

PROPOSED CAR PARK EXTENSION

***Site off Church Road, Swanmore, Hampshire
SO32 2PA***

DESIGN AND ACCESS STATEMENT

Proposal to extend existing village car park into grass amenity space.

Rev: A – Updated following carpark survey
Rev: B – Updated following client comments
Rev: C – Updated following client comments 20.03.18
Rev: D – Paragraph 2.1.3 & 2.1.4 edited. 10.04.18

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1.0 Introduction and Summary

1.1 The following Design and Access Statement examines the context, constraints and design proposals for an extension to the existing Village Centre Car Park, Swanmore.

1.2 The following sections of the Statement are set out as follows:

2.0 Site Assessment:

- Site appraisal
- Site context
- Tree survey
- Protected Species Survey
- Ecology
- Site Archaeology
- Local Amenities
- Utilities

3.0 Design Principles and Planning Policy:

- Reason for development
- Design brief
- Layout
- Impact on Neighbours
- Landscaping

4.0 Access Principles:

- Site accessibility
- Vehicle access

5.0 Preliminary Design & Access Solutions:

- Preliminary Designs
- Pre-application discussions and Public Consultation
- Constraints

6.0 Proposed Design:

- Proposed Design
- Conclusion

1.3 The conclusion proposes that a development of 45 additional car parking bays on the site (plus 2 drop-off spaces) represents an optimum balance between local requirements and the existing rural setting, does not impinge on the existing views and maintains the existing dew pond and provides additional space for the site. The proposed alterations to the existing car park will provide additional accessible spaces and improved visibility splays. The results of the village car park survey showed that residents were in favour of additional village parking, which is a reflection of the extent of the local parking requirements.

2.0 Site Assessment

2.1 Site Appraisal

2.1.1 The site is located off Church Road in the village of Swanmore, approximately 1.4 miles south-east of Bishops Waltham and 7 miles north of Fareham on the clay deposits of mid-Hampshire. Figure. 1 shows the site location.

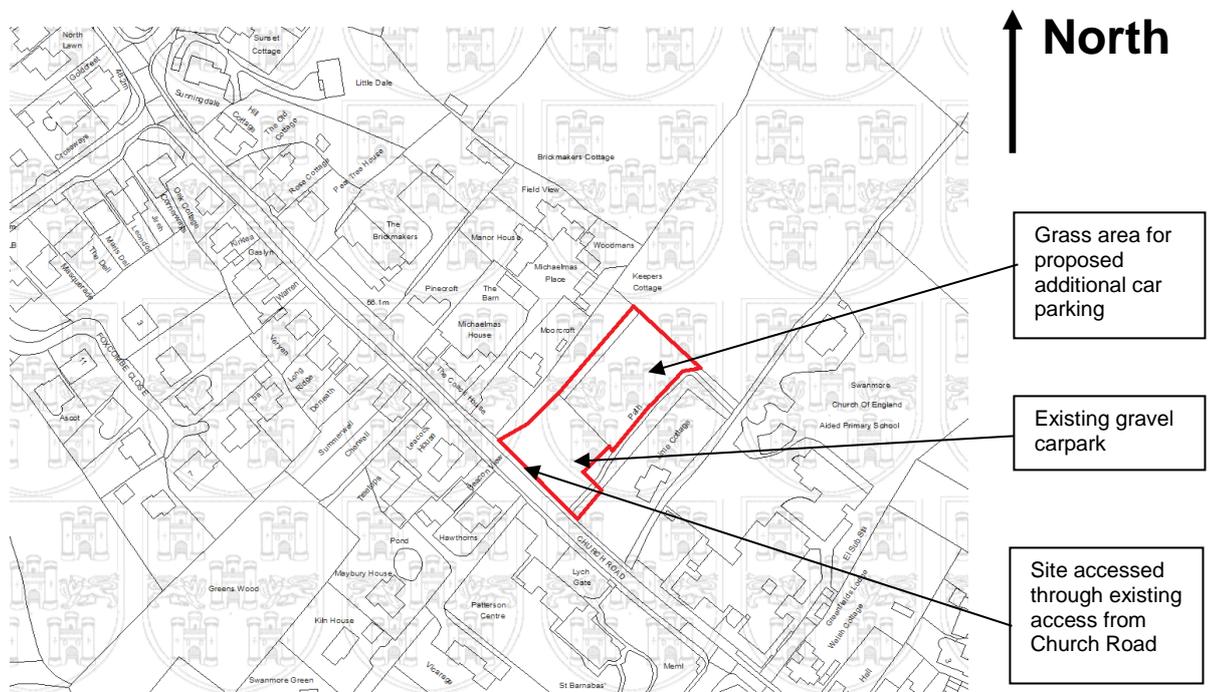


Figure. 1 - Site location from Winchester Local View

2.1.2 The site currently consists of a mixture of existing gravel carpark (Village Centre Car Park) and grass amenity area with dew pond. The site is accessed from Church Road. Church Road is in a relatively quiet village area with a 30mph speed limit with a pavement along both sides.

2.1.3 The total site area is approximately 2770m² (0.27 ha).

2.1.4 The existing total area of permeable ground is 2770m². Approx. 1090m² is permeable gravel parking and 1680m² is grassed area and dew pond.

2.1.5 The site frontage to the existing Village Centre Car Park is approximately 29m from the farm access track to the footpath. The total length of the site is approximately 80m.

2.1.6 The width of the site varies, at its widest point along the south west boundary it is approx. 45m wide. The width along the north east boundary is approx. 36m.

2.1.7 The site is bounded by Church Road to the south-west. The edge of the car park is marked by a timber post and rail fence.

2.1.8 The site is bounded to the north-east by arable farmland, currently grazed, behind a post and barbed wire fence, access to which is along a purpose-made vehicle track and through a 5-bar gate. The fencing would be retained as part of the new development.

- 2.1.9 A gravel footpath marks the south-eastern boundary of the site. It approximately follows the edge of the site boundary with Lime Cottage. Towards the north-east corner of the site, it turns sharply south-east to join the footpath that runs along the north-western boundary of Swanmore Church of England Aided Primary School.
- 2.1.10 The north-west edge of the site is demarcated by a 3.3m wide gravel track to the fields to the north, beyond this is a dense hedgerow, up to 3m deep in places, and surrounding a geographical bund, which contains a variety of hedging plants including beech, oak and elder. Behind this are a number of houses on Michaelmas Place.
- 2.1.11 The properties to the north-west of the site are not visible from the proposed site area.
- 2.1.12 To the south-east boundary of the site is a densely planted area of trees and hedging, which creates a border between the proposed site and Lime Cottage, and behind, Swanmore Church of England Aided Primary School.
- 2.1.13 Visibility across to the site from Church Road is through the existing Village Centre car park. New hedging to the Church road footpath is well-established and is beginning to screen the car park successfully. The proposed site is beyond the existing car park and is therefore partially obscured now by fencing, hedging and car parking.
- 2.1.14 Visibility across to Church Road is through the existing Village Centre car park and is obstructed by fencing, hedging and car parking.



Figure 2 – View across existing car park looking north east & Figure 3 – View across grassed area looking south west towards Church Road by Studio Four Architects



Figure 4 – View across grass area looking north east towards farmland, showing dew pond and footpath & Figure 5 – View of public access gate onto site and footpath and boundary with Lime Cottage to right

- 2.1.15 There is a managed dew pond on the site containing reeds and sedges and a few saplings. On the date of the site visit, 24th May 2017, the dew pond contained water and the land surrounding it was marshy.

- 2.1.16 The site is approximately 67m from the stone and flint church of St Barnabas, built 1845, and 200m north of Marsh Meadow, a site of nature conservation interest.
- 2.1.17 The site falls within the South Downs National Park.

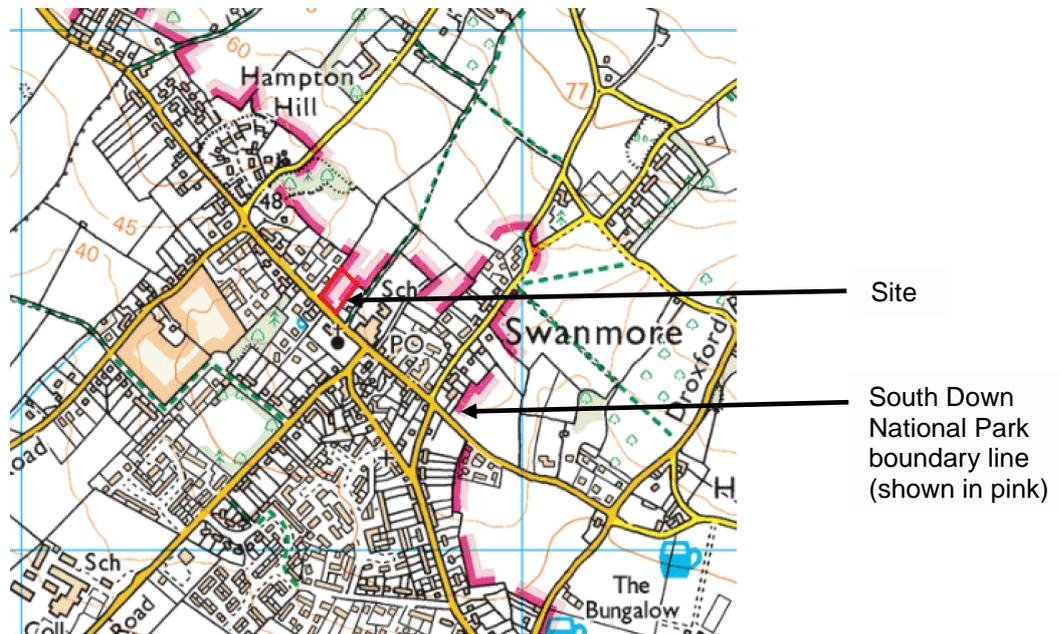


Figure 6 – South Downs National Park boundary (shown in pink) in relation to site (boundary of site shown in red).

2.2 Site Context

- 2.2.1 The surrounding topography is a patchwork of rolling agricultural fields, typical of the predominantly rural character of land within the South Downs National Park.

This open and undulating setting is primarily intensively farmed arable land. The hedges and hedgerow trees create a sense of enclosure to the landscape north of Swanmore, which are occasionally broken to provide long views across the South Downs National Park. Widely dispersed farms and farm buildings are often prominent, whilst the main settlements are generally in the valleys and less prominent.

- 2.2.2 Within the local social and economic context, the site off Church Road, falls on the edge of a residential area.
- 2.2.3 The site is not within a Conservation Area.
- 2.2.4 The site is within a short and safe walking distance of bus stops including directly opposite the site on Church Road and 140m on New Road, which provide hourly services to Winchester, Bishops Waltham and Fareham, and daily buses to the Meon Valley, Barton Peveril and Peter Symonds Colleges.

2.3 Tree Survey

- 2.3.1 There are no trees on the site. However, existing trees on the boundaries do overhang the site, so the new car park layout takes these into account.

2.4 Protected Species Survey

2.4.1 There is a dew pond on the site. However the grass is regularly mown, so it does not provide an ideal habitat for newts or reptiles. An appropriate survey could be carried out before work commences, should this be recommended. The dew pond and an area of surrounding grass will be retained as part of the proposed scheme.

2.5 Ecology

2.5.1 The site is a mix of existing gravel parking and grassed area with a dew pond.

2.5.2 No on-site or off-site infrastructure is proposed which could have an adverse impact on the countryside, local character or resident's amenity.

2.6 Site Archaeology

2.6.1 There is no known archaeological deposits/history on the proposed site.

2.7 Local Amenities

2.7.1 The site is situated within reasonable proximity to serve a range of local services, including; local shops, a coffee shop, a recreation ground, a day centre, a primary school, a pre-school, a church and a public house (see figure. 7).

2.7.2 Parking around this area becomes very congested particularly around the shops and church during school drop off times (see figures 8-18). This causes issues for local residents. Extending an additional parking area onto underutilised provides much-needed parking in an ideal location.

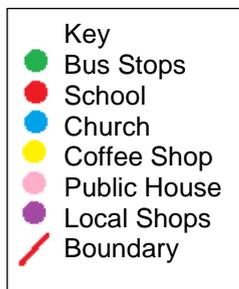


Figure 7 – Google Map showing local amenities (site boundary showing in red)

2.8 Utilities and lighting

2.8.1 There are assumed to be no utilities running across the site apart from an electricity cable serving a row of lighting bollards spaced along the footpath between the existing car park and the school to the east (see figure. 4).

3.0 Design Principles and Planning Policy

3.1 Reason for development

3.1.1 According to the Swanmore Parish Council Four Year Plan, the Village Centre car park is used by parents dropping off children to the primary school and pre-school, users of the Church, the Paterson Centre and other members of the community. The primary school is very successful, and more than 30% of children on its role are from neighbouring villages, and 2015/16 there were 404 children at Swanmore Primary School. This would indicate that a possible 121+ drop-offs are being made by car at the beginning and end of each school day. Figures 8 – 10 show the car park at peak times.



Figure 8 – Car Park during peak times by Swanmore Parish Council



Figure 9 – Car Park during peak times by Swanmore Parish Council



Figure 10 – Car Park during peak times by Swanmore Parish Council

3.1.2 Swanmore has a problem with parking at peak times (specifically school drop-off and pick-up times) during which time the streets close to the primary school often become congested, with people parking badly and causing an obstruction. The main roads affected are Church Road and New Road and additionally Dodd's Lane, Chapel Road, and Vicarage Lane. Cars parked on the street in these areas can often cause an obstruction to large lorries, buses and commuter traffic. Additionally, cars parking partially on the pavement obstruct pedestrians and could cause adults and children to step into the road.



Figure 11 & 12 – On-street parking around the site during peak times by Swanmore Parish Council



Figure 13 & 14 – On-street parking around the site during peak times by Swanmore Parish Council



Figure 15 & 16 – Parking at the local shops opposite Primary School during peak times by Swanmore Parish Council



Figure 17 – The church car park during peak times by Swanmore Parish Council



Figure 18 – Congestion along Church Road during peak times by Swanmore Parish Council

- 3.1.3 Parking in Swanmore for people visiting or dropping off school children has, predominantly, been on-street parking. The Parish questionnaire, undertaken for the 2011 Swanmore Village Plan, highlighted car parking as an on-going issue with local residents.
- 3.1.4 Swanmore Parish Council has responded to the villages increasing need for additional parking by setting aside a provisional sum in its four-year plan (2016 - 2020) to increase the amount of car parking within the village at the Village Centre car park.
- 3.1.5 Since completion of the original Village Plan in 2001 five new cycle hoops have been provided.

3.2 Design Brief

- 3.2.1 The Applicant's Design Brief is for an extension to the existing car park to include approximately 45 new car parking spaces (including accessible parking spaces) and an additional 2 drop off spaces. Proposed changes to the existing carpark will also increase the accessible parking spaces from 1 to 4 and improve the entrance and exit access and visibility splays.

3.3 Layout

- 3.3.1 The new car park will be extended onto the grassed area to the north east of the existing gravel car park. The proposal will retain the existing dew pond and an area of grass.
- 3.3.2 Access to the proposed new parking area will be through the existing Village Centre car park.
- 3.3.3 New post and rail fencing will be built along the North East boundary; this will help to maintain the existing distant views across the fields to the rear of the site.
- 3.3.4 Permeable block paving will be provided around the entrance and exit to increase ease of use and will also be used for the accessible parking spaces.

- 3.3.5 Pedestrian access via the existing footpath will be retained.
- 3.3.6 The hedgerows along the Church Road boundary will be reduced in height to 600mm either side of the access points to increase visibility from the site along Church Road when entering and exiting the site.

3.4 Impact on Neighbours

- 3.4.1 There are no perceived overlooking issues with the development of the site as all the neighbouring properties are shielded from view by dense hedging.

3.5 Landscaping and Ecology

- 3.5.1 The proposed car park will be designed to be sympathetic to the surrounding landscape and will be in keeping with the local character. Existing boundary trees and vegetation will be retained as shown and enhanced where necessary in order to reinforce existing boundaries and help the proposed scheme integrate into the local environment.
- 3.5.2 Key existing landscape features are to be retained, and new indigenous hedge planting on the site will be provided to retain the character of the area.
- 3.5.3 The dew pond will be retained and the new car park kept at the same distance as the existing car park from the pond.
- 3.5.4 The new car park will be constructed of permeable gravel, as the existing, and permeable block paving. This will retain the total area of the site (2770m²) as permeable ground so no additional rainwater runoff will be created.
- 3.5.5 The proposed scheme would not result in the loss of important boundary features. Indeed, the existing boundary will be enhanced in order to help reinforce the defined edge of the car park.

4.0 Access Principles

4.1 Site Accessibility

- 4.1.1 Currently the existing carpark is accessed by vehicle from Church Road. It is also accessed by a footpath from Church Road and from the footpath to the east that runs along the boundary to the primary school. These access points will be retained as part of the proposal. The grassed area where the proposed new car park will be built is accessed via the footpath to the east of the site.

4.2 Vehicle Access

- 4.2.1 The new parking will be accessed through the existing Village Centre car park. The existing entrance and exit will be retained to control the flow of traffic. The exit gate will be widened to increase ease of use. The proposed gravel paths will be wide enough to allow 2 cars to pass safely.
- 4.2.2 The existing car park currently provides one wheelchair accessible parking bay for the whole car park (43 spaces). The proposed will increase the number of accessible spaces from 1 to 4. This is an increase in accessible parking from 2% to 4.5%.

5.0 Preliminary Design and Access Solutions

5.1 Preliminary Designs

5.1.1 Following receipt of the Client's brief, analysis of the planning history of the site, a number of sketch layouts were prepared for discussion. These options assessed the development potential of the site and ranged from providing 38 – 49 additional car parking spaces. The option which proposed the greater amount of parking involved the removal of the existing dew pond, which is an interesting feature, so this option has not been pursued. Following a more detailed sited survey it was decided that a 45 additional car parking spaces would be the appropriate number for the site, which will provide new amenity space and retain the dew pond.

5.2 Pre-application discussions and Public Consultation

5.2.1 Although the site is small Swanmore Parish Council has sought to engage with key local stakeholders. This approach accords with the Government's Localism agenda, the National Planning Policy Framework and Winchester City Council's policy on community engagement.

5.2.2 A survey by the Swanmore Parish Council was circulated in November 2017 in the village Parish Magazine. It received 217 responses, 197 (91%) of these were in favour of creating additional village parking. The public comments received have further advised the design of the proposed car parking.

5.2.3 The large majority of the respondents were in favour of the proposed parking calling the proposal 'essential and 'necessary and long overdue'. Some responded positively but had further comments about the design, most of which have been incorporated into the proposal. Some people highlighted that the proposal would increase safety in the area particularly for students of the Primary School by making it safe to walk and drive along Church Road as well as reducing congestion, particularly during peak times.

5.2.4 Below are some of the comments by the public which have been addressed by the proposal.

- Respondents requested that the new parking area is permeable – *it is proposed that the new parking area be gravel to match with existing and permeable block paving for the entrance and exit and accessible spaces to retain 100% of the site as permeable ground.*
- Respondents requested an increase in accessible spaces – *The proposal increases the number of accessible spaces from 1 to 4.*
- Respondents requested a drop-off area to reduce parking and congestion during peak times – *Two drop off spaces will be provided in addition to the 88 total parking spaces.*
- Some of the respondents had comments regarding access including the need for clearly marked entrance and exit, an ability for two cars to pass safely on the gravel path and the fact that the existing hedges currently block views along church road when exiting and entering the existing car park – *The existing entrance and exit to the car park will be retained, the gravel path has been increased to allow for two cars to pass safely. The exit gate will be widened to improve ease of use. The hedges along the Church Road boundary will be reduced to 600mm in height either side of the entrance and exit points to increase visibility splays along Church Road.*

5.3 Constraints

5.3.1 The flood risk assessment map shows how the site is not within a floodplain (see figure 19).

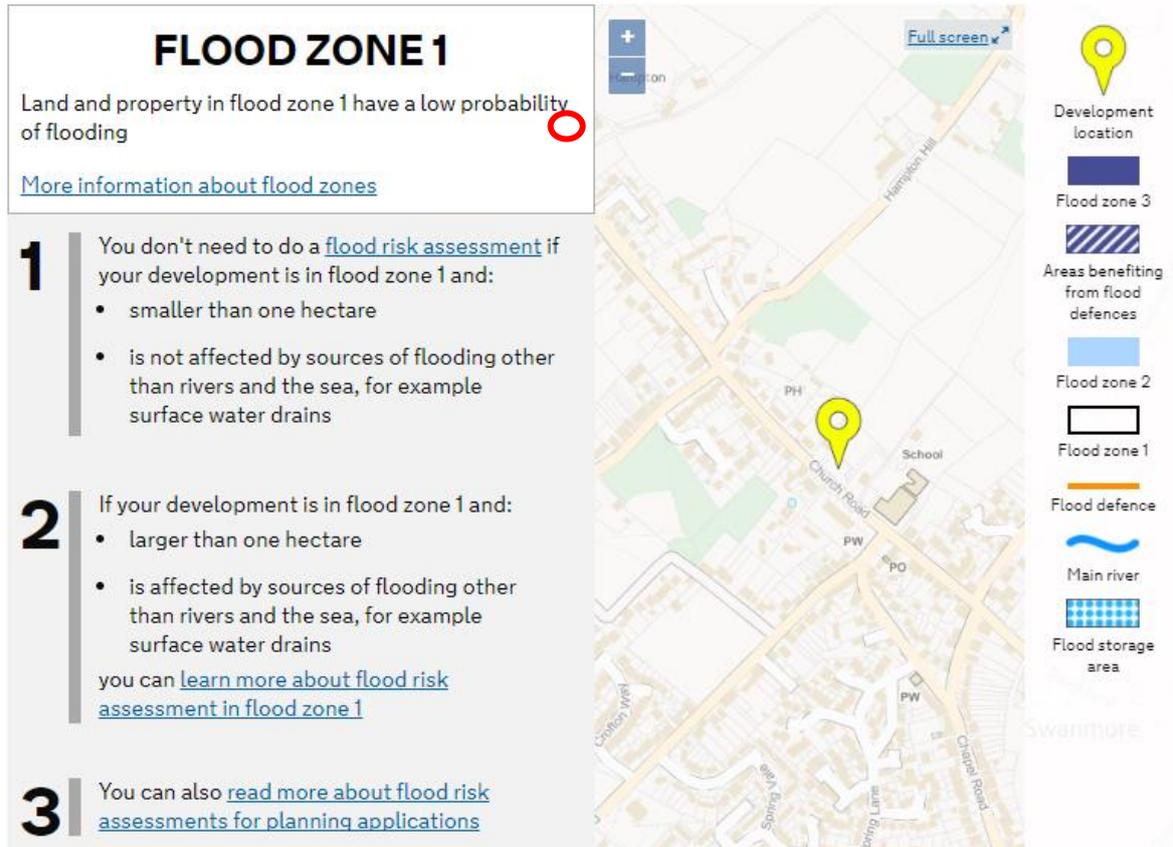


Figure 19 – Flood Risk Assessment Map from Environment Agency

5.3.2 Site is within the boundary of the South Downs National Park.

6.0 Proposed Design and Conclusion

6.1 Proposed Design

6.1.1 The proposal (figure no. 20) shows the layouts for 45 additional car parking spaces and 2 drop off bays with associated works. The proposal includes changes to the layout, visibility splays and number of accessible parking spaces of the existing carpark.

6.1.2 The new parking area will be gravel to match the existing parking area and areas of permeable paving will be used at the entrance and exit points and for accessible spaces. 100% of the site will remain permeable.

6.1.3 Vehicle access to the new car park will be through the existing car park via the existing access on Church Road. The exit gate will be widened. The gravel path will allow for safe passing of two cars.

- 6.1.4 The pedestrian footpath will be re-aligned to follow the edge of the new car park. Pedestrian access from the car park to the footpath will be retained.
- 6.1.5 The site is currently an existing car park and an underutilised grassed area. Key landscaping and boundary features will be retained and where required repaired.
- 6.1.6 Accessible parking will be increased from 1 bay to 4 bays.

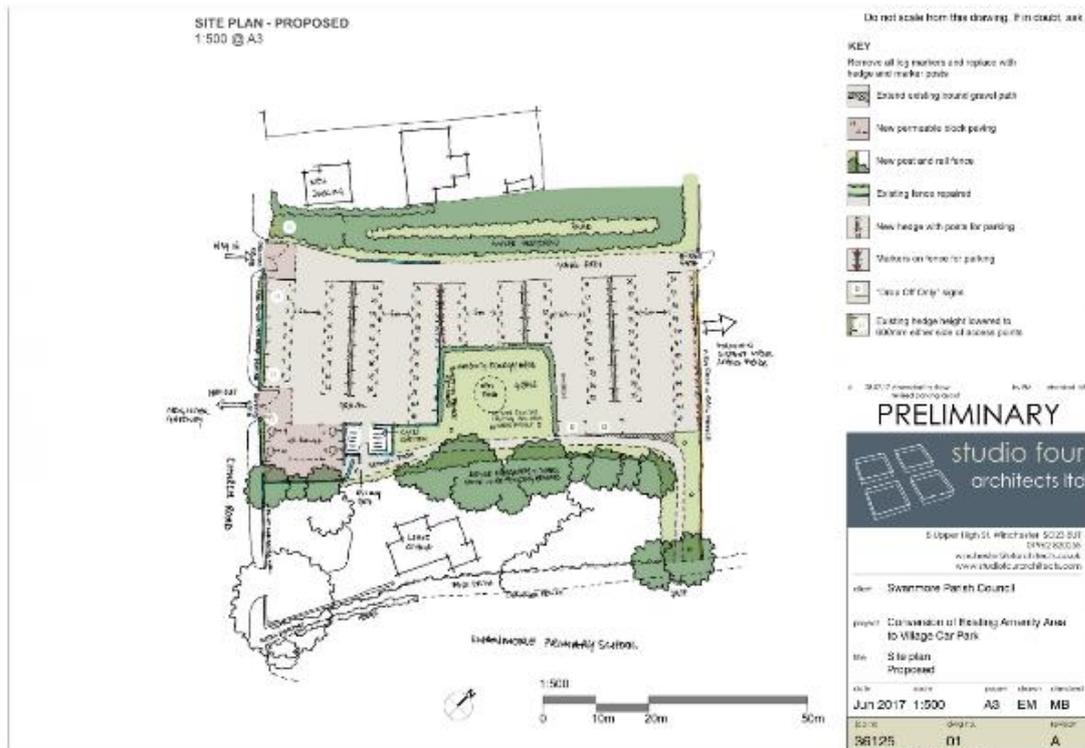


Figure 20 – Proposed Site Plan (not to scale).

6.2 Conclusion

- 6.2.1 The design for the proposed car park has addressed the site constraints to create a balance between a low-density development and the needs of the inhabitants of Swanmore, taking into account site location.
- 6.2.2 The proposal reduces the dangers of on-street parking and provides a safe drop-off and pick-up zone for children going to school as well as additional community parking for the church, coffee shop, shops and social club.
- 6.2.3 The proposal has been positively received by respondents to the November 2017 survey. The need for additional parking in the village is one of utmost importance to both residents and the parish council.
- 6.2.3 Swanmore Parish Council wishes to increase the amount of car parking at the existing Village Centre car park to meet local need, an issue raised by local residents during research for the Swanmore Village Plan (2011). This proposal responds to this need sympathetically and sustainably, and it is hoped it will be granted approval.

Appendix B – Proposed Site



Job no.
36125

Job:
**Extension to
Church Road
Car Park
Swanmore**

revision:
D

rev date:
Jan 2018

author
LH

checked:
MB

Appendix C – Contextual Photos



Church Road (East) – St Barnabas Church



Church Road (East) – Paterson Centre



Church Road (East) – Entrance to Lime Cottage



Church Road (East) – Swanmore Church Aided Primary School



Church Road (West)



Entrance to existing Village Centre car park from Church Road



Fig 19 – Village Centre car park exit

Fig 20 – Pedestrian entrance to car park and grass area



Fig 21 – Looking north east across the grass area of the site towards the farmland beyond



Fig 22 – Existing boundary treatments



Fig 23 –Surface treatment in existing carpark