

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

REV-01 2025-04-25

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.

Additional Detail

The operator of Bayswater House also operates a similar HMO facility in Hever, Kent. The assessment of the shared parking at Bayswater House is based on direct observations made at Hever and the similarity of the circumstances of the shared parking facility. At Hever, the former hotel has been converted in a similar way to the proposals at Bayswater House and provides 75No. rooms and 75No. parking spaces. Of the 75no. rooms, all of which are let, there are 6No. residents who have no vehicles, but all rooms have a single parking space available to them for overnight parking only. The 75No. parking spaces are shared with Hever Health and Performance which provides health spa and gymnasium facilities. The patrons of Hever Health and Performance use the car park during the working day and early evening. There are typically 20 to 30 Cars parked during these times by patrons of Hever Health and Performance. This site has been shared and has been operated successfully by both businesses since June 2021 and at no time have any parking conflicts been experienced. It is important to note that there is no adjacent overflow nor any on street parking available at this location so the parking is entirely managed within the shared site. There is on street parking adjacent to the Bayswater House site which could accommodate a small number of vehicles in the extremely unlikely event of the on site parking being oversubscribed.

The majority of the residents using the parking spaces at Hever leave for work in their vehicles early in the morning leaving only seven to fifteen vehicles parked during the day, subject to shift working patterns, days off sick and holidays. This creates a staggered demand for parking between the two businesses which results in a smooth transition in the early evening as the residents arrive from work and the patrons of Hever Health and Performance begin to leave and again in the morning when the residents leave for work and the patrons of the spa/gym begin to arrive.

Hever is a rural site with relatively poor access to public transport so it is difficult to reside in that location without the use of a private vehicle. The public transport options are Hever Train Station being 2.1miles away from the property and a limited bus service with the nearest stops 1.1miles away adjacent to the Wheatsheaf public house on Hever Road. There is no bus service to Hever Train Station.

In comparison, Bayswater House is served with bus stops immediately outside the site on Hever Court Road only 60 metres from the main entrance of the building and the bus service provides access to the extensive rail and underground network with stations at Gravesend, Northfleet, Ebbsfleet, Longfield, Sole Street and Meopham all within a short bus ride away. The access to public transport afforded to Bayswater House is therefore significantly better than that afforded to the Hever so it is logical to assume that there will be fewer residents with private vehicles at Bayswater House compared to Hever. Bayswater House and the George is also in a much more urban location than the site at Hever. The George public house is therefore frequented by a significant number of patrons who walk from home. There are virtually no patrons of Hever Health and Performance who arrive on foot, on public transport or by bicycle. This results in a reduced demand for patrons parking at the Bayswater compared to the Hever site.

Bayswater House will have only 46No. rooms with access to 81No. parking spaces which are shared with the George public house so there is less chance of conflict arising from demand from the two businesses when compared to the two businesses at Hever. The rooms at Bayswater House will be let on an identical basis to the existing facility at Hever. Each room will be allocated with one vehicle parking space on the site for overnight parking. Given the rural location of Hever compared to Bayswater and given that 6 out of 75 rooms at Hever have residents with no vehicle it is reasonable to conclude that at least 10% of the rooms at Bayswater House will have residents with no private vehicle. This will result in slightly less demand for residents parking compared to Hever. A conservative estimate is that this will result in 4 or 5No. rooms being let out of the 46No. with no car parking space. The parking demand is therefore reduced to 41/42No.spaces.

From recent observations there are up to 30No. cars parked in the shared car park by patrons of the George public house and these numbers are only observed at peak times. Given that there will be 81No. spaces available there will always be more than adequate spaces available for the anticipated 41/42No. cars from the residents of Bayswater House. There is therefore more than adequate spaces available without having to consider the staggered nature of the daytime and early evening demand for parking from the patrons of the George and the overnight demand for parking from the residents of Bayswater House. When the staggered demand is factored in it is clear that there is more than sufficient parking available at all times for both facilities.

In addition to the vehicular parking the proposed site plan HCR-04 REV C has been amended to show 46No. covered bicycle storage spaces by utilizing vertical bicycle mounting brackets in the covered stores.

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.