

Alverstoke Parish Centre Regeneration Project

Transport Statement

Proposed Replacement Parish Centre, Green Road, Alverstoke, Gosport, Hants, PO12 2ET

1.0 Introduction

- 1.1 This document is written in support of a submission made to Gosport Borough Council for planning permission to replace an existing Parish Centre in Alverstoke with a new building.
- 1.2 A Transport Statement is required for the proposed D1 Non-Residential Institution development which will be less than 700m².
- 1.3 This document will:
 - a. describe the proposal for providing adequate parking for the expected use of the new building;
 - b. reference compliance with the regulations set out in the Gosport Borough Council Parking: Supplementary Planning Document (SPD),
 - c. describe the impact on traffic flow, surroundings, and highway
 - d. describe the arrangements to provide accessibility for all.

2.0 Planning Policies Referenced

Gosport Borough Council's Local Planning Framework - Parking: Supplementary Planning Document (2014) in relation to its Core Objectives, and the Parking Standards in Annex A. (SPD)

2.1 The core principles of the Parking SPD are:

- A. To ensure that the new development has sufficient parking to meet its reasonable needs in the present and foreseeable future including parking provision for cycles, motorcycles and if appropriate, goods vehicles
- B. To ensure that sufficient parking space is provided, distributed and allocated in a manner that prevents significant harm to the appearance, accessibility structural integrity function and safety of the highway with regard to the reasonable and lawful needs of all highway users
- C. To ensure the proposed number of parking spaces and distribution are adequate to protect the amenity of existing residents and the needs of businesses and service including the ability to park where necessary on the street in locations convenient to homes and premises.
- D. To encourage good and efficient design of parking places integral to the layout of the site and compatible with other design considerations

3.0 Proposal for Transport Management

3.1 Use and Parking for the Current Building

- 3.1.1 The Parish Centre was built in 1968 when most people made their way around by bus, bike or on foot. Since then, car ownership has increased from around 20% of the population in 1971 to approximately 55% of the population in 2011 (source DVLA and ONS).
- 3.1.2 The current building has space for 5 cars – whereas today's regulations would require around 15 car parking spaces for the Licenced Capacity for this building. Currently the majority of users who drive park on-street.
- 3.1.3 Over the years, many more groups have started using the Parish Centre, with more people driving cars. This has led to a shortfall in on-site parking, which, in

turn, has caused users to park on nearby roads – primarily Green Road, The Avenue, Anglesey Road, and Beatty Drive.

- 3.1.4 A survey of regular users was carried out over one month in 2018 to assess the current use of the Parish Centre, how users travel to their events, and to inform the number of car-parking spaces needed for the proposed development
- 3.1.5 The current Parish Centre is licenced for 120 in the hall, with 20 in the lounge, and 3 staff members. The survey produced a maximum level of regular use at 60%, with 86 people in the building for one of the monthly WI meetings.
- 3.1.6 The maximum recorded use was an evening event in February 2019 when 110 people brought Parish Centre usage to 76% of its licenced capacity.
- 3.1.7 The survey results produced the following distribution for modes of transport for the event with the most attendees: 46.7% in cars; 34.8% walked; 16.3% were dropped off; 1.1% each by bus and on bicycle.
- 3.1.8 The survey recorded a maximum of 33 cars parked for a monthly event, 28 of which were parked on local streets. (Ref Annex A)
- 3.1.9 The detailed results of the survey carried out with regular users is at Annex A.
- 3.1.10 To gauge the impact of events with a high number of attendees on local parking, a further survey was carried out at an evening event held in October 2018 in St Mary's Church. There were 383 attendees – of whom 61.8% came in 132 cars; 29.2% walked; 6% were dropped off; 1.6% came by bike, and 0.8% came by bus.
- 3.1.11 The results from these two surveys provides a planning assumption that cars will be used by 45% during the day, and 62% in the evening, and car sharing is more prevalent in the evening than during the day.

3.2 Anticipated Use of the Proposed Building

- 3.2.1 The proposed building has been designed for multiple use at the same time. There is office space for 5, a meeting room for 12 people, training room for 28, and two halls – one for 40 and the main hall for 150. If the building was at its maximum capacity there would be 235 people.
- 3.2.2 It is very unlikely that every room will be used to its maximum capacity at any time, and even less likely that all rooms will be used to maximum capacity at the same time.
- 3.2.3 If we apply the maximum current percentage usage of 76%, and assume that all rooms are filled to that capacity, then we could expect 178 people in the building at any one time.
- 3.2.4 If we apply the maximum regular usage recorded (60%) across all rooms at the same time, then we could expect a maximum of 140 people in the building at any one time.

3.3 The Proposal for Parking at the new Building (Core Objectives 1 and 4)

- 3.3.1 The plans for the new building include an on-site car park with a turning bay, and 26 parking spaces, including three disabled bays. The design and size of the parking spaces are described in the Design and Access statement, and in accordance with the advice received from the Planning and Preservation Officers of Gosport Borough Council at a meeting held on 13th September 2018.
- 3.3.2 There will be covered storage for 12 bicycles, and there will be sufficient space at the east of the building to accommodate motorbikes.
- 3.3.3 The plans include space for mobility scooters, and charging points for them.

- 3.3.4 **Table 7 in Appendix A of the Adopted Parking SPD requires that a minimum of one parking space per 5 static seats, and 1 parking space per 10m² of open hall is provided.**
- 3.3.5 The offices, Training Room and meeting room will have 45 fixed seats, and these would require 9 parking spaces.
- 3.3.6 The two halls have no fixed seats. Late changes to the size of the small hall have been made to accommodate a full-size changing space and a kitchen. These changes have reduced the area of the small hall to 44.6m². This produces a combined area of 176.35m² of open hall, which requires 18 spaces, according to the guidance in Table 7 for Places of Worship and Church Halls.
- 3.3.7 Total spaces required to comply with the Parking Standard Calculation would be $9 + 18 = 27$ spaces.
- 3.3.8 The proposed car park provides parking space for 26 vehicles, including 3 disabled bays. The shortfall of 1 car parking space from the minimum 27 required will be accommodated by on-street parking.
- 3.3.9 It is likely that the level of car parking available will not accommodate all the vehicles associated with its use, and will occasionally place demands on available on-street car parking spaces. For example, an evening or weekend event with 150 attendees, 60% in cars, and two to a car would require 45 parking spaces - 23 on site (excluding disabled bays) and 22 parking on-street in surrounding roads. (Ref 3.1.10, and Annex B).
- 3.3.10 Similarly, if all the rooms were being used to 60% capacity at the same time, there would be 140 people on site, 60% in cars, with 2 per car = 42 parking spaces – 23 on site and 19 on street.
- 3.3.11 This estimated demand for on-street parking is still less than the current maximum regular demand for 28 spaces recorded in the user survey. (Ref 3.1.8)
- 3.3.12 Although the car park does not provide the precise number of spaces required by the Parking SPD, it does reduce the impact for on-street parking. The plan also provides three disabled parking bays, and a turning space which together improve the overall safety for users of the highways and the proposed building.
- 3.3.13 The roads most frequently used for parking are The Avenue, Anglesey Road, Rectory Close, Beatty Drive and Clayhall Road. These have a lot of on-street parking capacity that does not encroach on access to property or parking for residents, and are used regularly when there are events at St Mary's Church, for the Michaelmas Fayre, and for school events.
- 3.3.14 There are several public car parks within a 10-15-minute walk of the proposed building. (Ref 6.2)
- 3.3.15 It is current practice for the Parish Centre Management Committee (PCMC) to seek council permission to open The Green as an occasional car park when they plan large events.
- 3.3.16 The PCMC will also continue to encourage organisers of large events to apply to the council to use The Green as an occasional car park to minimise the impact of on-street parking.
- 3.3.17 To assess whether the demand for on-street parking spaces increases over time as a result of the greater capacity for the proposed development, the PCMC will carry out annual surveys of modes of travel and centre usage.
- 3.3.18 If the results of the surveys prove that parking demand from Parish Centre users has increased considerably, the Parish Centre Management Committee could revisit the option of leasing part of the Green from GBC to use as an Overflow Car park.

3.4 Protecting the Amenity of Residents (Core Objective 3)

- 3.4.1 We have protected the amenity of existing residents and the needs of businesses and services by providing 23 car parking spaces, and three disabled bays on site, to the west of the development, which minimises the impact of noise on our nearest neighbours, and keeps the impact for on-street parking at its current levels when the building is used within its regular capacity.
- 3.4.2 The local residents were canvassed for their views at each stage of design. They have been invited to see the various revisions to assure them that their views and preferences had been taken into account. Favourable comments on the site layout have been received from those who live closest to the current building, and are most affected by noise.
- 3.4.3 Gosport Borough Council Planning department also provided advice on the principles of site layout and how best to minimise the impact of car noise whilst cars were arriving and leaving the site. This advice has been incorporated into the site layout, which has been approved by the neighbours in Little Green, who benefit from the decision to site the car park on the west of the proposed development.
- 3.4.4 As there are no plans to lock the car park, it is very likely that local residents will make use of the proposed car park when the Parish Centre is not in use, thereby improving the overall parking capacity in this area.

4.0 Traffic Flow and The Impact on Surroundings

- 4.1 The houses at Little Green, Avenue Court and on Green Road were built after the original Parish Centre, and we assume that the most recent development of houses on Green Road provided a Transport Statement that was acceptable to the GBC. This statement must have taken account of the current flow of traffic, and of the expectation that the level of on-street parking on Green Road would increase when the properties were occupied.
- 4.2 Although the traffic flow along Green Road will increase in line with the use of the car park, the entrance/exit for vehicles will be opposite Little Lane, and away from the recent housing development.
- 4.3 The design of the entrance/exit will meet the visibility splays determined by HCC Highways, who will also determine whether they need to impose on-street parking restrictions, to make the highway safe for all users and pedestrians.
- 4.4 Any parking restrictions imposed on Green Road will improve road safety and visibility for all users, as there are currently no visibility splays for the Parish Centre car park. Cars park along the majority of Green Road, making it very difficult for drivers who negotiate what is, effectively, a single-track road created by on-street parking. Those who cross from the Avenue to Anglesey Road cannot see traffic emerging from the Parish Centre car park, and vice versa.
- 4.5 If all the assumptions for calculating parking need are correct (and there is no available data to confirm or contradict them), it is clear that, although there will be more on-site capacity for parking than there is currently, there will be an occasional increase in parking on surrounding streets when there are large events, except where The Green is used as an occasional Car Park.
- 4.6 The results of the surveys referenced at 3.3.15 will quantify the impact that increased Parish Centre usage has had on the demand for on-street parking.

- 4.7 The increasing need for on-street parking is an ongoing issue in all communities, where commercial vans are parked on streets instead of in depots, rates of car ownership are increasing and new houses are built with the minimum parking allocation.
- 4.8 Any loss of on-street parking on Green Road, consequent to any imposition of parking restrictions and visibility splays, will be felt by local residents who use Green Road to meet their parking needs. This is an unfortunate side effect of the new housing development on Green Road, and the increase in car ownership generally. (ONS (Census 2011) shows that 29.5% of households in Gosport now have 2 or more cars or vans).
- 4.9 GBC also have the option of developing part, or all, of the Green as a public car park. This would lessen the demand for on-street parking in Alverstoke which has increased over time with increased business for retail shops, a busy hotel and pub, increased car ownership, and residential developments.

5.0 Accessibility

The site has been designed to ensure that everyone can access the building, car park or hard standing regardless of how they arrive. The design provides accessibility for:

- 5.1 The Disabled – there are three dedicated disabled bays located close to the path leading to the main entrance.
- 5.2 There is space in the car park for large vehicles to park temporarily which will allow disabled passengers to disembark the vehicle safely. There is a turning space that will allow vehicles to turn and drive out, rather than reverse onto the road.
- 5.3 The Emergency Services can use the car park, or access the building via the current dropped curb to the south which leads to the main entrance.
- 5.4 Cyclists - There will be six Sheffield stands to accommodate 12 bicycles. Our user survey recorded a ratio of 1:17 for bicycle users. When applied to the expected capacity we would need to provide 8 spaces for bicycles – so 12 will meet the need for the foreseeable future.
- 5.5 Motorbikes - there will be hard-standing at the east of the building suitable to accommodate a number of motor bikes, and they will be able to access this area via the dropped curb.
- 5.6 Mobility Scooters - Mobility scooters can access the main entrance from the pavement to the south. They can be parked and charged under the eaves at the front of the building, or parked on the hard standing at the east of the building.
- 5.7 Deliveries and Refuse Collection - they can access the building for deliveries, or the bins for collection of refuse, via the dropped kerb to the south, as they do currently.

6.0 Public Transport and Car Parks

- 6.1 There are four bus services that have stops within a 12-minute walk to the Parish Centre:
- a. E2 – 10 min frequency, service til 23.00
 - b. 9, 9A – 20 min frequency, service until 20.00
 - c. X5 – 30 min frequency, service til 20.00
 - d. 11 – 2-hour frequency, subsidised by HCC, not available Sundays or Bank Holidays
- 6.2 There are three fee-paying Public Car Parks that are 10-15 minutes' walk to Green Road. These are at Lifeboat Lane and Pebbles at Stokes Bay and Thorngate Hall on Bury Road. They provide a total of 541 car parking spaces.

7.0 Highways

Core Objective 2 requires sufficient parking to prevent significant harm to the appearance, accessibility, structural integrity, function and safety of the highway with regard to the reasonable and lawful needs of all highway users.

- 7.1 The access to the current car park has no visibility splays with only a white line to prevent parking across the dropped curb. It can be hazardous to exit onto Green Road with cars parked close to the edges of the white line, and no line of sight to the East or West of the exit. The proposed development provides 23 car parking spaces, three disabled parking bays, with an access/exit that will conform to current Highway regulations regarding visibility splays, making it a much safer exit onto Green Road.
- 7.2 The design will also make it much safer for all vehicle users and pedestrians, as the visibility splays will enable them to see vehicles leaving the car park.
- 7.3 The design also provides for safe access for those using mobility scooters, or for those who arrive in large vehicles that accommodate their motorised wheelchairs. Current practice is for the transporting vehicle to park on the opposite side of the road (as the near side has parked cars), thereby blocking the road, until they have manoeuvred their passengers out of the vehicle and seen them safely into the building. The proposed car park allows space for these vehicles to park, assist their passengers, turn and drive out of the car park, without impacting any other road users.
- 7.4 The design and site layout will be assessed by Hampshire County Council Highways to ensure compliance with the requirements they deem necessary to protect the visibility splays for the safety of all highway users and the safe use of the car park.
- 7.5 The details for the design are referenced in the Design and Access Statement, in the Site Layout plan, and at section 4 above.

8.0 Conclusion

- 8.1 The Transport Statement has responded to the requirements of the Gosport Borough Council's Local Planning Framework - Parking: Supplementary Planning Document (2014) in relation to its Core Objectives, and the Parking Standards in Annex A.
- 8.2 The Transport Statement has also responded to
 - a. the concerns expressed in Gosport Borough Council's response to the pre-planning submission (6th Dec 2017).
 - b. The concerns of the GBC dated Dec 2018, recorded in document 20190107
 - c. The comments received from GBC on 25th July 2019 on the Draft Transport Statement