

Green Rhino Planning

Hybrid Parking Survey/Transport Statement

59 Gainsborough Road UB4 8NY



1. Introduction

At full application stage, my client has instructed the undertaking of a parking survey to assess the impact of over spill vehicles associated with future occupiers of their development.

The following hybrid parking survey/ transport statement aims to clearly capture and assess the current on street parking situation and consider the level of over spill vehicles likely to be generated by the development, while considering transport aspects of the surrounding area.

The aim of this document is to clearly depict the current level of parking stress and capacity for parked vehicles within the survey area. Then factor in displaced vehicles associated with the future development using relevant car ownership statistics.

If you have any questions relating to this document, feel free to email hello@green-rhino-planning.co.uk.

Please make sure you copy in my client Rez Shafei (youarchitecture@gmail.com) and the relevant officer dealing with this application in any further correspondence.

The parking surveys were undertaken in full accordance with the Lambeth Parking Survey Methodology. It is stressed that these parking surveys have been undertaken in school term times.

2. Proposed Development

Planning application at 59 Gainsborough Road for the conversion of the existing property into two residential units. One parking space will be retained on site, there for there will be a possible displacement of a maximum of 3 vehicles.

It should be noted that there is possibly one over spill vehicle already generated on the highway at peak times of residential parking demand.

3. Parking Survey

The Lambeth Parking Survey Methodology states that an area of 200 meters from the development should be surveyed, then extend to the next junction, in all available directions. This area is a reasonable length that people will walk to find a parking space around their home, 200m also approximately equates to an average two minute walk, again a reasonable distance to walk to park and retrieve your car.

Given the Lambeth Parking Survey Methodology's statement that the survey stops at the next junction after 200m.

The Lambeth Parking survey methodology does not give any weighting to spaces within a closer proximity to the proposed development, there for all spaces within the survey area are considered to be of equal attraction.

Ten percent capacity is required to be kept available thus protecting existing residents parking amenity.

At the time of the surveys all local schools were in operation and no school holidays had started.

There were also no travel restrictions imposed, there for the number of people traveling for business and holidays will not be impacted.

It should be noted that no spaces smaller than 5.5 m have been included within the capacity calculation

No CPZ is in operation within the survey area.

The observation of parked vehicles was undertaken at approximately 02:30 hours on Wednesday Nov 15th 2023 and Thursday November 16th 2023 .

To give a worst case scenario of parking stress dropped kerbs and single/ double yellow lines have not been included within the parking capacity analysis, but vehicles parked over dropped kerbs and on single or double yellow lines have been included within the observed parking stress calculation.

There were a significant number of vehicles parked over drives/dropped kerbs within this survey (Lawrence Road). They have been factored in to the on surveyed on street stress data.

Summary of the characteristics of the roads contained within the survey area for 59 Gainsborough Road are;

- **Gainsborough Road** (all)- western end is a residential cul-de-sac eastern end is a narrow and quiet residential road with minimal drop kerbs.
- **Lawrence Road** All- residential cul-de-sac with multiple drop kerbs
- **Hoppner Road** (All) Residential road with multiple drop kerbs and comparably narrow footways

Roads not used:

- **Romney Road**. While the northern section of Romney road would be eligible to be contained within the survey it is thought the convoluted way to get to this section of highway would not make it attractive for parking for future residents of 59 Gainsborough Road.

Parking Survey capacity calculations and observations

	Capacity	15/11/2023	16/11/2023
Gainsborough Road	119	56 (47%)	55 (46%)
Lawrence Road	14	19 (135%)	19 (135%)
Hoppner Road	22	19 (86%)	21 (95%)
Total	155	94 (60%)	95 (61%)

The above surveys demonstrate that within the survey area, on street car parking stress on the 15/11/23 was 60%, with 61 available spaces and on the 16/11/23 on street stress was 61%, with 60 available spaces.

The available space figure was calculated by taking the on street capacity (155 spaces) and subtracting the number of observed vehicles (94/95) during the surveys.

When the 3 overspill vehicles associated with the future development are added onto the current network on street parking stress rises to 63% with 57 available spaces.

It is clear that with the level of parking spaces available, at peak times of residential parking demand, the proposed development will not generate any significant negative impact on the performance and safety of the surrounding highway network or its users.

Existing residents parking amenity is currently protected and will by no means be affected by the proposed development and two generated over spill vehicles.

Given the above this parking survey shows that the development meets policy.

Should residents been concerned with the level of available parking amenity in the area due to peak time residential parking stress it is within their gift to contact their local councillor and request a parking review in the area, as the survey area is not currently covered by a CPZ.

4. PTAL

The above application has been given a PTAL score of 1a. The PTAL calculation area for this development has bus services available within the calculation area.

5. Policy

NPPF (2022)

Paragraph 109.

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Comment

As stated above overspill parking by the development would not impact on the performance and safety of the surrounding highway network. Trip generation by the proposed units would not generate any perceivable increase in vehicle trips on the surrounding highway network.

London Plan

Policy T6.1

Residential parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H All disabled persons parking bays associated with residential development must:

- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)
- 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
- 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
- 4) count towards the maximum parking provision for the development
- 5) be designed in accordance with the design guidance in BS8300vol.1
- 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Comment

The above standards are maximum standards there for the reduced level of off street parking provision conforms with this aspect of the policy. The development is in an out of London borough and is located with an area of a PTAL of 1a. Parking stress has been assessed and shows ample on street space for future residents of the proposed development and the protection of existing residents and retail/ leisure users parking amenity.

Hillingdon LOCAL PLAN PART 2

POLICY DMT5: Vehicle Parking

(A) Development proposals must comply with the parking standards outlined in Appendix A Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. Council may agree to vary these requirements when:

- (i) The variance would not lead to a deleterious impact on street parking provision, congestion or local amenity and/or
- (ii) A transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

Comment;

The above survey shows that there will be ample on street space for future residents to park, while also protecting existing residents parking amenity. The hybrid parking survey transport statement also provides an appraisal of the surrounding area and impact of absolute worst case over spill parking generated by the development.

6. Summary

- A parking survey has been undertaken which shows current on street parking stress is 61%.
- 60 on street spaces are available within the survey area.
- When the three over spill vehicles are added from this development the on street stress rises to 63% with 57 available spaces.
- Absolute worst-case scenarios have been assumed.
- Proposals associated with the above application fully complies with both Policy 6.13 of the London Plan and DMT5 of Hillingdon's Local Plan Part 2.
- While there are section of the survey are at of above the 90% threshold there is a considerable amount of available parking in the eastern section of Gainsborough Road.

Given the above points is reasonable to assume that no objections to this application will be made on highway/ parking / transport planning grounds.

7. Survey Area

