

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

**PARKING SURVEY
EWELL ROAD,
SURBITON**

PARKING SURVEY EWELL ROAD, SURBITON

441 TO 447 EWELL ROAD, SURBITON, KT6 7ES

PARKING SURVEY
JANUARY 2024

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1 INTRODUCTION

KRONEN has been instructed to prepare this Parking Survey to assess proposals at 441 to 447 Ewell Road, Surbiton, KT6 7ES (in the Royal Borough of Kingston Upon Thames).

The proposal seeks 11 × 3-bedroom flats.

The proposals include 7 × off-street parking spaces including 1 × disabled / blue badge permit holder space.

This Parking Survey assesses the potential impact of overspill on-street parking of the proposal.

2 EXISTING PARKING CONDITIONS

Parking beat surveys were carried out in January 2023 to assess existing parking conditions in detail for earlier applications at the site.

2.1 LAMBETH METHODOLOGY PARKING SURVEYS

Existing on-street parking "stress" was assessed by undertaking 2 × overnight weekday manual parking surveys between 12.30am and 5.30am.

The parking surveys were undertaken with reference to procedures outlined in "Lambeth Council Parking Survey Guidance Note" (Lambeth Council, 2021), also known as the "Lambeth Methodology", the most established / used parking survey methodology.

The extent of the survey area covered within the parking assessment was approximately 200m walking distance from the site allowing for adjustments to junctions and is shown in Figure 1.

As shown in Figure 1 the parking survey area included the following streets:

- Ewell road
- Fairmead
- Warren Drive North
- Raeburn Avenue

All kerb space within the survey area was measured using a measuring wheel. As per the survey methodology all parkable kerb space in the survey area was split into increments of 5m.

For the purposes of calculating parking stress as defined by the guidance document, it was assumed that each vehicle takes up an average kerb space of 5m.

The number of parking spaces in the survey area were identified as part of the parking inventory measurements. The parking inventory measurements are shown in Appendix A.

Weekday parking "beats" in the survey area were undertaken at approximately 3.40am 17 and 2.10am 27 January 2023.

The overnight timing of the beats was in accordance with the methodology.

Full survey results and calculated parking stress are provided in Appendix A.

The results show that streets surrounding the site are reasonably well-parked with a parking stress of 86%.

3 PROPOSAL'S IMPACT

As discussed this Parking Survey assesses the on-street parking impact of the proposals.

The proposal seeks 11 × 3-bedroom flats.

The proposals include 7 × off-street parking spaces including 1 × disabled / blue badge permit holder space.

3.1 PROPOSED NEW DWELLINGS POTENTIAL PARKING DEMAND

Development Plan parking policy guidance is set out in: "Core Strategy" (RB Kingston, 2012) Policies CS 7 Managing Vehicle Use, DM 8 Sustainable Transport for New Development, DM 9 Managing Vehicle Use for New Development and DM 10 Design Requirements for New Development (including House Extensions) and "London Plan" (GLA, 2021) Policies T6 Car parking and T6.1 Residential Parking.

Policy DM 9 Managing Vehicle Use for New Development clause b states (p.131, RB Kingston, 2012):

"To ensure that new development does not contribute to congestion or compromise highway safety the Council will:

b. require new development to comply with car parking standards and implement parking management schemes"

Policy DM 10 Design Requirements for New Development (including House Extensions) clause n states (pp.134-135, RB Kingston, 2012):

"Development proposals will be required to incorporate principles of good design. The most essential elements identified as contributing to the character and local distinctiveness of a street or area which should be respected, maintained or enhanced include the following:

n. provide car parking in accordance with the standards in the London Plan"

"London Plan" (GLA, 2021) car parking policies are Policy T6 Car parking and T6.1 Residential Parking.

Policy T6.1 of London Plan refers to Table 10.3.

Table 10.3 provides maximum parking standards of up to 1 space per 3-bedroom or larger dwellings for Outer London PTAL 2-3 locations

Based on Table 10.3 the proposal could provide up to a maximum of 11 × parking spaces.

In addition to Development Plan policy / standards, with regards to levels of residential parking "National Planning Policy Framework" (Department for Levelling Up, Housing and Communities, 2023) states "local car ownership levels" amongst other considerations should be taken into account.

Local car ownership data can be extracted from Census data and this data is considered a significant material consideration in the assessment of parking provisions.

Recently released Census 2021 data has been analysed for this report: RM001 Accommodation type by car or van availability.

The data for flats for the local “output area”, “super output area lower layer” Kingston Upon Thames O17B and “super output area middle layer” Kingston Upon Thames O17 are provided in Appendix B with analysis calculating the number of cars per flat.

As shown in the analysed data, flat occupants have between 0.68 and 0.73 cars per flat.

With 7 × spaces for 11 × flats the proposal provides parking at 0.77 spaces per flat

This would suggest that the proposals’ parking would broadly accommodate parking demand likely to be generated and the proposal would therefore likely have nil or marginal on-street parking impact.

Application 23/00567/OUT at the site for “Outline application for demolition of existing dance studio and erection of a three storey building housing 9nos 3-bed flats with associated bins and cycle provision. Formation of drop kerb to provide 6 parking space (Landscape reserve matter).” was refused but was subsequently allowed at appeal.

Application 23/00567/OUT had 4 × reasons for refusal, reason number 3 related to transport / parking and was as follows:

“3. The proposed level of off street parking complies with the London Plan maximum parking standards, however, with no mechanism secured preventing future occupiers from accessing permits to any future CPZ, the proposal is contrary to paragraph 111 of the NPPF (2021), Policies T6 and T6.1 of the London Plan (2021) and Policies DM9 and DM10 of the Kingston Core Strategy (2012).”

As above the refusal of application 23/00567/OUT was appealed and the appeal was allowed. The Planning Inspectorate’s reference was APP/Z5630/W/23/3321649.

With regards to parking, Paragraphs 24 to 26 of the appeal decision letter states:

“24. The proposed scheme would provide 6 on-site parking spaces, including one disabled space. London Plan parking standards set out in policy T6.1 require a maximum of 9 parking spaces for this development. The site is within a PTAL 3 area and so it is likely that residents would own at least one car per flat.

25. It was agreed between the parties that there is parking stress in the area already and I saw this when I visited the appeal site. The submitted legal agreement would ensure that this development would not exacerbate the existing on street parking problem by ensuring that future residents of the flats could not apply for a parking permit.

26. Based on the evidence before me I am satisfied that this restriction is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Moreover, it would accord with LP policies T6 and T6.1.”

The legal agreement will be submitted with the current proposal.

It is considered that the “ ... legal agreement would ensure that this development would not exacerbate the existing on street parking problem by ensuring that future residents of the flats could not apply for a parking permit”.

It is considered that with this legal agreement the proposal would be acceptable with regards to parking.

With regards to transport impacts Paragraph 115 of the National Planning Policy Framework includes guidance of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (DLUHC, 2023).

Based on the findings above the proposals' residual parking impact is not considered severe in a National Planning Policy Framework context.

4 SUMMARY

KRONEN has been instructed to prepare this Parking Survey to assess proposals at 441 to 447 Ewell Road, Surbiton, KT6 7ES.

The proposal seeks 11 × 3-bedroom flats.

The proposals include 7 × off-street parking spaces including 1 × disabled / blue badge permit holder space.

This Parking Survey has been undertaken to assess the potential impact of overspill on-street parking of the proposal.

Lambeth Methodology surveys recorded a parking stress of 86% (60.5 cars parked in 70 spaces).

Recently released Census 2021 data has been analysed for this report: RM001 Accommodation type by car or van availability. Analysis of the data has found local flat occupants have between 0.68 and 0.73 cars per flat.

With 7 × spaces for 11 × flats the proposal provides parking at 0.77 spaces per flat This would suggest that the proposals' parking would broadly accommodate parking demand likely to be generated and the proposal would therefore likely have nil or marginal on-street parking impact.

To limit / mitigate potential impacts a legal agreement will be submitted with the proposal to ensure that future residents of the flats could not apply for a parking permit in a future Controlled Parking Zone.

Appeal APP/Z5630/W/23/3321649 has recently been allowed at the site for a similar development (application 23/00567/OUT at the site for "Outline application for demolition of existing dance studio and erection of a three storey building housing 9nos 3-bed flats with associated bins and cycle provision. Formation of drop kerb to provide 6 parking space (Landscape reserve matter)").

With regards to parking, Paragraphs 25 to 26 of the appeal decision letter states:

"25. It was agreed between the parties that there is parking stress in the area already and I saw this when I visited the appeal site. The submitted legal agreement would ensure that this development would not exacerbate the existing on street parking problem by ensuring that future residents of the flats could not apply for a parking permit.

26. Based on the evidence before me I am satisfied that this restriction is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Moreover, it would accord with LP policies T6 and T6.1." The legal agreement will be submitted with the current proposal.

It is considered that the " ... legal agreement would ensure that this development would not exacerbate the existing on street parking problem by ensuring that future residents of the flats could not apply for a parking permit".

It is considered that with this legal agreement the proposal would be acceptable with regards to parking.

With regards to transport impacts Paragraph 115 of the National Planning Policy Framework includes guidance of only preventing or refusing development on transport grounds where "there would be an unacceptable

impact on highway safety, or the residual cumulative impacts on the road network would be severe" (DLUHC, 2023).

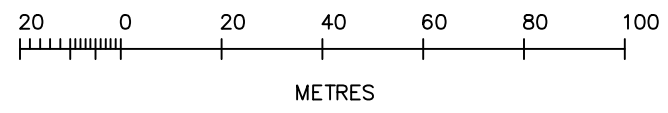
Based on the findings above the proposals' residual parking impact is not considered severe in a National Planning Policy Framework context.

FIGURES



- PARKABLE KERB SPACE
- RED LINES
- YELLOW LINES
- DROPPED KERBS

NOTE
 PARKING REGULATION INVENTORY PLOT IS AN APPROXIMATION
 FOR ILLUSTRATIVE PURPOSES ONLY



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SCALE 1:1500 © A3

PROJECT P2212.4
 EWELL ROAD,
 KINGSTON

PARKING SURVEY
 FIGURE 1

PARKING SURVEY STUDY AREA AND
 INVENTORY PLOT



APPENDIX A

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

PROJECT - P2212.4
EWELL ROAD, RB KINGSTON
SHEET - PARKING SURVEYS

INVENTORY

STREET	REGULATION			
	NONE		TOTAL	
	LENGTH	SPACES	LENGTH	SPACES
EWELL ROAD	130	26	130	26
FAIRMEAD	125	25	125	25
WARREN DRIVE NORTH	70	14	70	14
RAEBURN AVENUE	25	5	25	5
TOTAL	350	70	350	70

KEY

NONE - PARKABLE KERB SPACE WITH NO RESTRICTION

NOTES

LENGTH IN METRES

SPACES ARE 5M LONG (AS PER THE "LAMBETH METHODOLOGY")

SURVEY 1

17 JAN 2023 3.40AM

STREET	CARS PARKED			
	NONE	SYL	DYL / DK	TOTAL
EWELL ROAD	25	1	0	26
FAIRMEAD	21	0	0	21
WARREN DRIVE NORTH	13	0	0	13
RAEBURN AVENUE	3	0	0	3
TOTAL	62	1	0	63

KEY

NONE - PARKABLE KERB SPACE WITH NO RESTRICTION

SYL - SINGLE YELLOW LINES

DYL / DK - DOUBLE YELLOW LINES / ACROSS DROPPED KERBS

NOTES

EWELL ROAD SYL WAS A GOODS VEHICLE OUTSIDE A SHOP

SURVEY 2

27 JAN 2023 2.10AM

STREET	CARS PARKED			
	NONE	SYL	DYL / DK	TOTAL
EWELL ROAD	24	1	0	25
FAIRMEAD	20	0	0	20
WARREN DRIVE NORTH	9	0	0	9
RAEBURN AVENUE	4	0	0	4
TOTAL	57	1	0	58

NOTES

EWELL ROAD SYL WAS A GOODS VEHICLE OUTSIDE A SHOP

SURVEY AVERAGE

STREET	CARS PARKED			
	NONE	SYL	DYL / DK	TOTAL
EWELL ROAD	24.5	1.0	0.0	25.5
FAIRMEAD	20.5	0.0	0.0	20.5
WARREN DRIVE NORTH	11.0	0.0	0.0	11.0
RAEBURN AVENUE	3.5	0.0	0.0	3.5
TOTAL	59.5	1.0	0.0	60.5

PROJECT - P2212.4
EWELL ROAD, RB KINGSTON
SHEET - PARKING SURVEYS

AVERAGE OVERNIGHT PARKING STRESS TABLE

STREET	REGULATION							
	NONE				TOTAL			
	LENGTH	SPACES	CARS	STRESS	LENGTH	SPACES	CARS	STRESS
EWELL ROAD	130	26	24.5	94%	130	26	25.5	98%
FAIRMEAD	125	25	20.5	82%	125	25	20.5	82%
WARREN DRIVE NORTH	70	14	11.0	79%	70	14	11.0	79%
RAEBURN AVENUE	25	5	3.5	70%	25	5	3.5	70%
TOTAL	350	70	59.5	85%	350	70	60.5	86%

KEY
NONE - PARKABLE KERB SPACE WITH NO RESTRICTION

NOTES
LENGTH IN METRES
SPACES ARE 5M LONG (AS PER THE "LAMBETH METHODOLOGY")
TOTAL INCLUDES PARKING ACROSS DROPPED KERBS

APPENDIX B

PROJECT - P2401.5
EWELL ROAD SURBITON
SHEET - CENSUS 2021 - RM001 - ACCOMMODATION TYPE BY CAR OR VAN AVAILABILITY

DATA SELECTIONS - FLATS AND ALL CARS / VANS

CARS OR VANS	OUTPUT AREA E00014689	SUPER OUTPUT AREA LOWER	SUPER OUTPUT AREA MIDDLE
ALL	92	415	873
NO VEHICLES	38	168	340
1 VEHICLE	44	211	428
2+ VEHICLES	10	36	105

SOURCE: ONS

CARS OR VANS	OUTPUT AREA			LOWER LEVEL KINGSTON 17B			MIDDLE LEVEL KINGSTON 017		
	NUMBER	PROPORTION	VEHICLES	NUMBER	PROPORTION	VEHICLES	NUMBER	PROPORTION	VEHICLES
ALL	92	1.00		415	1.00		873	1.00	
NO VEHICLES	38	0.41	0.00	168	0.40	0.00	340	0.39	0.00
1 VEHICLE	44	0.48	0.48	211	0.51	0.51	428	0.49	0.49
2+ VEHICLES	10	0.11	0.22	36	0.09	0.17	105	0.12	0.24
			0.70			0.68			0.73
			VEHICLES PER FLAT			VEHICLES PER FLAT			VEHICLES PER FLAT