table 4**.

| Unit Size | Accommodation Schedule | Maximum Provision (High Accessibility Area) | Maximum Provision |
|-------------|------------------------|---|-------------------|
| 1 Bedroom | 0 | 1 | 0 |
| 2 Bedrooms | 0 | 1 | 0 |
| 3 Bedrooms | 3 | 2 | 6 |
| 4+ Bedrooms | 0 | 2 | 0 |
| TOTAL | 3 | N/A | 6 |

Table 4: SCC Parking Standards

- 3.5 SCC SPD (2011) states *“Maximum standards are considerably reduced in high accessibility areas, in line with policy, to encourage more efficient land use”* and *“Reduced levels of on-street parking (through more relaxed parking standards) would make delivery of cycle and bus priority infrastructure more easily achievable”*.
- 3.6 As evident in **Table 4**, in accordance with the parking standards a maximum of 6 spaces should be provided for the development. Given the highly accessible location with excellent opportunities to travel via sustainable modes the provision of 4 spaces for 3 units is considered sufficient to ensure demand is met whilst not overproviding, nor resulting in significant overspill parking.
- 3.7 On-street parking is also available along Emsworth Road subject to a Permit (Resident Zone 16) with streets further afield not having any restrictions. Should there be any overspill parking this could be accommodated within the local road network, although this is considered unlikely given the accessible location and that the flats would be marketed within limited parking opportunities. Moreover the parking provision on site has been reduced to respond to SCC comments.

Cycle Parking

- 3.8 The site proposes a total of 6 cycle parking spaces in the form of sheds in rear gardens with two spaces per dwelling.



4. SUMMARY AND CONCLUSIONS

- 4.1 This PN has been prepared by Paul Basham Associates of behalf of Anders Roberts Cheer Architects to support the development of 3 x 3-bedroom houses, with 4 parking spaces at 21 Emsworth Road, Southampton.
- 4.2 The site is situated within a highly accessible location, 100m west of Shirley High Street, which incorporates a wide range of services including shops, banks, Doctor's surgery, pharmacy, convenience stores, pharmacy and eateries. The nearest bus stop is also located on Shirley High Street which provides access to 8 regular bus services from Monday – Sunday including bank holidays. Destinations via bus include Southampton City Centre, Millbrook, Romsey, Lordshill and Southampton General Hospital.
- 4.3 Southampton Central Railway Station and Millbrook Railway Station are also located within walking distance of the site as well as being served by buses. Both stations incorporate a wide range of facilities including CCTV and customer help point. Destinations from Millbrook include Romsey and Salisbury whilst destinations from Southampton Central include Portsmouth Harbour, London Waterloo, Brighton, London Victoria, Weymouth and Cardiff Central.
- 4.4 The two previous applications have been withdrawn partly due to issues relating to parking and amenity for neighbours, therefore, the scheme has been revised to provide 3 x 3-bedroom houses and reduce the number of parking spaces on site to 4. These 4 spaces would be unallocated. Given that the site is located within a highly accessible location as confirmed within SCC's standards a reduced provision and the arrangement of parking is considered acceptable.
- 4.5 This PN has demonstrated that the site is highly accessible and therefore the reduced scale of parking is deemed acceptable from a highways perspective.

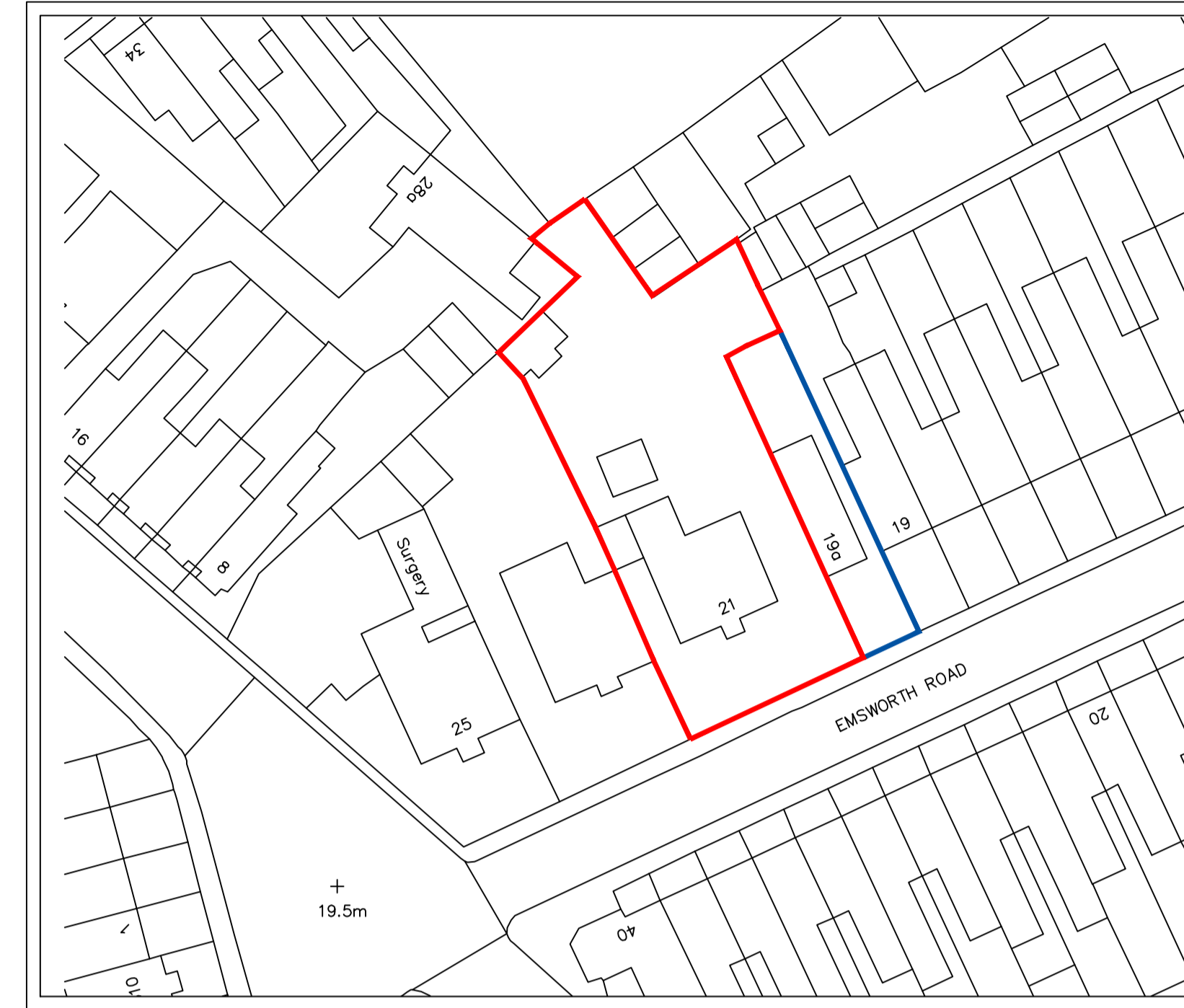
Appendix A



PROPOSED SITE PLAN
SCALE 1:200
BASED ON TOPOGRAPHICAL SURVEY INFORMATION



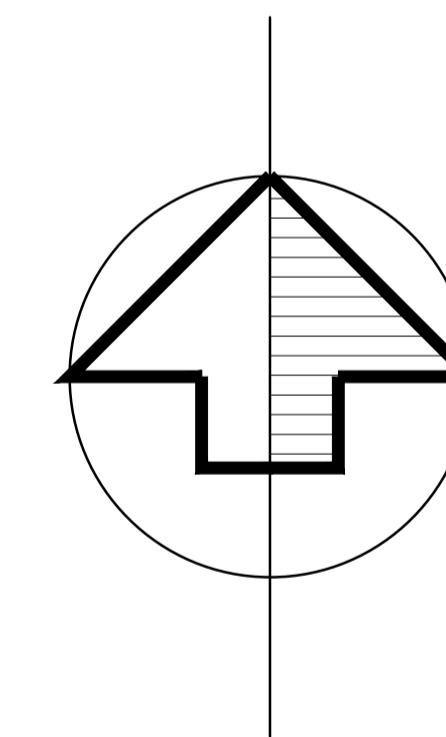
PROPOSED STREET SCENE
FOR INDICATIVE PURPOSES ONLY
SCALE 1:100



EXISTING BLOCK PLAN
SCALE 1:500
BASED ON ORDNANCE SURVEY EXTRACT
(OS LICENCE NUMBER: 100007080)



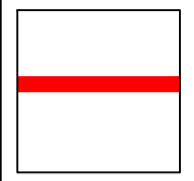

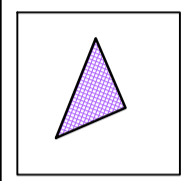
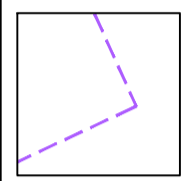
EXISTING LOCATION PLAN
SCALE 1:1250
BASED ON ORDNANCE SURVEY EXTRACT
(OS LICENCE NUMBER: 100007080)



NOTES

- 1 The contents of this drawing are copyright.
- 2 Scaled drawings for planning purposes only.
- 3 Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
- 4 All flat roofs to be fitted with a man safe system.
- 5 Please note a domestic sprinkler system may be required.
- 6 Fixed shut fire safety glass windows may be required where windows are in close proximity to boundaries (subject to building regulations).

LEGEND

-  SITE BOUNDARY
-  ADDITIONAL LAND IN APPLICANTS OWNERSHIP
-  2M X 2M VISIBILITY SPLAY
-  OUTLINE OF EXISTING BUILDING TO BE DEMOLISHED

| |
|---|
| SITE AREA: 0.07 HECTARES / 0.19 ACRES |
| 4 X PARKING SPACES |
| SCHEDULE OF ACCOMMODATION |
| UNIT 1 = 3 BED HOUSE @ 95.8 SQM / 1030 SQFT |
| UNIT 2 = 3 BED HOUSE @ 106.4 SQM / 1144 SQFT |
| UNIT 3 = 3 BED HOUSE @ 95.8 SQM / 1030 SQFT |
| TOTAL PROPOSED GIA = 312 SQM |
| TOTAL EXISTING GIA TO BE DEMOLISHED = 228.7 SQM |

10m @ 1:100



| | | | |
|----|-------------------|----------|----|
| E. | Chimneys added | 02-08-19 | KU |
| D. | Planners comments | 14-07-19 | KU |
| C. | Planners comments | 09-07-19 | KU |
| B. | Revised scheme | 05-07-19 | KU |
| A. | Planners comments | 20-05-19 | KU |

| No. | Revision. | date | by |
|-----|-----------|------|----|
| | | | |

PROPOSED DEVELOPMENT,
21 EMSWORTH ROAD,
SOUTHAMPTON,
HAMPSHIRE,
SO15 3LY.

SITE, BLOCK AND LOCATION PLAN

| | |
|---------------------|-------------|
| scale AS SHOWN @ A1 | checked |
| date FEBRUARY 2019 | drawn KU |
| 9077/200 | A. B. D. E. |

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