

WELDIN BUILDERS LTD

PROPOSED RESIDENTIAL DEVELOPMENT, FRIARS GARTH, THE PARADE, EPSOM

TN01 – PARKING AND TRAFFIC GENERATION REVIEW

6TH MARCH 2024

1.0 Appointment of Connect

1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Weldin Builders Ltd in relation to their proposed residential development at Friars Garth, The Parade, Epsom.

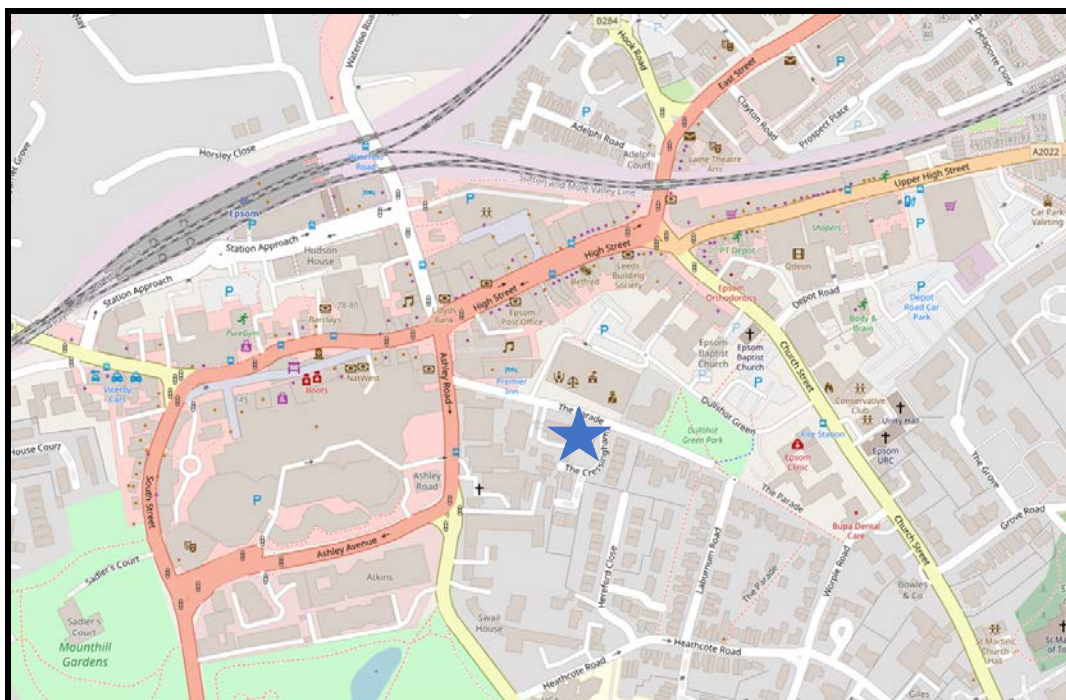
2.0 Site Location

2.1 The proposal site is located within Epsom town centre, to the south of Epsom and Ewell Town Hall and Borough Council offices.

2.2 The site is bound to the north by the Parade, to the east by The Cressinghams (a gated residential access road), to the south by residential dwellings that form part of The Cressinghams and to the west by Newlife medical clinic.

2.3 The location of the site is shown at Figure 1 below.

Figure 1 – Site Location



Source: Open Street Map N.B. Proposal Site shown by blue star.

2.4 To the south and east, the site is surrounded by predominantly residential areas, whilst to the north and west there are commercial, retail and leisure uses that make up the town centre.

2.5 Given the site’s well-connected location, residents will not be overly reliant on travel by private car, with a range of facilities accessible by walk, cycle or public transport.

- 2.6 The Parade is a single carriageway road which is accessed from the A24 Ashley Road, (approximately 130m to the west) and forms a cul-de-sac approximately 120m east of the proposal site.
- 2.7 The Parade is subject to double yellow line parking restrictions along both sides of the road, prohibiting parking and loading. There are a number of on-street parking bays which are restricted to permit holders only between 8.30am and 6.30pm Monday to Sunday.

3.0 Planning History

- 3.1 The proposal site, Friars Garth, was previously occupied by a single detached residential dwelling with on-site parking, accessed via a gated vehicle crossover on the south side of The Parade.
- 3.2 Planning permission (local planning authority reference 21/00701/FUL) was granted by Epsom and Ewell Brough Council on 14th February 2022 for the *"Erection of a three-storey building comprising 9 residential flats (1 x 1 bedroom, 6 x 2 bedroom and 2 x 3 bedroom) together with alterations to vehicular access, landscaping and associated works, following demolition of existing dwelling at Friars Garth."*
- 3.3 The above application was accompanied by a Transport Statement (TS) produced by RGP Transport Planning and Design Consultants dated April 2021.
- 3.4 The TS details that the 9 residential apartments would be accompanied by 9 car parking spaces, 9 cycle parking spaces within a secure store, amenity space and dedicated bin storage areas, with access via a widened vehicle crossover with The Parade.
- 3.5 Construction of the above permitted development has commenced on-site.

4.0 Development Proposals

- 4.1 The proposed development includes the provision of an additional floor of residential apartments in the form of 3 x 2-bedroom apartments to provide the following overall development quantum (permitted plus proposed): -
- 3x1 bed apartments
 - 5x2 bed apartments
 - 4x3 bed apartments
- 4.2 The three 1-bedroom dwellings will be provided at ground floor level, one no. 2-bedroom and two no. 3-bedroom dwellings will be provided at first and second floor levels and the three new no. 2-bedroom dwellings will be provided at third floor level.
- 4.3 The permitted access arrangements and parking provision of 9 car parking spaces, will be unaltered by the development proposals.
- 4.4 16 cycle parking spaces are proposed for the entire development, more than permitted under application 21/00701/FUL.
- 4.5 This Technical Note (TN01) will review the site context of the development as well as the effects of the proposed development in terms of parking provision and traffic generation.

5.0 Site Context

- 5.1 As detailed above, the proposal site is located in Epsom town centre. It is surrounded by a pedestrian network that includes footways, dropped kerbs with tactile paving, controlled and uncontrolled crossing facilities. There are a range of services/facilities within walking distance of the site.
- 5.2 The area local to the site is conducive to cycling, with a number of designated cycle routes available within Epsom and Ewell. There is also a wide range of services and amenities within cycling distance of the site, with good opportunities for residents to make their journeys by bike.
- 5.3 There are a number of bus stops within 250m of the site, served by the 21, 166, 293, and 406 services that run at frequencies of up to every 20 minutes. The services provide access to / from a variety of destinations.
- 5.4 Epsom rail station is c350m walk distance from of the site and provides rail services to London Victoria, London Waterloo, Horsham, Dorking and Guildford at frequencies of up to every hour.
- 5.5 The proposal site also has a prominent location relative to the local highway network, from which it is readily accessible.
- 5.6 Overall, the site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy. Given the accessible location, residents will also not be overly reliant on the use of private car travel.
- 5.7 The site is located in close proximity of a number of retail facilities include Waitrose, Tesco and Lidl supermarkets which are all within c350m, as well as the Ashley Centre that provides a number of high street retailers. There are also other facilities including doctors, dentists, the university and a number of schools within 500m.

6.0 Car Parking Standards and Provision

- 6.1 Paragraph 107 of the National Planning Policy Framework NPPF, December 2023 states: -

"If setting local parking standards for residential and non-residential development, policies should take into account: -

- *The accessibility of the development;*
- *The type, mix and use of the development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

- 6.2 Paragraph 108 of the NPPF 2023 states: -

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

- 6.3 As detailed above, no change to the permitted 9 car parking spaces is proposed as part of the additional development proposals (3 additional apartments).
- 6.4 The car parking standards applicable to the proposed development are set out in the Epsom and Ewell Borough Council’s ‘Parking Standards for Residential Development’ Supplementary Planning Document (SPD), published in December 2015.
- 6.5 A copy of the residential standards is provided at Figure 2 below.

Figure 2 – Residential Parking Standards

Type of Development	Epsom Town Centre	Elsewhere in the Borough
1 & 2 bedroom flats	0.75 spaces per unit	1 space per unit
3+ bedroom flats	1 space per unit	1.5 spaces per unit
1 & 2 bedroom houses	1 space per unit	1 space per unit
3 bedroom houses	1 space per unit	2 spaces per unit
4+ bedroom houses	2 spaces per unit	3 spaces per unit

- 6.6 Given the proposal site’s town centre location the above standards equate to a minimum provision of 0.75 spaces per unit, 2 spaces (rounded to the nearest whole number) for the 3 proposed 2-bedroom apartments.
- 6.7 When considered as a whole, the development (permitted and proposed) should provide 10 parking spaces to accord with the Epsom and Ewell Borough Council’s ‘Parking Standards for Residential Development’ SPD: -
- 3x1 bed apartments = 3 x 0.75 = 2.25
 - 5x2 bed apartments = 5 x 0.75 = 3.75
 - 4x3 bed apartments = 4 x 1 = 4
 - Total of 12 apartments = 10
- 6.8 As detailed above, no change to the permitted parking provision of 9 car parking spaces is proposed. The development’s parking therefore lies just below the Epsom and Ewell Borough Council’s ‘Parking Standards for Residential Development’ SPD standards of 10 spaces.

6.9 In terms of allocation, 9 of the dwellings will be provided with an allocated parking space, whilst 3 of the dwellings will not include parking and so be car free. It is likely that the 3 car free dwellings will appeal to the self-selecting group of residents who do not want the associated costs of allocated parking / car ownership.

Census Data

6.10 An indication of the likely car ownership of the proposed flats can be identified from 2021 Census Table 'RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household', which shows car/van ownership per household by building type.

6.11 The 2021 census data identifies that, for the lower middle super output area of 'Epsom and Ewell 008' where the proposal site is located, the average car ownership is as shown at Table 1 below.

Table 1 – Epsom and Ewell 008F Car / Van Ownership

Building Type	Total: Car or van availability	No cars or vans in household	1 car or van in household	2 or more cars or vans in household	Car Ownership (per household)
Flat, maisonette, apartment, caravan or other mobile or temporary structure	386	181	168	37	0.63
	100%	47%	44%	10%	

6.12 Table 1 above identifies that, based on the prevailing local car ownership levels for apartments, the average number of cars per household is 0.63 (242/386=0.63).

6.13 As there are 12 apartments (9 permitted + 3 proposed), based on the census data above, the development is expected to have a car / van ownership level of 8 vehicles (12 x 0.63 = 7.5) if unrestricted parking were to be provided.

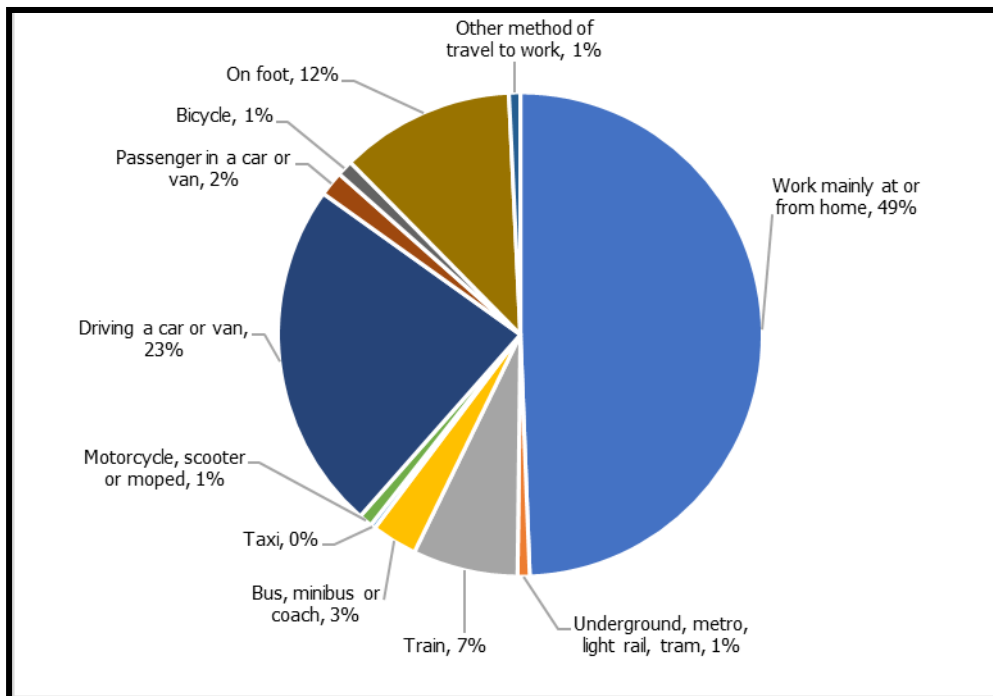
6.14 Based on the above, the previously permitted 9 parking spaces will provide an acceptable level of parking for the permitted (9) and proposed (3) apartments.

6.15 Even if, as detailed above, 3 of the units are car-free, the above census data demonstrates that 47% of local households are car free, demonstrating the acceptability of a car free lifestyle at this location.

6.16 A review of the modal trip types has been undertaken based on the 2021 census data for 'RM076 - Method used to travel to work by car or van availability' for the Middle Super Output Area of 'Epsom and Ewell 008'.

6.17 Figure 3 below shows the modal split.

Figure 3 – 2011 Census Data for Travel to Work



Source: Nomis

- 6.18 The above pie chart shows that in 2021 49% of residents worked from home which is skewed by the Covid pandemic. However, 23% of residents travelled to work by car, while 11% travel by public transport, 12% by foot, and 1% by bike.
- 6.19 The above is consistent with the site's location near to the town centre with a number of employment opportunities, it also supports the acceptability of this location for car free residential development.
- 6.20 Based on the good level of accessibility by non-car modes, the census travel to work data presented above and with regards to local vehicle ownership, the proposed 9 parking spaces will provide an acceptable level of parking for the proposed development without adding to local on-street parking demand. It will also be suitable for the 3 proposed dwellings to be car free.

7.0 Cycle Parking Standards and Provision

- 7.1 Epsom and Ewell Borough Council's 'Parking Standards for Residential Development' SPD refers to the Surrey County Council (SCC) guidance with respect to cycle parking requirements. For flats / houses without garages or gardens, SCC's guidance states that secure cycle parking should be provided at a rate of 1 space per 1 / 2-bedroom units and 2 spaces per 3-bedroom unit.
- 7.2 9 cycle parking spaces were permitted for the 9 dwellings under application 21/00701/FUL, below the above provision.
- 7.3 Based on the SCC's guidance, 16 cycle spaces should be provided for the permitted and proposed apartments ($[8 \times 1 = 8] + [4 \times 2 = 8] = 16$). The proposed development will provide 16 cycle spaces within a cycle store, in accordance with the SCC standards.

8.0 Traffic Generation

- 8.1 An assessment of the number of trips likely to be generated by the proposed residential development (additional 3 dwellings) has been undertaken by reference to TRICS version 7.10.4 database.
- 8.2 The TRICS database has been interrogated, using the selection criteria as set out in Table 4 below, so as to obtain trip data from developments with similar characteristics to the proposed residential development.

Table 4 – TRICS Database Key Selection Criteria

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Options:	Multimodal Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Per Dwelling
Selected Dates:	01/01/15 to 11/05/22
Week days to include:	Weekdays only
Location Types to include:	Town Centre and Edge of Town Centre

- 8.3 The resultant trip attraction, during the assumed network peak hours, is set out at Table 5 below.

Table 5 – Multi-modal TRICS Data for the Proposed Dwellings

Total Vehicles	Average Trip Rates (per dwelling)			Traffic Attraction (3 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.059	0.19	0.249	0	1	1
PM (17:00 – 18:00)	0.175	0.087	0.262	1	0	1
Daily	1.103	1.152	2.255	3	3	7
Cyclists	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.002	0.015	0.017	0	0	0
PM (17:00 – 18:00)	0.009	0.005	0.014	0	0	0
Daily	0.039	0.041	0.08	0	0	0
Vehicle Occupants	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.07	0.332	0.402	0	1	1
PM (17:00 – 18:00)	0.282	0.111	0.393	1	0	1
Daily	1.628	1.643	3.271	5	5	10
Pedestrians	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.023	0.079	0.102	0	0	0
PM (17:00 – 18:00)	0.081	0.078	0.159	0	0	0
Daily	0.584	0.696	1.28	2	2	4
Public Transport Users	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.011	0.123	0.134	0	0	0
PM (17:00 – 18:00)	0.072	0.012	0.084	0	0	0
Daily	0.367	0.374	0.741	1	1	2
OGVs	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.000	0.000	0.000	0	0	0
PM (17:00 – 18:00)	0.000	0.000	0.000	0	0	0
Daily	0.014	0.014	0.028	0	0	0

8.4 Based on the above TRICS data, the vehicle and non-car traffic generation of the additional three units will be negligible during the network peak hours and throughout the day.

9.0 Summary

9.1 The report is summarised as follows: -

- Planning permission has been granted by Epsom and Ewell Brough Council (21/00701/FUL) for the construction of 9 residential apartments, accompanied by 9 parking spaces, at Friars Garth. Construction has begun onsite.
- The development proposals include the construction of an additional floor on the permitted apartment block to provide 3 additional 2-bedroom apartments.

- No change to the permitted access arrangements or 9 permitted parking spaces is proposed as part of this application.
- In terms of allocation, 9 of the dwellings will be provided with an allocated parking space, whilst 3 of the dwellings will not include parking and so be car free. It is likely that the 3 car free dwellings will appeal to the self-selecting group of residents who do not want the associated costs of allocated parking / car ownership.
- The site is accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The proposed car parking provision of 9 spaces (for the permitted and proposed development) falls slightly below the Epsom and Ewell parking standard requirement of 10 spaces. However, census data demonstrates that the proposed parking provision will provide an acceptable level of parking for the development without adding to local on-street parking demand. The proposed location is also suitable for the 3 proposed dwellings to be car free given local travel to work methods and its sustainable location.
- 16 cycle parking spaces will be provided in accordance with SCC standards.
- The traffic assessment included in this report is based on the TRICS database and demonstrates the development traffic effects will be negligible.

10.0 Conclusions

- 10.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.