# PARKING STATEMENT

**36 HEMSTAL ROAD LONDON NW6 2AL**
Project no: HEMSTAL/PS/14/01
Date: 27th May 2014

***Proposal***
Erection of single storey outbuilding in rear garden with off-street parking space on rooftop, single storey rear extension and single storey side extension and alteration to side (west) boundary wall in association with lower ground floor flat.

*Prepared by*
Andreas Charalambous, Architect

**Andreas & Buxton Associates**
50 Norman Court
395 Nether Street
London N3 1QQ
Tel: 020 8371 6625
E-mail: andreasc73@me.com

## 1.0 Proposal

Erection of single storey outbuilding in rear garden with off-street parking space on rooftop, single storey rear extension and single storey side extension and alteration to side (west) boundary wall in association with lower ground floor flat.

## 2.0 Site Description

The application property is a three storey plus semi-basement level end of terrace property located at the corner of Hemstal Road and Kylemore Road within a prominently residential area. The property has been divided into flats. This application relates to the lower ground floor flat. The rear garden and side passage of the property is one storey below the front garden.

The site is not listed and is not in a conservation area.

## 3.0 Relevant History

**Application property:**
2013/7360/P - Planning permission granted on 11/02/2014:
Erection of single storey outbuilding in rear garden, single storey rear extension and single storey side extension and alteration to side (west) boundary wall in association with lower ground floor flat.

30269 - Planning permission granted on 04/07/1980:
Change of use, including works of conversion, to provide 4 self-contained flats.

**16 Elsworthy Road London NW3**
2012/4009/P **-** Planning permission granted on 07/08/2012:
Creation of a new private driveway and associated crossover onto an off-street parking space;

**18 Prince Arthur Road London NW3 6AY**
2012/0512/P **–** Allowed on Appeal on 19/10/2012:
Alterations to front boundary wall in connection with creation of off-street parking/crossover and new landscape in front garden to dwelling (Class C3);

## 4.0 Relevant Policies & Guidance

The London Borough of Camden's Local Development Framework contains a number of development policies that set out the detailed planning criteria that is used to determine applications for planning permission in the Borough.

Those relevant to the provision of off-street parking include:

Development Policy 18 - Indicates that development should comply with the Council's parking standards, where development should not exceed the maximum standard for the area in which it is located;

Development Policy 19 - States that the Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces. It also states that development of off-street parking will be resisted where it would cause unacceptable parking pressure, particularly in identified areas of parking stress. Off-street parking may also be resisted to protect the environment, highway safety and pedestrian movement;

The Council will require off-street parking to:

1. Preserve a building's setting and the character of the surrounding area;

2. Preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and

3. Provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.

The Council will only permit public off-street parking where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport.

Where parking is created or reallocated, Camden will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment.

Camden Planning Guidance's supplementary document gives details of areas of parking stress, the necessary dimensions for off-street parking spaces, visibility requirements at access points, and environmental concerns that arise from garden and forecourt parking.

The following points are taken into consideration when assessing a crossover application:

- There should be a minimum distance of 4.8 metres from the front of the property to the back of the pavement. This allows for private motor vehicles to be parked without overhanging the pavement and obstructing pedestrian routes;

- Where the proposed crossover is located within a current controlled parking Zone (CPZ) or an area where the Council has formally agreed will become a CPZ, the application will not be approved if it requires any amendments to the CPZ that are detrimental to that scheme in traffic/parking management terms.

## 5.0 Assessment

The proposed off-street parking space on the rooftop to the outbuilding will allow the applicant to securely charge an electric car on site as currently there are no such facilities located within 200m of the site. It would result in a new crossover and the loss of a single residential parking bay in the CPZ area that would be equally offset with the gain of one private off-street parking space.

## 5.1 Main Considerations

The crossover is required to provide access to an off-street parking space at the property to allow for secure charging of an electric vehicle.

The provision of off-street parking within the immediate vicinity of the site (200m) is not uncommon and it is noteworthy that there are many examples of private driveways.

These can be seen at the following addresses and on dwg no's: Hemstal/14/A/02 + 03:

- 145 West End Lane London NW6;
- 1 Hemstal Road NW6;
- 3 Hemstal Road NW6;
- 18 Hemstal Road NW6;
- 2 Gladys Road NW6;
- 32 Gladys Road NW6;
- Oppidan Apartments Linstead Street NW6;
- 14 Linstead Street NW6;
- 15 Linstead Street NW6;
- 16 Linstead Street NW6;
- 110 Kingsgate Road NW6;
- 107 Dynham Road NW6;

It is also relevant that a planning application was approved in 2012 (LPA Ref 2012/4009/P) at 16 Elsworthy Road for the creation of a new private driveway and associated crossover onto an off-street parking space.

Another application that was also allowed on appeal in 2012 is at 18 Prince Arthur Road London NW3 6AY (LPA Ref 2012/0512/P) for alterations to front boundary wall in connection with creation of off-street parking/crossover and new landscape in front garden to dwelling (Class C3).

## 5.2 Proposed Layout

The proposed parking layout is as shown on the included plans: Hemstal/14/A/02 + Hemstal/14/A/12. These plans identify 1.5 x 1.5m clear pedestrian visability splays either side of the new crossover. The space provides a minimum distance of 6.3 metres from the front of the property (including the 1.5m clear visability splay) to the

back of the pavement. In addition it will be in excess of 2.4 metres wide in accordance with Camden planning guidance.

As such the layout of the parking space is considered appropriate and can accommodate off-street parking for a single vehicle as demonstrated on the plan.

### 5.3 On Street Parking

The provision of the off-street parking area and associated crossover would result in the need to remove existing on-street parking to provide access as shown on plan. The area removed would accommodate parking for one car only.

The creation of one-off-street parking space for this property accords with the maximum level of permitted off-street parking for residential developments as stated within Camden's Local Development Framework. It should also be noted that the off-street parking space would be used by a vehicle that would otherwise park on-street and therefore, the loss of this space is unlikely to have a material effect on the use of the remaining on street parking supply.

### 5.4 On Street Parking Survey

A parking stress survey has been undertaken on the roads in the vicinity of the appeal site, 36 Hemstal Road, in relation to the application for a new crossover to the property. Please see documents as enclosed with this application and statement.

The site is located in Controlled Parking Zone CA-K which operates Monday to Friday between 8.30am and 6.00pm. An audit of on-street parking occupancy in the vicinity of the site has been undertaken and forms part of this application.

The parking surveys' design and execution has been undertaken in accordance with Lambeth Council's Parking Survey Guidance Note. Lambeth's parking survey methodology document is widely regarded across all of the London Borough's and has previously been accepted for parking assessments within the London Borough of Camden. The document therefore provides a suitable basis for this assessment. The first stage of the parking assessment is to map out the parking survey area. All kerb space within a 200m distance of the appeal site has been measured using a measuring wheel and the various on-street regulations have been recorded onto OS mapping. Where the 200 metre distance occurs more than half way along a road, the extent of the survey area has been extended to the end of that road where suitable. This is in accordance with Lambeth Transport's methodology.

The inventory took into account all safe on-street parking spaces within a 200 metre distance of the site. For the purpose of calculating parking stress, parking spaces are defined as;

- average parking space being 5 metres in length,
- parking not permitted within 5 metres of a junction,
- not permitted across driveways or crossovers,

- not permitted on pedestrian crossings or their zig-zag markings, and
- not permitted on roads which are too narrow to permit parking and impede the free flow of traffic.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by five and rounding down to the nearest whole number (eg. a parking bay measuring 47 metres in length would provide 9 parking bays so 47m-2m=45m, 45m/5m=9 spaces). In instances where a single section of parking bay measures slightly less than 5 metres (i.e. 4.4 metres) the measurement is rounded up to 5 metres as there is obviously a parking opportunity.

The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The location of each parking bay has been carefully mapped out on OS mapping, based upon on-site measurements performed using a measuring wheel.

The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The Lambeth methodology states that one survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area.

The results of each parking survey are presented within this application and have been produced to the standards prescribed within Lambeth Council's Parking Survey Guidance Note.

## 5.5 Results of Survey

The observed average overnight parking stress within the survey area is 81.7%. Of the 352 total spaces an average of 64 were observed to be free.

Additionally consistent to both surveys were the following spaces that were lost either to suspensions, cones or skips:

Palmerston Road: 4 spaces lost to bay suspensions;
Kingsgate Road: 4 spaces and 1 loading bay space lost due to bay suspensions;
Sheriff Road: 2 spaces lost due to cones [building work House no. 30];

There were also 5 skips in the area that resulted in loss of 5 CPZ only spaces [please see road inventory].

This is an additional 15 spaces that would normally have been available to on-street parking. It is noteworthy that should these additional 15 spaces be included within the parking stress analysis than the parking stress percentage would drop to **77%**.

## 5.6 Parking Survey Summary

The summary as included demonstrates that the parking 'stress' of the total amount of parkable kerb space within the defined survey area is 81.7%; of the 352 total parkable kerb side parking spaces an average total of 64 were observed to be free during the overnight parking surveys.

The Lambeth Council parking survey methodology document does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.

The average overnight parking stress of the total survey area is just 81.7% or 77% (when allowing for the additional lost spaces). The results of the parking surveys demonstrate that the uptake of kerb side parking in proximity to the appeal site is not at a level where stress is high/problematic.

## 5.7 Development Impact

The proposal will result in the length of the RPH parking bay along Kylemore to 36 Hemstal Road being reduced by 3.2 metres or the equivalent in terms of parking capacity of one less on-street parking space.

The bay in question is currently 101 metres in length, less 3.2 metres to make way for the proposed new crossover.

The impact of the loss of one on-street parking space within the survey area will result in the parking stress of kerb side parking increasing by 0.2% from 81.7% to 81.9%.

The current observed parking stress of all parkable kerb space within the survey area is 81.7%. The impact of the loss of one on-street parking space within the survey area will result in the parking stress of the total kerb side parking increasing by 0.2% from 81.7% to 81.9%.

Based on the results of the on-street parking survey assessment contained within this application, the proposed crossover would not have a detrimental impact on the adjoining CPZ and is therefore not contradictory to Policy DP19 of the Council's Core Strategy in this regard.

## 6.0 Conclusion

The results of the on-street parking surveys demonstrate that the average overall parking 'stress' in proximity to the site is 82%. The Lambeth Council parking survey methodology document does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it is widely perceived that an observed parking stress of 90% or more is problematic. The streets adjoining the appeal site are therefore not in an area where parking stress is deemed to be high.

The new crossover will result in the RPH parking bay to the front of the appeal site being shortened by around 3.2 metres, this will reduce the capacity of the bay from 20 parking spaces to 19 parking spaces, a loss of one on-street parking space in the area. A new off-street parking space will be created therefore the impact of the development should be off-set. The parking data as included indicates that there is available capacity within the local area and it is therefore considered that the proposal would not have a material effect on the availability of on-street parking.

The impact of the proposal is therefore expected to have a minimal and insignificant impact on the CPZ.

Furthermore the proposed layout of the parking space is considered appropriate and in accordance with local guidance. It is considered therefore that the proposal is acceptable in highway terms.