

15th November 2023

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Dear Mr Davies

23/2478/FUL – Lambeth Parking Survey

This Technical Letter has been prepared on behalf of the applicant in relation to the above application to demolish existing garages and erect a residential dwelling at the rear of 19 – 23 Friars Stile Road.

There are six existing garages, which are all smaller than modern standards require such that it would be difficult to use these garages for daily modern vehicle use. Only two of the garages are currently in use, for storage of classic cars. If the garages were demolished, it is considered unlikely that the owners of the classic cars would wish to park these on street, instead more likely to seek alternative garaging.

It is therefore considered that demolition of the garages would not likely result in any displacement of vehicles onto the local road network.

Nevertheless, Lambeth style parking surveys were undertaken within a 200m walking distance of the site. Parking capacity was assessed between the hours of 00:30 – 05:30 on Tuesday 7th November, Wednesday 8th November and Sunday 12th November 2023. The parking study area is shown below in **Figure 1** for reference with full outputs enclosed.

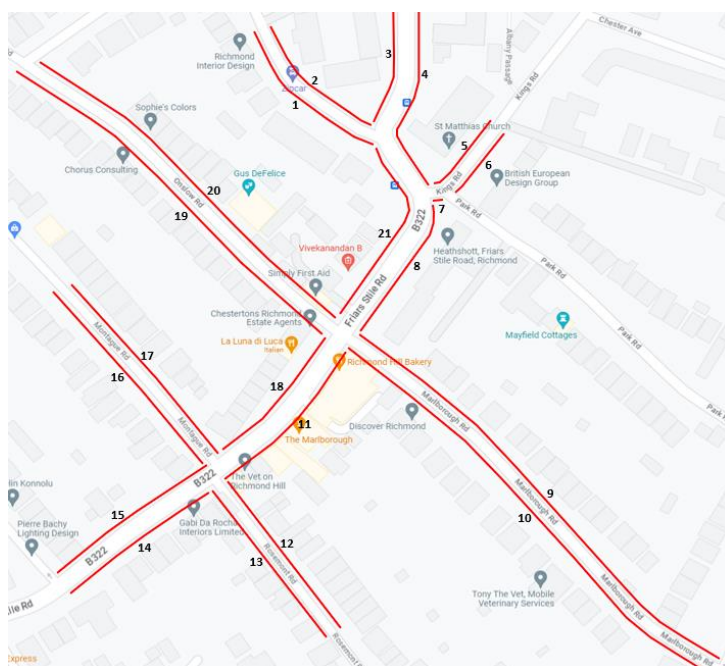


Figure 1: Parking Survey Study Area

Various restriction types were identified within the survey area, including single yellow lines, pay & display, car club, resident permit holders only etc. Taking only the pay & display and resident holder bays, there were 12 observed spaces on the Tuesday, 6 on the Wednesday and 11 on the Sunday. Further detail of the available parking is shown in **Table 1**.

Road Name	Tuesday	Wednesday	Sunday	Parking Type
Mount Ararat Road	2	1	2	Pay and Display
Friars Stile Road	5	4	4	Pay and Display
Marlborough Road	3	0	3	Resident Permit Holder
Rosemont Road	2	1	0	Resident Permit Holder
Montague Road	0	0	1	Resident Permit Holder
Onslow Road	0	0	1	Pay and Display
Total	12	6	11	

Table 1: Details of available parking

The parking stress percentages are shown in the enclosed results, broken down for each parking restriction type on each road. The overall parking stress percentages within the survey area were 88.2%, 94.7% and 90.1% for Tuesday, Wednesday and Sunday respectively. However, the results do show that there is an average of 10 available parking spaces overnight within the surveyed area.

Given it is unlikely that any vehicles will be displaced onto the local road network by the proposed development, it is not considered that the application would result in any impact on parking availability.

Paragraph 111 of the NPPF sets out that proposals for development should only be refused where if impact on highway safety is unacceptable, or where residual cumulative impact on the road network is severe. Given the scale of development, the latter is not applicable, and this report demonstrates that the impact on highway safety would be negligible.

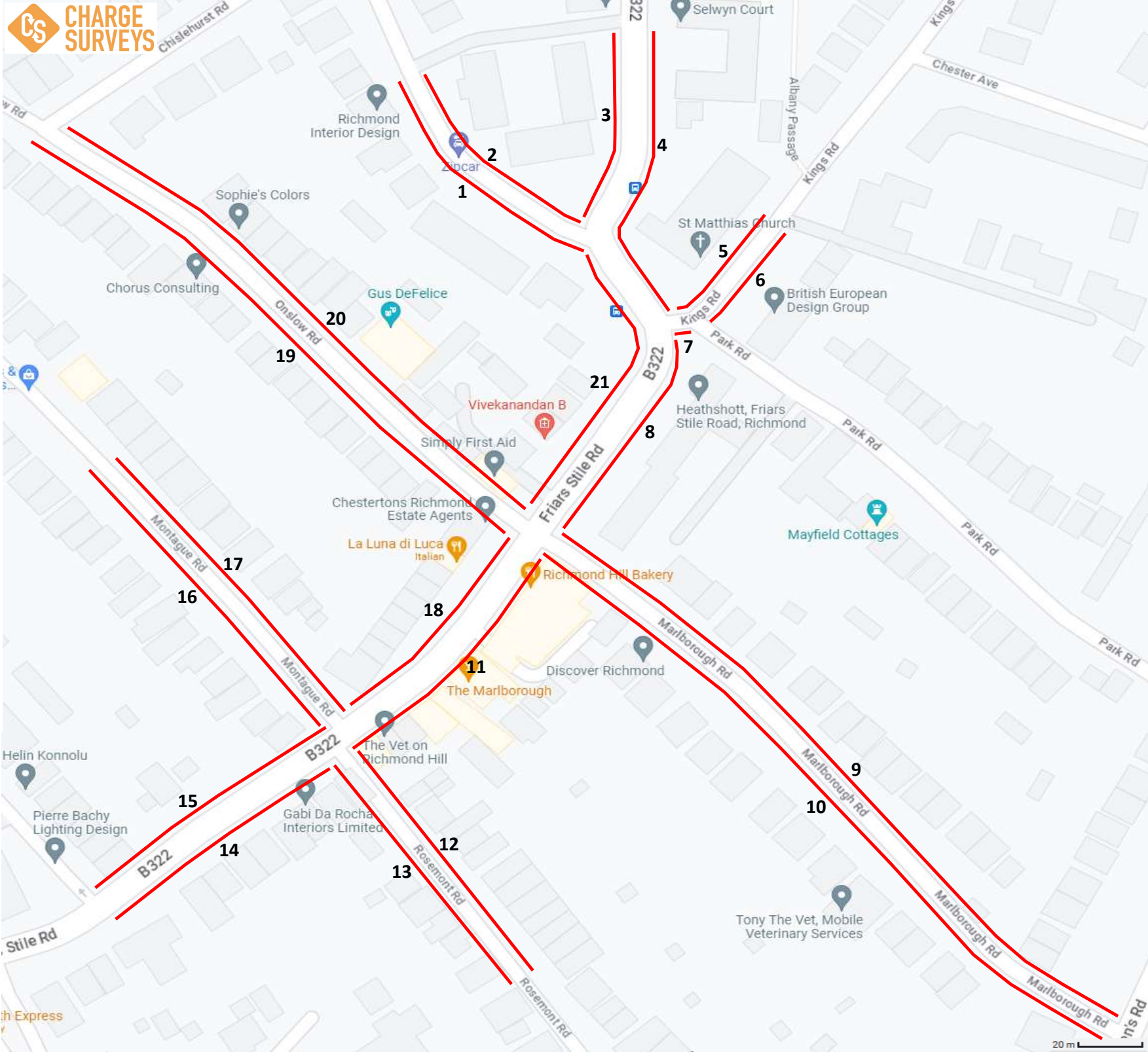
We therefore encourage the local planning and highway authority to look favourably upon this application.

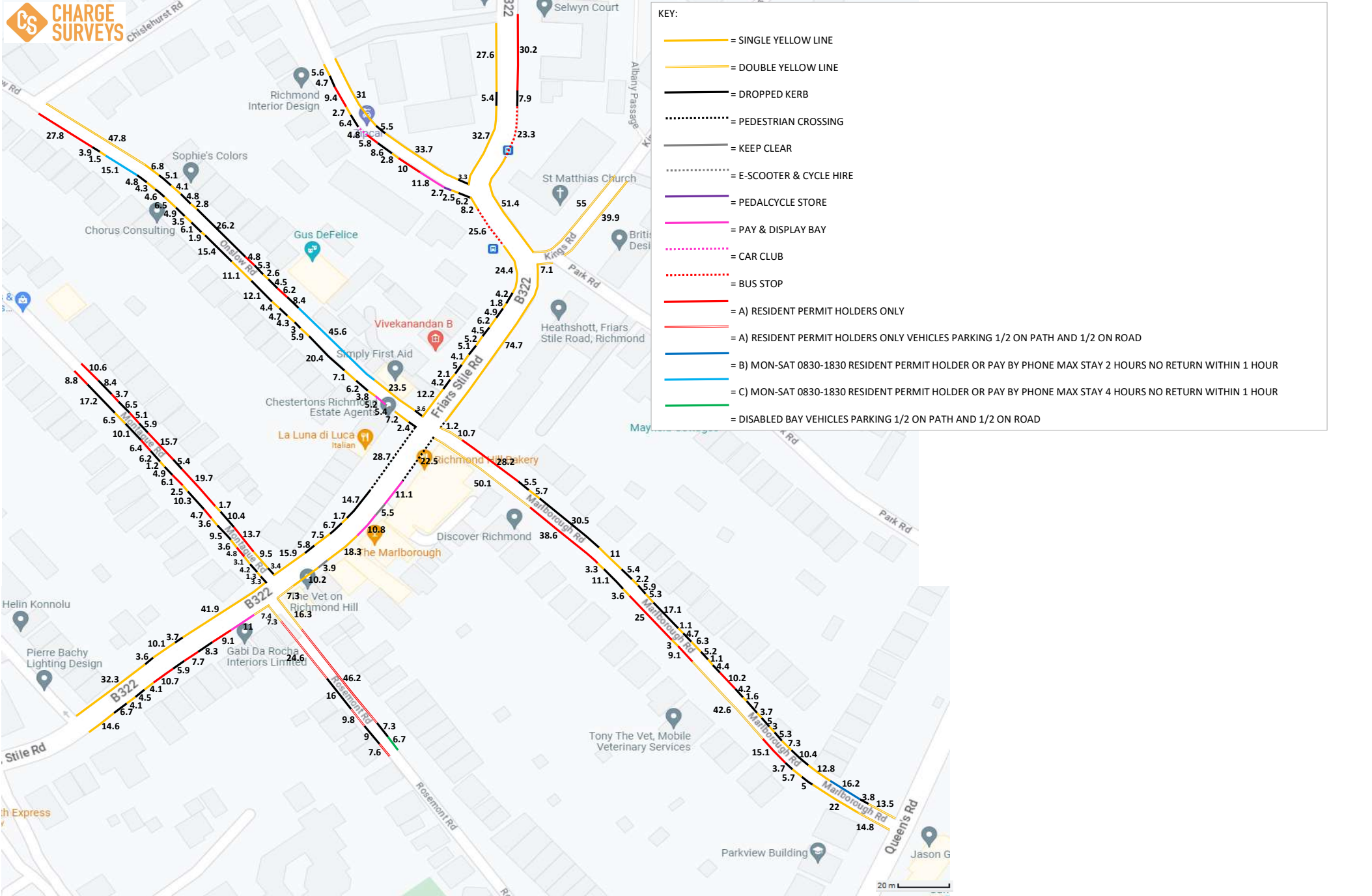
Yours sincerely

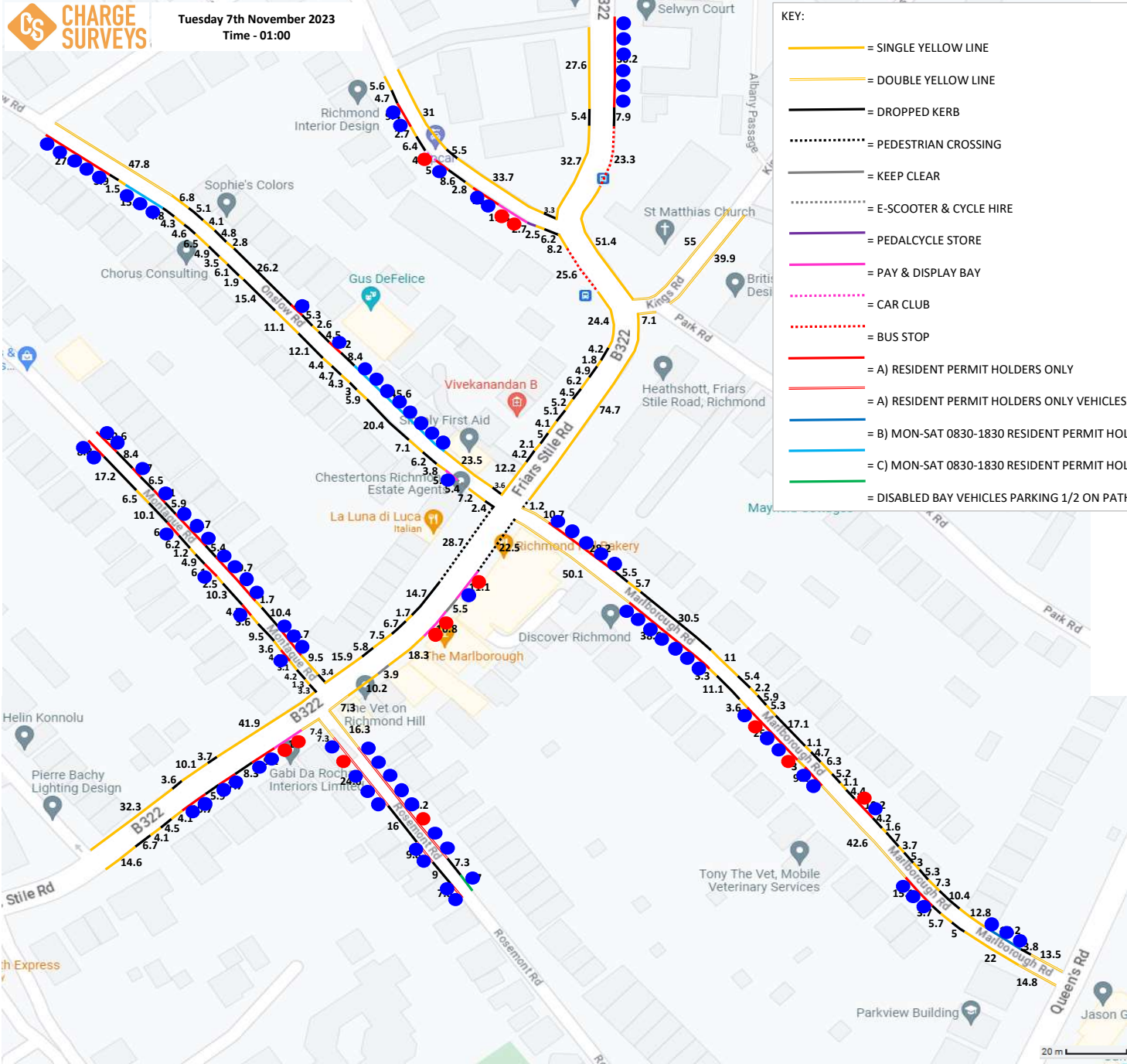
James Rand

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Enc. Parking Survey Results

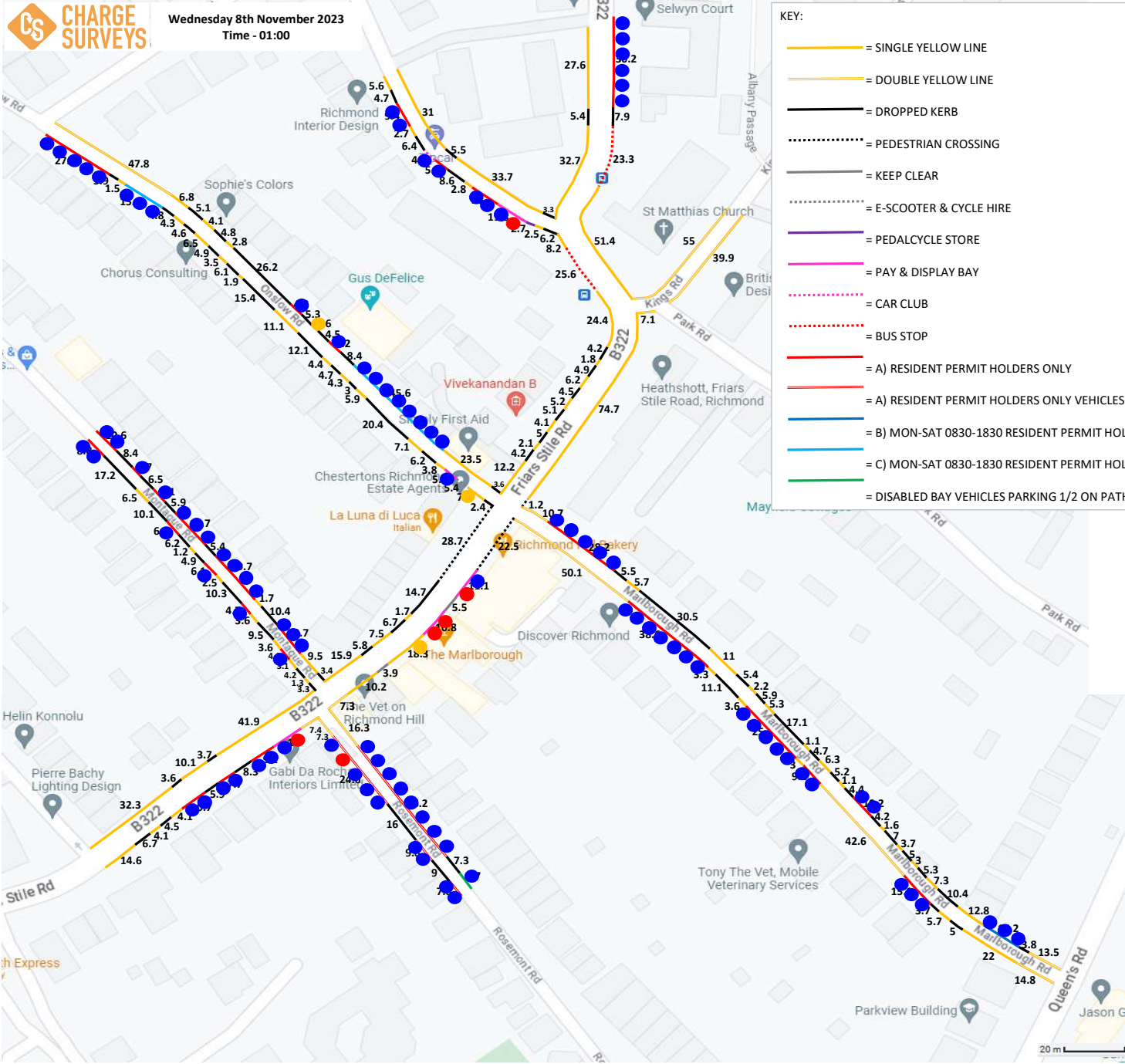






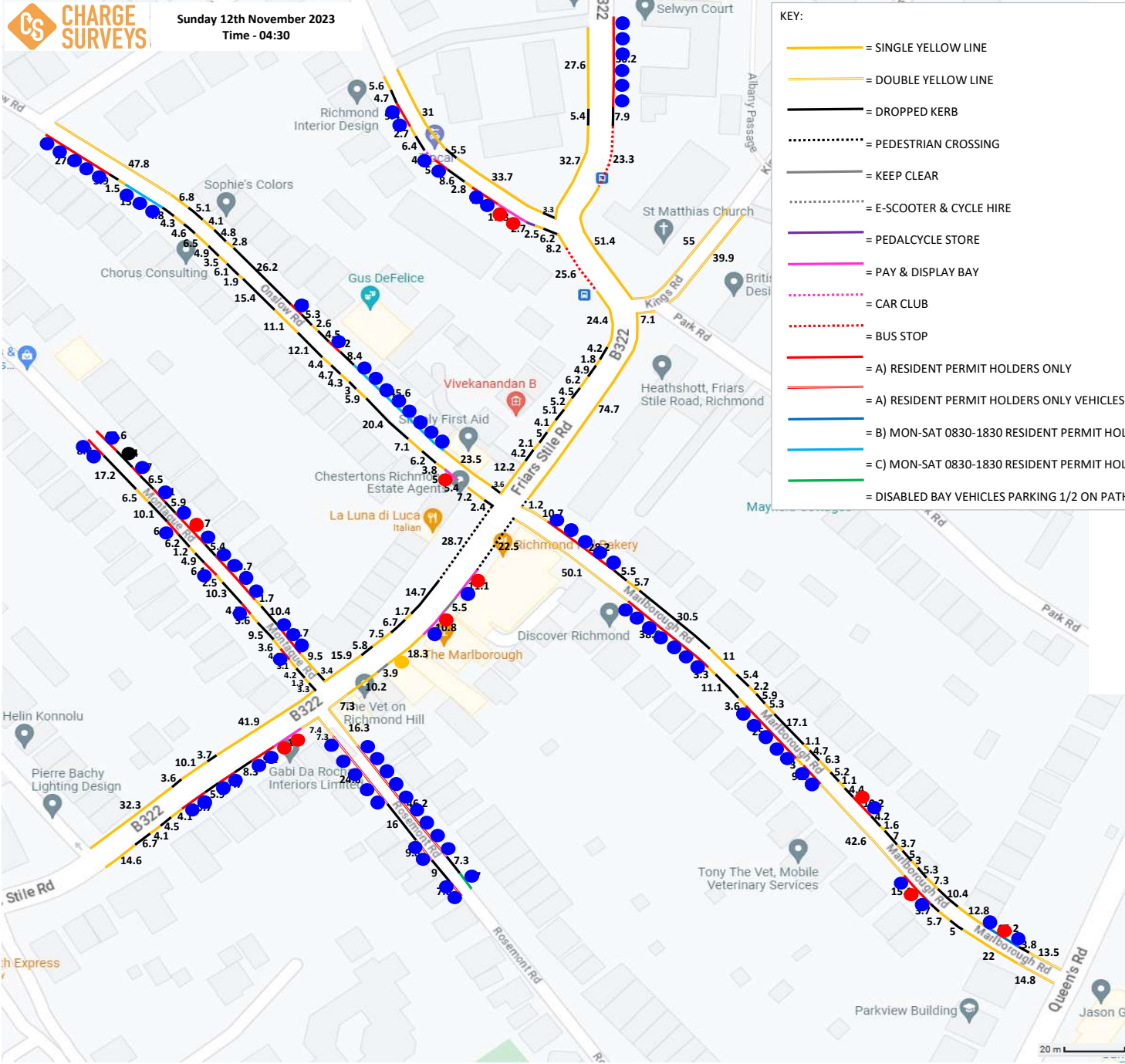
- KEY:**
- = SINGLE YELLOW LINE
 - = = DOUBLE YELLOW LINE
 - = DROPPED KERB
 - ⋯ = PEDESTRIAN CROSSING
 - = KEEP CLEAR
 - ⋯ = E-SCOOTER & CYCLE HIRE
 - = PEDALCYCLE STORE
 - = PAY & DISPLAY BAY
 - ⋯ = CAR CLUB
 - ⋯ = BUS STOP
 - = A) RESIDENT PERMIT HOLDERS ONLY
 - = A) RESIDENT PERMIT HOLDERS ONLY VEHICLES PARKING 1/2 ON PATH AND 1/2 ON ROAD
 - = B) MON-SAT 0830-1830 RESIDENT PERMIT HOLDER OR PAY BY PHONE MAX STAY 2 HOURS NO RETURN WITHIN 1 HOUR
 - = C) MON-SAT 0830-1830 RESIDENT PERMIT HOLDER OR PAY BY PHONE MAX STAY 4 HOURS NO RETURN WITHIN 1 HOUR
 - = DISABLED BAY VEHICLES PARKING 1/2 ON PATH AND 1/2 ON ROAD

- KEY:**
- = PARKED VEHICLE
 - = OBSERVED SPACE
 - = VEHICLE PARKED ON DROPPED KERB
 - = VEHICLE PARKED ON YELLOW LINES



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