



**Waterlooville Leisure Centre,
Waterlooville**
Transport Statement

November 2016
Horizon Leisure Centres

 **paulbasham**
ASSOCIATES
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**CAR PARK EXPANSION
WATERLOOVILLE LEISURE CENTRE
WATERLOOVILLE**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>PB-Associates Document No:</i>		020.0255/TS/1	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Shannon Betteridge		November 2016
<i>Checked:</i>	Mark Smith		November 2016
<i>PBA Approved:</i>	Mark Smith		November 2016

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>



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**CAR PARK EXPANSION
WATERLOOVILLE LEISURE CENTRE
WATERLOOVILLE**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Horizon Leisure Centres to support a planning application to maximise and 'future-proof' car parking at Waterloo Leisure Centre. The site location is demonstrated in **Figure 1**, with the site layout included as **Appendix A**.

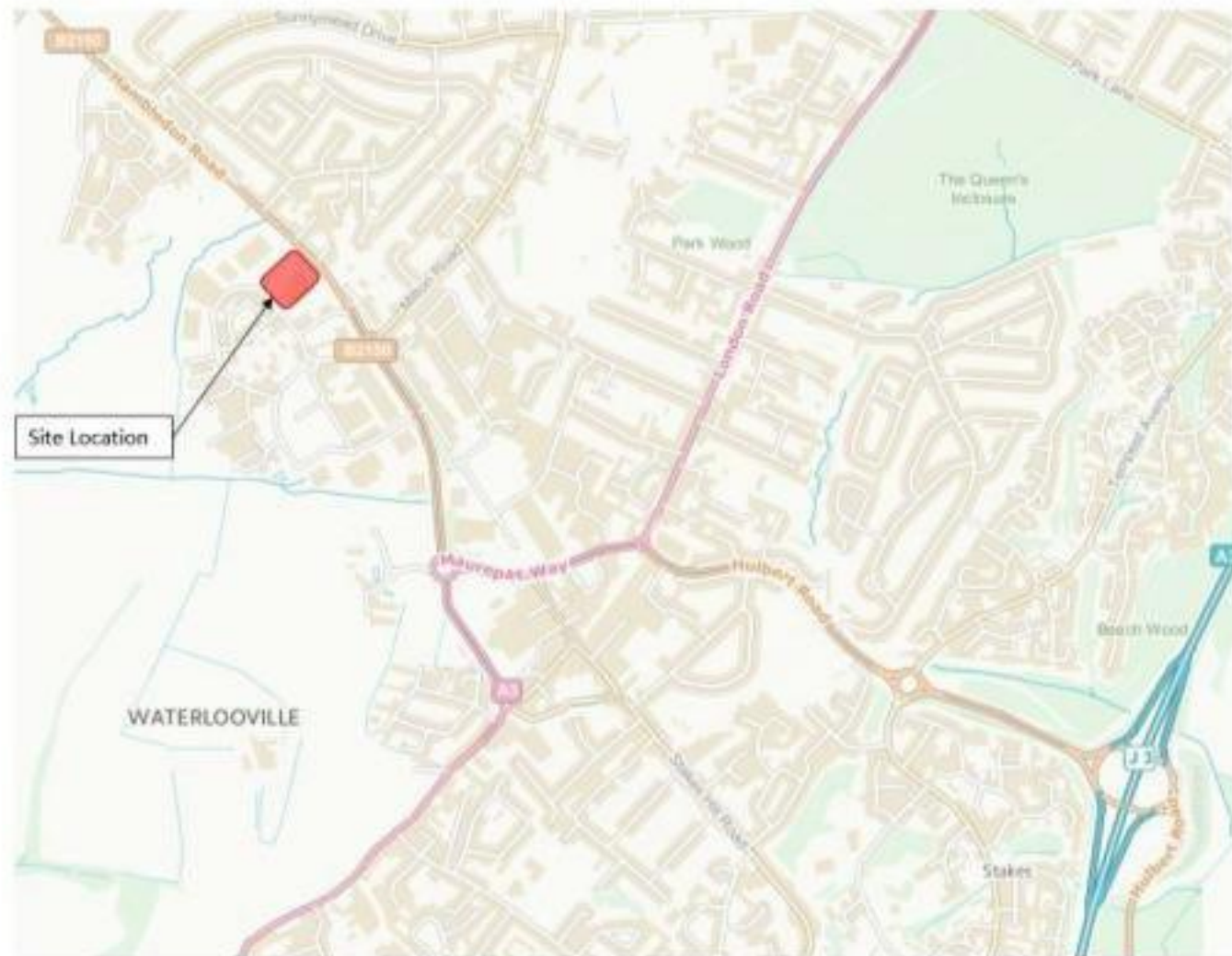


Figure 1: Site Location

- 1.2 The scope of this TS will provide an overview of the current leisure centre and consented expansion scheme, highlight the existing parking pressures, review car parking provision (including disabled parking) and review the proposed site layout.

2. EXISTING FACILITIES

- 2.1 Waterloo Leisure Centre forms part of the Horizon Leisure Centres group, providing *'facilities and activities that are accessible to all the community to make life better'*. The leisure centre provides 3 hours free parking between 8am-6pm Monday-Friday; however, the parking demand during special events can result in additional parking being placed upon the Local Road Network (LRN).

Consented Scheme

- 2.2 The Leisure Centre has been subject to several planning applications since 2009, when the first application to expand the Leisure Centre was submitted. **Table 1** outlines the planning applications for the site since 2009.

Application Reference	Application	Decision
09/54961/006	Extension to existing studio at Waterloo Leisure Centre, to create a new dance studio	Granted
APP/14/00024	Outline application for the construction of a new sports hall	Granted
APP/14/00023	Extension to existing gym facilities to create a new gym on two storeys and a new two storey height indoor play centre, with ancillary facilities, plus refurbishment of existing	Granted
APP/15/00516	Proposed overflow car park	Temporary Permission
APP/15/01108	Variation of Condition to reduce the number of disabled spaces from 12 to 10	Granted

Table 1: Planning Application History

- 2.3 In 2014, outline permission was granted for the construction of a new sports hall (APP/14/00024). The proposed location of the hall is on top of the overflow car park which was granted temporary consent to supply 40 additional parking spaces in 2015 (Reference: APP/15/00516). This conflict of space has therefore required the Leisure Centre to review its parking provision to suitably accommodate the displaced overflow car parking spaces elsewhere on-site in order to reduce the potential for overspill onto the LRN.

- 2.4 With the expansion of the leisure centre and the construction of the new sports hall due to occur on the overflow car park, the Leisure Centre are seeking alternative parking provision to accommodate the displaced overflow car park users. The scheme will also look to provide sufficient parking that will 'future-proof' the Leisure Centre for further improvements in the future.
- 2.5 However, the provision of further parking (replacement and further overflow) is not expected to increase trips to the site. The traffic impact of the Leisure Centre expansion was assessed and found acceptable within applications 14/00023 and 14/00024, and is not reassessed as part of this application.

3. EXISTING PARKING PRESSURES

3.1 With the application and implementation of an overflow car park, it is evident that parking demand at the Leisure Centre can approach and exceed capacity, especially when events are held at the Leisure Centre and during peak times.

3.2 Through external parking surveys undertaken in July 2015 as part of the planning application for the overflow car park (Application Reference: APP/15/00516), it was noted that the demand for parking reaches peak capacity mid-morning (approximately 10:00) and again late evening (approximately 19:00). Disabled parking demand peaked at 12:00 (noon) and 19:00.

Parking Demand

3.3 Whilst on-site PBA undertook a 'snapshot' parking survey to assess the parking demand experienced at the Leisure Centre on a 'typical' day. The site visit was undertaken on Wednesday 9th November at 10:30, helping assess parking demand during the stated peak morning hour.

3.4 **Photograph 1** visually demonstrates the parking demand at the Leisure Centre at 10:30 on Wednesday 9th November.



Photograph 1: Car Parking Demand Overview

- 3.5 The photograph demonstrates that the car park is approaching capacity with limited spaces available during the peak mid-morning hour. Therefore, there is insufficient space at present to accommodate the displaced overflow car park users.
- 3.6 Although only one snapshot survey was undertaken and does not reflect all scenarios, the car park is approaching capacity during the morning peak period, and to implement the consented expansion scheme on the footprint of the overflow car park would see parking demand increase and supply reduce. The Leisure Centre is therefore keen to 'future-proof' the parking capacity on site whilst also undertaking the necessary improvements to relocate the displaced parking spaces.

4. PROPOSED CAR PARKING PROVISION

Current Parking Provision

- 4.1 The Leisure Centre currently provides parking for 220 vehicles which includes 10 disabled spaces (c.5% provision), categorised into the following areas: Disabled, Staff, General Parking and Overflow Parking as demonstrated in **Figure 2** and included as within **Appendix A**.



Figure 2: Existing Parking Areas

- 4.2 **Table 2** demonstrates the available parking capacity within the existing parking areas.

Parking Area	No. of Spaces Available
Disabled	10
Staff	23
Overflow	40
General Car Park	147
Total	220

Table 2: Available Parking Capacity

Proposed Development

- 4.3 The proposed application is to implement a single parking deck which will accommodate the displaced overflow car park users whilst also providing sufficient parking to support additional future Leisure Centre members. The surface level parking will also be reconfigured to accommodate the deck and make more efficient use of space.

- 4.4 Waterlooville is currently subject to several new residential developments being constructed within proximity of the Leisure Centre. A development of 450 residential units is under construction at Old Park Farm (9 minute walk) from the Leisure Centre (Application Reference: 05/00500/OUT). A second development comprising 1550 dwellings is under construction at Berewood (13 minute walk) from the Leisure Centre (Application Reference: 06/02538). Therefore, it is expected that the Leisure Centre will see an increase in site users and members once houses become occupied.

Parking Provision

- 4.5 Parking would be provided in accordance with Havant Borough Council's (HBC) minimum parking standards (2016), demonstrated in **Table 3**.

Land Use	Parking Standard
Swimming Pool/ Health Club/ Gymnasia	1 space per 5 fixed seats and 1 space per 10sqm open hall/pool space.

Table 3: HBC Car Parking Standards

- 4.6 The proposed scheme would include 259 spaces within the car park, 74 spaces as part of the multi-storey and 12 disabled bays, a total of 333 car parking spaces, as demonstrated within the site layout, included as **Appendix A**.

- 4.7 **Table 4** demonstrates the approximate GFA of the Leisure Centre.

Floor	GFA (m ²)	Parking Spaces Required
Ground Floor	900m ²	90
First Floor	340m ²	34
Play Centre	357m ²	36
Swimming Pool	490m ²	49
Learner Pool	254m ²	25
Extension	760m ²	76
Total GFA	3101m ²	310

Table 4: GFA of the Existing Leisure Centre

- 4.8 **Table 4** demonstrates that the Leisure Centre parking provision adheres to HBC's parking standards, providing 23 additional spaces than required.

Cycle Parking

- 4.9 The current site does not benefit from formal cycle parking provision, however cycle parking is being provided as part of the redevelopment of the car park with a cycle store with space for up to 50 cycles provided adjacent to the site access, as demonstrated within the site layout, included as **Appendix A**.

Net Parking Provision

- 4.10 The redevelopment of the car park will result in a net increase of 113 car parking spaces.

Cycle Route

- 4.11 The proposals also incorporate provision of a 3m footpath/cycle path linking the site to Hambledon Road to the north and improving site permeability.

5. DISABLED PARKING PROVISION

- 5.1 In accordance with national policy, new developments should provide disabled parking at a provision of 5%. The Leisure Centre currently provides 10 parking spaces for disabled users. If the national parking provision was applied, 11 spaces would need to be provided.
- 5.2 A parking survey undertaken by an external company in July 2015 (as part of application 15/01108) highlighted that during the evening peak period, the maximum number of disabled bays occupied was 9. The Leisure Centre conducted parking surveys over the course of 1 week to further examine the disabled parking demand with the results concluding a range between 0 to 5 vehicles occupying the spaces during the peak evening hours.
- 5.3 Whilst on-site at "peak time" (10:30am Wednesday 9th November) PBA observed that only 1 disabled parking bay was occupied as demonstrated in **Photograph 2**.



Photograph 2: Disabled Parking Demand

- 5.4 Applying 5% provision to the proposed parking numbers, 17 disabled bays would be required. Through the surveys undertaken by an external company and through the client survey information gathered by the Leisure Centre, there is insufficient demand for 17 spaces.
- 5.5 Mindful that the Leisure Centre currently underprovides relative to disabled parking standards (approved by HBC), and with the lack of demand for disabled parking, the proposed planning application seeks to provide 12 disabled parking spaces. Therefore, with a provision of 333 parking spaces, this would equate to a disabled parking provision of 4%.
- 5.6 Such an approach is considered appropriate mindful of the Leisure Centre usage and the site history associated with application 15/01108.

6. CAR PARK AND RAMP DESIGN

- 6.1 As part of the planning application a single parking deck is proposed, which will provide an additional 74 spaces. These spaces would be accessed via a ramp constructed to design standards for multi-storey car parks *"Design Recommendations for Multi-Storey and Underground Car Parks (2002)"*.

- 6.2 Vehicle ramps are constructed in relation to three factors: headroom required for the lower level, length and gradient and vary on a case by case basis.

Headroom

- 6.3 The guidance aforementioned states that 'the recommended minimum clear height or headroom, measured normal to surfaces, for vehicles is 2.10m. *"This will ensure all multi-purpose vehicles can access the lower parking deck safely"* (para. 4.3.5)

Length

- 6.4 By calculating the length of the ramp, the gradient can be obtained. The length of the ramp proposed for the Leisure Centre measures 22.5m.

Gradient

- 6.5 For a 'straight' ramp and with a rise greater than 1.50m, the maximum ramp gradient is 1:10 (Table 4.4, para 4.3.10). The ramp by the Leisure Centre conforms to design standards as a 1:11 ramp is proposed (22.5m/2.10m).

- 6.6 As the gradient of the ramp is shallower than 1:10, a 3m transition period at either end of the ramp is not required.

Pedestrian Access

- 6.7 Vehicle ramps are often used by pedestrians (particularly those with pushchairs) for ease of access to upper parking decks. Due to safety concerns, however, developments should aim to provide a separate pedestrian access.

- 6.8 A separate pedestrian access is provided on-site with stairs to the upper deck located to the north of the new sports hall. Disabled use of the decked car park is not expected, with appropriate disabled parking located more conveniently adjacent to the Leisure Centre access.

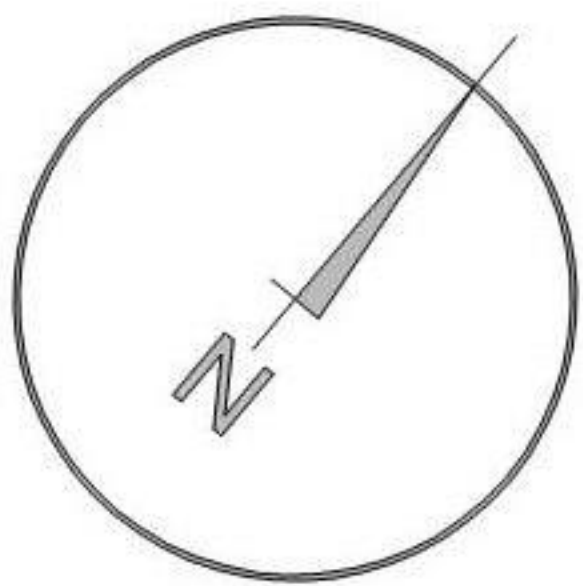
Wider Car Park

- 6.9 In addition to the decked car park, the wider car park is to be reworked to accommodate the deck, ramp and improved provision at surface level.

- 6.10 Car parking bays have been provided in accordance with the standards 2.4m x 4.8m for the majority of spaces, with the echelon spaces provided in the staff car park measuring 2.8 x 6.4m.
- 6.11 Vehicle tracking for the proposed car park has been completed and is shown in **Appendix B**.

7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Horizon Leisure Centres to support a planning application to maximise and 'future-proof' car parking at WaterlooVille Leisure Centre.
- 7.2 The site was granted consent for the construction a new sports hall and extension in 2014, however since the application was submitted, an overflow car park has been built on the proposed location of the sports hall. Therefore, the Leisure Centre is required to relocate the displaced parking spaces, and simultaneously 'future-proof' parking provision, to successfully implement their 2014 consent.
- 7.3 A single parking deck is proposed that will provide 74 spaces. The redevelopment of the car park with the additional parking deck will provide an overall parking provision of 333 spaces (12 of which are for disabled users only). Cycle parking will also be provided on-site with storage facilities located near the site access.
- 7.4 Disabled parking would be provided at 4% which is deemed sufficient due to the already underprovided disabled parking and with the survey results indicating limited demand for disabled parking (as evidenced and accepted under application 15/01108).
- 7.5 To provide the proposed single parking deck, a ramped access would need to be provided. This would be designed in accordance with multi-storey design standards (Design Recommendations for Multi-storey and Underground Car Parks, 2002) with regards to headroom, length and gradient. Implementation of the ramp and deck also requires reworking of the wider car park, which has been tracked to ensure spaces are useable.
- 7.6 Formalised cycle parking is proposed, with the creation of a covered and secure cycle store for up to 50 cycles. The reworking of the car park has also allowed for creation of a shared footway/cycleway linking to Hambledon Road and improving site permeability.
- 7.7 This TS has provided justification for enhanced parking at WaterlooVille Leisure Centre to accommodate the displaced overflow car park spaces and simultaneously 'future-proof' the car park for further expansion.
- 7.8 We would therefore encourage HBC highways to support this proposal.



notes

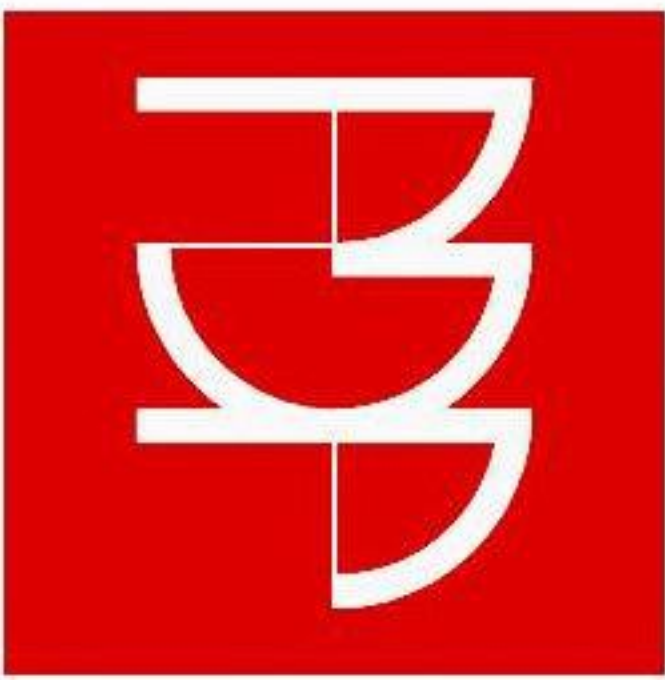
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exceptional risks involving specific methods of construction or exceptional maintenance issues:
NO SIGNIFICANT RISK

revision notes		
no	date	drawn/checked
scale width 50 mm @ A1 - 25 mm @ A2		
A	New car park revised	26.08.14 jg
B	Materials added	16-09-14 HM
C	Car Parking Revised	10-11-14 HM
D	Revised to suit path	14-04-15 HM
E	Additional information added	15-06-15 HM

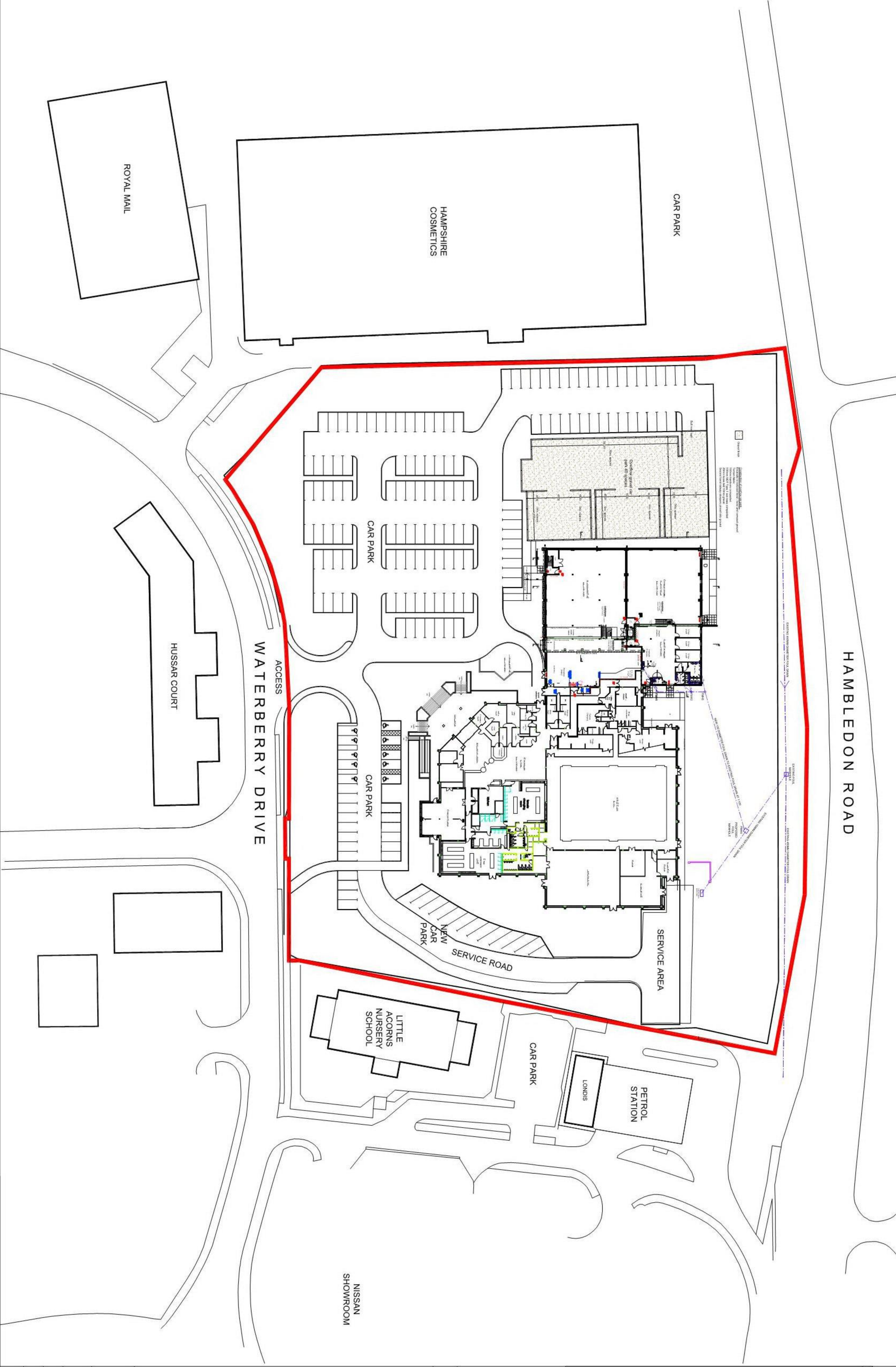
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PLANNING

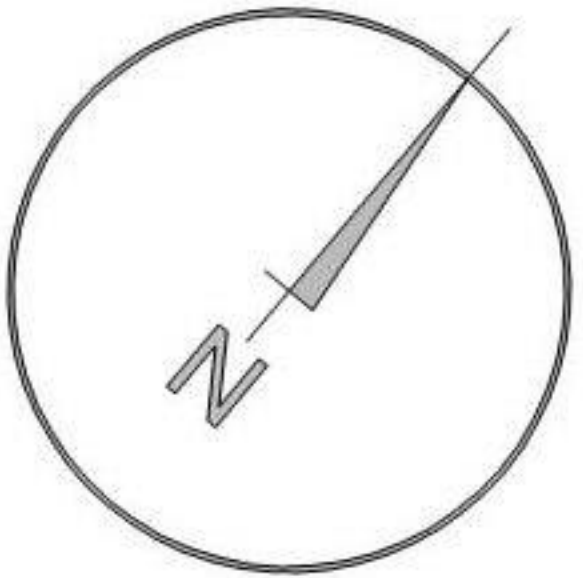


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project	Waterlooville Leisure Centre
detail	Gym Extension New Overflow Car Park
drawn	CME
date	Feb'15
status	planning
a1 scale a3 scale	1:500 1:1000
rev	27921-PD704 E



Option 3 Layout:
(Reconfiguration & single storey
deck car park)



notes

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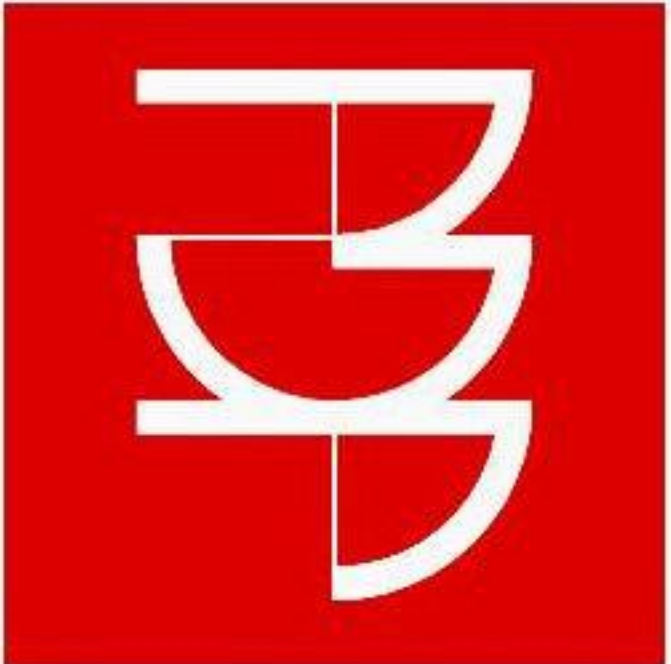
health & safety:
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revision notes		
date	drawn	checked

A	Revised following LA comments	26-08-16 HM
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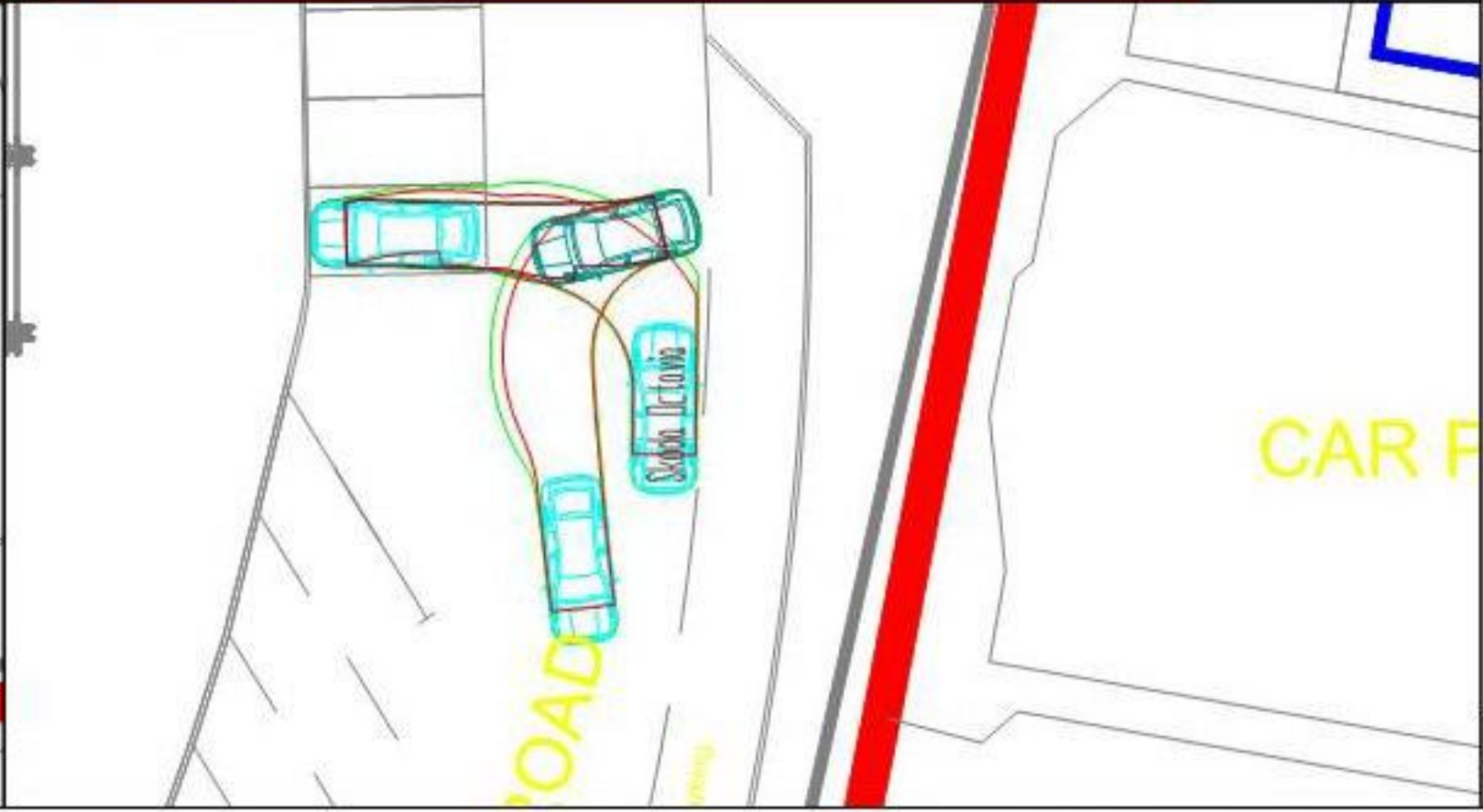
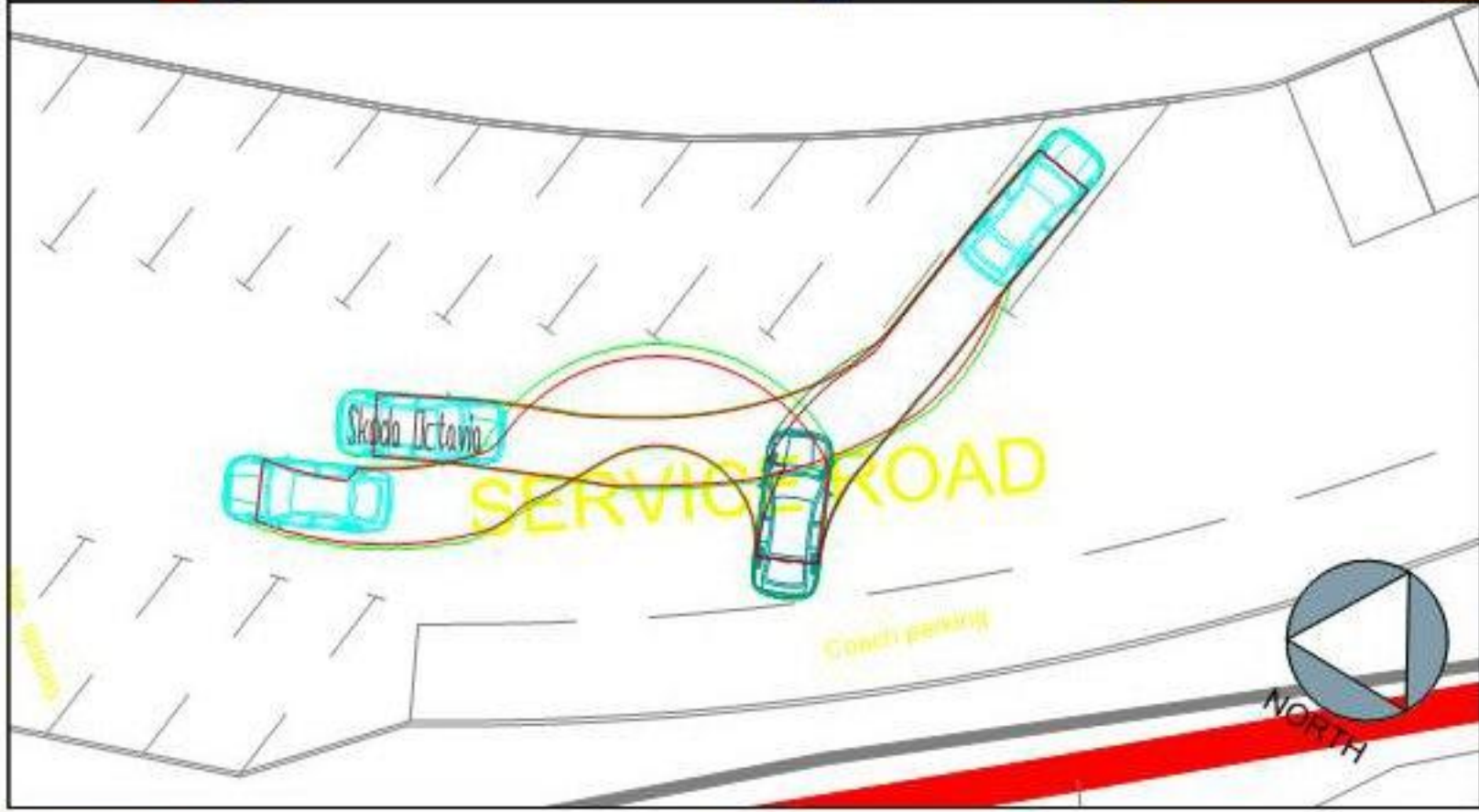
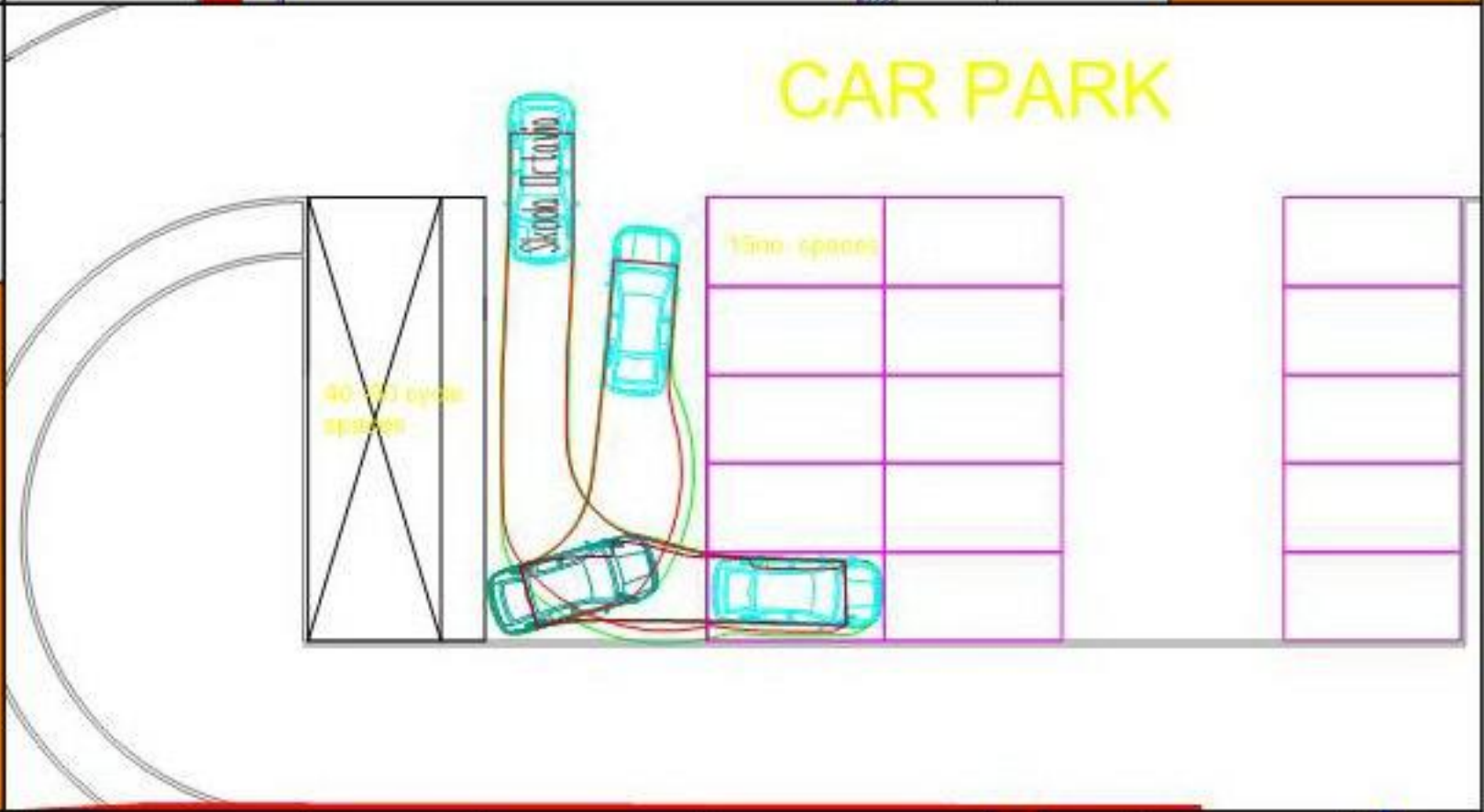
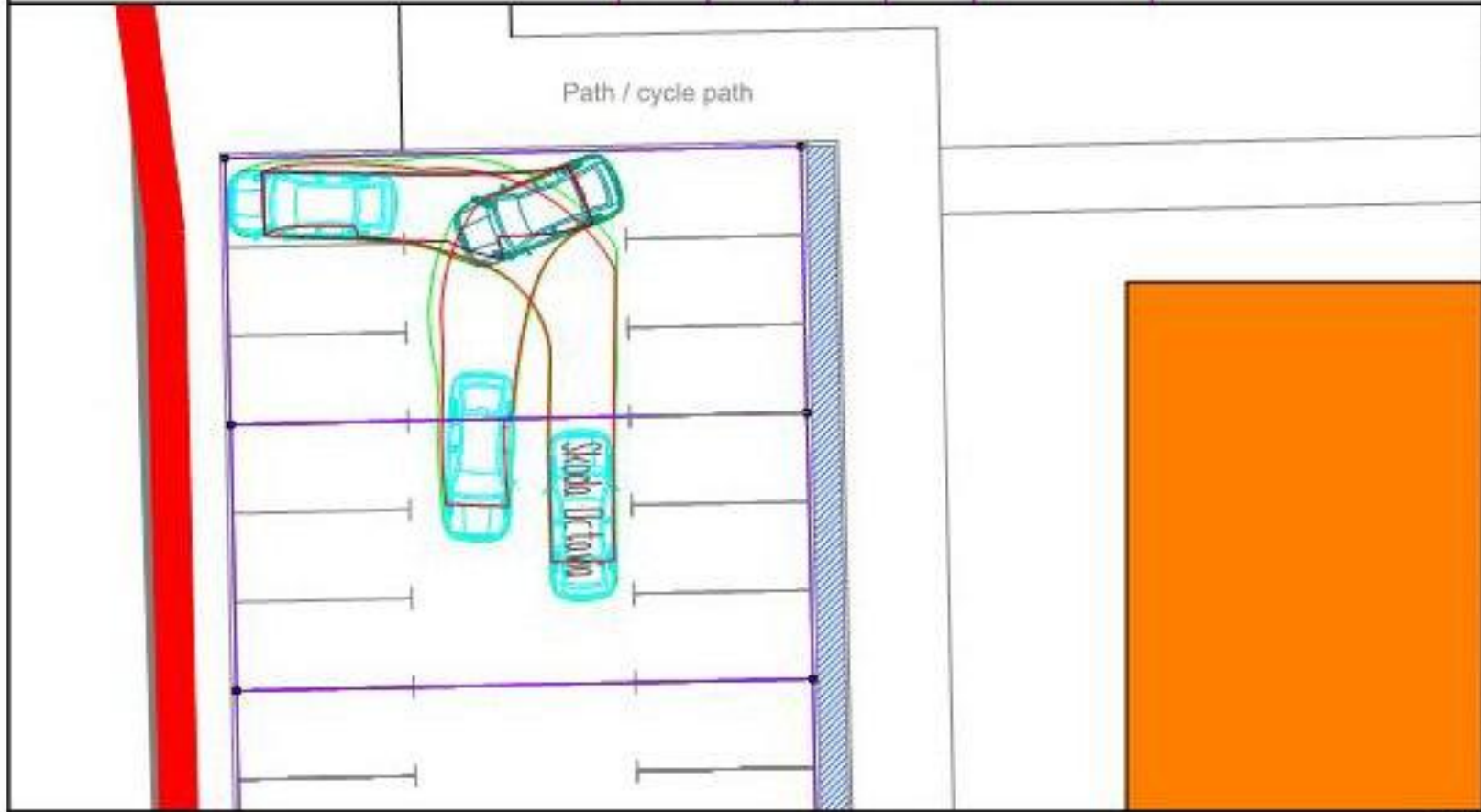
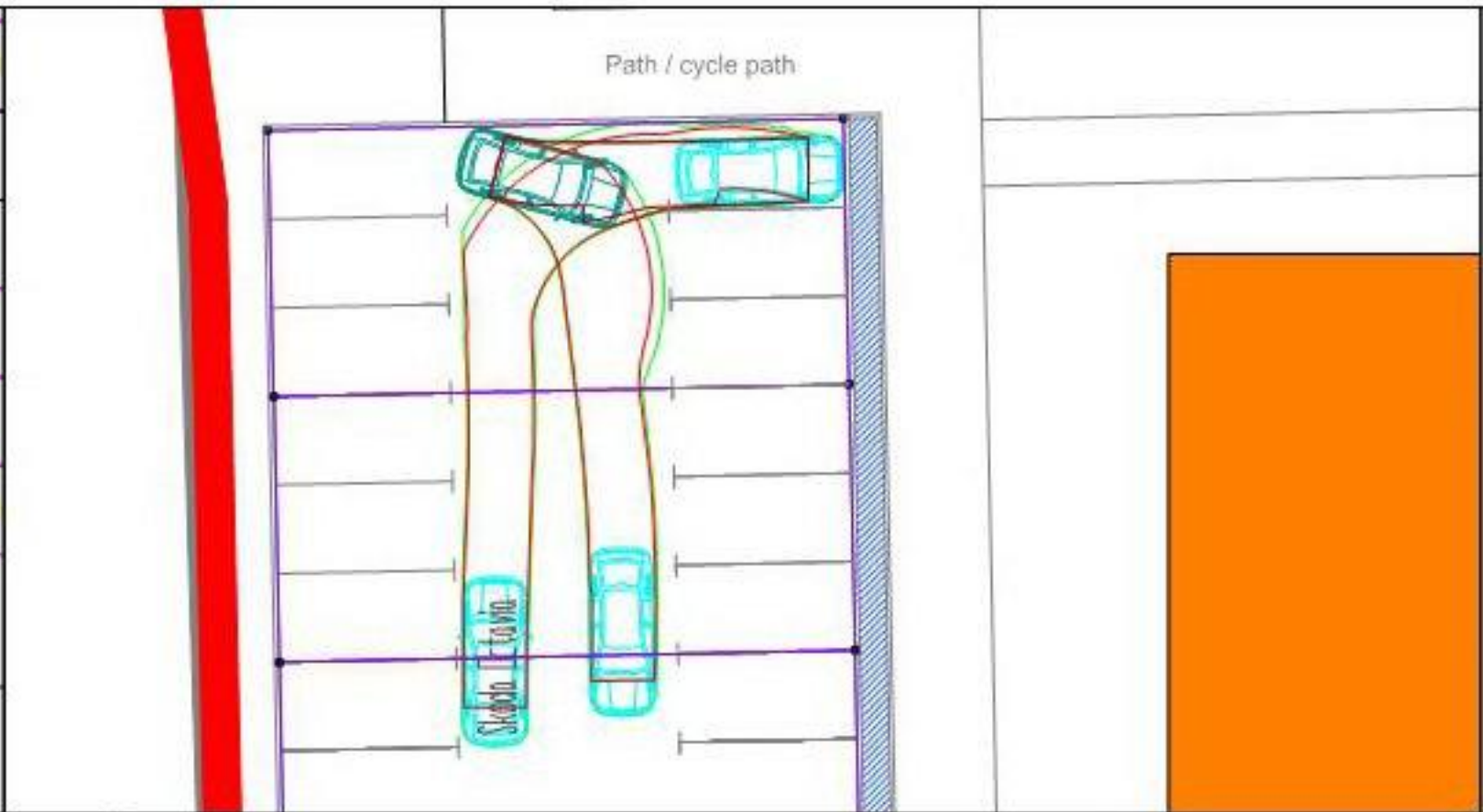
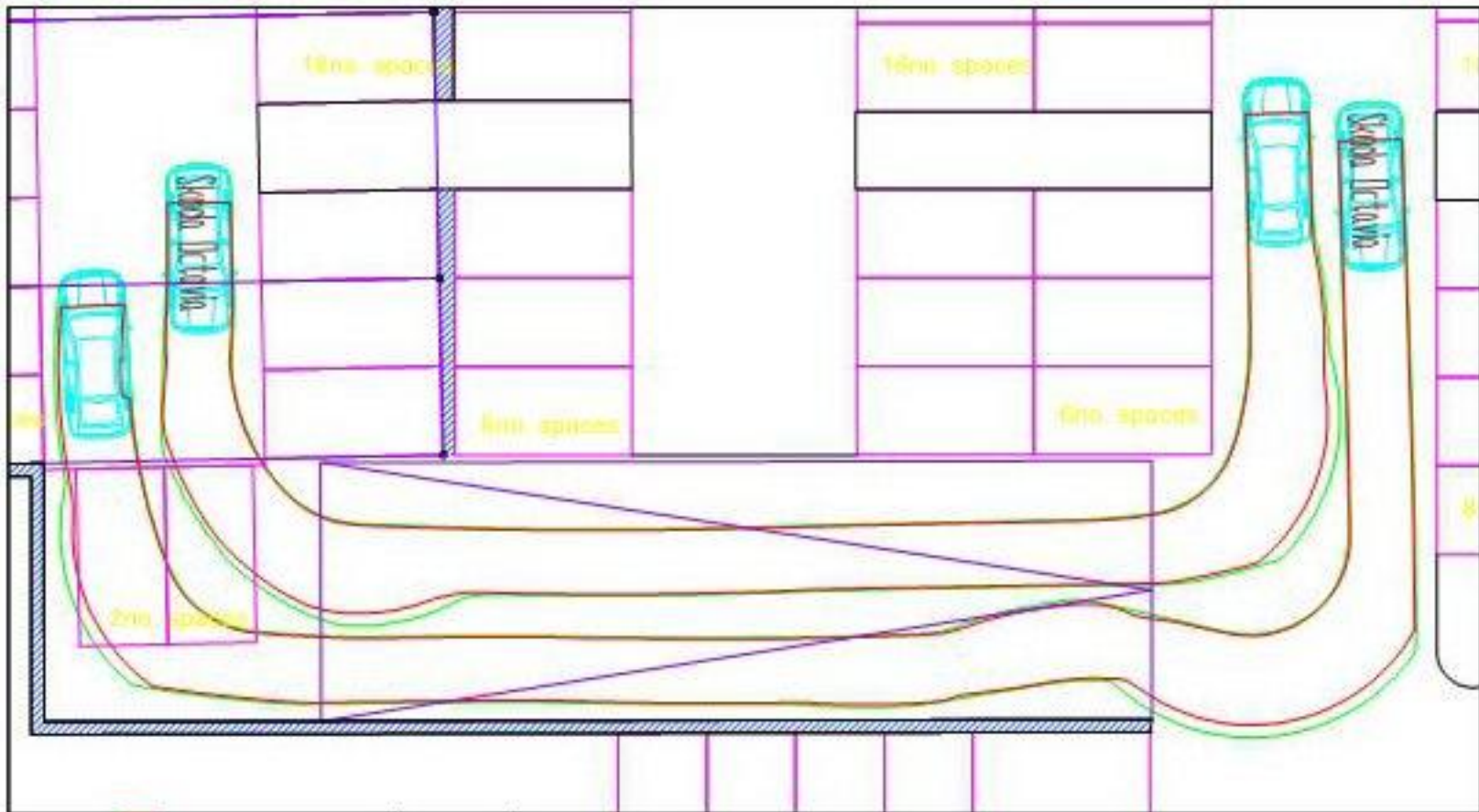
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PLANNING



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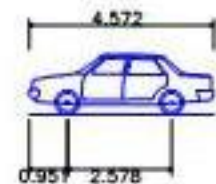
project	Waterlooville Leisure Centre		
detail	Gym Extension Car Park Plans Option Two		
drawn	HM	checked	
date	Jun'16	status	Feasibility
a1 scale a3 scale	1:500 1:1000	rev	27921-PD706 A



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CAR VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	5.100m



Rev	Description	Date	By	Chkd
A	UPDATED SITE LAYOUT	21.11.16	SB	MS

Project Name WATERLOOVILLE LEISURE CENTRE	Title CAR PARK TRACKING	 Paul Basham Associates Ltd Lancaster Court 6 Barnes Walks Road Farnham Hampshire PO15 5TU T +44 (0) 1489 668134 E info@paulbashamassociates.com W www.paulbashamassociates.com	Client 	Checked By MS	Checked Date 10.11.16	Scale 1:250	Client Drawing No. -	PBA Drawing No. 020.0255.001	Revision A
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 08.11.16				