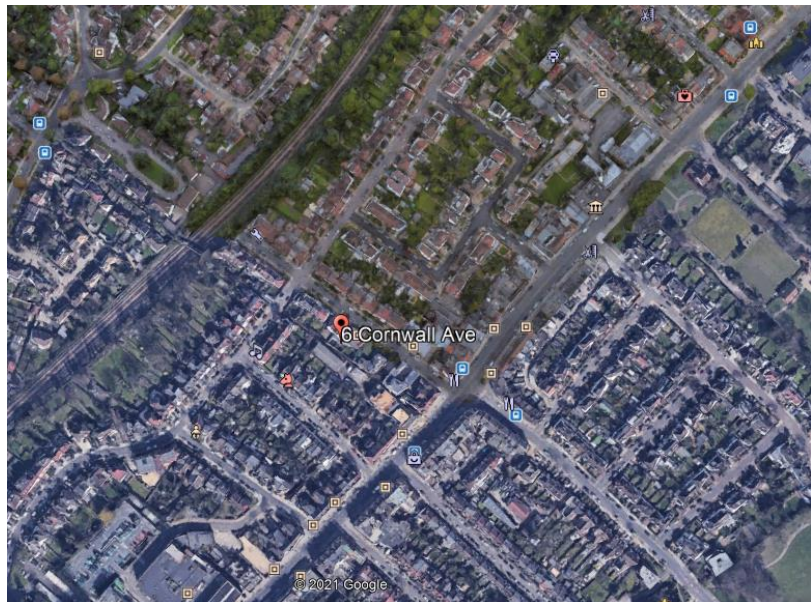


Green Rhino Planning

Hybrid Parking Survey/ Transport Statement

6 Cornwall Avenue N3 1LD

20/0045/FUL



1. Introduction

At full application stage, my client has been requested to undertake 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 or require any further raw data or video surveys please feel free to email hello@green-rhino-planning.co.uk.

Please make sure you copy in my client (osman.brika@ozydevelopmentltd.co.uk) the planning consultant (Joe Henry joehenryplanning@gmail.com) along with the relevant planning officer dealing with this application in any further correspondence.

The parking surveys were undertaken in full accordance with the Lambeth Parking Survey Methodology.

2. Proposed Development

Application 20/0045/FUL at 6 Cornwall Avenue N3 1LD is for the conversion of the existing dwelling into two self contained flats.

No off street parking is associated with the existing single family unit or the two proposed flats associated with the above development.

3. Parking Survey

(survey area plan shown in section 10)

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.

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 travel restrictions imposed, there for the number of people traveling for business and holidays will be significantly reduced.

The survey area for 6 Cornwall Avenue contains the following roads ;

- **Cornwall Avenue** (All)
- **Wentworth Avenue** (Grove Ave to junction of Wentworth Park)
- **Wentworth Park** (Wentworth Avenue to section of Wentworth Park which joints Ballards lane)
- **Grove Avenue** (Wentworth Avenue- the Grove
- **Falkland Avenue** (Grove Ave-Ballards Lane)
- **The Grove** (Grove Ave- Ballards Lane)

Roads within the survey area which are omitted are;

- **Adams Close**
- **The “lower” section of Wentworth Park which joins Ballards lane.**
- **Ballards Lane**
- **Long Lane** (to the East of Ballards lane)

These sections of parkable highway within the 200m area have been removed to give a robust assessment of on street parking stress and provide a worst case scenario. It is thought the above roads would not be an attractive parking option for future residents.

The observation of parked vehicles was undertaken at approximately 02:30 hours on Wednesday 12th of May 2021 and Thursday 13th of May 2021.

No Control Parking Zones are in operation during the survey times.

CPZ CE (mon-Friday 14:00-15:00), CEZ (mon-Friday 14:00-15:00), are in place and operational during the week between 14:00-15:00.

To give a worst case scenario of parking stress only on street bay have been included within the capacity assessment, however vehicles parked on single and double yellow lines during the surveys have been incorporated into the parking stress calculation.

Summary of the characteristics of the roads contained within the survey;

Cornwall Avenue

Front gardens are shallow on this section of highway, as such there are only a few crossovers in this section. Continuous on street parking bays and a number of disabled bays.

Wentworth Avenue

Front gardens are shallow on this section of highway, as such there are only a few crossovers in this section. Continuous on street parking bays and a number of disabled bays. Parking in front gardens to the north easter end, vehicles over handing the footway.

Wentworth Park

Some off street parking in larger houses, significant lengths of parking on boundary flanks.

Grove Avenue

A mixture of on street bays on the southern side of the road with off street parking in front gardens on the northern side.

Falkland Avenue

A mixture of on street bays and vehicles parking in front gardens

The Grove

The Footway is dominated by vehicular crossovers with 2-3 car on street parking bays between crossover.

Parking Capacity and Stress Data.

	Capacity	12/05/21	13/05/21
Cornwall Avenue	47	28 (60%)	30 (63%)
Wentworth Avenue	33	16 (48%)	17 (52%)
Wentworth Park	59	32 (54%)	29 (49%)
Grove Avenue	31	25 (81%)	25 (81%)
Falkland Avenue	36	22 (61%)	23 (64%)
The Grove	13	11 (84%)	12 (92%)
Total	219	134 (61%)	136 (62%)

The above surveys demonstrate that within the survey area, on street car parking stress on the 12/05/2021 was 61%, with 85 available spaces. On the 13/05/2021 on street parking stress was 62% with 83 available spaces.

The available space figure was calculated by taking the on street capacity (219) and subtracting the number of observed vehicles (134/136) during the surveys.

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.

Given the above parking permit capping or exemption should not be introduced in association with this application.

4. Parking Provision

DM17 of the Barnet Local plan states that a development of this nature should provide a maximum of 3 spaces.

The above parking survey shows that the 4 over spill vehicles (rounded up) generated by the proposed development (calculated using car ownership data for this ward) can be accommodated on street without impact on the surrounding highway network.

It should be noted that using car ownership data two vehicles would typically be expected to be associated with the existing residential unit.

Two generous cycle parking stores have been proposed, this quantum meets Barnet and London plan minimum cycle parking standards. All spaces are secure, weatherproof and convenient.

5. PTAL

The above application has been given a PTAL score of 4. The PTAL calculation area for this development has bus and tube modes of public transport available within the calculation area. It should be noted that within 400m of the site the PTAL ramps up significantly to 6a.

6. Car Clubs

There is a Zip Car club within 600m of the development on Granville Road to the North East of the development.

7. Policy

NPPF (2019)

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 new unit would not generate any perceivable increase in vehicle trips on the surrounding highway network.

London Plan

Policy 6.13 in the London Plan states that in a suburban zone, in areas with PTALs of between 3-4, developments should have a maximum off street parking provision of 1.5 spaces per unit. These are maximum standards.

“In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address ‘overspill’ parking pressures.”

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 4. Parking stress has been assessed and shows ample on street space for future residents and the protection of existing residents parking amenity.

Barnet Local Plan

Policy DM17;

“Parking management

1. The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:

i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms);

- ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and
- iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).

2. Residential development may be acceptable:

- i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.
- ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ"

Comment;

The above parking standards are maximums and there are more than ample levels of parking available within the survey area at peak times of residential parking demand to cater for future residents and protect existing residents parking amenity. The proposed development fully complies with this policy.

8. Residential objections

At the time of the construction of this document (14/05/2021), There are four residential objections on parking grounds.

These focus on parking on the immediate area, the above assessment has been undertaken at peak times of residential parking.

The above residential objections have been suitably mitigated by this document.

9. Summary

- A parking survey has been undertaken which shows current on street parking stress is 62%.
- 83 on street spaces are available within the survey area.
- The four generated over spill vehicles by the development can be easily accommodated within the survey area.
- Two vehicles are likely to be associated with the existing dwelling.
- When the four future over spill vehicles are incorporated into the existing parking situation, parking stress would rise to 63% with 79 spaces still available within the survey area.
- Absolute worst case scenarios have been assumed.
- The development has a PTAL of 4 (which significantly rises in 400m to PTAL 6a)
- Cycle parking is provided in line with Barnet and London plan minimum standards.
- A car club is within 600m of the site (less than a 10 minute walk).
- Proposals associated with the above application fully complies with both Policy 6.13 of the London Plan and DM17 of the Barnet's Local Plan.

Given the above points is reasonable to assume that no objection on highway/ parking / transport planning grounds would be raised, along with no attachment of parking permit capping or exemption.

10. Survey Area Plan

