Site: Proposed Restaurant and Takeaway with Drive-Thru, Asda, Boldon
Prepared by: CA
Approved by: JNR
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1.0 Introduction

1.1 This Technical Note (TN) has been prepared on behalf of Euro Garages Ltd in response to the comments received from South Tyneside Council (STC) regarding the planning application for the *"erection of a single storey building for a mixed restaurant and hot food takeaway use incorporating a drive-thru facility and associated reconfiguration of car park and landscaping"* (LPA ref. ST/0396/22/FUL).

1.2 This TN sets out the additional information requested by STC following the submission of the Transport Statement (TS) which was for surveys of the Asda car park to determine existing demand.

2.0 Car Parking Surveys

2.1 An independent survey company has undertaken car parking demand surveys on Thursday 24th November 2022) to represent a neutral weekday, and on Saturday 25th November 2022 between 8am – 10pm capturing the key peak periods with beats undertaken every hour. The results are included as Appendix A.

2.2 It should be noted that the survey includes the neighbouring Boldon Leisure Park car park given that there is internal access between the two car parks. In order to provide a robust assessment, the following analysis focuses solely on the Asda car park. However, it is recognised that there could be linked trips between visitors of the leisure park and customers of the KFC unit and as such there could be an element of parking associated with the KFC unit taking place within the leisure park. Given the proximity, it is expected that any parking taking place within the leisure park car park would be linked trips with visits to the leisure park facilities and therefore the KFC unit would not be generating any parking demand within its own right within the retail park car park.

2.3 The number of available spaces within the Asda car park on the survey days was 724. As detailed in the TS, the proposed KFC unit will result in a net reduction of 39 spaces, resulting in an overall supply of 685 spaces.

2.4 Of note, no deductions have been made to account for any trip types when calculating the parking demand for the proposed unit. As such, the resulting parking demand is considered to be wholly new and, in this way, the demand for Asda and the demand for the proposed unit have been independently assessed with no account made for any linked trips and thus linked parking between the two uses.

2.5 The parking demand and resulting overall spare capacity for the weekday and weekend profiles, accounting for the demand generated by the KFC unit is summarised in Table 2.1.

Time	Weekday				Weekend			
	Asda Demand	KFC Demand	Total Demand	Spare Capacity	Asda Demand	KFC Demand	Total Demand	Spare Capacity
08:00	108	2	110	575	135	4	139	546
09:00	188	2	190	495	216	6	222	463
10:00	308	3	311	374	317	3	320	365
11:00	330	3	333	352	370	6	376	309
12:00	366	4	370	315	420	11	431	254
13:00	338	3	341	344	451	10	461	224
14:00	341	2	343	342	454	8	462	223
15:00	268	1	269	416	429	8	437	248

16:00	287	2	289	396	397	6	403	282
17:00	293	1	294	391	330	7	337	348
18:00	306	1	307	378	263	6	269	416
19:00	188	1	189	496	157	5	162	523
20:00	147	1	148	537	128	4	132	553
21:00	90	1	91	594	72	3	75	610
22:00	47	1	48	637	45	1	46	639

Table 2.1 – Total Parking Accumulation

2.6 Table 2.1 shows that accounting for the proposed KFC unit, there will an overall peak parking demand for 370 spaces during a typical weekday period and an overall demand for 462 spaces during a typical weekend period.

2.7 On the basis that there will be 685 spaces of available, the analysis demonstrates that there will be a minimum spare capacity of 315 spaces during the weekday and 223 spaces during the weekend.

2.8 Therefore, the net loss of parking as result of the proposed KFC unit would still retain sufficient spare capacity for the demand for parking generated by Asda and the proposed unit.

Summary

2.9 It has been demonstrated that there is sufficient capacity within the Asda car park to continue to accommodate the demand for parking generated by Asda and the future demand of the proposed unit and as such, the development proposals will not generate any overspill parking on to the local highway network.

Appendix A

Parking Survey Data

Asda Boldon - Manual Traffic Survey: Thursday, 24 Novembe

Produced by Streetwise Services Ltd.

Site Asda (Zone 1)

BEAT	Standard	Disabled	Parent & Child	M/C
08:00	39	1	0	0
09:00	44	0	0	0
10:00	47	0	0	0
11:00	52	0	0	0
12:00	51	3	0	0
13:00	52	4	0	0
14:00	50	1	0	0
15:00	43	0	0	0
16:00	49	1	0	0
17:00	48	0	0	0
18:00	34	0	0	0
19:00	26	0	0	0
20:00	26	0	0	0
21:00	19	0	0	0
22:00	8	0	0	0

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Other (M/C in Bicycle Parking)	CAPACITY	OCCUPANCY	OCCUPANCY (%)
1	99	**41**	**41%**
1	99	**45**	**45%**
1	99	**48**	**48%**
0	99	**52**	**53%**
0	99	**54**	**55%**
0	99	**56**	**57%**
0	99	**51**	**52%**
0	99	**43**	**43%**
0	99	**50**	**51%**
0	99	**48**	**48%**
0	99	**34**	**34%**
0	99	**26**	**26%**
0	99	**26**	**26%**
0	99	**19**	**19%**
0	99	**8**	**8%**

Asda Boldon - Manual Traffic Survey: Saturday, 26 Novembe

Produced by Streetwise Services Ltd.

Site Asda (Zone 1)

BEAT	Standard	Disabled	Parent & Child	M/C
08:00	53	0	0	0
09:00	52	0	0	0
10:00	56	1	0	0
11:00	58	1	0	0
12:00	61	1	0	0
13:00	67	0	0	0
14:00	68	3	0	0
15:00	54	1	0	0
16:00	55	1	0	0
17:00	50	0	0	0
18:00	43	0	0	0
19:00	23	0	0	0
20:00	24	0	0	0
21:00	13	0	0	0
22:00	9	0	0	0

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Other (M/C in Bicycle Parking)	CAPACITY	OCCUPANCY	OCCUPANCY (%)
1	99	**54**	**55%**
1	99	**53**	**54%**
1	99	**58**	**59%**
1	99	**60**	**61%**
1	99	**63**	**64%**
1	99	**68**	**69%**
1	99	**72**	**73%**
0	99	**55**	**56%**
0	99	**56**	**57%**
0	99	**50**	**51%**
0	99	**43**	**43%**
0	99	**23**	**23%**
0	99	**24**	**24%**
0	99	**13**	**13%**
0	99	**9**	**9%**