



B R I G H T P L A N

**BEDHAMPTON COMMUNITY CENTRE,
BEDHAMPTON**

PROPOSED EXTENSION

Car Parking Assessment

Prepared on Behalf of

Bedhampton Community Centre

6252

May 2021



DOCUMENT CONTROL

Project: Bedhampton Community Centre, Bedhampton
Proposed Extension

Document: Car Parking Assessment

Client: Bedhampton Community Centre

Reference: 6252

Document Checking:

Author: EJD

Date: 21/04/2021

Checked by: ALB

Date: 21/04/2021

Approved by: ALB

Date: 21/04/2021

Status:

Issue	Date	Status	Issued by
1.	21/04/2021	Draft	EJD
2.	05/05/2021	Final	EJD
3.			
4.			
5.			
6.			



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1 INTRODUCTION

- 1.1.1 This Technical Note (TN) has been prepared by Bright Plan on behalf of Bedhampton Community Centre to support a planning application for an extension to Bedhampton Community Centre, Bedhampton. The proposal would not include additional on-site car parking. This report assesses the anticipated impact on parking on the local road network. The site location is shown in **Figure 1.1**.



Figure 1.1: Site Location

- 1.1.2 The proposal was subject to pre-application consultation with Havant Borough Council (HBC) in April 2020 and October 2020. The consultation response, which is attached at **Appendix A**, stated the following in relation to car parking:
- "Should you not be able to provide sufficient parking on site to meet the parking standards, then it would be necessary for you to justify any shortfall with the submission of a Parking Statement. This would need to consider the site's accessible location and availability of alternative on street spaces within the local area to meet the demand triggered by the additional floor space. Given that users of the hall are likely to be during the evening when residential parking is normally at its peak, this may necessitate parking surveys"*
- 1.1.3 This report accordingly assesses the anticipated additional car parking demand that would be generated by the extended centre. This is compared with the results of a car parking survey which identifies the existing capacity available on the local road network.
- 1.1.4 In preparation of this report, the parking survey methodology (**Section 3**) has been agreed through liaison with the Traffic Team at East Hampshire District Council (EHDC), who's consultation informed the pre-application advice. Correspondence with the Traffic Team is attached at **Appendix B**.



2 EXISTING CONDITIONS

2.1 Existing Site

- 2.1.1 The site is situated in an accessible location within a largely residential area, with good access to bus stops and Bedhampton railway station. The site can be accessed by existing footways and is within walking distance of the majority of Bedhampton and Havant.
- 2.1.2 The existing community centre includes: a main hall, meeting room, lounge, kitchen, office and storerooms. The site includes a car park accommodating a total of 35 parking spaces. The existing site layout is attached at **Appendix C**.
- 2.1.3 HBC's consultation response advises that the parking should be assessed based on the standard for 'Church Halls' as set out in HBC's Parking Supplementary Planning Document (July 2016), which requires 1 space per 10sqm of open hall.
- 2.1.4 To assess the provision required for the existing centre, the floor areas of the usable rooms have been totalled. For robustness, the total includes the main hall, meeting room, lounge, office, stage area, green room, and kitchen. The rooms provide a total of 345sqm, meaning the current site provides 1 space per 10sqm, and therefore accords with HBC's standards.

2.2 Local Road Network

- 2.2.1 The site is situated on the corner of the B2149 Bedhampton Road and Brunswick Gardens. The B2149 has large areas of restricted car parking enforced by double yellow lines, as well as parking bays with varying parking restrictions.
- 2.2.2 Brunswick Gardens has restricted parking enforced by double yellow lines covering both side of the carriageway for the first 40m, and running along the western side for a further 65m. Double yellow lines are also present on the raised section of carriageway at the junction with Chadswell Meadow. The remainder of the road has unrestricted car parking.



3 ANTICIPATED PARKING DEMAND

3.1 Proposed Scheme

- 3.1.1 Site would provide an extension onto the front of the building, as well as reconfiguring the existing rooms. The reconfigured centre would provide: a main hall, 4 meeting rooms, lounge, and revised storerooms. The proposed site layout is attached **Appendix D**.

3.2 Car Parking Standards

- 3.2.1 To assess the provision required for the proposed centre, the floor areas of the usable rooms have been totalled. For robustness, the total includes the main hall, meeting rooms, lounge, and kitchen. The rooms provide a total of 433sqm. Based on HBC's standards for Church Halls, 1 space per 10sqm, the site would require 44 car parking spaces.
- 3.2.2 It should however be noted that the site's accessible location meaning that a large proportion of visitors would be expected to arrive on foot, by cycle or using public transport. As such, it is likely that the demand for parking would fall below the required standard.

3.3 Parking Accumulation Assessment

- 3.3.1 To provide further assessment of the site's future parking demand, a parking accumulation assessment has been undertaken using surveys available on the TRICS database (version 7.8.1). To identify surveys of comparable sites, the parameters identified in **Figure 3.1** have been used to filter the TRICS database.

TRICS (Version 7.8.1)	
Filtering Parameter:	Criteria Selected:
i. Land use	Leisure – Community Centre
ii. Regions	England and Wales (Excluding Greater London)
iii. Gross Floor Area	100 – 1400 sqm
iv. Date Range	01/01/13 to 24/05/19
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	- o Edge of Town Centre – 2 survey days - o Suburban Area – 1 survey day
viii. Population Within 1 Mile	- o 5,001 to 10,000 – 2 survey days - o 25,001 to 50,000 – 1 survey day
ix. Population Within 5 Miles	- o 5,001 to 25,000 – 1 survey day - o 25,001 to 50,000 – 1 survey day - o 50,001 to 75,000 – 1 survey day

Figure 3.1: TRICS Filtering Parameters

- 3.3.2 A summary of the trip rates, and the subsequent arrivals and departures associated with the centre is provided in **Figure 3.2** and the full TRICS output is attached at **Appendix E**. The assessment has been based on the overall floor area of the proposed building (653sqm) to accord with the TRICS survey methodology.



- 3.3.3 The number of spaces that would be occupied throughout the day has been calculated using the anticipated number of arrivals and departures. For robustness, the assessment assumes all arrivals within each hour segment arrive before any vehicle departs.

Time Segment	Arrivals		Departures		Maximum Parking Accumulation
	Trip Rate per 100 sqm	Arrivals (653sqm)	Trip Rate per 100 sqm	Departures (653sqm)	
07:00-08:00	0.204	1	0.000	0	1
08:00-09:00	0.752	5	0.058	0	6
09:00-10:00	0.578	4	0.405	3	10
10:00-11:00	0.636	4	0.463	3	11
11:00-12:00	0.289	2	0.810	5	10
12:00-13:00	0.405	3	0.231	2	7
13:00-14:00	0.521	3	0.521	3	9
14:00-15:00	0.116	1	0.347	2	7
15:00-16:00	0.694	5	0.289	2	9
16:00-17:00	0.174	1	0.463	3	8
17:00-18:00	1.099	7	0.578	4	12
18:00-19:00	1.430	9	0.204	1	18
19:00-20:00	1.124	7	3.371	22	24
20:00-21:00	0.000	0	1.021	7	2
21:00-22:00	0.204	1	0.000	0	1

Figure 3.2 Parking Accumulation Assessment

- 3.3.4 The assessment identifies a peak car parking demand of 24 spaces between 19:00-20:00. As such, the parking accumulation assessment suggests that the existing car parking would be able to accommodate the anticipated demand following the construction of the extension.

3.4 Summary

- 3.4.1 HBC's car parking standards would require 44 car parking spaces, meaning the on-site site represents a shortfall of 9 spaces, however the site's location means demand would likely be lower.
- 3.4.2 The parking accumulation assessment suggests that the site would only generate a maximum demand for 24 spaces
- 3.4.3 For robustness, the review of the local road network undertaken in **Section 4**, assesses the network's existing capacity to accommodate a demand for 9 additional spaces.

4 PARKING SURVEY

4.1 Methodology

- 4.1.1 The proposed survey methodology has been agreed through liaison with the Traffic Team at EHDC. Correspondence with the Traffic Team is attached at **Appendix B**.
- 4.1.2 In order to assess the existing on-street parking demand in the vicinity of the site, a parking survey has been undertaken by 'Obtrada'. The survey followed the established 'Lambeth' methodology which aims to identify the peak parking conditions for residents by undertaking a survey early in the morning when residents are typically at home and therefore parked on the local road network.
- 4.1.3 The standard 'Lambeth' methodology requires parking counts to be undertaken within all viable on-street parking areas within a 200m walking distance of the development site (c. 2.5 min walk). Counts were undertaken at 01:00 and 01:30 in the nights of Wednesday 14th and Thursday 15th April 2021, as per the standard methodology requirements.
- 4.1.4 In accordance with the standard methodology, the maximum parking capacity was established assuming standard passenger car unit (PCU) dimensions of 5.0m length and 2.0m wide. In calculating the maximum capacity, care was taken to exclude parking areas in front of dropped kerbs that serve private driveways. The study area and maximum parking capacity on each road is demonstrated in **Figures 4.1** and **4.2**. The results of the survey are attached in **Appendix F**.



Figure 4.1: Survey Area and Parking Capacity



Location	Unrestricted	Marked Bays		Single Yellow	Disabled	Total Capacity
		Mon-Fri 9am-5pm 2hrs no return within 2hrs	Mon-Sat 8am-6pm 30min no return within 30min	Mon-Sat 9am-5pm		
Bedhampton Rd	-	10	9	-	-	19
Brunswick Gardens South	7	-	-	-	-	7
Brunswick Gardens West	14	-	-	-	-	14
Chadswell Meadow	8	-	-	-	-	8
North St	-	-	-	4	-	4
West St	6	-	-	-	-	6
Palk Rd	5	-	-	-	-	5
New Rd	12	-	-	-	1	13
Total	52	10	9	4	1	76

Figure 4.2: Parking Capacities

4.2 Results

- 4.2.1 The survey measured parking 'stress' as a percentage of the overall spaces occupied by parked vehicles. The average stress over the two surveys days has been used for the analysis.
- 4.2.2 To provide a robust assessment, the following spaces with restricted use have been omitted from the stress analysis, as they would likely not be available to the majority of visitors to the community centre.
- Marked bays with a 30min restriction between 8am and 6pm.
 - Spaces on single yellow lines with a restriction 9am and 5pm.
 - Disabled parking bays.
- 4.2.3 The marked bays with a 2-hour restriction between 9am and 5pm are included within the analysis as these spaces could realistically be used by visitors. A summary of the results is provided in **Figure 4.3**.

Location	Capacity			Parked			Remaining Spaces			Overall Stress
	Unrestricted	Marked Bays	Total	Unrestricted	Marked Bays	Total	Unrestricted	Marked Bays	Total	
Bedhampton Rd	0	10	10	0	4	4	0	6	6	40%
Brunswick Gardens South	7	0	7	7	0	7	0	0	0	93%
Brunswick Gardens West	14	0	14	5	0	5	9	0	9	32%
Chadswell Meadow	8	0	8	3	0	3	5	0	5	31%
West St	6	0	6	6	0	6	0	0	0	100%
Palk Rd	5	0	5	5	0	5	0	0	0	100%
New Rd	12	0	12	10	0	10	2	0	2	79%
Total	52	10	62	34	4	38	18	6	24	61%

Figure 4.3: Survey Results (2 Day Average) *discrepancies due to rounding



- 4.2.4 The survey revealed an overall average parking stress of 61% across the study area equating to 24 remaining parking spaces within a 200m walking distance of the site. Of this total, 18 comprised unrestricted spaces.



5 SUMMARY AND CONCLUSIONS

- 5.1.1 This TN has been prepared by Bright Plan on behalf of Bedhampton Community Centre to support a planning application for an extension to Bedhampton Community Centre, Bedhampton.
- i. The site is situated in an accessible location within a largely residential area, with good access to bus stops and Bedhampton railway station.
 - ii. The existing site provides 35 parking spaces, and the proposals would not provide any additional parking.
 - iii. Based on HBC's car parking standards, the extended centre is expected to require 44 car parking spaces, resulting in a shortfall of 9 spaces at the site, although a TRICS assessment identifies that typical peak parking demand would be lower. It is also expected that the accessible location of the site would reduce the demand for parking below this level.
 - iv. A parking survey has been undertaken to establish the existing parking demand on the local road network following the standard 'Lambeth' methodology. The survey identified 24 spaces within convenient walking distance of the application site.
 - v. In the event that extension to the community centre would result in a demand for 9 spaces to overspill onto the local road network, the survey has demonstrated that the overspill parking could be accommodated.



APPENDICES



Appendix A Pre-Application Consultation Responses

Councillor Gary Robinson
80 Bedhampton Road
Havant
PO9 3EZ

Our Ref: GEN/20/00198
Direct Line: (023) 9244 6461
Ask For: Mrs T Pickup
Email: planning.development@havant.gov.uk

16 April 2020

Site Location: Bedhampton Community Centre, 21 Bedhampton Road, Havant, PO9 3ES
Re: Extension to Community Centre

Dear Councillor Robinson

I am writing to you further to your enquiry received on the 04 March 2020 regarding the above address. I apologise for the delay and not being able to meet as originally planned, but due to the Covid 19 lockdown we currently cannot hold meetings or make site visits. This written response is therefore provided as a desk based response, relying on knowledge of the area and site generally.

1. Site Description and Proposal

The Bedhampton Community Centre is a detached single storey building, set back within spacious landscaped grounds. Vehicular access is taken off Brunswick Gardens and the car park serving the hall is largely to the east and north. The surrounding pattern and character of development varies, with the Volvo garage directly to the west and residential dwellings to the north, east and south. The Golden Lion PH to the north-west is a Listed Building and also part of Bedhampton Conservation Area.

There is a bus stop/shelter immediately outside the site, set within a wide adopted highway grass verge. Noticeably both the existing Community Hall and the Volvo garage are set back some distance from the adopted highway such that the combination of the open frontages and wide highway verge, provide a spacious setting that to the immediate area. There is also a slight difference in levels, with the site being slightly higher than the highway.

It is proposed to extend the existing hall to the north ie front. The submitted plans indicate a forward extension having a length of 17m and width of 10.2m, being located on the western side of the hall. This would create a large additional meeting room/hall and reconfigured entrance/office area.

2. Site Constraints

There would appear to be several mature trees on the site, including 2 within the site frontage and those on the western boundary, although these are not protected by any Tree Preservation Order.

My records indicate that the site lies within Portsmouth Water's Source Protection Zone.

The site is not within any Flood Zone

3. Planning History

99/53571/003 - Demolition of existing and construction of new social hall, Permitted
25/11/1999

04/53571/004 - Provision of 6 additional parking spaces to the south of the Social Hall -

Permitted 01/06/2004

04/53571/005 - Erection of single storey storage building to south west of Social Hall -

Refused 02/06/2004

05/53571/006 - Erection of single storey storage building to south west of Social Hall (Revised submission) Permitted 14/04/2005

APP/17/00003 - Single storey extension to south elevation to create new bar and storage area Permitted 22/02/2017

4. Policy Context

Currently the adopted policies include the Core Strategy and Allocations Plan, along with supplementary planning documents (SPDs) which form part of the Development Plan. In my opinion the most relevant policies to this proposal would be:

Havant Borough Local Plan (Core Strategy) 2011

CS11 - Protecting and Enhancing the Special Environment and Heritage of Havant Borough

CS16 - High Quality Design

CS21 - Developer Requirements

DM8 - Conservation, Protection and Enhancement of Existing Natural Features

DM14 - Car and Cycle Parking on Development (excluding residential)

Havant Borough Local Plan (Allocations) July 2014

AL1 - Presumption in Favour of Sustainable Developments

Additionally the following Supplementary Planning Documents are relevant:

Borough Design Guide SPD 2011

Parking SPD 2016

Havant Borough Local Plan 2036:

The [Pre-submission Havant Borough Local Plan 2036](#) (HBLP 2036) was approved by the Council on 30 January 2019 and its emerging policies will attract increasing weight as time progresses.

In particular (though not exclusively) relevant emerging policies include DR1, E1, E2, E3, E14, E18, E21, E22, IN1 and IN3.

In terms of the detailed design I would draw your attention to the emerging policies covering high quality design, landscape setting, biodiversity net gain etc. Whilst these emerging policies may be subject to change through the forthcoming Examination of the Local Plan, they would be relevant to your proposals for the site and you should check conformity with these policies with any future submission.

5. Planning Considerations

Having regard to the relevant policies of the development plan it is considered that the main issues arising from this enquiry are:

- i. The Principle of development
- ii. Impact on character of area
- iii. Access and parking matters
- iv. Impact on trees
- v. Community Infrastructure Levy

i. The Principle of development

The application site is located within the defined urban area, therefore development is considered acceptable in principle subject to development management criteria.

ii. Impact on character of area

The proposed extension would project forward of the existing front elevation by about 17m and come within 2m of the site boundary and back edge of the adopted highway verge on Bedhampton Road. Some CGI images have been provided, indicating the roof would be fully hipped and with similar height to the main hall. These are acknowledged as being illustrative

only but do not appear to accurately reflect the site's boundaries and true relationship with the highway verge/pavement.

I am of the opinion that the proposed development would represent a significant forward projection, that given the open context to the site would be considered over large and visually intrusive. The proximity to the back edge of the adopted highway, together with the slight difference in levels, would represent a bulky and dominant form of development that would be perceived as being overbearing to users of the adjacent pavement.

There would also be an associated loss of trees (see tree section below) and landscaped frontage which would be detrimental to the verdant setting that contributes so positively to the area.

Whilst I acknowledge the staggered 'building line' of the area, with the residential properties of 15 - 19 Bedhampton Road set further forward within their curtilages, nevertheless by virtue of the wide grassed highway verges, there is still an apparent sense of space about the frontage of these dwellings. I am concerned that the proposed development is over large and would project forward unduly to disrupt the open setting of the site and immediate area, being contrary to policy CS16.

Therefore as currently proposed, I would not be able to support the proposed extension and suggest that you consider a significant reduction in length - perhaps aiming to align with the nearest front facade of the Volvo garage as a maximum. Such a reduction would help to preserve the open character and landscaped setting of the site. Alternatively there may be some scope for an extension to the rear, linked to recent permission APP/17/00003, subject to impacts on neighbouring amenity.

iii. Access and parking matters

Access would continue to be taken from Brunswick Gardens and it is not anticipated that the additional traffic would harm highway safety (subject to consultation with HCC at application stage).

However, with respect to on site parking, any enlargement of the hall would need to comply with the adopted Parking SPD. This sets out, on page 19, see link below, a requirement for 1 space per 10 sqm of open hall.

<https://www.havant.gov.uk/sites/default/files/documents/Final%20Parking%20SPD%20-%20for%20web.pdf>

Depending on the final size of any future submission, it would be necessary to provide the additional number of spaces to meet this standard, on site, over and above the existing spaces. It will also be necessary to consider the provision of these spaces without compromising the grassed and verdant setting of the site, as per the existing overflow spaces which are provided with grasscrete to the rear of the site.

Should you not be able to provide sufficient parking on site to meet the parking standards, then it would be necessary for you to justify any shortfall with the submission of a Parking Statement. This would need to consider the site's accessible location and availability of alternative on street spaces within the local area to meet the demand triggered by the additional floor space. Given that users of the hall are likely to be during the evening when residential parking is normally at its peak, this may necessitate parking surveys - please refer to the adopted Parking SPD, particularly section 3 and paras 4.28 - 4.33.

iv. Impact on trees

It is noted there are a couple of significant trees within the site frontage, one of which is an oak, as well as mature trees within the western boundary. Although not protected by TPO's you are encouraged to retain these trees for their public amenity value and biodiversity

contribution. It is recommended that a Tree Survey/Arboricultural Impact Assessment is carried out to identify the root protection areas of the trees worthy of retention. This would then provide a constraint affecting the size of any extension.

Should any trees be lost as a result of any future development you are also encouraged to consider replacement tree and landscaped planting to compensate and help retain the verdant character of the site.

v. Community Infrastructure Levy

Havant Borough Council's CIL charging schedule sets out a rate of zero for new floorspace for community uses. Therefore CIL forms would not be required for any future planning application.

6. Conclusions

Overall I am not able to support the current proposal which is considered over large and unduly prominent and dominant in street scene terms and would be considered contrary to policy CS16. Should any planning application be submitted in the future you are advised to significantly reduce the forward projection. Additionally the parking requirements need to be considered and a tree survey should also be carried out.

Please note that the above comments are the opinion of individual Planning Officers and are in no way binding upon the Council when determining any future applications for planning permission and nor will they prejudice the outcome of any applications submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 02392 446571

Yours faithfully

Mrs T Pickup
Senior Planner
Our Ref: GEN/20/00198

Kit Y Chan
PWP Architects Ltd
61 South Street
Havant
PO9 1BZ

Our Ref: GEN/20/00701
Direct Line: (023) 9244 6549
Ask For: Mr D Eaves
Email: planning.development@havant.gov.uk

07 October 2020

Site Location: Bedhampton Community Centre, 21 Bedhampton Road, Havant, PO9 3ES
Re: Single storey front extension to the North side of Bedhampton Community Centre.

Dear Mr Chan

I am writing to you further to your enquiry received on the 04 September 2020 regarding the above address. I note that this is a follow up submission following the Councils response to a previous pre-application ref: GEN/20/00198 in relation to the Bedhampton Community Centre. I can confirm that I have read your further supporting information and have visited the site externally to assess the proposals impacts on the surroundings.

At this pre-application stage the following issues have been identified for consideration:

1. The principle of development
2. Impact on the character and appearance of the area
3. Access and parking issues
4. Impact on trees/landscaping
5. Water environment

The principle of development

The application site is located within the defined urban area, therefore development is considered acceptable in principle subject to development management criteria.

The proposed extension would add to existing community facilities which are supported in principle by adopted and emerging Local Plan policies.

Impact on the character and appearance of the area

It is noted that detailed comments were provided in relation to the impact of the forward extension to the building on the character and appearance of the area and the street scene. That advice raised concerns about the extent of the forward projection and that this was considered over large and visually intrusive, furthermore the proximity to the back edge of the adopted highway, together with the slight difference in levels, would represent a bulky and dominant form of development that would be perceived as being overbearing to users of the adjacent pavement.

The revised proposal reduces the forward length of the proposed extension by 1.5m (to 15.5m). Whilst I note your comments with regard to the building line set by the adjoining car garage, that building does provide the visual context for the proposed extension and projections in front of this established frontage will clearly emphasise the extensions relative prominence in the street scene.

It is appreciated from the elevations and supporting visuals that the extension would be single storey and incorporate a hipped roof and these features would help to reduce the overall visual impact on the street scene. Notwithstanding this I would advise that prior to the submission of any planning application further consideration is given to the length of the forward projection and that this is reduced as far as possible whilst facilitating improved community facilities within the building. Any application should explore further the uses proposed and examine the floorspace requirements resulting from these uses.

Access and parking issues

Access would continue to be taken from Brunswick Gardens and it is not anticipated that the additional traffic would harm highway safety (subject to consultation with HCC at application stage).

As previously advised parking should seek to meet the requirements of the adopted Havant Borough Parking SPD which requires 1 space per 10 sqm floorspace. Any application should set out how existing and proposed parking would meet the overall needs of the site taking into account existing and proposed floorspace. Given the nature of the uses this may need to take account of peak use times for the centre.

As previously advised depending on the final size of any future submission, it would be necessary to provide the additional number of spaces to meet this standard, on site, over and above the existing spaces. It will also be necessary to consider the provision of these spaces without compromising the grassed and verdant setting of the site, as per the existing overflow spaces which are provided with grasscrete to the rear of the site.

Should you not be able to provide sufficient parking on site to meet the parking standards, then it would be necessary for you to justify any shortfall with the submission of a Parking Statement. This would need to consider the site's accessible location and availability of alternative on street spaces within the local area to meet the demand triggered by the additional floor space. Given that users of the hall are likely to be during the evening when residential parking is normally at its peak, this may necessitate parking surveys - please refer to the adopted Parking SPD, particularly section 3 and paras 4.28 - 4.33.

The Councils Traffic Team have commented that they would like to see any disabled bays marked (ideally as close to the entrance as possible) on the plan and show the area where it is planned to have secure cycle storage.

Whilst I note your comments with regard to the parking standards, it is considered that the proposed use is analogous to that of a Church Hall incorporating a similar range of uses and activities. The parking standards highlighted are therefore considered appropriate. It is also noted that the parking standards for East Hampshire District Council for Community/village halls would require 1 space per 10sqm open hall.

With regard to cycle parking this should be provided in accordance with the HBC parking standards.

Impact on trees/landscaping

It is noted that the proposal would result in the removal of a holly tree and is also relatively close to a significant oak tree.

The Councils Arboricultural Officer has provided comments that whilst the holly tree is not suitable for a Tree Preservation Order a replacement tree would be needed on site. In addition an Arboricultural Impact Assessment would need to be undertaken and submitted with any application and a Tree Protection Plan and Method Statement provided if

appropriate.

As previously emphasised, the green frontage including trees are an important aspect of the site and contribute to the character of the area. Any application should seek to demonstrate how landscaping would be incorporated and enhanced particularly to the Bedhampton Road frontage as part of the proposed development including additional tree planting.

Water environment

The site is located within a Source Protection Zone and Portsmouth Water are likely to be consulted in relation to any planning application received. Penetrative drainage schemes and piled foundations are often unacceptable in these locations without detailed consideration as to how they could impact water resources.

It is noted that Bedhampton Community Centre is crossed by the proposed route of the Havant Thicket Reservoir pipeline (this runs to the east of the proposed site for the extension). Portsmouth Water would be consulted in relation to this matter and it is recommended that contact is made with Portsmouth Water in relation to this issue at the pre-application stage. Further details can be viewed in the Havant Borough Local Plan (Allocations) policy AL6. This sets a core buffer zone within 5m of the pipeline route where development will not be permitted and a further 5m where Portsmouth Water will be consulted on applications.

Conclusion

In conclusion, notwithstanding the support for the enhanced community use in principle there remain concerns as to the prominence of the proposed extension in the streetscene and it is recommended that the extension be further reduced in depth. With regard to parking the proposal should seek to demonstrate compliance with parking standards whilst ensuring that any additional parking avoids harm to the character and landscaping of the site. Landscaping proposals should seek to enhance the site and compensate for the loss of the holly tree. It is recommended that Portsmouth Water are consulted in relation to the route of the proposed pipeline.

Subject to successfully addressing the points raised and the submission of supporting information it is considered that an application for planning permission would be worthy of a formal planning application which would allow for detailed consideration of the proposed development.

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.

Yours sincerely

D Eaves

Mr D Eaves
Principal Planner
Our Ref: GEN/20/00701



Appendix B Correspondence with East Hants Traffic Team

Ed Dodd

From: [REDACTED]
Sent: 14 April 2021 16:12
To: Ed Dodd
Cc: trafficteam
Subject: Re: Bedhampton Community Centre - Parking Survey Methodology

Hi Ed,

Reference telephone conversation I can confirm that the traffic team are happy for you to use the Lambeth Methodology in this instance for the surveys relating to the planning application for Bedhampton Community Centre.

Regards

Kevin Chappell
Traffic Management Engineer
East Hampshire District Council, Penns Place, Petersfield, GU31 4EX
Havant Borough Council, Public Service Plaza, Civic Centre Road, Havant, PO9 2AX
Telephone: 01730 234089
Email: kevin.chappell@easthants.gov.uk or trafficteam@easthants.gov.uk

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www.twitter.com/havantborough

From: Ed Dodd [REDACTED]
Sent: 14 April 2021 15:30
To: Chappell, Kevin <Kevin.Chappell@easthants.gov.uk>
Cc: trafficteam <trafficteam@easthants.gov.uk>
Subject: RE: Bedhampton Community Centre - Parking Survey Methodology

Hi Kevin,

Have you had a chance to review this yet? We are eager to move this one along.

Regards,
Ed

Ed Dodd
Senior Consultant

 01243 210 418



✉ ed.dodd@brightplan.uk

🌐 www.bpcivils.co.uk

Bright Plan Ltd, Transport Planning and Civil Engineering Consultants

Bright Plan Ltd, 2 West Barn, Norton Lane, Chichester, PO20 3AF

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From: Ed Dodd

Sent: 09 April 2021 09:43

To: Chappell, Kevin <Kevin.Chappell@easthants.gov.uk>

Cc: trafficteam <trafficteam@easthants.gov.uk>

Subject: RE: Bedhampton Community Centre - Parking Survey Methodology

Hi Kevin,

Thank you for confirming.

To clarify, as per my email of 25th February, we are intending to undertake a survey following the standard 'Lambeth methodology', with surveys undertaken overnight on two weekday evenings. As this is a predominantly residential area, this survey would give the most robust view of parking demand in the vicinity of the site. Can you confirm this would still be appropriate?

Regards,

Ed

Ed Dodd

Senior Consultant



☎ 01243 210 418

✉ ed.dodd@brightplan.uk

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From: Chappell, Kevin <Kevin.Chappell@easthants.gov.uk>

Sent: 09 April 2021 08:32

To: Ed Dodd <[REDACTED]>

Cc: trafficteam <trafficteam@easthants.gov.uk>

Subject: Re: Bedhampton Community Centre - Parking Survey Methodology

Hi Ed,

The traffic team would have no problem with the survey being conducted next week. Please can you ensure that these are carried out at varied times during the day/ week.

Regards

Kevin Chappell
Traffic Management Engineer
East Hampshire District Council, Penns Place, Petersfield, GU31 4EX
Havant Borough Council, Public Service Plaza, Civic Centre Road, Havant, PO9 2AX
Telephone: 01730 234089
Email: kevin.chappell@easthants.gov.uk or trafficteam@easthants.gov.uk

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www.twitter.com/havantborough

From: Ed Dodd <[REDACTED]>
Sent: 08 April 2021 13:55
To: Chappell, Kevin <Kevin.Chappell@easthants.gov.uk>
Subject: RE: Bedhampton Community Centre - Parking Survey Methodology

Hi Kevin,

Thank you for your email below.

We are looking to move forward with a survey but, given that we are currently in the middle of school holidays and will also be next week, I wanted to confirm that a survey undertaken next week would be acceptable? Given the current restrictions, we would not expect the school holidays to have a material impact on the results of the survey, and feel that the results would still give a robust view of residential parking in the vicinity of the site.

Could you confirm your thoughts on this?

Please let me know if you would like to discuss.

Regards,
Ed

Ed Dodd
Senior Consultant



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From: Chappell, Kevin <Kevin.Chappell@easthants.gov.uk>
Sent: 04 March 2021 14:02
To: Ed Dodd [REDACTED]
Cc: Stuart Bone <[REDACTED]> trafficteam <trafficteam@easthants.gov.uk>
Subject: Re: Bedhampton Community Centre - Parking Survey Methodology

Hi Ed,

Apologies that I have not back to you sooner with a reply. Considering the current Covid restrictions that are in place and the request for a parking survey to be undertaken, we would be happy for the surveys to be undertaken as outlined in your email dated 25/2/2021

Please can you submit your results to David Eaves and cc me in.

Regards

Kevin Chappell
Traffic Management Engineer
East Hampshire District Council, Penns Place, Petersfield, GU31 4EX
Havant Borough Council, Public Service Plaza, Civic Centre Road, Havant, PO9 2AX
Telephone: 01730 234089
Email: kevin.chappell@easthants.gov.uk or trafficteam@easthants.gov.uk

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www.twitter.com/easthantsdc

www.havant.gov.uk
www.facebook.com/havantboroughcouncil
www.twitter.com/havantborough

From: Ed Dodd [REDACTED]
Sent: 04 March 2021 09:22
To: Chappell, Kevin <Kevin.Chappell@easthants.gov.uk>
Cc: Stuart Bone [REDACTED]
Subject: RE: Bedhampton Community Centre - Parking Survey Methodology

Hi Kevin,

I hope you are well.

Have you had a chance to review my email below?

Please let me know if you have any questions or would like to discuss.

Regards,
Ed

Ed Dodd
Senior Consultant



01243 210 418

ed.dodd@brightplan.uk

www.bpcivils.co.uk

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From: Ed Dodd

Sent: 25 February 2021 14:09

To: kevin.chappell@easthants.gov.uk

Subject: Bedhampton Community Centre - Parking Survey Methodology

Good afternoon Kevin,

Your email address was passed onto me by David Eaves of Havant Borough Council as I believe he consulted with you regarding a pre-application enquiry for a scheme at Bedhampton Community Centre. Our client received the attached pre-application consultation responses which identify that, should the development not provide any additional on-site car parking to support the extension, then a car parking statement should be provided, supported by parking surveys. As such, I am seeking guidance on HBC Traffic Team's stance on parking survey methodology given the current Covid 19 restrictions.

Given the site is situated within a residential area, surveys following the standard 'Lambeth methodology', with surveys undertaken overnight when residents are at home, are considered to provide a robust, worst-case scenario view of parking demand in the vicinity of the site. This method is considered additionally robust given the current 'stay at home' orders. The peak residential parking demand also correlates with the peak parking demand for the community centre which is expected to occur on weekday evenings, associated with attendees at evening classes/sessions/meetings.

As the community centre is not currently operating, any on-street parking associated with this use (should any occur), would not be included within the surveys. We would therefore seek to establish the parking demand generated by the centre through a combination of HBC's parking standards, and use of surveys of comparable sites available on the TRICS database.

Our statement would summarise the results of the parking surveys and provide a comparison of the available capacity with any additional demand that may be generated by the extension.

Can you please review the above and confirm whether the above approach would be acceptable? I would be happy to discuss any aspect of the methodology and answer any questions.

Regards,
Ed

Ed Dodd
Senior Consultant



01243 210 418

ed.dodd@brightplan.uk

www.bpcivils.co.uk

Bright Plan Ltd, Transport Planning and Civil Engineering Consultants

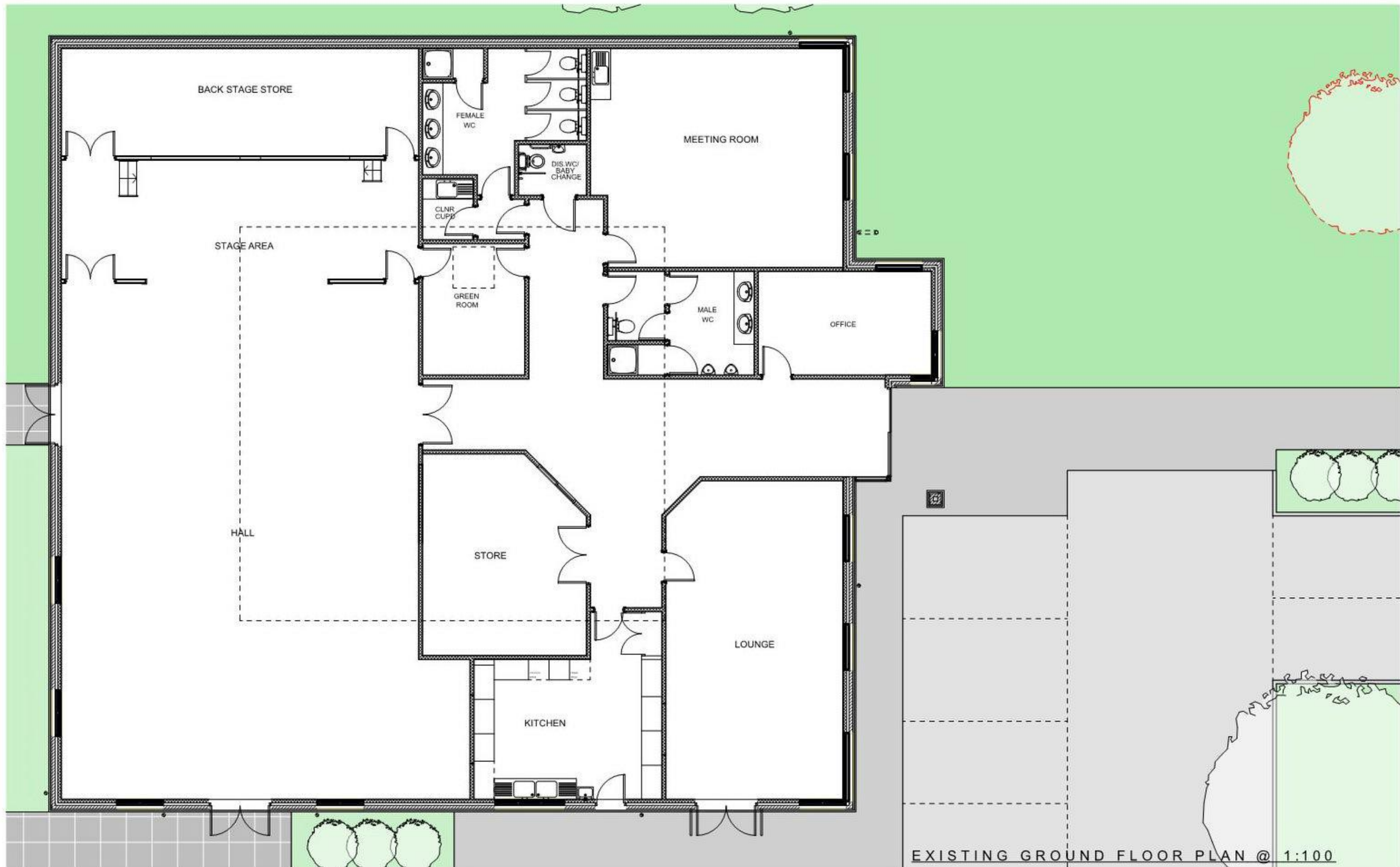
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Appendix C Existing Site Layout



revisions & notes : 24.06.2020 : KC : ISSUED TO FOR PRE-PLANNING APPLICATION

0

100mm @ A3

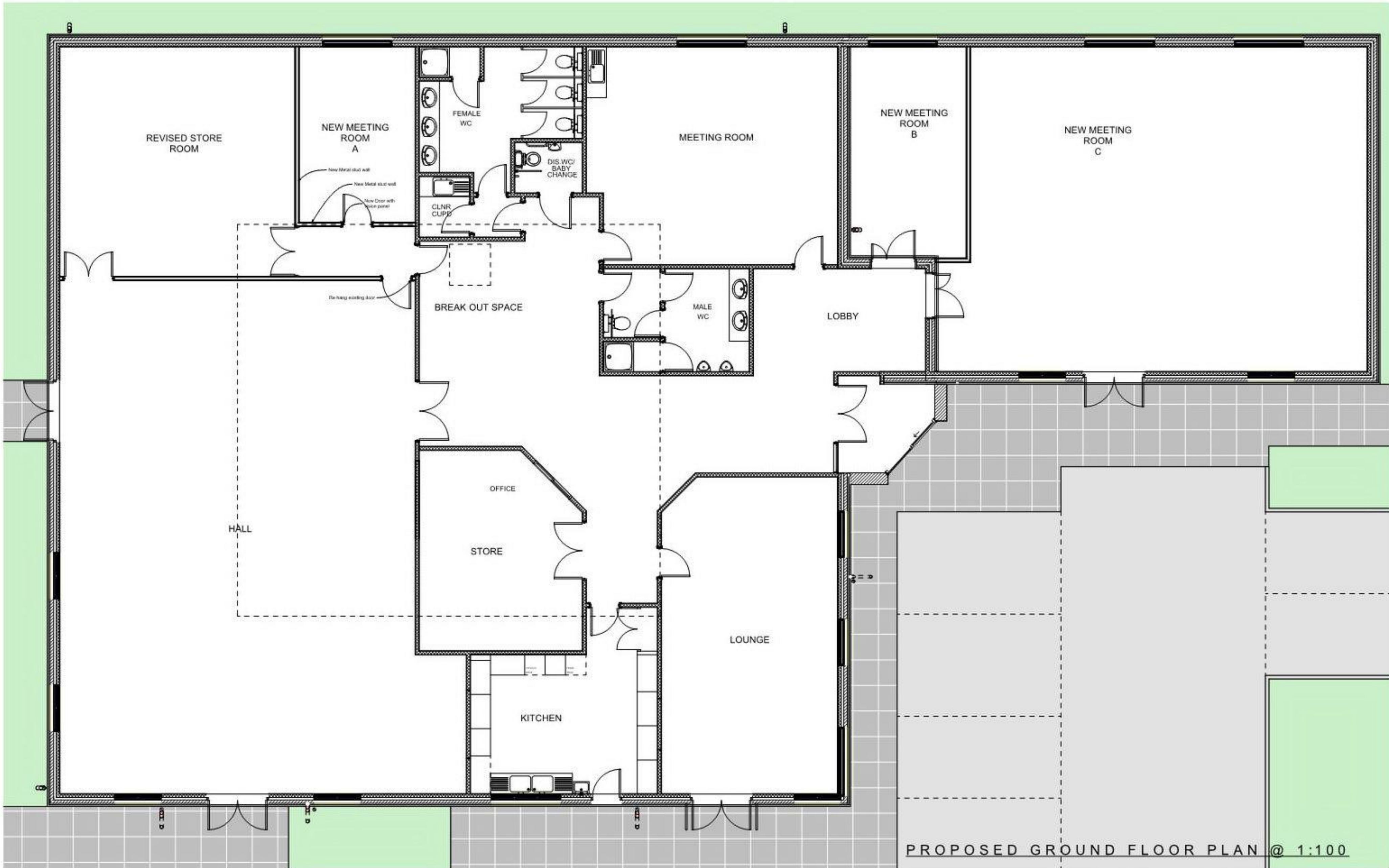
Note: All dimensions to be checked on site by the contractor before fabrication and erection. Figured dimensions to be taken in preference to scaled dimensions. This drawing is the copyright of the architects and must not be reproduced or used without their express consent, except for the purposes of a planning application. Electronic issue of this drawing to be confirmed by paper hard copy only.

Project: **Bedhampton Social Hall**
21 Bedhampton Rd, Havant
PO9 3ES
 Drawing name: **Existing Ground Floor Plan**
 Status: **Pre Planning**
 Date: **AUG 2020**
 Scale: **1:100 @ A3**
 Drawn: **KC**

pwparchitects
 81 South Street, Havant, Hampshire PO9 1BZ
 T: 023 1044 2494 E: design@pwp-architects.com W: www.pwp-architects.com
 Project No: **5365** Drawing No: **1200** Rev: -



Appendix D Proposed Site Layout





Appendix E TRICS Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 350 to 750 (units: sqm)
 Range Selected by User: 100 to 1400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 24/05/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
High Street	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

F2(b)	3 days
-------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-07-Q-02	COMMUNITY CENTRE	CAMBRIDGESHIRE
	HIGH STREET CAMBOURNE		
	Edge of Town Centre High Street		
	Total Gross floor area:	629 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	PS-07-Q-01	COMMUNITY CENTRE	POWYS
	HOWELL ROAD WELSHPOOL		
	Edge of Town Centre No Sub Category		
	Total Gross floor area:	350 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
3	TW-07-Q-03	COMMUNITY CENTRE	TYNE & WEAR
	ASKEW ROAD W GATESHEAD TEAMS		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	750 sqm	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	490	0.204	2	490	0.000	2	490	0.204
08:00 - 09:00	3	576	0.752	3	576	0.058	3	576	0.810
09:00 - 10:00	3	576	0.578	3	576	0.405	3	576	0.983
10:00 - 11:00	3	576	0.636	3	576	0.463	3	576	1.099
11:00 - 12:00	3	576	0.289	3	576	0.810	3	576	1.099
12:00 - 13:00	3	576	0.405	3	576	0.231	3	576	0.636
13:00 - 14:00	3	576	0.521	3	576	0.521	3	576	1.042
14:00 - 15:00	3	576	0.116	3	576	0.347	3	576	0.463
15:00 - 16:00	3	576	0.694	3	576	0.289	3	576	0.983
16:00 - 17:00	3	576	0.174	3	576	0.463	3	576	0.637
17:00 - 18:00	3	576	1.099	3	576	0.578	3	576	1.677
18:00 - 19:00	2	490	1.430	2	490	0.204	2	490	1.634
19:00 - 20:00	2	490	1.124	2	490	3.371	2	490	4.495
20:00 - 21:00	2	490	0.000	2	490	1.021	2	490	1.021
21:00 - 22:00	1	350	0.000	1	350	0.000	1	350	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.022			8.761			16.783

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	350 - 750 (units: sqm)
Survey date range:	01/01/13 - 24/05/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix F Parking Survey Data



OBTRADA

Residential Lambeth Survey

Address: Bedhampton Community Centre
Date: 14/04/2021

Survey Dates: 14/04/2021 and 15/04/2021

Prior to services commencing

- Satellite mapping of the location is to be viewed to understand the extent of the survey.
- Plans and drawings for conducting the services must be completed
- Risk assessment to be formulated.

Completion Criteria

Contractor shall have fulfilled its obligations when the following occurs:

- Supplied client with detailed maps and results set out by the "required information" detailed in the Lambeth Survey: Residential Methodology

Site Description and Observations

Bedhampton is a former village, and now suburb, located in the Borough of Havant, Hampshire, England. It is located at the northern end of Langstone Harbour and at the foot of the eastern end of Portsdown Hill.

Bedhampton Community Centre is situated close to the local train station, bus stops, car dealerships, take away restaurants a local park amongst others.

Observations

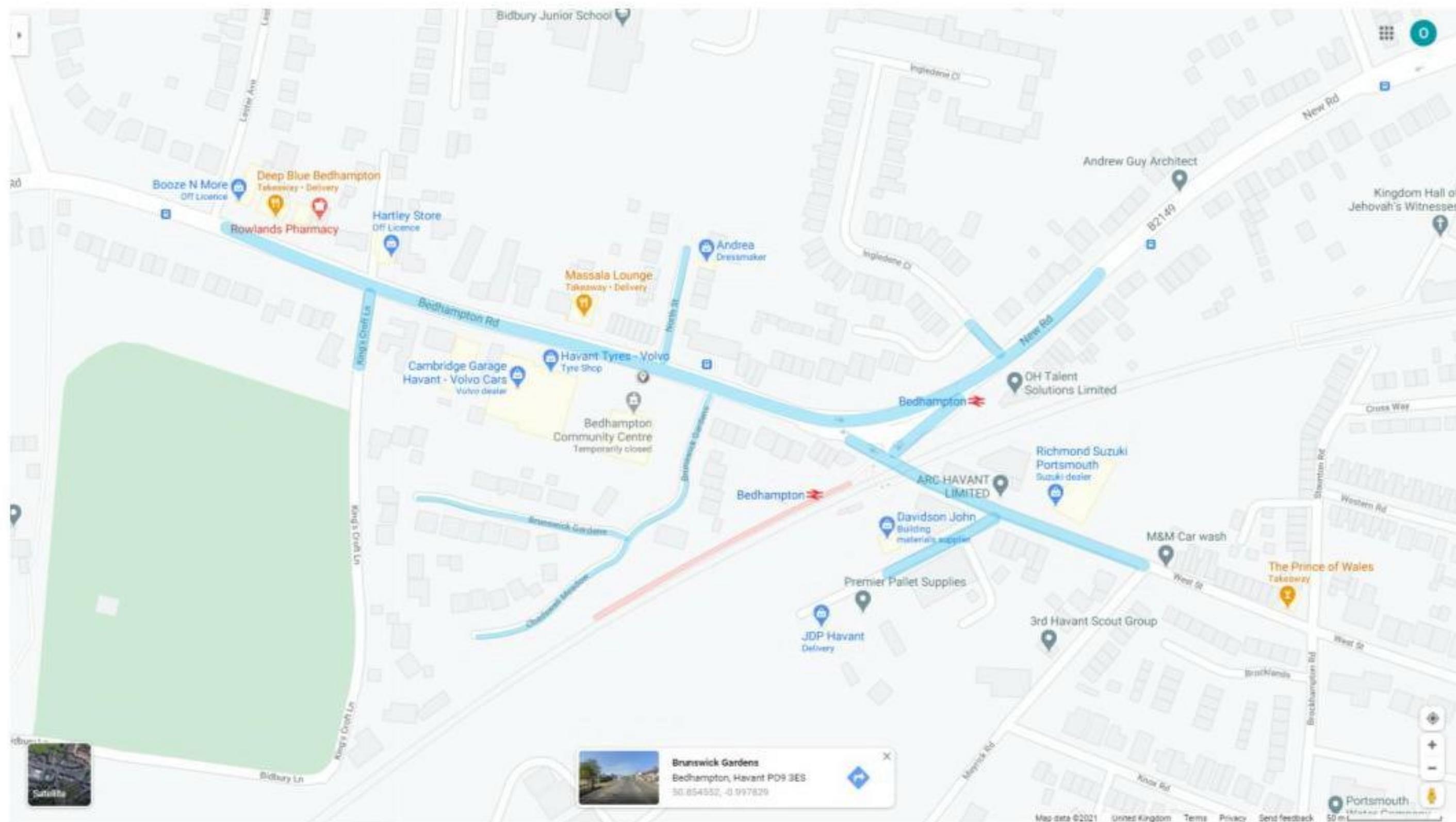
14/04/2021

- Highways work / line painting and maintenance associated with the train station, residential parking seemed unaffected.

15/04/2021

- Highways work / line painting and maintenance associated with the train station, residential parking seemed unaffected.

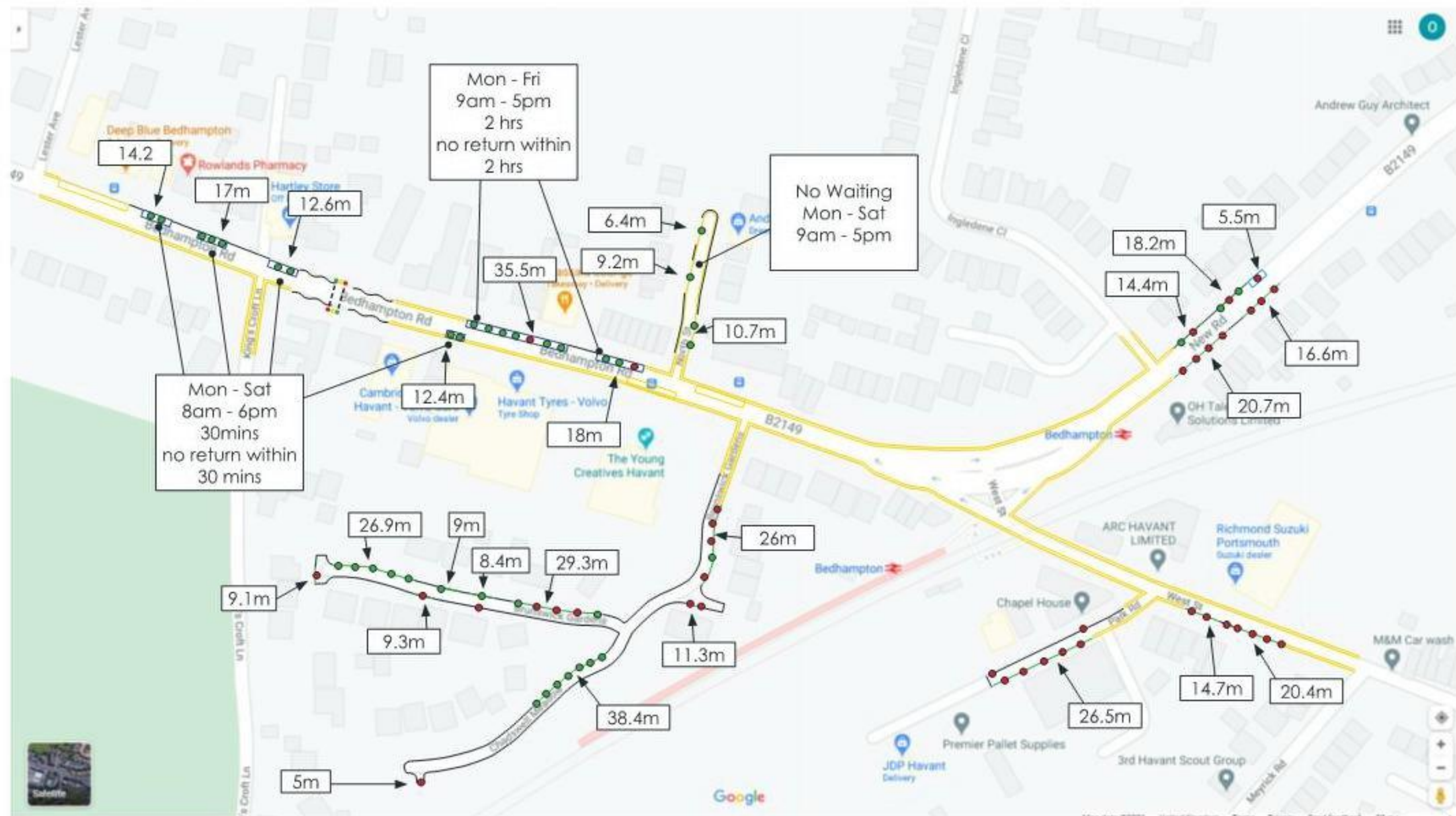
Survey Extent



Restriction Legend

	Site Location		Crossing
	Vehicle Space		Signals / Crossing
	Vehicle Parked		
	Bay		
	Disabled Bay		
	Resident Permit Holder (RPH)		
	Pay and Display		
	Bus Stop		
	Loading Bay		
	Single Yellow Line (SYL)		
	Double Yellow Line (DYL)		
	Single Red Line (SRL)		
	Double Red Line (DRL)		
	Unrestricted		
	Restricted / Unsuitable / Access		
	Sign		
	Measurement		

Parking Results: 14/04/2021 | 1AM



Parking Results: 14/04/2021 | 1AM

Location	Available Parking						Parking Restriction												Total Legal Parking			Restriction					Other		Total Parking Stress				
	Unrestricted			Marked Bays			SYL (Single Yellow Line)			SRL (Single Red Line)			Disabled			Other											Other					Double Yellow	Double Red
	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Legal Parking	Blocking Access	Opposite Junction	At a Crossing	Turning Area	Other	Parked	Parked	Parked	Spaces	Total Parking Stress		
Bedhampton Rd	0	0	0	2	19	109.7													2	19	11%								2	19	11%		
Brunswick Gardens South	6	7	37.3																6	7	86%								6	7	86%		
Brunswick Gardens West	5	14	92																5	14	36%	1							6	14	43%		
Chadswell Meadow	1	8	43.4																1	8	13%								1	8	13%		
North St	0	0	0				0	4	26.3										0	4	0%								0	4	0%		
King's Croft Ln	0	0	0																0	0	N/A								0	0	N/A		
West St	6	6	35.1																6	6	100%	1							7	6	117%		
Polk Rd	5	5	26.5																5	5	100%	2							7	5	140%		
New Rd	9	12	69.9							1	1	5.5							10	13	77%								10	13	77%		
Inglestone Cl	0	0	0																0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
TOTALS	32	52	304.2	2	19	109.7	0	4	26.3	0	0	0	1	1	5.5	0	0	0	0	0	0	35	76	46.1%	4	0	0	0	0	0	39	76	51.3%

* Total Kerb Length (M) - The total length of the kerb on both sides including dropped spaces for access

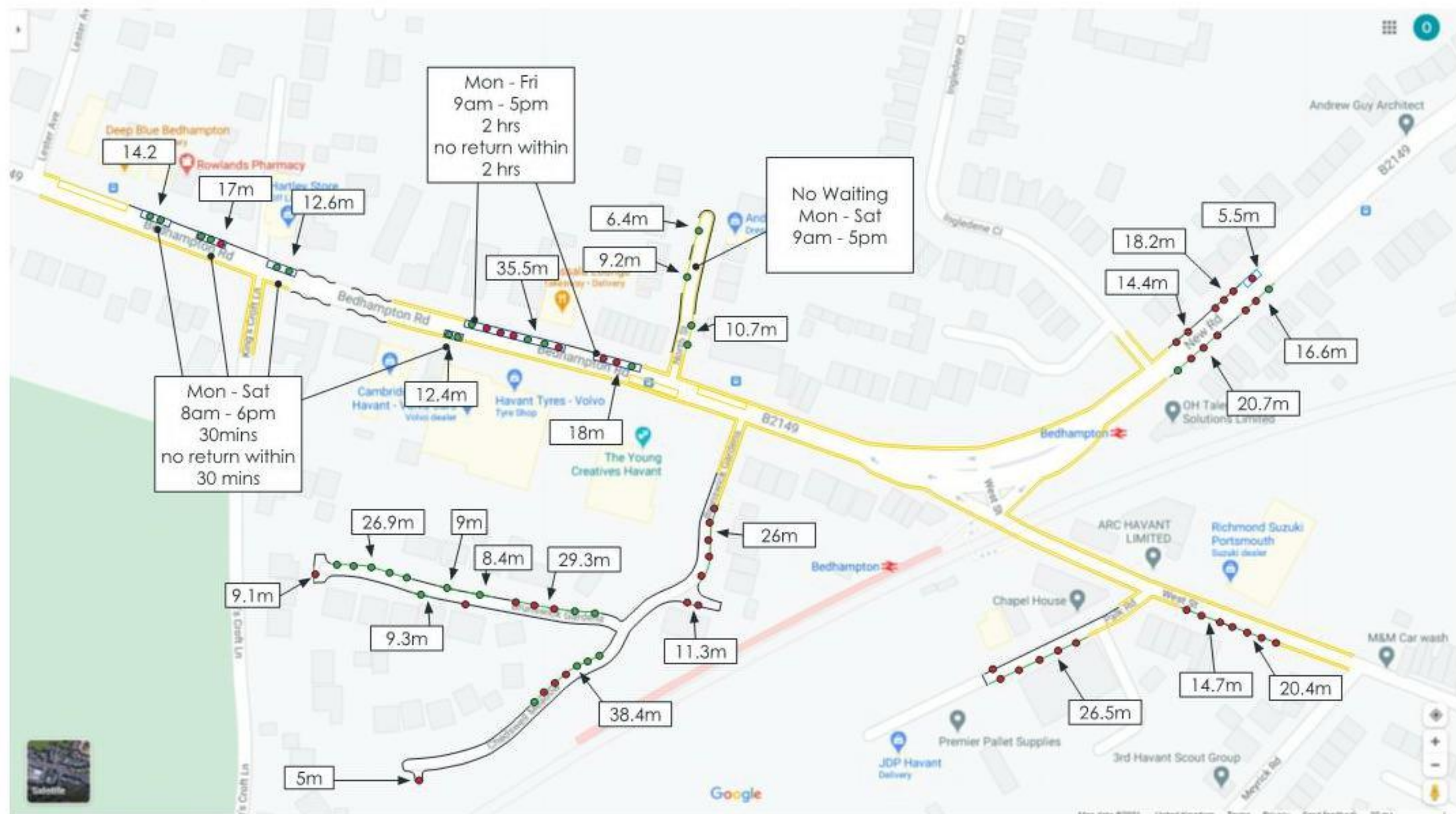
Kerb length for each section details the total meterage of parking

For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.

The kerb length of parking on a given road may not represent the total number of spaces. For example a section of unrestricted parking may be measured at 4.5m and another section measured at 5.5m totaling 10m in this scenario there is only 1 available space.

Image Reference - ***No necessary images***

Parking Results: 15/04/2021 | 1:30AM



Parking Results: 15/04/2021 | 1:30AM

Location	Available Parking						Parking Restriction												Total Legal Parking			Restriction					Other		Total Parking Stress				
	Unrestricted			Marked Bays			SYL (Single Yellow Line)			SRL (Single Red Line)			Disabled			Other											Other					Double Yellow	Double Red
	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Legal Parking	Blocking Access	Opposite Junction	At a Crossing	Turning Area	Other	Parked	Parked	Parked	Spaces	Total Parking Stress		
Bedhampton Rd	0	0	0	6	19	109.7													6	19	32%								6	19	32%		
Brunswick Gardens South	7	7	37.3																7	7	100%								7	7	100%		
Brunswick Gardens West	4	14	92																4	14	29%	1							5	14	36%		
Chadswell Meadow	4	8	43.4																4	8	50%								4	8	50%		
North St	0	0	0				0	4	26.3										0	4	0%								0	4	0%		
King's Croft Ln	0	0	0																0	0	N/A								0	0	N/A		
West St	6	6	35.1																6	6	100%	1							7	6	117%		
Polk Rd	5	5	26.5																5	5	100%	1							6	5	120%		
New Rd	10	12	69.9							1	1	5.5							11	13	85%								11	13	85%		
Ingledene Ct	0	0	0																0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
																			0	0	N/A								0	0	N/A		
TOTALS	36	52	304.2	6	19	109.7	0	4	26.3	0	0	0	1	1	5.5	0	0	0	0	0	0	43	76	56.6%	3	0	0	0	0	0	0	0	60.5%

* Total Kerb Length (M) - The total length of the kerb on both sides including dropped spaces for access

Kerb length for each section details the total meterage of parking

For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.

The kerb length of parking on a given road may not represent the total number of spaces. For example a section of unrestricted parking may be measured at 4.5m and another section measured at 5.5m totaling 10m in this scenario there is only 1 available space.

Image Reference - ***No necessary images***