



TPS Transport Consultants Ltd

Technical Note

Client	Origin Planning Services
Project	Buzzers Bar, South Shields
TPS Reference	P2250
Date Prepared	09.03.2023
Prepared By	JT
Checked By	GS

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1. INTRODUCTION

- 1.1 TPS Transport Consultants Ltd (TPS) has been instructed by Origin Planning Services to prepare a Highways Technical Note in support of development proposals for the former Buzzer's Bar, Victoria Road, South Shields.
- 1.2 Comments have been provided by the Local Highway Authority in relation to a live planning application, for the proposed redevelopment of the former Buzzers Bar and Social Club and Institute (Use Class Sui Generis) to 6 self-contained residential apartments (Use Class C3/C4) and 2 x 8-bed HMO apartments (Sui Generis) at Victoria Street, South Shields, NE33 4NL (application reference: ST/0501/22/FUL).
- 1.3 The comments from South Tyneside Council are attached at **Appendix A** and principally refer to car parking and refuse collection. They are summarised as follows:
- A more accurate assessment of car parking requirements should be undertaken, reflecting Census 2011 data, given that the proposed parking is not policy-compliant.
 - Increase the size of the refuse storage area, including access to that area, with dropped kerbs to be provided.
 - Undertake swept path analysis of an 11.6m refuse vehicles serving the various uses, taking account of the comments from the Council's waste team in terms of requirements / safety.
 - Identify available parking that could be used once the swept path analysis (and any resulting restrictions) has been accounted for.
- 1.4 This Technical Note has been prepared in response to the above queries from the council.

2. CAR PARKING PROVISION

- 2.1 The application seeks permission for the redevelopment of the former Buzzers Bar and Social Club and Institute to 6 self-contained residential apartments (Use Class C3/C4) and 2 x 8-bed HMO apartments (Sui Generis) at Victoria Street.
- 2.2 As part of the proposed development there will be no in-curtilage car parking and, therefore, parking associated with the development would most likely take place on Victoria Street; the Council's feedback indicates that they are looking to formalise parking here through a suitably worded Traffic Regulation Order (TRO), but that this must be cognisant of the servicing needs of the development and neighbouring uses.
- 2.3 The Local Highway Authority's parking standards are contained within South Tyneside Local Development Framework SPD 6: Parking Standards (December 2010). The standards state the following:
- C3 Dwellings – Maximum provision normally 2 spaces per dwelling plus 1 space per 3 dwellings for visitors; and
 - C4 HMOs – 1 space per 5 units plus 1 space per 5 units for visitors.
- 2.4 With the above in mind and based on the quantum of development proposed, the development should ordinarily provide the following maximum level of parking:
- Dwellings (C3) – 12 dedicated spaces, plus 2 visitor spaces; and
 - C4 HMOs – 2 dedicated spaces, plus 2 visitor spaces.
- 2.5 Notwithstanding the above, in their response, the Council has intimated that they would be prepared to accept that the parking standards cannot be met, if a suitable argument could be made to reduce demand and measures put in place (by way of a TRO) to secure parking on Victoria Street.

2011 Census Data

- 2.6 The 2011 Census has been interrogated to establish the car or van availability for the MSOA within which the site is situated, South Tyneside 002. The area this MSOA covers is shown in **Figure 1** overleaf.

Figure 1 – South Tyneside 002, MSOA



- 2.7 The levels of car ownership, expected from the 6 apartments and what this means in relation to the demand for car parking that might be typical for a development in this location, is set out in **Figure 2**, below.

Figure 2: Car or Van Availability – South Tyneside 002

Car or Van Availability	Percentage	Resulting Parking Demand (6 apartments)
No Cars or vans in household	56.7%	0
1 car or van in household	34.8%	2
2 cars or vans in household	7.0%	1*
3 cars or vans in household	1.1%	0
4 or more cars or vans in household	0.4%	0
TOTAL	100%	3

*rounded up

- 2.8 As can be seen above, based on the car ownership data from the 2011 Census, the 6 apartments could be expected to require 3 parking spaces. For HMOs, there is no specific

Census Data but if parking standards were applied to the HMO, this would take the likely total parking requirement to 7 spaces (3 spaces for the self-contained apartments and 4 for the HMO, to include visitor provision for the latter).

- 2.9 In addition to this, it is important to consider the accessible nature of the site and its connectivity with key local amenities which will reduce the need for residents to own a car.

Accessibility

- 2.10 Although the site is not located in South Shields centre, it is considered that it is well connected to nearby facilities and public transport opportunities to reduce the reliance on the private car and has many characteristics, similar to a town centre location.
- 2.11 There are bus stops located on the B1298 to the south of the site for both northbound and southbound services. These stops are located within 100m and 200m walking distance of the site for northbound and southbound services, respectively. It should also be noted that there are additional bus stops located on A1018 Westoe Road/Imeary Street, each within an approximate 200m walk distance of the site, which provide additional services to those accessed on the B1298.
- 2.12 The bus stops at the aforementioned locations are served by a large number of bus services, providing services to a range of destinations, including; Sunderland, Hebburn, Durham, Biddick Hall, South Shields, Newcastle upon Tyne, Jarrow as well as other destinations. Indeed, the bus stops on the B1298 are served by approximately 12 bus services per hour (off peak), whilst the bus stops on the A1018 are served by approximately 25 bus services per hour. Clearly, the site is well located to encourage residents to travel by bus for employment and leisure purposes.
- 2.13 In addition to the bus services in the vicinity of the site, the site is also located within an approximate 850m walking distance of Chichester Metro Station (11 minutes' walk time). This is served by the Yellow Line, which provides a 10-minute service headway, throughout the day. It provides a route between South Shields and Newcastle city centre, which could be utilised by residents for employment and leisure opportunities.
- 2.14 It should also be noted that the site is well located to encourage trips to be made on foot to nearby facilities. An overview of the facilities within a short walking distance of the site (including an approximate walk distance), is set out below:
- KFC South Shields, Chichester Road – 100m walk;
 - Iceland Supermarket South Shields – 250m walk;

- Aldi -350m walk; and
- A range of retail facilities on Westoe Road – 450m walk.

2.15 Given the above facilities within a short walking distance of the site and the multiple frequent bus and Metro services available locally, it is considered that residents will not need to rely on access to the private car to travel to/from the site for retail, leisure or employment purposes and it is, therefore, expected that a large proportion of residents would actively choose to not own a car and would instead travel by sustainable modes of travel.

3. PROPOSED SERVICING ARRANGEMENTS

- 3.1 With regard to the servicing of the proposed development, as requested by officers in the waste/refuse collection team, it should be demonstrated that an 11.6m refuse vehicle can enter from Victoria Road, turn right towards KFC bin compound and then reverse up to the taxi office. The drawing attached at **Appendix B**, demonstrates the vehicle undertaking this manoeuvre.
- 3.2 It is recognised that the waste/refuse collection team requested that double yellow lines be in place along the entire length of the southern elevation. However, in order to maximise the amount of on-street parking that remains on the access road, to the south of the proposed development site, it is considered appropriate to introduce a TRO (double yellow lines) to the south side of the access road only, with parking spaces being provided on the opposite side, as shown on the drawing attached at **Appendix B**. With this arrangement, the refuse collection vehicle can reverse to within approximately 15m of the refuse storage area for the taxi office.
- 3.3 In addition to the aforementioned TROs, double yellow lines could also be provided around the access to the road serving the site and onto Victoria Road, in order to discourage on-street parking. Again, this is shown on the plan at **Appendix B**.
- 3.4 In addition, a dropped kerb is shown adjacent to the proposed bin storage area, to assist refuse collection, as requested. With the above in place, eight parking spaces (based on a car parking space length of 6m) can be provided within the remaining limits of the highway. The calculations in section 2, suggest that this would be sufficient to cater for expected demand.
- 3.5 It is also worth noting in this context that the development site has a lawful use that would have generated car parking demand from staff / visitors; no in-curtilage parking was provided for the site previously and any formalisation of parking would therefore be a betterment to the previous parking situation, whilst also protecting the servicing route for the development itself, KFC and the taxi office. It is considered, therefore, that suitable justification has been provided to address the Council's highway concerns.



Appendix A

Consultation Response



South Tyneside Council

Highway Authority

Planning Application Consultation Response

Planning Application No: ST/0501/22/FUL

Case Officer: GS

Description of Development: Change of use and redevelopment of the former Buzzer's Bar and Social Club and Institute (use class sui generis) to 11 self-contained residential apartments (use class C3/C4) and 16 HMO apartments (Sui generis). External works to include new windows, cedar timber panels, walls and railings to cycle and bin storage area and new canopy

Location: Former Buzzers Bar, Victoria Road, South Shields, NE33 4NL

Date: 24th January 2023

RECOMMENDATION:

Amended plans and/or additional information required: Concerns could be overcome by submission and approval of amended plans or additional information before any permission is granted.

Amended Drawings / Details received:

- Drwg no. PL130-Rev.'A' – Proposed Site Layout
- Drwg no. PL115-Rev.'B' – Basement Plan

Assessment of proposal:

The additional information submitted with the re-consultation has been examined on which we have the following comments.

Car Parking

The supporting information provided by the applicant states that.. *"In terms of car parking the parking standards supplementary planning document (SPD6) sets out that for 6x 1-bedroom apartments, 5x 2-bedroom apartments and 2x 8-bedroom HMOs a total of 8 car parking spaces is required"*.

This statement is considered inaccurate, as SPD6 specifies maximum parking provision in an 'Urban Area' for dwelling houses and flats to be 2 spaces per dwelling

plus 1 space per 3 dwellings for visitors. For HMO use the standard is 1 parking space per 5 units for occupants plus 1 space per 5 units for visitors. It is therefore unclear how the applicant has arrived at the conclusion of only 8 parking spaces being required for the development.

Whilst accepting that SPD6 is outdated in terms of stipulating maximum parking standards (relative to NPPF 2021), the 2011 census data for Beacon and Bents area and South Tyneside as a whole show a resident car ownership requirement of between 14 and 20 spaces for 27 residential units and between 10 and 11 for 13 residential units. This does not include visitor parking provision requirements.

The adoptable carriageway area to the rear of the property already accommodates vehicles associated with the existing taxi business and has designated turning areas adjacent that are required to be kept clear to facilitate the manoeuvring of service vehicles. On-street car parking could hinder such manoeuvring areas if vehicles parked indiscriminately in or in the immediate vicinity of these areas or junction with Victoria Road, and/or they could also obstruct visibility at the junction if parked on Victoria Road, should car parking spill out onto that road. The statement that the road to the rear could accommodate the parking of 20-30 cars is grossly optimistic given the need to keep turning areas and the access route to Victoria Road clear and the fact that the existing taxi business utilises part of the road space presently for parking vehicles.

The applicant has indicated that they would be willing to work with the council to restrict parking adjacent to the proposed bin storage area through the installation of a keep clear sign under a Traffic Regulation Order. Whilst the principle of this is welcomed, it is too restrictive and does not protect the service areas required on the rear lane for the development site, taxi business and KFC bin storage area adjacent or potential conflict areas on Victoria Road. Please see separately the comments of the waste/refuse collection team below.

Given the above, the applicant has not satisfactorily demonstrated the number of resident and visitor parking spaces to be accommodated for the site or identified on a plan the potential parking space locations so as not to interfere with the free flow of traffic and service vehicle manoeuvring in the immediate vicinity of the site, in the interests of highway safety.

Cycle Parking

Cycle parking provision has been increased to include 18 cycle spaces on the basement level and 10 spaces on ground floor level, which is considered acceptable.

Refuse Collection / Servicing

Comments of the Waste Services Team have been sought in respect of the existing and proposed uses in the immediate vicinity.

Regarding refuse collection vehicle (RCV) access to the Taxi Office, the vehicle turns in from Victoria Road, turns right towards KFC bin compound and then reverses up to the Taxi Office to collect their Trade Bins. If parking was allowed at the kerbside of the southern elevation of Buzzers Bar, it would force our RCV truck into the centre of the carriageway as cars are often parked at the kerbside on the opposite side of the road, seemingly associated with the taxi office. Basically, our RCV would be reversing with parked vehicles at either side which would not be conducive to a safe operation. As we can't guarantee our arrival times, I suggest double yellow lines be in place, the entire length of the southern elevation.

Regarding the proposed bin storage area at the western elevation (gable end of the building), for the scheme and number of bedrooms proposed, we would need to store approximately 6 – 8 x 1100 litre Trade waste bins to accommodate both refuse and recycling waste streams for the accommodation block. This compound would need to be an enclosure with access gates (not opening across the highway), an essential dropped kerb and importantly road markings so that the area is accessible at the southern elevation. Clearly, the loading and unloading of these bins could not be done at the Victoria Road/ north elevation due to traffic flow and the presence of the speed hump that is in place.

KFC is not serviced by STC waste services team, however access and manoeuvring will still be required for a private company RCV, which will necessitate further parking restrictions on the rear lane to ensure servicing is not hindered by vehicles associated with the proposed development.

Based on the above, it will be necessary for the scheme submission to be amended to identify:

- A more accurate assessment of car parking requirements for the site, including a methodical breakdown of the parking for the development based on the 2011 census of car ownership, including provision for visitors (SPD6), given that maximum parking standards are not to be provided and as a justification for a lesser standard of provision;
- Increase the size of the refuse storage area (clear of the highway), including access to that area (southern elevation), provision of dropped kerbs at the roadside, relative to the comments above.
- Swept path analysis of an 11.6m long refuse vehicle servicing the existing and proposed sites/uses on the southern roadway and taking account of specific comments of the waste services team above.
- Identify remaining available car parking areas on the road to the south of the development, taking into account the comments above and refuse collection vehicle swept path areas required to be retained clear of any parking obstructions.

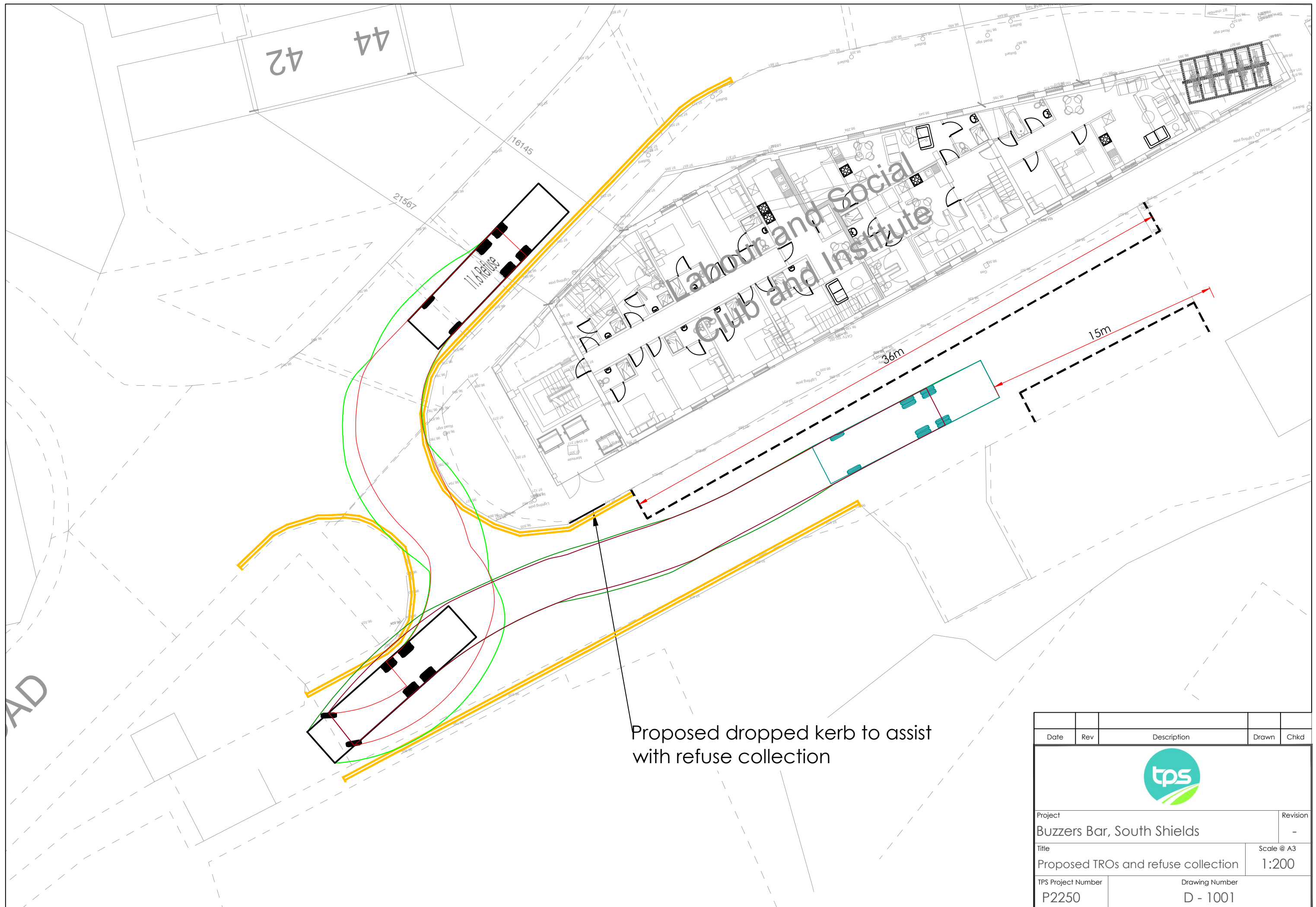
If the amended / additional details cannot be provided we would recommend that the submission is withdrawn and that a revised application is submitted later with the necessary information included.

Highway Officer: CT



Appendix B

Proposed Servicing Arrangements and TROs



Date	Rev	Description	Drawn	Chkd
				
Project			Revision	
Buzzers Bar, South Shields			-	
Title			Scale @ A3	
Proposed TROs and refuse collection			1:200	
TPS Project Number		Drawing Number		
P2250		D - 1001		