

PARKING SURVEY TECHNICAL NOTE

21 BEACH ROAD, EMSWORTH DEVELOPMENT

Client: Mr L. Farndell
Reference: 2026-04-07-7019-TN01

Date: April 2026

Author: EJD **Date:** 02/04/2026
Checked by: SMO **Date:** 03/04/2026
Approved by: ALB **Date:** 07/04/2026

Issue	Status	Date
01	Preliminary	07/04/2026

1 INTRODUCTION

- 1.1.1 This Parking Survey Technical Note (PSTN) has been prepared by Bright Plan Ltd on behalf of Mr L. Farndell to support a planning application at 21 Beach Road, Emsworth. The application proposes the construction of a single dwelling within the grounds of 21 Beach Road, Emsworth.
- 1.1.2 The proposal was subject to pre-application consultation with Havant Borough Council (HBC) in March 2026. Whilst the proposal would provide parking for the new dwelling in line with HBC car parking standards, it would result in the loss of parking associated with the existing dwelling (21 Beach Road).
- 1.1.3 As such, HBC advised that a parking survey be undertaken to determine the availability of parking on the surrounding roads to accommodate any displaced parking associated with the existing dwelling. The pre-application consultation response is attached in **Appendix A**.

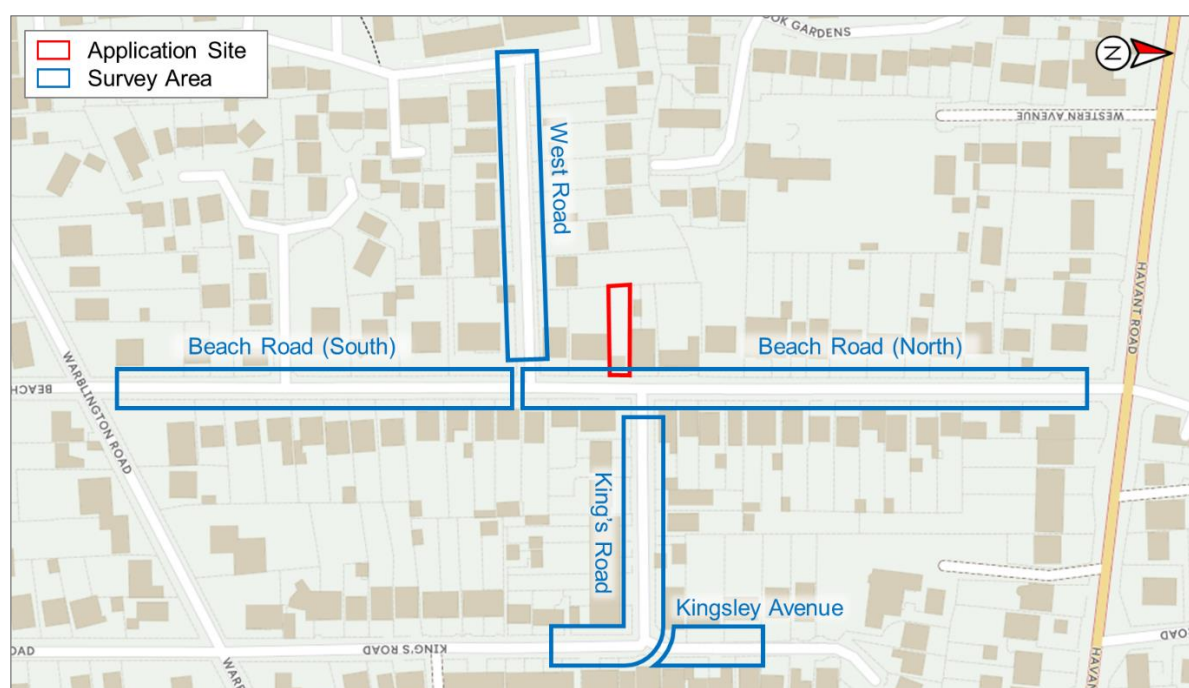
1.2 Parking Requirement

- 1.2.1 The anticipated car parking demand generated by the existing dwelling has been based on HBC's parking standards as set out in the council's 'Parking' SPD (July 2016), which set out a parking requirement of 2 spaces. The scheme is therefore anticipated to generate a demand for 2 car parking spaces on the local road network.



2 METHODOLOGY

- 2.1.1 The survey followed the industry standard 'Lambeth' methodology, which identifies the peak parking conditions for residents by undertaking surveys overnight when residents are typically at home, and therefore parked on the local road network. Parked vehicle counts were recorded at 00:30 on Wednesday 25th and Thursday 26th of March 2026.
- 2.1.2 The parking counts covered an area within 200m walking distance of the site, in accordance with the Lambeth methodology for parking surveys in predominantly residential areas. The parking counts can be compared to the total capacity in the study area to determine the parking stress as a percentage.
- 2.1.3 In accordance with the Lambeth methodology, the maximum parking capacity was established assuming standard car dimensions of 5.0m x 2.0m. Where roads are not wide enough to accommodate parking on both sides, capacity has been calculated for the side of the road where vehicles were observed parking. Care was taken to exclude parking areas in front of dropped kerbs that serve private driveways and to take account of restricted parking areas. The study area and parking capacities are demonstrated in **Figure 2.1**.



Location	Number of Kerb Side Spaces
Beach Road (North)	55
Beach Road (South)	42
West Road	19
King's Road	23
Kingsley Avenue	4

Figure 2.1: Survey Area and Maximum Parking Capacities



3 RESULTS

3.1.1 The results of the survey are demonstrated in **Figure 3.1**, identifying the existing parking stress and the remaining capacity in the study area. The survey measured parking 'stress' as a percentage of the overall spaces occupied by parked vehicles. The full survey results are attached at **Appendix B**.

Day	Location	Spaces	Parked	Available Spaces	Parking Stress
Wednesday 25th March 2026	Beach Road (North)	55	13	42	24%
	Beach Road (South)	42	2	40	5%
	West Road	19	2	17	11%
	King's Road	23	15	8	65%
	Kingsley Avenue	4	0	4	0%
	Total	143	32	111	22%
Thursday 26th March 2026	Beach Road (North)	55	11	44	20%
	Beach Road (South)	42	1	41	2%
	West Road	19	1	18	5%
	King's Road	23	10	13	43%
	Kingsley Avenue	4	0	4	0%
	Total	143	23	120	16%
2-Day Average	Beach Road (North)	55	12	43	22%
	Beach Road (South)	42	2	40	4%
	West Road	19	2	17	8%
	King's Road	23	13	10	54%
	Kingsley Avenue	4	0	4	0%
	Total	143	28	114	19%

**discrepancies due to rounding*

Figure 3.1: Survey Results

3.1.2 The survey revealed average weekday parking stresses across the overall study area of 19%, equating to 114 available spaces. The survey additionally revealed an average of 83 available spaces on Beach Road (many of which in close proximity to the site), meaning Beach Road alone could accommodate any potential overspill parking associated with the development.

3.1.3 It is therefore concluded that the parking demand of 2 vehicles generated by the existing dwelling would be comfortably accommodated on the local road network.



4 CONCLUSION

- 4.1.1 This PSTN has been prepared by Bright Plan Ltd on behalf of Mr L. Farndell to support a planning application at 21 Beach Road, Emsworth. The conclusions from this report are as follows:
- i. The proposed development would involve the construction of a single dwelling within the grounds of 21 Beach Road, resulting in the removal of parking associated with the existing dwelling.
 - ii. Based on HBC's parking standards, the existing dwelling is expected to generate a demand for 2 parking spaces, which would be displaced onto the local road network.
 - iii. The survey identified a minimum of 114 available spaces on the local road network, including 83 on Beach Road, meaning the demand for up to 2 spaces could be comfortably accommodated.



APPENDICES



Appendix A

HBC Pre-Application Consultation Response

Email: planning.development@havant.gov.uk
Date: 09 March 2026

Dear Mr Masterman

Application Number: GEN/26/00030
Site Address: 21 Beach Road, Emsworth, PO10 7JS
Proposal: Proposed new dwelling.

I am writing to you further to your enquiry valid on the 21/01/2026 regarding the above address. We met on site on 18th February 2026 and I apologise for the delay in providing this response since then.

I am aware that you have seen my previous pre-application response dated 13 August 2025 under reference GEN/25/00583, and to avoid duplication please refer to this for background, policy context and the principle of development which remain unchanged.

The only site changes since then is that the two large trees at the front of the site have been removed, and as previously noted, although valuable for their amenity contribution were not healthy specimens.

Proposed Plans

It is acknowledged that the currently proposed reduction in depth of two storey element to align with the two-storey zone of the neighbours, successfully addresses my previous concerns about enclosing and overbearing impacts on neighbours.

Given the mature side boundaries and tree within the garden of number 23, then the impact of the single storey rear projection would be mitigated. At application stage the impacts of the proposed chimney would be considered, both in terms of its visual impact and from an environmental health perspective with regard to smells and air quality.

You have confirmed the whole site has a plot frontage of 16m and the proposal is for the existing dwelling to retain a plot width of 7m, with the new dwelling having a plot width of 9m. Whilst these are still very narrow, I acknowledge the similarity of detached dwellings on narrow plots at numbers 9 and 20 Beach Road.

The proposed dwelling has been reduced to 7.5m wide which would give about 0.75m separation to each side boundary if sited centrally on the plot. The detailed design includes a gable fronted dwelling which maximises the skyline and sense of separation about the property. Since number 23 to the south has a hipped single storey element up to the boundary, then the sense of space to the south would be retained.

Within the vicinity of the site most dwellings are traditional in design and materials, with the contemporary designs found on the sea front. Whilst I have no objection in principle to the use of some more contemporary materials, nevertheless the overall scale and design needs to respect the site's context. Particularly I note all dwellings have a traditional eaves overhang, and I do consider the proposed clipped eaves out of keeping with the character of the area.

Otherwise, I am satisfied that you have demonstrated that the revised dwelling proposed could sit comfortably in street scene terms and be appropriate to the character of the area with limited and acceptable impact on neighbouring amenity.

Access and parking

It is noted that the proposal has been reduced from a 4-bed dwelling to a 3-bed dwelling which would require 2 on site parking spaces. These could be achieved as frontage spaces. However, the proposal would also need to provide 2 spaces for the retained dwelling, as well as cycle storage for both.

Following our site meeting you shared a potential parking layout showing an offset front boundary between the proposed and existing dwelling with 4 spaces. However, I would not be able to support such a layout. The offset boundary would misalign with the dwelling behind and traditional rhythm of the street scene, resulting in a cramped and contrived layout. Furthermore, I am not convinced the spaces would be readily accessible (vehicle tracking would be needed to demonstrate accessibility).

Since one of the features of Beach Road is the frontage walls and hedges, then any future layout needs to include some front boundary treatment – and some replacement planting for the trees. This is not going to be achievable as well as 4 car parking spaces. Therefore, I am of the opinion that the lack of onsite parking to serve the whole development is a potential reason for refusal as being contrary to policies CS16 and DM13.

Your attention is however drawn to paragraphs 4.28 to 4.33 of the adopted Parking SPD which does set out that in circumstances where on-street capacity is to be relied upon, then a car parking survey will be required to demonstrate capacity on the highway.

[Parking SPD](#)

I note there are no parking restrictions outside the application site but also the fact that Beach Road does get pressure for parking by the public visiting the sea front, particularly in the summer. Should you wish to pursue a planning application without adequate on-site parking then it will be essential that you undertake a parking survey to demonstrate that Beach Road has adequate capacity to accommodate the shortfall of onsite spaces without resulting in highway safety or amenity issues, or indiscriminate parking elsewhere.

The Parking SPD gives some guidance on how to prepare such a parking survey and notably requires surveys to be undertaken at various times of the day and over both the weekdays and weekends. You are also advised to refer to the Lambeth methodology for such surveys, which is generally considered an appropriate standard. [LAMBETH TRANSPORT PARKING SURVEY METHODOLOGY](#)

I do think it is important to retain an appropriately landscaped frontage across both the existing and proposed dwelling, and as such it is unlikely that 4 spaces could be achieved to serve the development without a continuous hard surfaced frontage, which would be visually inappropriate to the character of the area. I think it would be better to try to demonstrate on street availability enabling provision of some landscaped frontage features.

However, this lack of parking is a key issue and demonstrates just how tight and contrived the site is to achieve a new dwelling. This is a fundamental issue that needs to be overcome before any future planning application for a new dwelling at the site can be supported.

Conclusion

Whilst the detailed design of the dwelling itself has overcome many of the previously highlighted concerns, there remains a fundamental concern over provision of adequate onsite parking. The inability to provide adequate onsite parking tends to confirm the small and cramped plot division. However, given the Borough's housing need and 'tilted balance' of paragraph 11d) of the NPPF, then the modest benefit of the provision of one additional dwelling must be balanced against the harm. Should you be able to demonstrate sufficient on-street parking capacity via a parking survey, then the actual harm of the proposed dwelling would likely be minimal, and potentially insufficient to outweigh the tilted balance.

I do think it a very marginal case as to whether support could be given to a detached dwelling on the site, and demonstrating adequate car parking is key.

Should you pursue an application on the site, then please refer to the previous GEN/25/00583 response for information on BNG, Habitats Regs and CIL.

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 01329 824823.

Yours faithfully

Tina Pickup
Senior Planner
Planning Services



Appendix B

Parking Survey Results

Wednesday 25th March 2026 00:30	Kerb Side Parking			
	Spaces	Parked	Available Spaces	Parking Stress
Location				
Beach Road (North)	55	13	42	24%
Beach Road (South)	42	2	40	5%
West Road	19	2	17	11%
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Total	143	32	111	22%

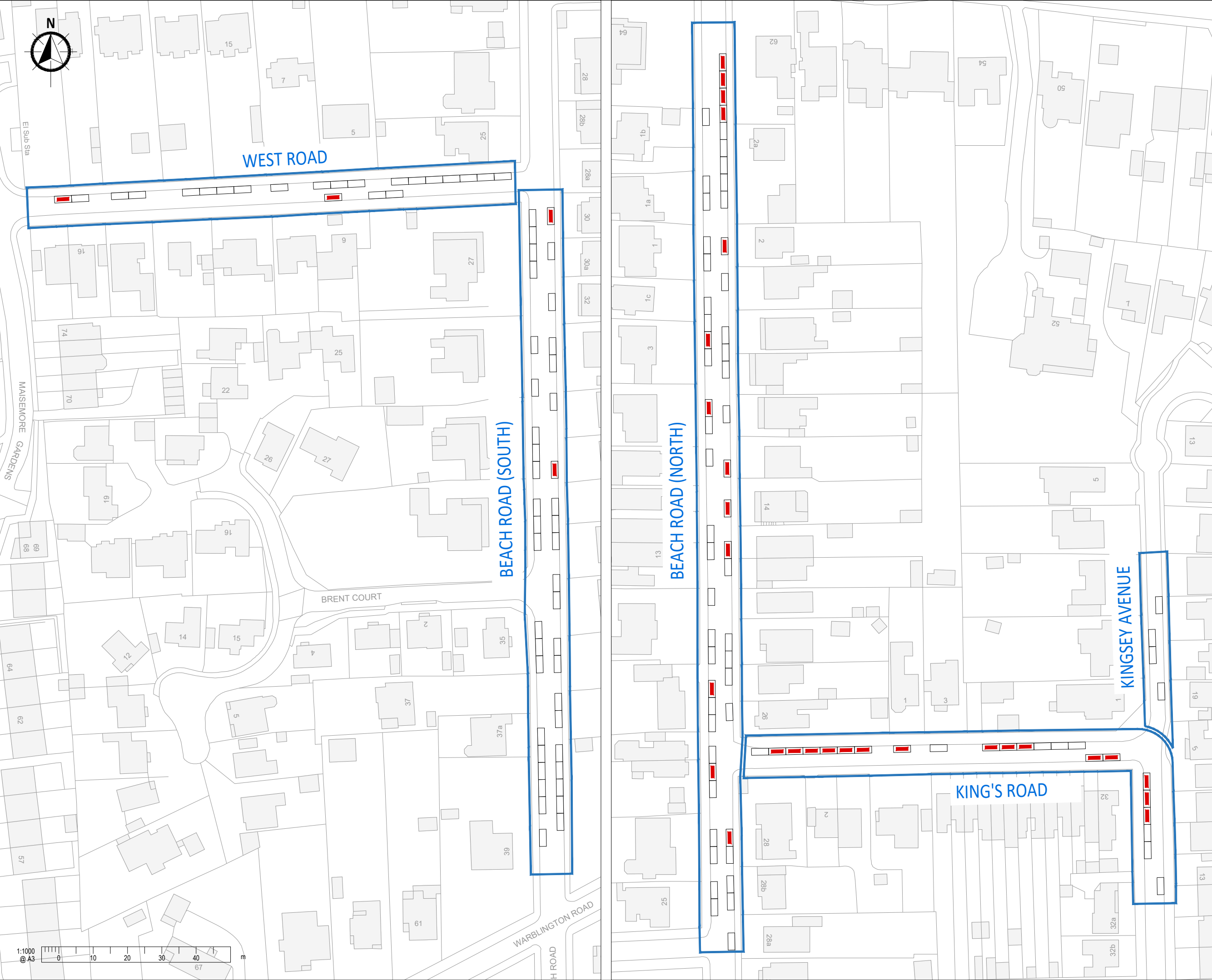
Unsuitable / Restricted Parking			
Blocking Access / Garage	Double Yellow Lines	Other Obstruction	Total
0	0	0	
0	0	0	
0	0	0	
0	0	0	
0	0	0	
0	0	0	

Total Parking Stress		
Spaces	Parked (exc. in front of dropped kerbs)	Total Parking Stress
55	13	24%
42	2	5%
19	2	11%
23	15	65%
4		0%
143	32	22%

Thursday 26th March 2026 00:30	Kerb Side Parking			
	Spaces	Parked	Available Spaces	Parking Stress
Location				
Beach Road (North)	55	11	44	20%
Beach Road (South)	42	1	41	2%
West Road	19	1	18	5%
King's Road	23	10	13	43%
Kingsley Avenue	4		4	0%
Total	143	23	120	16%

Unsuitable / Restricted Parking			
Blocking Access / Garage	Double Yellow Lines	Other Obstruction	Total
0	0	0	
0	0	0	
0	0	0	
0	0	0	
0	0	0	
0	0	0	

Total Parking Stress		
Spaces	Parked (exc. in front of dropped kerbs)	Total Parking Stress
55	11	20%
42	1	2%
19	1	5%
23	10	43%
4		0%
143	23	16%



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1.

This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2.

Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3.

Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4.

Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5.

Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Survey Area

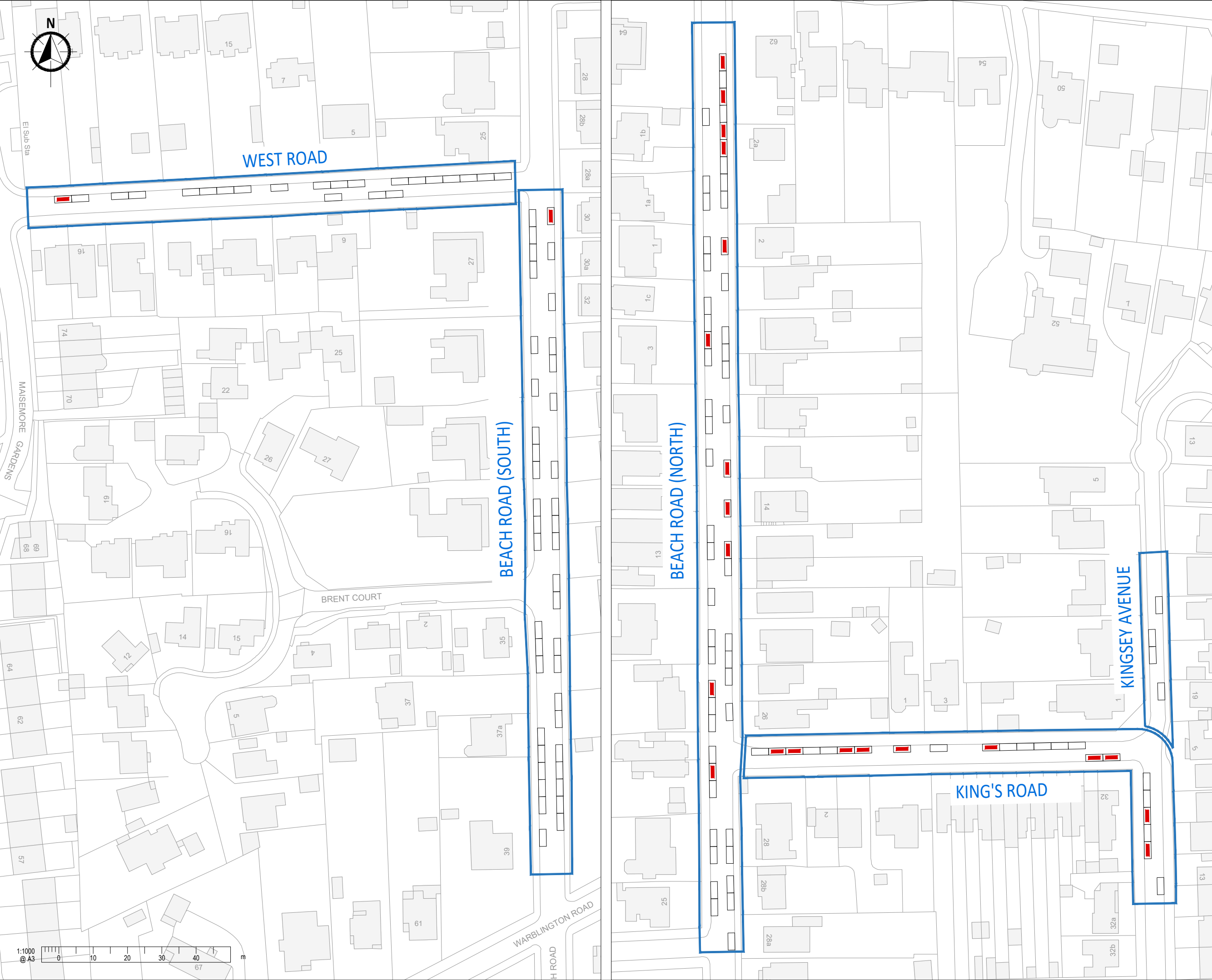
Kerb Side Space

Parked Vehicle

-	Original Issue	27/03/2026
Rev.	Amendments	Date

BRIGHT PLAN
Transport Planning | Civil Engineering | Landscape Design
65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
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Drawing Status	Planning		
Client	Mr L. Farndell		
Project	Beach Road, Emsworth		
Drawing Title	Wednesday 25th March 2026		
Scale	1:1000	Date	Mar 26
Drawn by	EMH	Checked by	EJD
Drawing No.	2026-7019-001		Rev.
		-	



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Survey Area

Kerb Side Space

Parked Vehicle

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Drawing No.	2026-7019-002		Rev.
		-	