

Parking Statement for Proposed Extension at the Former Premier Inn, Bayswater House, Hever Court Road, Gravesend, DA12, 5UQ

Introduction

This parking statement has been prepared to accompany the planning application for an extension to, and change of use to an HMO for the former Premier Inn, Bayswater House, Hever Court Road, Gravesend, DA12, 5UQ. The former hotel shares a car park with the George Inn, a public house on Hever Court Road. The purpose of this document is to assess the potential impact of the proposed works on the parking space available and to demonstrate how the proposed extension and change of use to an HMO will be accommodated by the existing parking spaces.

Site and Context

The subject building is situated on a site bounded to the north by Hever Court Road and to the south by a continuation of Hever Court Road which leads to a dead end and provides access to the combined car park and to Singlewell Car Sales and Service Centre only. Alternative access to the car park is located on the northern section of Hever Court Road. There are currently 86No. spaces in the shared car park in total and there are 81No. spaces in the proposed development, a loss of only 5No. spaces. Due to the complimentary timing of the operation of the public house and the hotel, the sharing of the car park by customers of the two adjacent businesses works well. Most significantly the main demand for parking by patrons of the pub is during the day and early evening, whereas the main demand for parking for patrons of the hotel is overnight.

Design and Impact Assessment

The placement of the extension results in the loss of only five parking spaces and an increase from 31No. to 46No. rooms, an increase of 15No. rooms. The car parking has been adjusted to the north elevation of the hotel so that only five spaces are lost by the creation of the proposed extension. The change of use to HMO from hotel will result in a decrease in the demand for parking spaces per room. This is due to the change in the demographic of the room occupant. When used as a hotel, at full capacity it is typical that there would be one car per room plus staff car parking. When used as an HMO a number of the rooms will be occupied by persons with no vehicular transport so at capacity there will be less than one car per room. The applicant has previous and ongoing experience of operating a similar hotel to HMO conversion which also shares car parking spaces with an adjacent gymnasium and fitness centre, which keep similar opening hours to the George Inn and has similar short stay patrons. The system works well on that site and using the ratios from that site it is estimated that at full capacity the HMO will have no more than 35No. patrons requiring a parking space. The majority

of those parking spaces will be in use overnight and will therefore have little impact on the demand for parking spaces from the patrons of the George Inn.

The HMO will operate a register of all cars for all residents of each room. This will ensure that any problem parking from cars which are patrons of neither business can be easily and quickly identified as such which will allow offending vehicles of non-residents to be swiftly dealt with.

Conclusion

The proposal has been developed from a well-informed knowledge base of very similar businesses sharing a car park and the applicant is confident that the 81No. spaces are comfortably adequate to meet the needs of both sets of patrons should the proposed extension and change of use be approved.