

NCLT/Aster Group Lawnside Development.

Parking Statement

1. Introduction

- 1.1. This report considers the car parking implications of proposals by Nailsworth Community Land Trust in partnership with the Aster Group to replace two garage courts at Lawnside, Forest Green, Nailsworth, with additional social housing.
- 1.2. In total, it is proposed that the development will consist of a terrace of four 2-bed houses each with one off-street dedicated car parking space and six 1-bed apartments each with one off-street dedicated car parking space each. In addition, a further five general-use/visitor off-street car parking spaces will be provided.
- 1.3. Department for Transport guidelines state that developments of less than 50 dwellings do not require assessment but, as the scheme will displace existing car parking, this report considers the car parking implications for the immediately surrounding area.

2. Site Description

- 2.1. Lawnside is a residential street on the western side of Nailsworth, some 500m walk from the town centre, via Dark Lane and 1000 metres drive from the town centre via Barnfield Road and Nympsfield Road. The nearest bus stops are on Nympsfield Road, some 200m from the site.
- 2.2. The site also lies within 300 metres of the stadium of the Forest Green Rovers, a National League team, whose average home gates are 1600. There is an on-street match day parking control scheme, but it does not extend to the survey area.
- 2.3. The development is proposed on two sites, straddling the private road owned by SDC accessing the private road, Fieldways. This is owned by the 6 households of Fieldways, who have rights of access via the SDC road. The southern site is now a concrete hardstanding since the two rows of garages were demolished in 2013. The northern site comprise two rows of garages providing parking for 14 cars. The third row was demolished in 2013.
- 2.4. Only two of the garages are currently let by SDC, as confirmed by Richard Hanman of SDC by email on 22 December 2015.
- 2.5. Adjacent to the garage sites is the junction of Lawnside and Bunting Hill. Through vehicle access has been denied since a local road closure was installed in the 1980s.

3. Existing Car Parking Provision

- 3.1. The survey area comprised Fieldways, Lawnside from its junction with Bunting Way, Bunting Hill Way to its junction with Bunting Hill, excluding the small cul-de-sac to the south-east, and Barnfield Road from its junction with Barnfield Crescent.
- 3.2. The homes on Lawnside are served by a mixture of the garage court; a designated on-street parking area via a lay-by outside Lawnside Stores, the sole retail outlet in the area; and casual on-street parking.
- 3.3. Homes on Fieldways, a private road, are served by garages and driveways.
- 3.4. Homes on Bunting Hill are served by a mixture of garages and driveways, shared off-street parking areas and casual on-street parking.
- 3.5. Site visits and discussions with residents make it reasonable to assume that the garages on the development site are intended to serve residents who are also served by on-street parking.

3.6. As only 2 of the 14 garages are let, the breakdown of available parking on the public highway serving the area is:

On-Street Bays:	7
Casual On-Street Spaces:	100 (including disabled space on Lawnside)
Plus Garages (on development site):	2

Total Parking Provision: 109 spaces

4. Existing Car Parking Demand

4.1. In order to identify the existing level of car park demand in the study area, five on-site car parking surveys were undertaken as follows:

Tuesday	3/11/2015	15:00 -	39 vehicles on-street.
Sunday	8/11/2015	18:00 -	66 vehicles on-street.
Thursday	12/11/2015	11:00 -	39 vehicles on-street.
Saturday	14/11/2015	15.30 -	71 vehicles on-street.
Sunday	15/11/2015	18.00 -	69 vehicles on-street.

4.2. The busiest of the five surveyed periods was Saturday 14/11/2015, which identified the following parking demand in the surveyed area (see Figure 1);

On-Street Bays Occupied: 5

Casual On-Street Spaces Occupied: 66

Total On-Street Parking Demand: 71

Garage Use (none observed) 2 (assumed)

Total Parking 73

4.3. On this FGR matchday the gate was 1661, with 148 from Dover. This equals the average (1670) for the season to date. There were only five fewer vehicles parked on street (66) at the second busiest period - Sunday 8/11/2015.

4.4. Existing on-street parking demand at the busiest period is illustrated in **Figure 1 below**.

4.5. **Figure 1** Parking survey 15.30 hours 14th November 2015



5.0. **Proposed development**

The development would involve demolishing all 14 garages and building on this site and the sites to the east and the south left from the previous demolition of 21 garages, to provide four 2-bed houses each with one off-street dedicated car parking space and six 1-bed apartments also with one off-street parking space each. In addition, a further 5 general-use replacement off-street car parking spaces will also be provided.

- 5.1. The developments would be accessed via the existing highway network and the SDC private road that would be transferred with the sites to Nailsworth CLT.
- 5.2. The development proposals are shown below in Figure 2 below.

5.3. Figure 2 Proposed development



6.0. Implications for Car Parking

- 6.1. Information provided by the SDC Housing Service as to the current availability of other SDC garages in the area shows that the removal of the remaining 14 garages would not lead to a corresponding increase in on-street parking demand. Evidence of lettings from SDC shows that only 2 of the 14 garages are in use. Observation shows they are both used for car5 parking.
- 6.2. It is evident from the surveys that three of the four terraced homes proposed would have the opportunity to park on street in Bunting Hill, directly outside their homes if they wished, as none of the five surveys showed these on-street spaces in use.
- 6.3. Even on the two occasions when the maximum use of the casual on-street parking available was surveyed (8/1/2015 and 14/11/2015), there were more than sufficient spaces on-street in the area to accommodate the 2 vehicles to be displaced by the demolition of the remaining garages.

7.0. Other Parking Considerations

- 7.1. The Stroud Local Plan (Adopted 2005) deals with parking provision in Chapter 9. Policy TR1 sets the scene and notes the need to provide car parking in accord with the Council's standards. Paragraph 9.14.3 states that, the vehicle parking standards laid out in Appendix 8, require development proposals involving the construction of C3 dwelling houses to provide an average of 1.5 parking spaces per dwelling unit. This provision shall be made for all developments, unless it can be demonstrated, through a supporting parking study, that a greater parking provision would assist in alleviating an existing, on-street parking problem.
- 7.2. In consideration of the above maximum standards, it may be considered that 10 homes should have a maximum of 15 spaces as proposed.

8.0 Conclusion

- 8.1. It is concluded that the demolition of 14 garages associated with the development of four 2-bed house each with one off-street dedicated car parking space, six 1-bed apartments with one off-street parking spaces each, and a further 5 general-use/visitor replacement off-street car parking spaces, will not result in the displacement of existing parking that cannot reasonably be accommodated on-street within the area.
- 8.2. Subject to the residential location of the two car owners using the garages for off-street parking and their satisfactory relocation by SDC into similar garage accommodation in the area, and the continuing availability of spaces at any time in Bunting Hill, there should not be any detriment to existing residents from the Lawnside development.

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