

# Parking Survey and Statement

28 Harley Road, Camden

25 July 2019

Prepared for

Sheikh Mohamed and Sheikh Hamdan Shaya Alhamed



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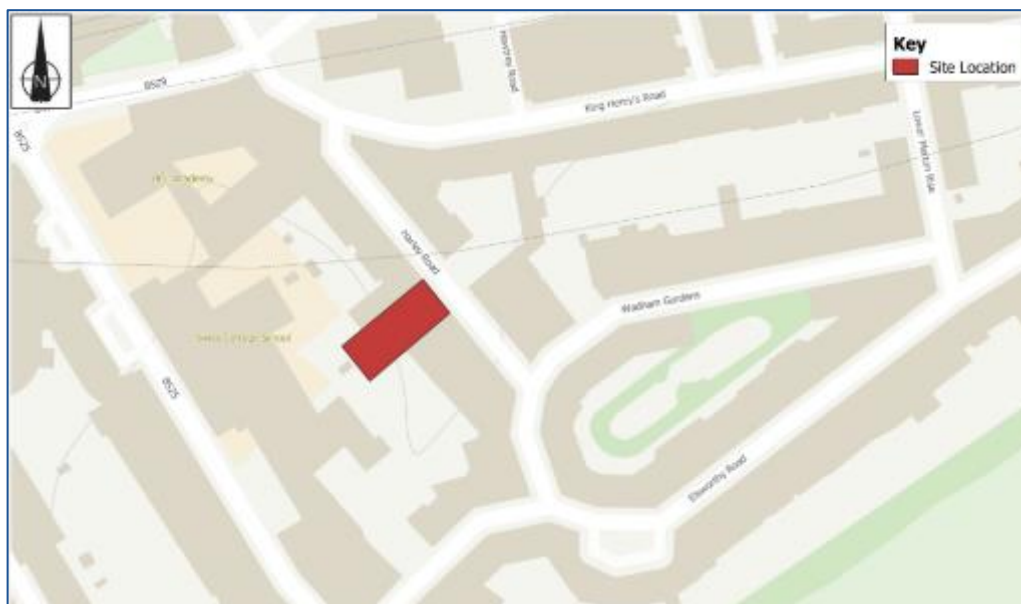
## 1. Introduction

### 1.1 Preamble

1.1.1 Markides Associates have been instructed to prepare this Parking Survey and Statement by Sheikh Mohamed and Sheikh Hamdan Shaya Alhamed in support of the application in relation to providing a new in-out driveway access arrangement at 28 Harley Road, London, NW3 3BN. A site context plan is included as Figure 1.1 as an extract and is reproduced at scale at the end of this report.

1.1.2 The site falls within the local authority of the London Borough of Camden (LBC).

**Figure 1.1 Site Context Plan**



### 1.2 The Proposed Development

1.2.1 The proposed development entails the creation of a secondary access arrangement from the property on Harley Road to allow separate entrance and exit manoeuvres to be undertaken along the property frontage. This includes the associated vehicle crossover, with this impacting upon current on-street restricted parking provision located outside of 28 Harley Road.

### 1.3 Report Structure

1.3.1 This report is structured as follows:

- **Section 2 – Policy Consideration** examines the relevant local planning policy with regards to this site.
- **Section 3 – Site Location and Existing Situation** details the site and its location, and the surrounding areas in terms of the existing parking arrangements.

- **Section 4 – The Proposed Development** provides a more detailed description of the access proposal
- **Section 5 – Survey Results and Analysis** examines the current parking stress and how the proposed development may have an impact on the parking arrangements.
- **Section 6 – Summarises and Concludes the report.**

## **2. Policy Consideration**

### **2.1 Introduction**

2.1.1 This section outlines the relevant local planning policy in relation to the site and the access proposal.

### **2.2 Local Planning Policy**

#### **Camden Transport Planning Guidance (March 2019)**

2.2.1 Camden's Transport Planning Policy as of 2019 has been produced to support the policies in the Camden Local Plan 2017, therefore, it forms a Supplementary Planning Document.

2.2.2 The document provides information on all types of detailed transport issues, however, with regards to this proposal, the planning document provides guidance on vehicular access and crossovers.

2.2.3 Paragraph 7.5 states that *'applicants should note that vehicular crossovers will not be acceptable where a development is:*

- *Subject to a car-free planning obligation;*
- *Where the installation of a crossover would result in the loss of on-street parking provision;*
- *Where the alterations to the boundary treatment would have a visually detrimental impact on the street; or*
- *Where there is a detrimental impact on amenity, such as felling of valuable trees.'*

2.2.4 It must also be noted that paragraph 7.9 states that *'the council will resist development that negatively impacts on existing on-street parking conditions and will not approve applications for planning permission that would cause or exacerbate unacceptable parking pressure or add to existing parking, waiting and loading problems.'*

### **3. Site Location and Existing Situation**

#### **3.1 Site Location Description**

- 3.1.1 The proposed development site is located along Harley Road which is north of the City of London. The development site consists of a C3 dwelling and the surrounding areas also largely consist of C3 dwellings.
- 3.1.2 There are car parking provisions in place along the road, these parking provisions are subject to a controlled parking zone (CPZ). A photograph of the parking directly outside of 28 Harley Road has been included below as Photo 1. Harley Road falls within the CA-J Primrose Hill controlled parking zone which enforces parking restrictions Monday to Friday, 08:30 to 18:00. A map of the controlled parking zones for the London Borough of Camden has been included as **Appendix A**.

**Photo 1 On-Street Parking Provision along frontage of 28 Harley Road**



- 3.1.3 A plan showing the available parking spaces along Harley Road has been included as Figure 3.1.

**Figure 3.1** Harley Road Parking Spaces



- 3.1.4 Figure 3.1 demonstrates that there are currently 3 parking spaces at the front of the development site, in the place whereby the new access point is being proposed. All three of these parking spaces are Permit Holder Only as per the CPZ.
- 3.1.5 Overall, along the whole of Harley Road there are currently between 33 and 34 permit holder spaces, including one 020 permit holder space which is a dedicated disabled parking bay.
- 3.1.6 There are also existing properties which have 2 crossovers, including numbers 26 and 30 either side of the application site, and number 9 opposite the site. Furthermore, within the wider study area, including Elsworth Road and Wadham Gardens, many houses have two access points for vehicles.

## 3.2 Existing Site Frontage to Harley Road

- 3.2.1 At the present time there is provision for up to 3 vehicles to park at the front of the property in the form of permit holder parking bays. This on-street parking is currently restricted to permit holders only from Monday to Friday, 8:30am to 6:00pm.
- 3.2.2 **Figure 3.2** below provides an extract from the Aspire Architectural Services Drawing No. **1163-201** of the existing situation, with the full drawing being included as **Appendix B**.



**Figure 3.2 Existing Layout of Frontage of 28 Harley Road**



Source: Extract of Aspire Architects Drawing No. 1163-201

3.2.3 The total frontage of the property is just under 22 metres long, with the permit holders parking bay being approximately 13.5 metres long. Part of the bay is currently located where the proposed access point would be created. Whilst the parking bay can accommodate up to 3 parked cars (with this being confirmed as part of the surveys subsequently described), this relies upon 'efficient' parking by drivers, whilst at other times the bay can only accommodate 2 parked cars, as illustrated in the Google Street View **Photo 2** below.

**Photo 2      On-Street Parking Provision (2 cars) along frontage of 28 Harley Road**



*Source: Google Street View*

## 4. The Proposed Development

- 4.1.1 As previously described, the proposed development aims to create a secondary access for the property at 28 Harley Road. The development would allow for separate entrance and exit manoeuvres to be undertaken along the property frontage as there is currently only one access point at the property. This includes associated vehicle crossover and alterations to the existing boundary.
- 4.1.2 **Figure 4.1** below provides an extract from the Aspire Architectural Services Drawing No. **1163-211** of the proposed arrangement, with the full drawing being included as **Appendix B**.

**Figure 4.1 Proposed Layout of Frontage of 28 Harley Road**



Source: Extract of Aspire Architects Drawing No. 1163-211

- 4.1.3 The new access point is proposed to be 5.215 meters wide, where it adjoins Harley Road. Whilst the parking bay would therefore be reduced by 5.125 metres in order to form the proposed crossover, this would leave a section of 1.425 at the northern end of parking bay. It is acknowledged that this length is unable to accommodate a standard parked car and therefore, the total length of parking bay proposed to be removed would be 6.55m. On this basis, it is considered that a parking bay with a length of 6.95m would remain, with this typically being able to accommodate 1 parked car.
- 4.1.4 **Section 5** of this report provides the results of parking stress surveys and assesses the impact of the loss of 2 parking spaces due to the proposed access development.

## 5. Survey Results and Analysis

### 5.1 Preamble

5.1.1 This section analyses the current parking provision along Harley Road and also the roads surrounding it. The parking stress has been analysed using the Lambeth Methodology, this is whereby a distance of around 200m (or a 2-minute walk) from the development site is surveyed to identify the parking stress. Figure 5.1 shows the study area for this parking survey.

**Figure 5.1 Audit Area**



5.1.2 Using the Lambeth Methodology, the survey should then be carried out at a time when the residents would be at home, generally late at night, between the hours of 00:30am and 05:30am on two separate weekday nights. In the case of this development site, the survey was carried out on Wednesday 12<sup>th</sup> June at 04:30am and Friday 14<sup>th</sup> June at 01:30am. Full parking stress survey data is provided in **Appendix C**.

### 5.2 Results

5.2.1 Table 5.1 demonstrates the parking stress for the whole of the study location on Wednesday 12<sup>th</sup> June and Friday 14<sup>th</sup> June. The Table demonstrates that on Wednesday 12<sup>th</sup> June only 39% of the parking was in use and on Friday 14<sup>th</sup> June only 48% of parking was in use within the given audit area. This shows that less than half of the parking is in demand within the audit area.

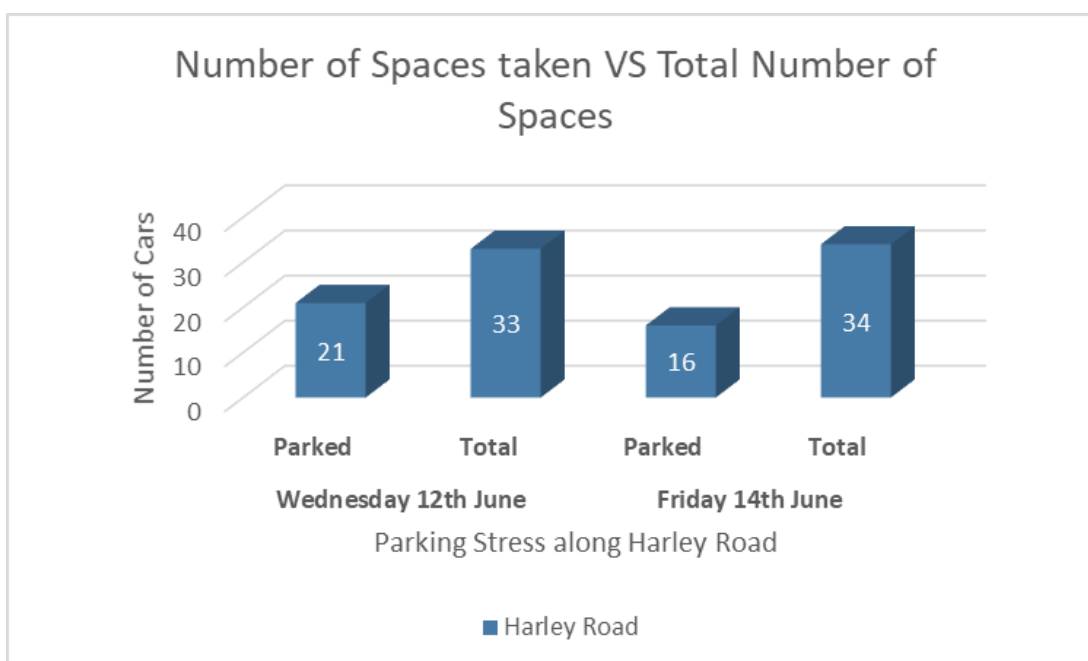
5.2.2 Further to this, the Table shows that Wadham Gardens has the most amount of parking spaces available with between 51 and 46 spaces whereas King Henry’s Road has the least amount of parking available with a provision of between 4 and 5 spaces.

**Table 5.1 Parking Stress in Audit Area in terms of Restricted Parking Spaces**

	Wednesday 12 <sup>th</sup> June			Friday 14 <sup>th</sup> June		
	Time: 04:30			Time: 01:30		
	Parked	Observed Spaces	Total	Parked	Observed Spaces	Total
<b>Wadham Gardens</b>	14	37	51	14	32	46
<b>Elsworthy Road</b>	18	11	29	19	8	27
<b>King Henry’s Road</b>	3	2	5	4	0	4
<b>Harley Road</b>	21	12	33	16	18	34
<b>Total</b>	56	62	118	53	58	111
<i>Percentage</i>			<b>39%</b>			<b>48%</b>

5.2.3 **Table 5.1** and Figure 5.2 illustrate that there are ample parking spaces along Harley Road, with 12 free spaces on the Wednesday and 18 free spaces on the Friday. This suggests that the loss of 2 parking spaces would not impact local residents, as the graph demonstrates that there would still be enough parking spaces for the residents.

**Figure 5.2 Parking Availability along Harley Road.**



5.2.4 Figure 5.3 and Figure 5.4 demonstrate the specific parking availability along Harley Road for both days.

**Figure 5.3 Harley Road Parking (12<sup>th</sup> June)**



**Figure 5.4 Harley Road Parking (14<sup>th</sup> June)**



5.2.5 Figure 5.3 and Figure 5.4 show that all of the 3 spaces outside of the development site are taken on both days of the study. However, it is evident that on the 12<sup>th</sup> June there were 8 more spaces available on the same side of the road and on the 14<sup>th</sup> June, there were 11 more

spaces available on the same side of the road. Therefore, this suggests that although the development will reduce the amount of on-street permit holder parking by 2 spaces, the road has a capacity to cope as the highest percentage of stress at one time was recorded to be 64%. The reasons for the low parking stress within the study area include many of the residents having access to off-street parking which means that overnight many of the residents would park their cars on their driveways reducing the need for on-street parking.

- 5.2.6 It is also worth noting that, at the time that both of the parking surveys took place there was building work being carried out at 28 Harley Road which may be contributing to the demand for the 3 parking spaces directly outside of the development site due to potential restricted on-site parking. Therefore, it can be suggested that once the building work has been completed at 28 Harley Road, then the demand for the on-street parking outside of the development site might be reduced, as the on-site parking would therefore become available again.
- 5.2.7 Further to this when analysing the whole of the study area, i.e. within 200m of the development site, there are an average total of 115 spaces available and at any one time only 48% on average are in use.

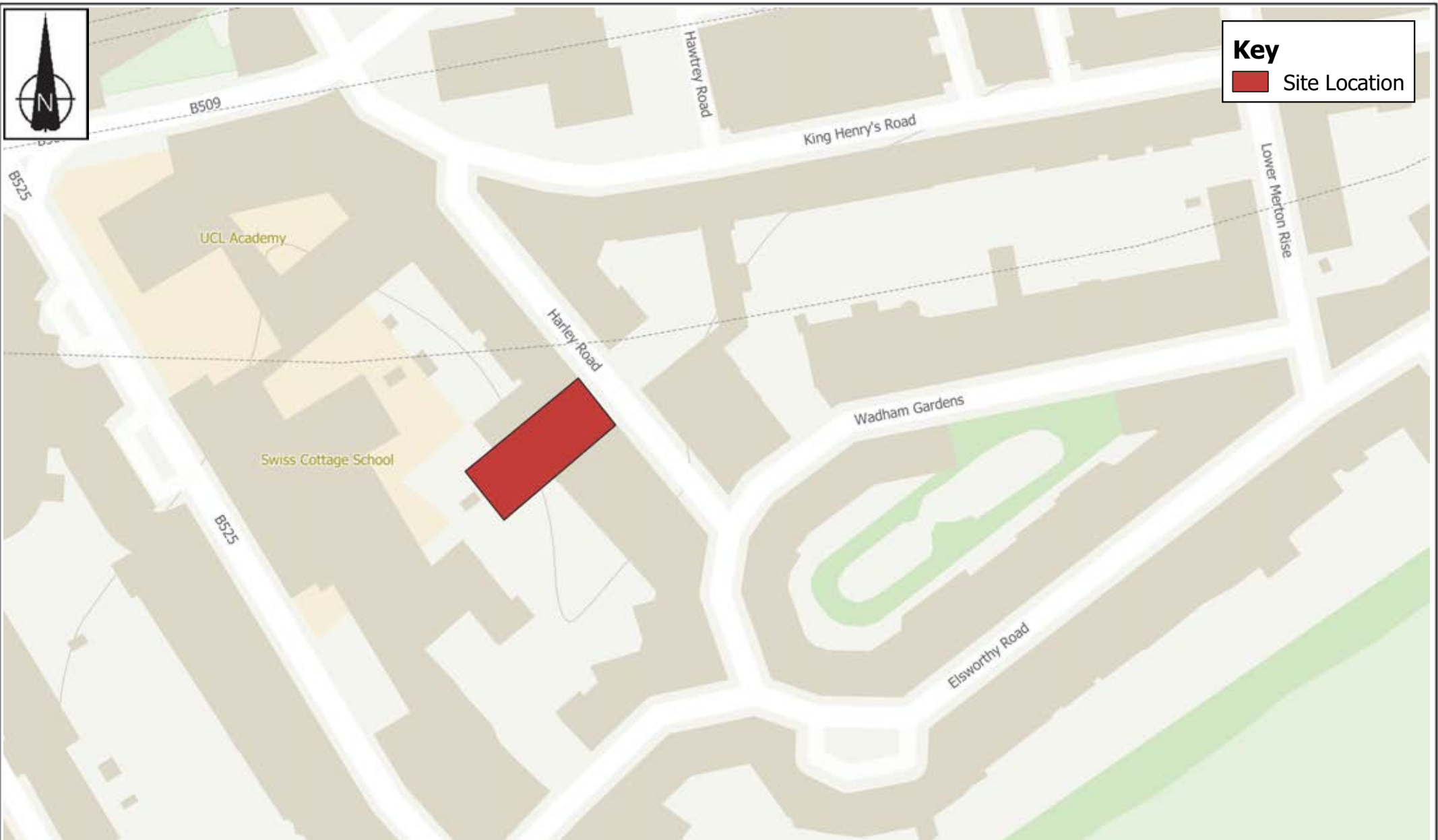
## **6. Summary and Conclusion**

- 6.1.1 Markides Associates have been instructed to prepare this Parking Survey and Statement by Sheikh Mohamed and Sheikh Hamdan Shaya Alhamed in support of an application for the development of a secondary access point at 28 Harley Road, London, NW3 3BN. Whilst the property has an existing access, the (22m) length of frontage which the site has on Harley Road lends itself to enabling a secondary access to be created, in a similar way to those which already exist at the adjacent properties of numbers 26 and 30 Harley Road.
- 6.1.2 A section of on-street parking provision (totalling approximately 13.5m in length) currently exists along the site frontage and is able to accommodate parking for up to 3 vehicles. It is proposed that a total of 6.55m of this length is given over to creating the secondary access. The proposal would therefore leave approximately 6.95m of parking bay provision along the site frontage.
- 6.1.3 The parking stress survey highlights that less than 50% of the permit parking bays were in use at the time of the survey when considering the whole of the audit area. Therefore, the data demonstrates that the surrounding area has the capacity to accommodate the loss of 2 spaces as a result of the proposed crossover creation.
- 6.1.4 When specifically looking at Harley Road and the development site, i.e. 28 Harley Road, there are 3 parking spaces directly where the new access point would be located. Even though all 3 of the parking spaces were in use both days of the parking survey it has been demonstrated that there are sufficient parking spaces in close proximity, including on the same side of Harley Road, to account for the scenario of two of the three parking spaces being removed due to the development.
- 6.1.5 On this basis, with reference to Council policy, it is not considered that the proposal will negatively impact on existing on-street parking conditions and it would not cause or exacerbate unacceptable parking pressure or add to existing parking, waiting and loading problems. Based on the evidence provided within this report, the proposal is therefore deemed to be acceptable.



## Figures

Figure 1.1	Site Context Plan
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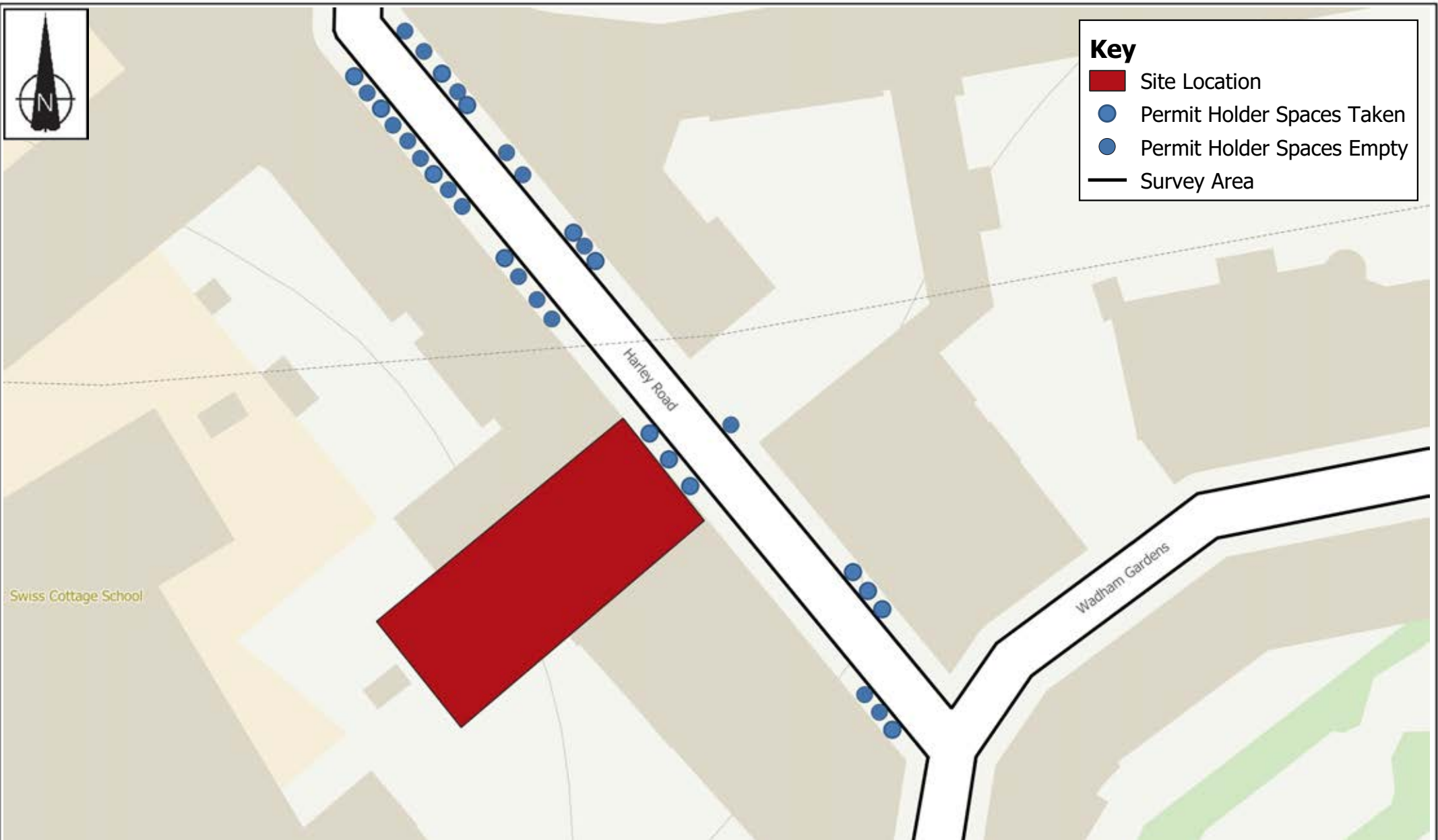
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**Harley Road, Camden**

Drawing Title  
**Site Location**

Client  
**Sheikh Mohamed and Sheikh  
Hamdan Shaya Alhamed**


Rev	Amendments	Drn	Chk	App	Date
Scale	1:2000@A4	Date	June 2019	Designed	ESG
Drawn	ESG	Checked		Approved	
Job No	19124-01	Figure No	Figure 1.1	Rev	



**Key**

- Site Location
- Permit Holder Spaces Taken
- Permit Holder Spaces Empty
- Survey Area

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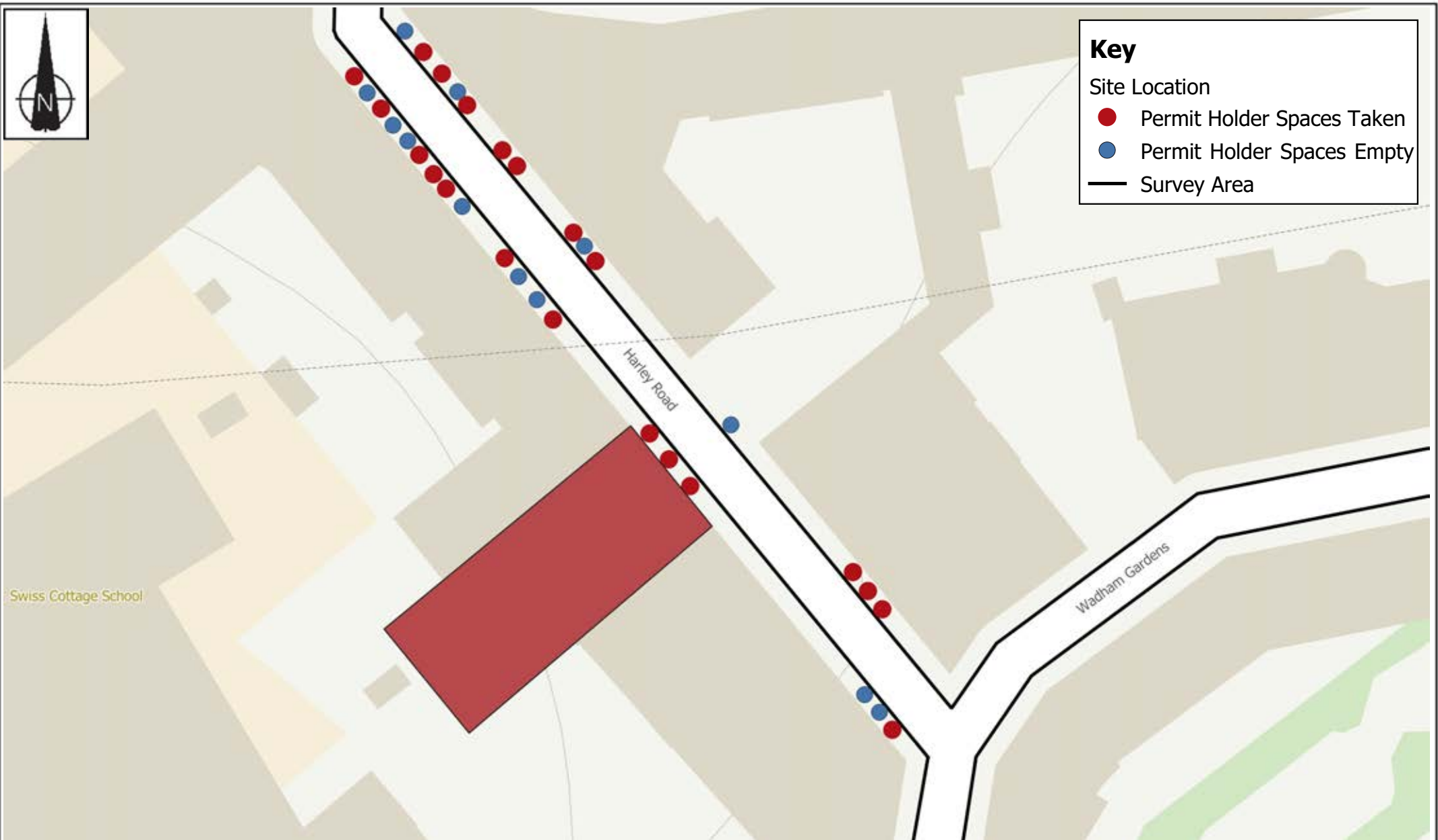
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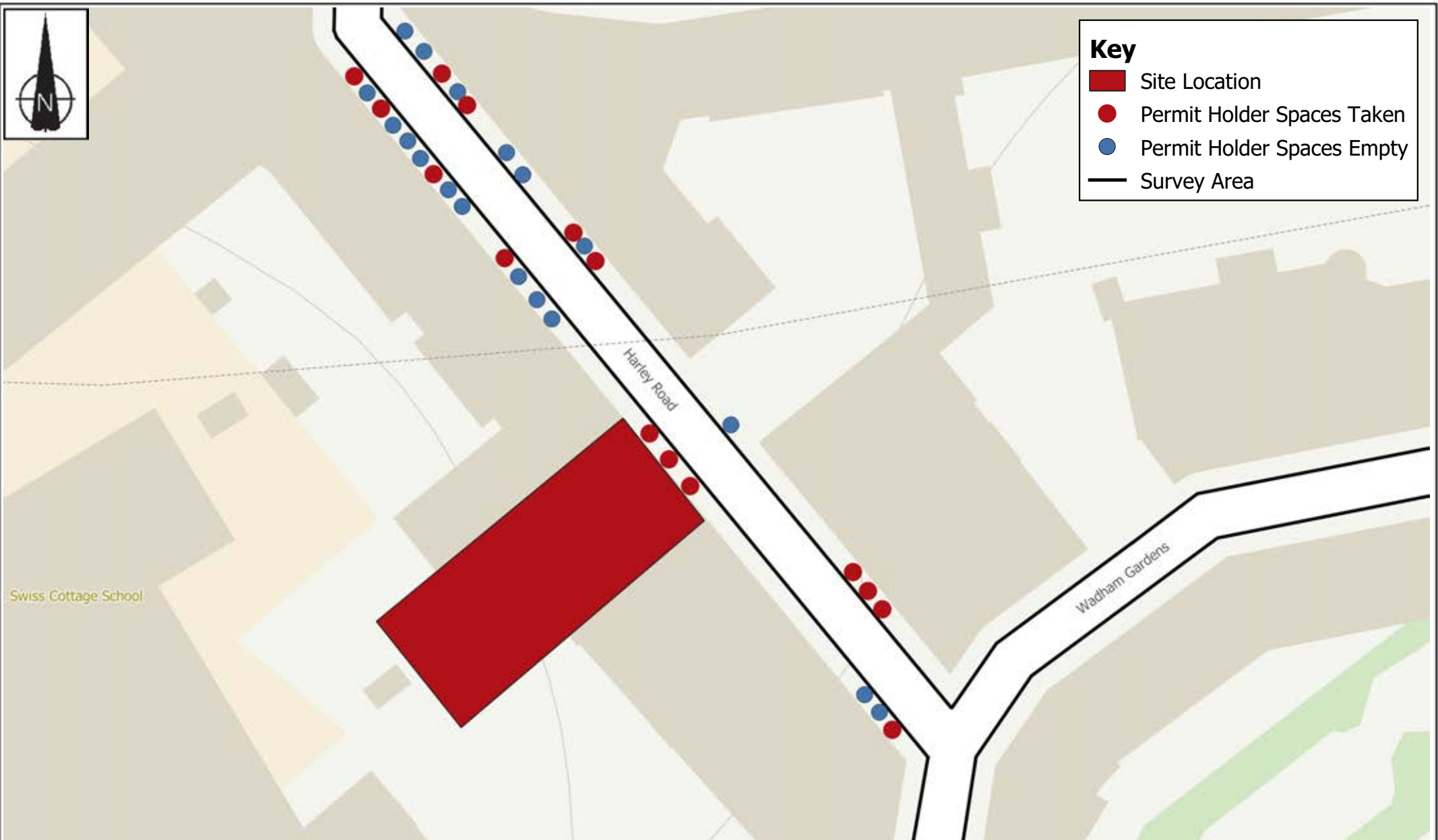


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Job Title  
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 Drawing Title  
 12th June Harley Road Parking Spaces

Client  
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 Sheikh Hamdan Shaya  
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 Drawing Title  
 14th June Harley Road Parking Spaces

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# APPENDIX A – CONTROLLED PARKING ZONE MAP

# Controlled Parking Zones in Camden

Times shown are correct at time of publication (April 2010). Please check controlled times on-street when you park. You can park in any sub-area or 'buffer zone' with the main letter of your permit. For example, with a Swiss Cottage permit, CA-R, you can park in either sub-areas, CA-R(a) and CA-R(b), or any of the buffer zones with this letter - e.g. CA-R/Q, CA-Q/R, CA-R/K/Q. The zone times of the buffer zones follow the first letter - e.g. CA-D/E follows CA-D zone times, rather than those of CA-E.



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**CA-B Belsize**  
 Mon-Fri 09:00-18:30  
 Sat 09:30-13:30

**CA-C Holborn & Covent Garden**  
 Residents Bays are controlled 24 hrs a day, 7 days a week. Parking controls on single yellow lines/Pay & Display bays are Mon-Sat 8:30-18:30

**CA-D Kings Cross Area**  
 Mon-Fri 08:30-18:30  
 Sat 08:30-13:30

**CA-E Bloomsbury & Fitzrovia**  
 Mon-Sat 08:30-18:30

**CA-F(n) Camden Town: North**  
 Mon-Fri 08:30-18:30  
 Sat & Sun 09:30-17:30

**CA-F(nw) Camden Town: North West**  
 Mon-Fri 08:30-23:00  
 Sat & Sun 09:30-23:00

**CA-F(s) Camden Town: South**  
 Mon-Fri 08:30-18:30  
 Sat 09:30-17:30  
 Sun (resident bays only) 9:30-17:30

**CA-G Somers Town**  
 Mon-Fri 08:30-18:30

**CA-G Crown Estate**  
 Every day 00:00-23:59  
 Private Parking Only

**CA-H(a) Hampstead: South Hill Park**  
 Mon-Sat 09:00-18:00

**CA-H(b) Hampstead: Town Centre & Vale of Heath**  
 Mon-Sat 09:00-20:00  
 No charge on Pay & Display after 18.00

**CA-H(c) Frognal**  
 Mon-Sat 09:00-19:00  
 No charge on Pay & Display after 18.00

**CA-H(d) Hampstead: Church Row**  
 Mon-Sat 09:00-22:00  
 No charge on Pay & Display after 18.00

**CA-H/B**  
 Mon-Sat 09:00-20:00

**CA-J Primrose Hill**  
 Mon-Fri 08:30-18:00

**CA-K Kilburn Priory**  
 Mon-Fri 08:30-18:30

**CA-L West Kentish Town: Inner**  
 Mon-Fri 09:00-11:00

**CA-L West Kentish Town: Outer**  
 Mon-Fri 08:30-18:30  
 Mon-Fri 08:30-18:30  
 Sat & Sun 09:30-17:30

**CA-M East Kentish Town**  
 Mon-Fri 08:30-18:30

**CA-N Camden Square**  
 Mon-Fri 08:30-18:30

**CA-P(a) Fortune Green: Central**  
 Mon-Fri 08:30-18:30

**CA-P(b) Fortune Green: East**  
 Mon-Sat 08:30-18:30

**CA-P(c) Fortune Green: West**  
 Mon-Fri 10:00-12:00

**CA-Q Kilburn**  
 Mon-Fri 08:30-18:30

**CA-R(a) Swiss Cottage: West End Lane**  
 Mon-Fri 08:30-18:30

**CA-R(b) Swiss Cottage: Finchley Road**  
 Mon-Sat 08:30-22:00

**CA-S(a) Redington & Frognal: North**  
 Mon-Fri 12:30-14:30

**CA-S(b) Redington & Frognal: South**  
 Mon-Sat 09:00-18:00

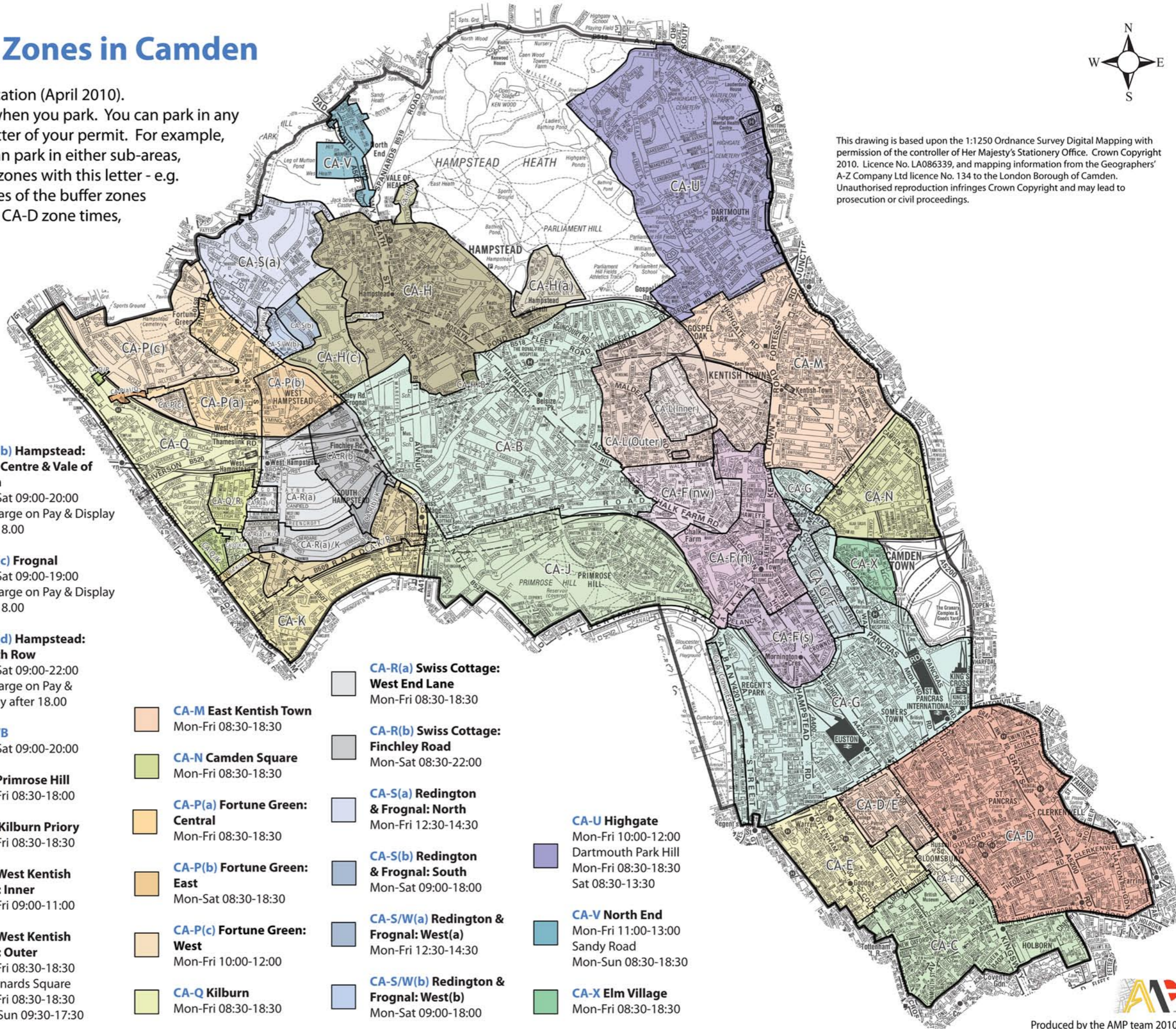
**CA-S/W(a) Redington & Frognal: West(a)**  
 Mon-Fri 12:30-14:30

**CA-S/W(b) Redington & Frognal: West(b)**  
 Mon-Sat 09:00-18:00

**CA-U Highgate**  
 Dartmouth Park Hill  
 Mon-Fri 08:30-18:30  
 Sat 08:30-13:30

**CA-V North End**  
 Sandy Road  
 Mon-Sun 08:30-18:30

**CA-X Elm Village**  
 Mon-Fri 08:30-18:30





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# **APPENDIX B – ARCHITECTS DRAWING OF EXISTING AND PROPOSED LAYOUTS**

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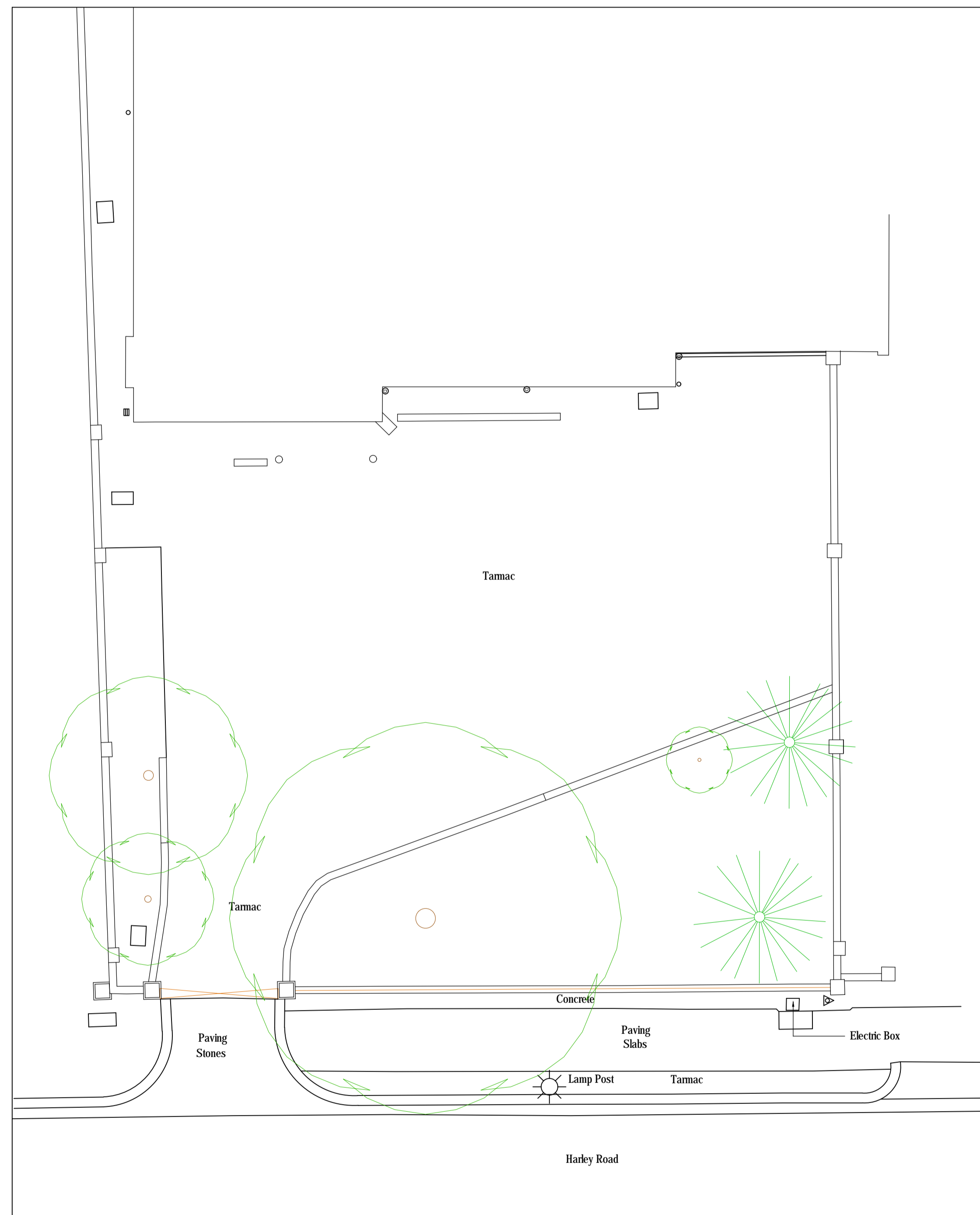
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REMOVAL OF ANY EXISTING TREE AND LANDSCAPED AREAS SUBJECT TO NEGOTIATIONS WITH LOCAL AUTHORITY PLANNING DEPT. AND OTHER STATUTORY CONTROLS

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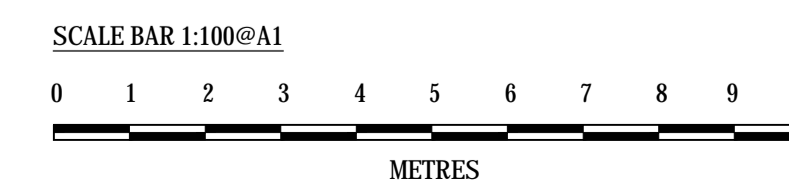
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**Existing Driveway Plan**  
SCALE 1:100@A1



**Existing Front Elevation**  
SCALE 1:100@A1



REVISION	DATE	VARIATION



WWW.ASPIRE-AS.CO.UK  
UNIT 3, FOXHILLS FARM BUSINESS CENTRE  
LONGCROSS ROAD  
CHERTSEY  
KT16 0DN  
TEL: 01932 988520

Project  
28 HARLEY ROAD, PRIMROSE HILL, LONDON NW3 3BX

Title  
EXISTING ENTRANCE AND DRIVEWAY PLANS

Drawn By DH	Checked ASPIRE	Date JUNE 19
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Drawing Number 1163-201	Revision -	Scale 1:100@A1
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Client  
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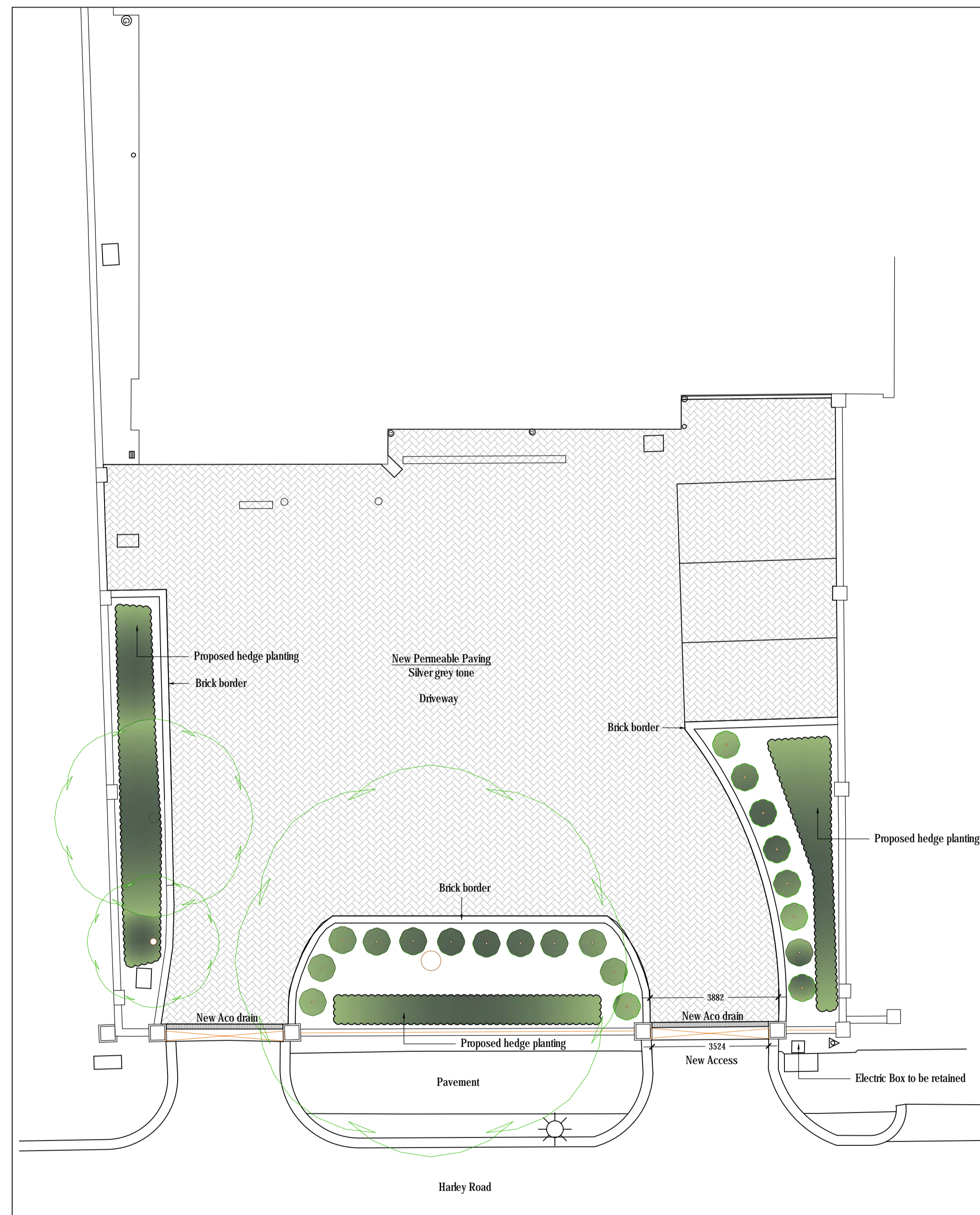
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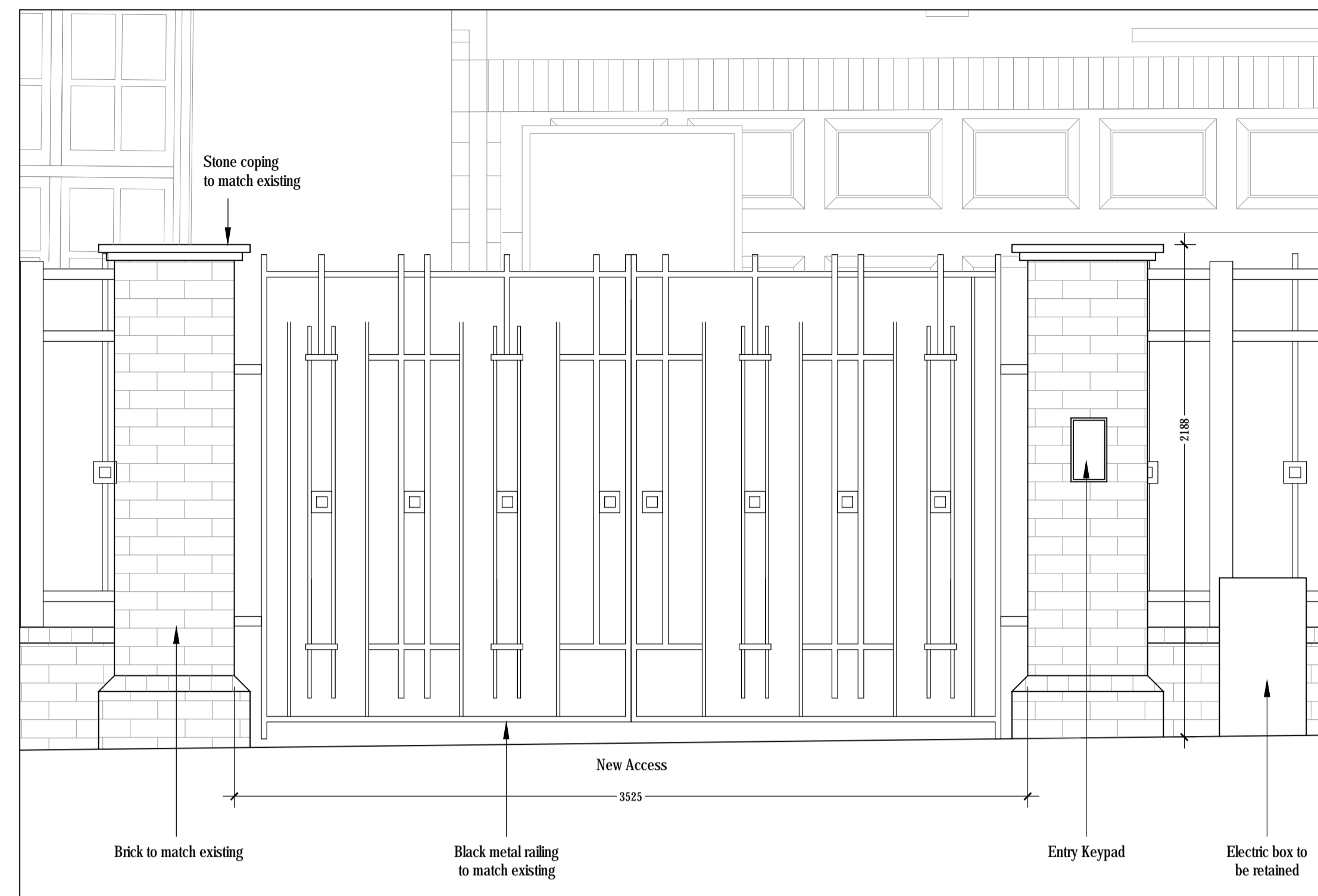
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**Proposed Driveway Plan**  
SCALE 1:100@A1

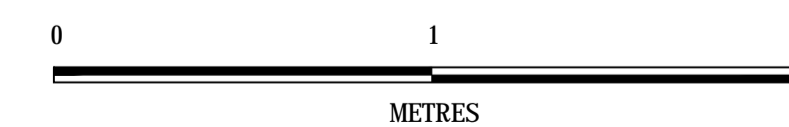


**Proposed Gates Elevation**  
SCALE 1:20@A1



**Proposed Front Elevation**  
SCALE 1:100@A1

SCALE BAR 1:20@A1



SCALE BAR 1:100@A1



REVISION	DATE	VARIATION



WWW.ASPIRE-AS.CO.UK  
UNIT 3, FOXHILLS FARM BUSINESS CENTRE  
LONGCROSS ROAD  
CHERTSEY  
KT16 0DN  
TEL: 01932 988520

Project  
28 HARLEY ROAD, PRIMROSE HILL, LONDON NW3 3BX

Title  
PROPOSED ENTRANCE AND DRIVEWAY PLANS

Drawn By DH	Checked ASPIRE	Date JUNE 19
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Drawing Number 1163-211	Revision -	Scale 1:100@A1
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Client -

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# APPENDIX C – FULL PARKING STRESS SURVEY DATA



temy

Miss Cottage School  
velopment &...

Sense for life

London Marriott  
Hotel Regents Park

Cosmetics shop

Compton Lodge

Gilly Keith  
Antenatal Classes

BS25

Avenue Road

Elsworth Rd

Elsworth Rd

Wadham Gardens

Harley Rd

Harley Rd

King Henry's Rd

King Henry's Rd

King Henry's Rd

King Henry's Rd

King Henry's Rd

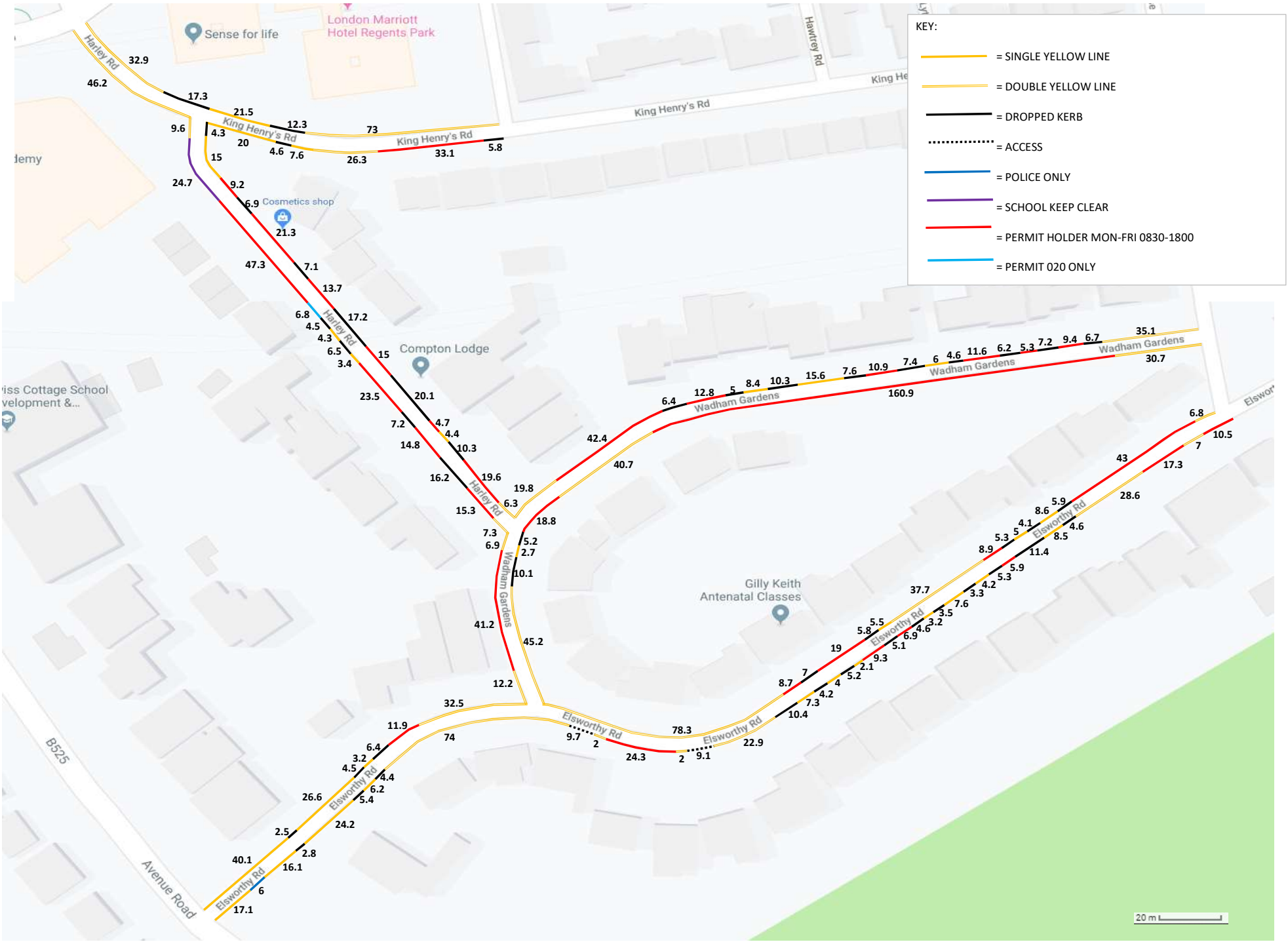
Hawley Rd

Lytleton Cl

Lower Merton Rise

Elsworth Rd

20 m



**KEY:**

- = SINGLE YELLOW LINE
- == = DOUBLE YELLOW LINE
- = DROPPED KERB
- = ACCESS
- = POLICE ONLY
- = SCHOOL KEEP CLEAR
- = PERMIT HOLDER MON-FRI 0830-1800
- = PERMIT O20 ONLY

20 m

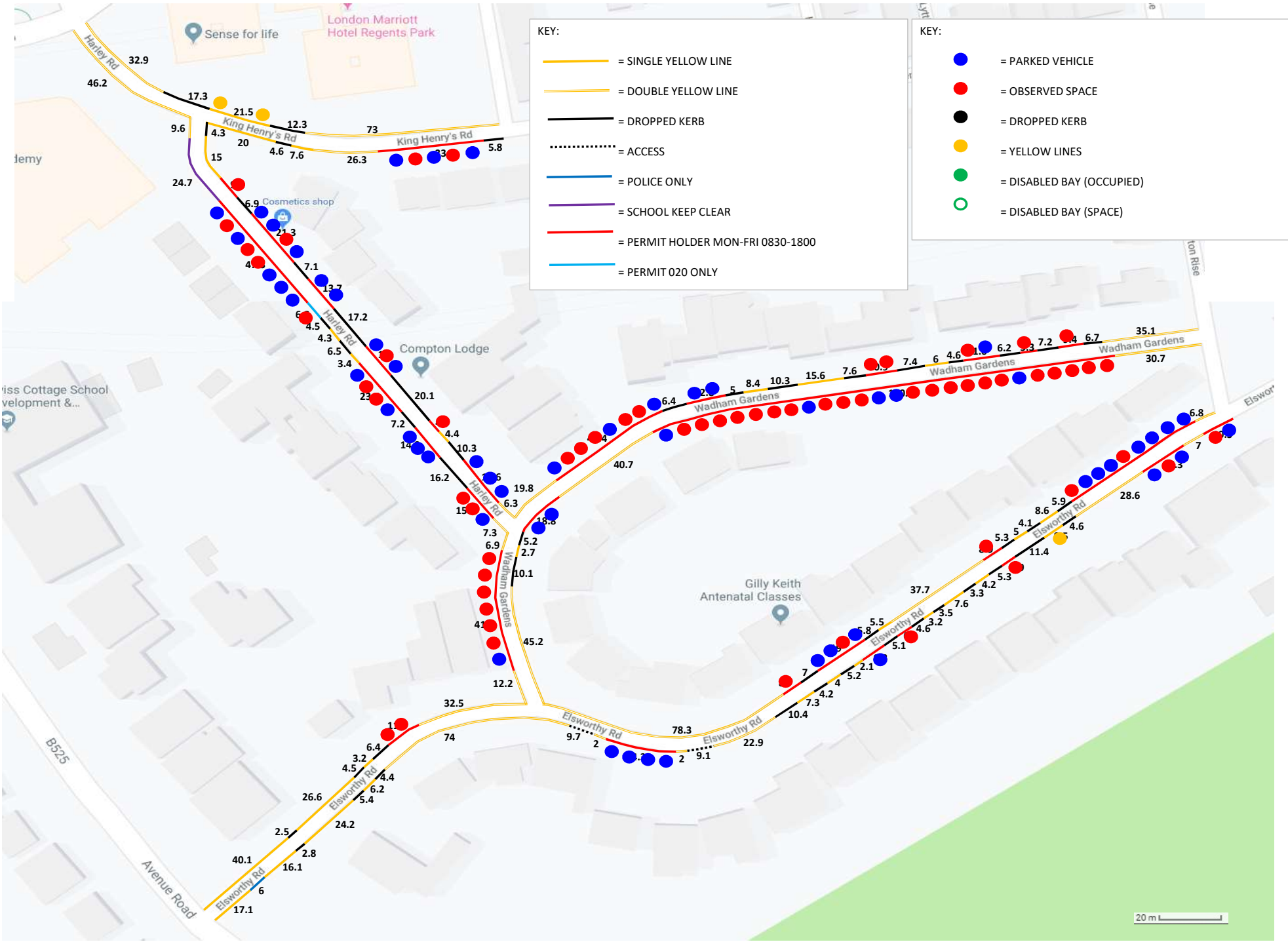
## K&M TRAFFIC SURVEYS

DATE : 12th AND 14th JUNE 2019

DAY : WEDNESDAY AND FRIDAY

LOCATION : HARLEY ROAD, NW3 3BN.

					WEDNESDAY 12th JUNE 2019			FRIDAY 14th JUNE 2019		
					TIME : 0430			TIME : 0130		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
WADHAM GARDENS	1	DOUBLE YELLOW LINE	54.9							
		PERMIT HOLDERS MON-FRI 0830-1800	92.4	16	6	10	37.5%	9	5	64.3%
		SINGLE YELLOW LINE	30							
	2	DROPPED KERB	61.4							
		DOUBLE YELLOW LINE	116.6							
		PERMIT HOLDERS MON-FRI 0830-1800	179.7	35	7	21	25.0%	7	21	25.0%
		DROPPED KERB	15.3							
		SINGLE YELLOW LINE	2.7							
ELSWORTHY ROAD	3	DOUBLE YELLOW LINE	122.8							
		PERMIT HOLDERS MON-FRI 0830-1800	79.6	13	10	5	66.7%	8	6	57.1%
		DROPPED KERB	28.1							
	4	SINGLE YELLOW LINE	19.1							
		PERMIT HOLDERS MON-FRI 0830-1800	74.2	12	8	4	66.7%	11	0	100.0%
		DOUBLE YELLOW LINE	136.5							
		DROPPED KERB	70.2							
		SINGLE YELLOW LINE	100.5		1					
	5	ACCESS	18.8							
		POLICE ONLY	6							
		SINGLE YELLOW LINE	69.9					1		
		DROPPED KERB	13.4							
		PERMIT HOLDERS MON-FRI 0830-1800	11.9	2	0	2	0.0%	0	2	0.0%
		DOUBLE YELLOW LINE	32.5							
WADHAM GARDENS	6	DOUBLE YELLOW LINE	19.1							
		PERMIT HOLDERS MON-FRI 0830-1800	41.2	8	1	6	14.3%	1	6	14.3%
HARLEY ROAD	7	DOUBLE YELLOW LINE	16.9							
		PERMIT HOLDERS MON-FRI 0830-1800	100.9	18	11	7	61.1%	8	10	44.4%
		DROPPED KERB	34.4							
		SINGLE YELLOW LINE	7.7							
		PERMIT 020 ONLY	6.8	1	0	1	0.0%	0	1	0.0%
		SCHOOL KEEP CLEAR	24.7							
KING HENRY'S ROAD	8	DOUBLE YELLOW LINE	46.2							
		DOUBLE YELLOW LINE	105.9							
		DROPPED KERB	29.6							
	9	SINGLE YELLOW LINE	21.5		2			1		
		DROPPED KERB	10.4							
		PERMIT HOLDERS MON-FRI 0830-1800	33.1	6	3	2	60.0%	4	0	100.0%
		DOUBLE YELLOW LINE	26.3							
		SINGLE YELLOW LINE	27.6							
HARLEY ROAD	11	DROPPED KERB	65.9							
		SINGLE YELLOW LINE	19.4							
		PERMIT HOLDERS MON-FRI 0830-1800	83.5	14	10	4	71.4%	8	7	53.3%
		DOUBLE YELLOW LINE	6.3							



KEY:

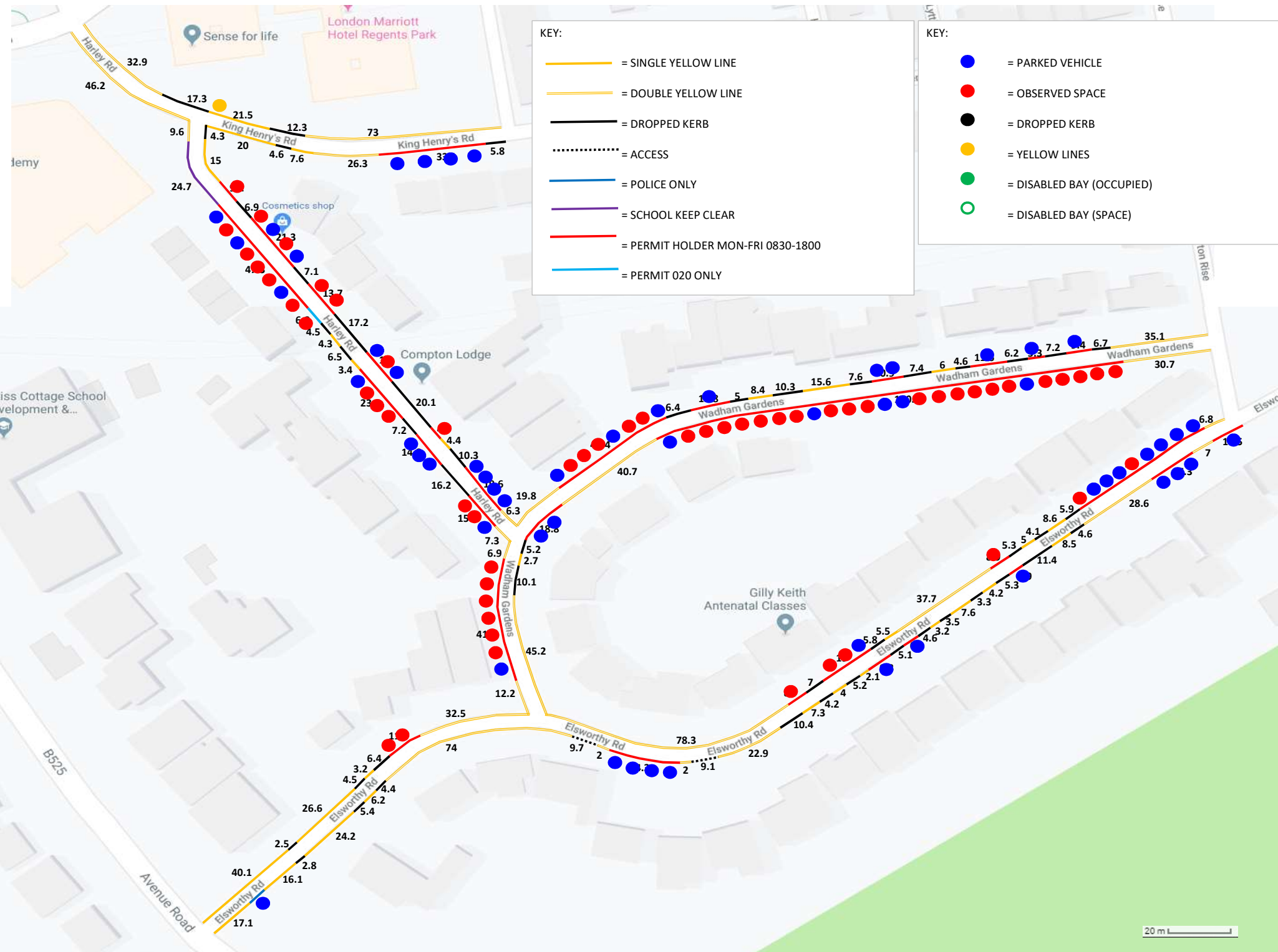
- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- ⋯ = ACCESS
- = POLICE ONLY
- = SCHOOL KEEP CLEAR
- = PERMIT HOLDER MON-FRI 0830-1800
- = PERMIT 020 ONLY

KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = DROPPED KERB
- = YELLOW LINES
- = DISABLED BAY (OCCUPIED)
- = DISABLED BAY (SPACE)

20 m





KEY:

- = SINGLE YELLOW LINE
- = = DOUBLE YELLOW LINE
- = DROPPED KERB
- ⋯ = ACCESS
- = POLICE ONLY
- = SCHOOL KEEP CLEAR
- = PERMIT HOLDER MON-FRI 0830-1800
- = PERMIT 020 ONLY

KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = DROPPED KERB
- = YELLOW LINES
- = DISABLED BAY (OCCUPIED)
- = DISABLED BAY (SPACE)