REBUTTAL TO THE PROPOSED DEVELOPMENT OF 16-18 OATLANDS DRIVE

(2022/3796)

BASED ON THE PARKING ALLOCATION & PARKING STRESS TESTS

A comprehensive study which leads to the clear conclusion that

the 16-18 Oatlands Drive Development

should be refused given the proposed level of parking allocation.

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1. Executive Summary

The 16-18 Oatlands Drive development (2022/3796) should be rejected because it will cause unacceptable parking stress on Ashley Close.

The Stress Tests on Ashley Close conducted by Lanmor Consulting neither complied with the EBC DM7 parking standards nor the Lambeth Stress Test model.

- Lanmor have not conducted sufficient surveys at the busiest times of the week i.e. to capture Walton commuter parking on weekdays. Additionally they have surveyed over the half-term period which is not representative of the working week.
- Lanmor have surveyed on a Friday, when the Lambeth model defines weekdays as Mon-Thurs e.g. Friday parking can be less, due to working-from-home commuters
- Lanmor have not attempted to estimate the parking overspill that would arise from the proposed development at 16-18 Oatlands Drive (see Section 7).
- Lanmor have not included the anticipated overspill parking from permitted developments at 8-14 Oatlands Drive (14 cars) and Homebase site (97 cars), as required by EBC DM7 Appendix 1. (see Section 3.9 & 8.2)
- Lanmor have overestimated parking capacity in Ashley Close at 44 spaces when there are only 38 spaces (see Appendix 3 - Car Parking Capacity Justification)
- Lanmor have ignored well documented existing parking stress, road narrowing and safety concerns of Ashley Close residents based on both-side of the road parking (see Sections 5 and 6).

SCC Highways recognise that Ashley Close already has unacceptable parking stress causing safety and access issues, and plans to implement a single yellow line on one side of the road to alleviate this (see Section 6). This demonstrates that no more development should be allowed that will add to the parking stress. The consequence to Ashley Close is that the possible number of parking capacity will reduce by 11 spaces which has an immediate impact on the Stress Test results.
With regards to the parking stress surveys numbers (see Appendix 4 - Detailed Results of Local Residents Parking Survey) the following points are noted:

- Lanmor only made observations on 4 weekday daytimes. They estimated a total capacity of 44 spaces, with an average of 23 cars, resulting in an average stress value of 43% with a range of 30-59%. This study was conducted over half-term and included 2 Fridays when commuter parking would be less.
- The local residents only managed to identify 38 possible parking spaces based on kerbs and driveways.

- The local residents' made observations on 11 weekday daytimes within term-time, which included 3 Fridays for completeness.
- Use of the local resident's robust parking survey capacity availability (38 spaces), results in an average stress value of 77% with a range of 47% -95%.
- Using the Lanmor parking availability for Ashley Close (44 spaces) and the robust local resident 11 week daytime observations, the average stress is calculated as 67% with a range of 41-82%.
- Once the SCC Highways yellow line is implemented, parking will be reduced by 11 spaces. Based on the local resident's findings, the stress values, when adjusted accordingly, will have an average stress value of 109% with a range of 67-133%.
- The local residents have calculated, via probabilistic modelling, the likely parking overspill from the 16-18 development will be 12 cars which will take stress levels even further over 100%. Moreover, in line with EBC DM7 Appendix 1, the impact of committed developments must be taken into account. Similarly the car overspill from the 8-14 development is 14 cars. Lanmor have made no attempt to calculate any car overspill nor include such information in their Stress Test.

  It is clear that Ashley Close is already an area of parking stress as recognised by SCC Highways. Future stress on Ashley Close from permitted developments and the necessary introduction of a single yellow line will result in unimaginable stress. The developer's proposal for the 16-18 Oatlands Drive should therefore be rejected based on the shortcomings of their parking allocation and the unacceptable impact that would have on the parking, safety and amenity of existing local residents.

2. Introduction

The EBC Parking Supplementary details very clearly the parking standards for any new development in a residential area, namely 16-18 Oatlands Drive. The following section highlights these parking standards and where the 16-18 Oatlands Drive development falls well short of meeting these parking standards. To override these standards compelling justification needs to be provided. Such a case has certainly not been provided for the 16-18 Oatlands Drive development as comprehensibly demonstrated below. Moreover the parking overload created by the combined 16-18 and 8-14 Oatlands Drive developments will result in creating a major stress on Ashley Close, which is the only road in the immediate vicinity that has been targeted to carry such a burden.

3. Overarching Parking Standards

3.1. These parking standards are set out by the Development Policy DM7. These specify the need for a balanced approach that meets the needs of the residents, whether they be future or existing residents.

3.2. The National Planning Policy Framework (NPPF 2019) states the requirement for parking to be integral to the design scheme, contributing to achieving high quality plans and by definition, this would include a high quality parking allocation.

3.3. The National Design Guide (October 2019) advises that well designed car parking should avoid on-street problems such as congested streets, and that any parking solution is safe.

3.4. DM7 states that any development proposal should minimise the impact of vehicle and traffic nuisance, particularly in residential areas.

3.5. DM7 also states that any proposed parking should not result in an increase in on-street parking stress. In order to understand the impact on proximal roads from a development, a Stress Test is required i.e. to provide justification that the surrounding roads can take any parking overload safely. Lanmor Consulting, on behalf on the 16-18 Oatlands Drive developer, conducted Stress Tests on Ashley Close, the only possible proximal road to take any parking overload. This report shows these Stress Tests to be inadequate in providing a robust justification that Ashley Close is a no stress zone. Moreover Lanmor's Stress Test is both in contradiction to Appendix 1 of the EBC Parking Supplementary Standards and the Lambeth Stress Test, which Lanmor hold to be a best practice. Unfortunately Lanmor has just cherry picked part of the Stress Test standards which leads to a bias in the favour of the developer.

3.6. The EBC Design & Character Supplementary Planning Document (July 2020) Item 7.6 Table 1, sets the parking standard for suburban/edge of town centre areas to the following a parking allocation; 1 car space per I bed unit, 1.5 cars spaces per 2 bed units and two car spaces for 3 bed units.

3.7. The EBC Parking Supplementary Documents (July 2020) requires that parking levels are provided that are appropriate and do not result in on-street parking stress that would be detrimental to the local residents. Furthermore, where there are no street parking controls currently in place e.g. Ashley Close, the developer is required to demonstrate that the development does not lead to an unacceptable level of on-street parking. Accordingly a robust justification is required to be demonstrated. This

is certainly not the case for the incomplete Lanmor Stress Test conducted by Lanmor Consulting as detailed in Section 4 of this report.

3.8. DM7 Appendix 1 of the EBC Parking Supplementary Planning Document (Parking Survey & Assessment) also states that the impact of any off-site parking be evaluated through a Stress Test. The best practice is to undertake both night time and daytime surveys on separate weekdays (for the Lambert Stress Test do not include Fridays). This captures respectively (i) the likely number of residents that are home and park on the road and (ii) any commercial/commuter parking during the morning and early evening on separate weekdays.

3.9. Additionally DM7 Appendix 1 requires that information on either proposed and committed developments within the survey area be included to assess any cumulative impact. Accordingly the likely parking overspill from the 8-14 Oatlands Drive development should be included. The likely parking overspill from the 8-14 Oatlands Drive development is as detailed below. Additionally other impacting developments must be recognised e.g. Homebase.

4. Lanmor Parking Stress Test

4.1. Lanmor Consulting, as per their reports (221584/PS/MS/01) Rev A & Rev B dated the 13 October 2023, performed token Stress Tests for the 16-18 Oatlands Drive Development. This section addresses the shortcomings of the Lanmor Stress Tests conducted and details where the Lanmor Stress Test is in conflict with the Lambeth Council Parking Survey Guidance Notes, and the EBC Parking Standards.

4.2. <u>The Lambeth Model states clearly that:</u>

4.2.1. Most forms of development have the potential to increase the amount of on-street parking, and as identified, Ashley Close is the only potential site for parking overload from the 16-18 Oatlands Drive development. Therefore it is essential that enough information is submitted to allow a full analysis.

4.2.2. The cumulative effect of other consented developments in the immediate area must also be taken into account when assessing the effect of on-street parking. Accordingly the parking overspill from 8-14 Oatlands Drive parking together with other planned development e.g. Homebase must be included. It is noted that developers have been canvassing other Oatlands Drive residents, with the aim of turning more residential homes in to large flatted apartments. It is recognised that there is no hard data available, however it is serious background factor.

4.2.3. For the late nights survey for example, surveys should be undertaken on two separate weekday nights i.e. Monday, Tuesday, Wednesday or Thursday.

4.2.4. For developments that have (i) commercial usages close to the site and (ii) have commuter parking, then additional survey times are necessary. In certain cases the hours of the surveys may need to be extended or amended. In the case of Ashley Close there is a high level of (i) commuter parking for Walton and (ii) commercial usage from the nearby offices e.g. Springfield House (4 Companies), GCS Estate Management, HVM Cars, Sainsbury's etc,

4.2.5. That common sense should be applied to ensure all factors relating to a Parking Stress Test should be duly considered. For example Lanmor & the developer have

chosen to ignore all the historical submissions regarding over parking in Ashley Close re, the 8-14 Oatlands Drive and 16-18 Oatlands Drive objection submittals. Additionally no account of the road safety issue in Ashley Close have been factored in with regards to the effective narrowing of the road, making driving the road unsafe. See Picture below. Moreover they have used a cherry picked approach as noted above to deliver a development biased report.

4.3. With regards to the Lanmor Stress Test (Version B), the measurements were taken on the following days, with the resultant stress percentages.

4.3.1. Night-time Friday 13/10/23 (1.00AM-1.30AM) Stress = 25%

4.3.2. Night-time Wednesday 18/10/23 (2.30AM-3.00AM) Stress = 23%

4.3.3. Day-time Wednesday 18/10/23 (10.30PM-11.00PM) Stress = 45%

4.3.4. Day-time Wednesday 18/10/23 (3.00PM-3.30PM) Stress = 30%

4.3.5. Daytime Friday 20/10/23 (10.00PM-10.30PM) Stress = 59%

4.3.6. Daytime Friday 20/10/23 (3.15PM-3.45PM) Stress = 36%

4.3.7. The survey timing and frequency does not meet the Lambeth Model requirements for a road well known to have parking issues. As per the Lambeth Model, surveys should be conducted on Monday through Thursday (not Friday). Additionally the surveys according to Lambeth should be taken on two separate weekdays. Accordingly 3 out of the 6 Lanmor Stress Tests are invalid according to the Lambeth Model, while the other tests are incomplete. Please see Section 8 of the report which detail more objective Stress Tests.

4.3.8. It is noted that the Lanmor study was conducted over half-term and hence does not provide an accurate indication of the commuter parking in Ashley Close i.e. it underestimates the amount of commuter parking.

4.3.9. Lanmor Consulting argue that the higher daytime figures are the result of the developer's construction vehicles and are therefore misleading. This is not the case for several reasons.

- Firstly there are tradesmen (not construction workers) continually working for Ashley Close residents with regards to maintenance, gardening and renovation work. This is because (i) properties in Ashley Close were built in the 1930's and hence receive ongoing work and (ii) many of the Ashley Close residents are in their senior years and use tradesmen/gardeners frequently.
- Second the development of Oatlands Drive is an ongoing story and developments will continue in the same vein. The developer of the 8-14, 16-18 Oatlands Drive developments have already approached other Oatlands Drive residents for prospective property sales. Unfortunately there is a simple domino effect where each Oatlands Drive resident decides that they no longer wish to live next to over massed apartment blocks. Accordingly construction traffic in the area will be an ongoing nuisance rather than a temporary event.
- Third, these large developments take years to complete with the associated construction traffic. It is estimated that the time period for the 8-14 and 16-18 Oatlands Drive developments will be a minimum of 4 years, which cannot be considered as temporary.

4.4. Unfortunately, Lanmor Consulting misquote DM7 Appendix 1, where they say 'Appendix 1 also makes clear that 1 parking space per residential unit will only be required in areas of parking stress'. The true quote from DM7 Appendix 1 is as follows 'In areas of parking stress the Council will expect a minimum of 1 parking space per unit'. Again Lanmor has misquoted thus introducing a bias in the meaning. There is irrefutable evidence that Ashley Close has ongoing parking stress as detailed by the Sections 8 below.

4.5. The parking model as set out in DM7, is 1 parking space per one bedroom unit, 1.5 parking spaces per 2 bedroom unit and 2 parking spaces per 3 bedroom unit. This model as set by DM7 Appendix 1 should apply to Ashley Close where (i) there are demonstrable road safety issues (Section 6), (ii) there is a cumulative parking overload from the 8-14 Oatlands Drive, and the expected parking overload from the Homebase development (c. 500m walk from Ashley Close), and (iii) and most importantly since Surrey County Council have proposed restricted parking (October 2023) in Ashley Close due to road safety concerns. Accordingly the developer should honour the full DM7 requirements.

4.6. It is noted that the Lanmor Consulting survey has made no attempt to recognise the road safety issues in Ashley Close with regards to the over-parking on both sides of the road. The consequential road narrowing and the obvious difficulty the Ashley Close residents have in entering and exiting their drive ways safely, not to mention near misses experienced by Ashley Close residents.

5. Ashley Close Residents Road Safety Survey

5.1. Ashley Close has experienced signicant over-parking over the last 5+ years as advised to Surrey Highways. The reasons for the over-parking and the serious consequential impacts on road safety are as detailed in Appendix 1. Appendix 2 shows extensive photographic evidence of over-parking in Ashley Close during 2002 and 2023.

5.2. During June and July 2023, a road safety survey was conducted and completed by all the Ashley Close Residents. This survey was submitted to SCC Highways in July 2023, as supplementary evidence to the parking request submitted in February 2022. Again for full details see Appendix 1. Surrey Highways evaluated all such data which included signed survey replies for every resident in Ashley Close.

5.3. The results from the Ashley Close road safety survey were unambiguous, whereby 81% of Ashley Close residents consider there is a major road safety issue in Ashley Close due to over-parking. It is noted that all Ashley Close residents replied to the survey.

5.4. From SCC's ongoing assessment of Ashley Close, a parking restriction proposal was issued in October 2023, See Section 6.

6. Surrey Highways Parking Proposed Parking Changes to Ashley Close

6.1. Over the last 5+ years Surrey Highways has been advised on the parking over-load in Ashley Close and the consequential safety issues.

6.2. In February 2022 Ashley Close residents applied to Surrey Highways for a parking solution that would improve the road safety of Ashley Close.

6.3. In October 2023, following site surveys/due process, Surrey County Council has proposed to make changes to the parking, waiting or loading restrictions in Ashley Close.

6.4. The parking changes are designed to ensure that there is no effective road narrowing, due to over-parking on either side of the road, via the introduction of strategically placed single yellow lines.

6.5. The introduction of the SCC Parking proposal will axiomatically affect the available parking spaces. Accordingly the Stress Test conducted on behalf of the local residents (Section 8) provides a second case that factors in the reduced parking potential in Ashley Close.

7. Parking Over-flow from Oatlands Drive and Other Developments

7.1. The likely parking over-flow from the 16-18 Oatlands Drive and 8-14 Oatlands Drive developments are a key factor with regard to the parking premise for the 16-18 development, and hence the acceptability of the development proposal per se. This section details the most likely estimate for the parking over-flow from the approved 8-14 Oatlands Drive development and the proposed 16-18 Oatlands Drive development. Moreover it is a clear conclusion that Ashley Close would be totally overstressed from such a parking over-spill.

7.2. It is noted that neither the developer nor Lanmor Consulting have made any attempt to quantify the amount of parking over-flow affecting the road targeted to take such over-flow, namely Ashley Close. All other roads (closes) proximal to the development

site are either private roads or single track roads. Any Stress Test must surely identify the likely spaces available in a road and the likely parking over-load. Without such a calculation how can the impact on road safety be assessed? Surely it is incumbent on the developer to provide indication of the amount of likely parking overspill. This is a major concern with regards to the credibility of the developer's case.

7.3. It is also first-hand knowledge that one of the flat purchasers of 8-14 Oatlands Drive, has been advised, that there is plenty of parking space in Ashley Close should they need it. Well, it is likely that this message has been given to all potential purchasers. Accordingly if this same message is given for both the 16-18 Oatlands Drive and 8-14 Oatlands Drive new residents totalling some 81 flats, what parking overload is likely?

7.4. A common-sense approach surely has to be followed in order to understand the potential impact of over-spill parking of any development(s) with regards road safety and nuisance. In reality no one model is perfectly correct. It such situations the best practice is to consider the output from various accepted models to determine the most likely case of parking overload.

7.4.1. One model is to use DM7 Appendix 1, as detailed in item 3.6 of this report.

7.4.2. Other accepted models are as detailed below, which when combined, will deliver the most likely case with regards to determining the likely parking overload. Accordingly the number of development parking spaces that would be required to prevent any stress onto a single road e.g. Ashley Close.

7.5. If the DM7 Appendix 1 model for calculating the expected number cars for 16-18 Oatlands Drive development is applied, using the 1 car per 1 bed flat, 1 .5 cars for 2 bed flats and 2 cars for 3 bed flats then the expected number of cars is c. 49. The developer offers 34 places, resulting in a shortfall of 15 spaces.

Site	Flat Allocation			Car Allocation per Flat			Likely Number of Cars	Developer Spaced Allocated	Likely Shortfall
	1 Bed Flat	2 Bed Flat	3 Bed Flat	1 Bed Flat	2 Bed Flat	3 Bed Flat			
8-14 Oatlands Drive	19	27	5	1	1.5	2	70	57	13
16-18 Oatlands Drive	3	28	2	1	1.5	2	49	34	15
Others TBA									
Likely Parking Shortfall that will affect Ashley Close									**28**

7.6. A second model can be derived from the statistical car ownership for Elmbridge. It is a published fact that Elmbridge has high levels of car ownership. Moreover in accordance with the EBCs DM7 report, 12.7% do not own a car, 41.7% own 1 car, 35.1% own 2 cars while the remainder can own more than 2 cars. 46% of households have 2 or more vehicles and 12% do not own a car. Hence a simple calculation given these statistics would result in a predicted number of cars for the 16-18 Oatlands Drive site of c. 53.

	16-18 O.D.			8-14 O.D.	
Number of Households	33			51	
Percentage owning no Cars	12.7%	0.0		12.7%	0.0
Percentage owning 1 Car	41.7%	13.8		41.7%	21.3
Percentage owning 2 Cars	35.1%	29.0		35.1%	44.8
Percenatge owning > = 2 cars	10.5%	10.4		10.5%	16.1
Totals Cars	**100.0%**	**53.1**		**100%**	**82.1**

7.7. A further model would be to use the 1.5 cars per household allocation. For 16-18 Oatlands Drive model, the expected number of resident cars is 49.5 (1.5x33).

7.8. A final model would be to use the developer's proposal.

7.9. It is clear that different modelling techniques result in different results. For the 16-18 Oatlands Drive case the results are summarised as follows;

7.9.1. Developers case: number of required spaces =34

7.9.2. DM7 Appendix 1: number of required spaces = 49

7.9.3. 1.5 cars per household: number of required spaces = 49

7.9.4. Statistical Case: number of required parking spaces = 53

7.10. If each of these cases is considered to be equally probable, which is more than reasonable, the number of required parking spaces will be 46. Hence for the 16-18 Oatlands Drive case, there is a probabilistic parking shortfall of 12 (46-34).

7.11. Both the ECC Appendix 1 Standard and the Lambeth Model require that information on either proposed and committed developments within the survey area be included to assess the cumulative impact. Accordingly the likely parking overspill from the 8-14 Oatlands Drive development should be included. Following the same calculations for the 8-14 Oatlands Drive, the various model results are as follows:

7.11.1. Developers case: number of required spaced ranges = 57

7.11.2. DM7 Appendix 1: number of required spaces = 69

7.11.3. 1.5 cars per household: number of required spaces = 76

7.11.4. Statistical Case: number of required parking spaces = 82

7.12. If each of these cases is considered to be equally probable, which is more than reasonable, the number of required parking spaces will be 71. Hence for the 8-14 Oatlands Drive case, there is a probabilistic parking shortfall of 14 (71-57).

7.13. **Taking the two cases there will be a most likely parking shortfall of 12+14 = 26 cars.**

7.14. This number parking overload will without doubt totally stress the current Ashley Close situation. This is the real world reality that Ashley Close residents would most likely have to face, a road safety risk and a nuisance which the Ashley Close residents would have to face every day of the week, for perpetuity.

7.15. Hence a most likely parking overload of 26 cars would contravene the stated planning polices as summarised in Section 3 of this report. Moreover this does not even include a parking overspill from the planned Homebase development.

8. Parking Stress Test Survey by Local Residents

8.1. Background Information

8.1.1. In order to fully understand the parking stress on Ashley Close, the comprehensive resident Stress Test was conducted over one entire week, from Friday pm 20/10/23 to Friday pm 27/10/23, in the morning and late afternoon. Provisional surveying at nighttime led to the same conclusions as Lanmor's study, namely that there is currently no parking stress at night, demonstrating that any over-parking in the day is not due to the Ashley Close residents, but from another source.

8.1.2. The survey shows that the bulk of street parking on Ashley Close is during the working day, from a mixture of commuters working in Walton and in offices on Oatlands Drive, shoppers, tradespeople and residents and their visitors.

8.1.3. The Lanmor study contested that many of these vehicles were tradespeople associated with the development at 8-14 Oatlands Drive and therefore constitute only a temporary stress. This temporary stress argument does not hold since the construction of large developments tends to last for c. 2 years. Moreover if 16-18 Oatlands Drive is approved, there will be at least a further 2 years construction traffic. In addition, the developer has had plans for 4-6 Oatlands Drive and is known to have had discussions with regard to buying other properties further along Oatlands Drive for future developments. With a minimum of 4 years construction on 8-14 and possibly 16-18, it is clear that this does not count as 'temporary' and given the developer's likely future plans, this could last even longer.

8.1.4. Also, some of the parked tradesmen, as identified by Lanmor, were working on houses in Ashley Close, and this is a normal occurrence given the age of the properties.

8.2. <u>Future Increases in Parking Stress Based on Permitted Development.</u>

8.2.1. As noted in Section 4, the Lambeth method requires parking stress predictions to include future requirements from permitted developments. In this case, this includes 8-14 Oatlands Drive and the new flats on the old Homebase site. The officer's report on the Homebase development advised that it should have up to 209 spaces for residents, visitors and staff, but the development plan only provides for 112 spaces. This means there will be up to 97 (209-112) cars looking for parking in the area, potentially targeting Ashley Close.

8.2.2. The permitted development at 8-14 Oatlands Drive provides only 57 car spaces versus a most likely case of 71 resident cars. A full account of the most likely car ownership for 8-14 Oatlands Drive is provided by Section 7 of this report which calculates a most likely parking overspill of 14 resident cars. This does not include any associated development visitors and tradespeople, looking to park in Ashley Close in the future.

8.2.3. This simply means that any available spare capacity in Ashley Close will be reduced by 14 cars based on projected overspill from the flats under construction at 8-14 Oatlands Drive. It is noted that that this does not include a proportion of the 97 car projected overspill from the Homebase site. It is difficult to predict for Homebase how many cars will overspill into Ashley Close, but the impact will be that any capacity premised in Ashley Close will further be reduced.

8.3. <u>Total Parking Capacity</u>

8.3.1. Lanmor Consulting have indicated an area on Ashley Close which they consider to be suitable parking for new residents of 16-18 Oatlands Drive, and advise as based on kerb-length, an allowance of 44 cars in total.

8.3.2. The local residents survey for the same area, found that an allowance of 38 cars was a more realistic number. This is because the kerb is broken up by a number of driveways and also the type and size of vehicles on the road including

tradespeople, SUVs, estate cars etc, limits the total number than can be accommodated.

8.3.3. This finding is as demonstrated by Appendix 3 - Car Parking Capacity Justification which shows for example the photographs of the parking on Friday 27th October 2023. The photographs clearly detail how many cars were parked, where the spaces were, and how many cars had parked across driveways or on double yellow lines.

8.3.4. Appendix 3 also contains a map of the parking on that day and another showing the overall capacity.

8.3.5. On this day, 31 cars were parked in total. There were 10 un-parked spaces. However 3 cars were parked incorrectly across driveways, and if they were to move to one of the un-parked spaces, this would have left 7 open spaces. Hence the possible total number of cars correctly parked could be 31+7=38.

8.3.6. If the projected overspill from 8-14 Oatlands Drive, totaling 14 cars, is taken into account, this would reduce the available spaces to 24 (38-14), causing parking mayhem in Ashley Close.

8.4. Future Reduction in Parking Spaces in Ashley Close

8.4.1. It is an accepted fact by SCC Highways that Ashley Close has unacceptable levels of stress and associated safety concerns, whereby SCC is proposing to introduce parking restrictions in Ashley Close. This will be via the introduction of a single yellow line along one side to improve road safety and visibility for residents and better access for emergency services and rubbish collection.

8.4.2. When approved, the number of parking spaces will reduce by 11 spaces from 38 to 27 due to the introduction of the yellow lines. After the projected overspill from 8-14 Oatlands Drive, this would reduce further to only 13 (27-14) available parking spaces in Ashley Close.

8.5. Additional Indicators of Parking Stress on Ashley Close

8.5.1. During the said week several indicators of parking stress were observed:

8.5.2. On Friday 20th October, two highway maintenance vehicles had to park on double yellow lines at the top of Ashley Close while working on Oatlands Drive, as there were no spaces available.

8.5.3. Several times during the week, cars were seen to be parking either on double yellow lines or across driveways. This would indicate tradesmen and visitors to Ashley Close residences could not find space near their properties.

8.6. Local Resident's Parking Stress Results

8.6.1. The summary finding for the residents Stress Test for Ashley Close are detailed by the table below. The table shows the stress test percentage for both the developer (44 spaces available in Ashley Close) and the local resident's model (38 spaces available in Ashley Close) for the (a) current situation and (b) the impact of the reduction of 11 spaces forthcoming from the proposed SCC parking restrictions in Ashley Close.

Ashley Car Parking Stress Test Results: No Oatlands Drive Developments Included						
			Stress Percentages			
Date	Day	Time	Developer Model (44 spaces available)	Local Residents Model (38 spaces avialable)	Developer Model adjusted for SCC Parking Restrictions (33 spaces available)	Local Residents Model adjusted for SCC Parking Restrictions (27 spaces available)
20-Oct-23	Friday	10am	57%	66%	76%	93%
21-Oct-23	Saturday	11.30am	34%	39%	45%	56%
22-Oct-23	Sunday	11.00am	32%	37%	42%	52%
23-Oct-23	Monday	9:50am	73%	84%	97%	119%
24-Oct-23	Tuesday	9:30am	82%	95%	109%	133%
25-Oct-23	Wednesday	9.45am	80%	92%	106%	130%
26-Oct-23	Thursday	9.45am	80%	92%	106%	130%
27-Oct-23	Friday	10.00am	77%	89%	103%	126%
20-Oct-23	Friday	3.00pm	45%	53%	61%	74%
21-Oct-23	Saturday	5.50pm	34%	39%	45%	56%
22-Oct-23	Sunday	4.30pm	23%	26%	30%	37%
23-Oct-23	Monday	3.50pm	41%	47%	55%	67%
24-Oct-23	Tuesday	3.30pm	55%	63%	73%	89%
25-Oct-23	Wednesday	3.30pm	75%	87%	100%	122%
26-Oct-23	Thursday	3.30pm	70%	82%	94%	115%

8.6.2. The resultant stress value averages and ranges for the above weekday daytime cases as based on robust surveying, are as follow:
Developer Model 44 spaces: Average = 67%, Range = 41-82%
Local Residents 38 spaces: Average = 77%, Rage =47-95%
Developer Model, Restriction Adjusted 33 spaces (44-11); Average =89%, Range = 55-109%
Local Residents Model, Restriction Adjusted 27 spaces (38-11): Average = 109%, Range = 67-133%

8.6.3. It is clear that parking stress is very high for the week days and less for weekends. Furthermore that parking stress values are above the 90% level for both pre and post SCC parking restrictions.

8.6.4. For example on the 5 weekdays commencing Monday 23rd October 2023, there were over 27 cars every morning. This indicates that the road will be at 100% capacity with the implementation SCC's parking restrictions.

8.6.5. Furthermore the above tables just present the current situation. They do not include the calculated most likely parking over-load from the 8-14 and 16-18 Oatlands Drive developments. The inclusion of the most likely 26 car overload from the said sites would further introduce irredeemable parking stress on Ashley Close. Furthermore these calculations do not include the likely parking overspill from the Homebase development.

8.6.6. Parking stress levels of such magnitude would constitute a major road safety risk to Ashley Close.

8.6.7. Appendix 4 entitled 'Detailed Results of the Local Residents Survey' provides a full account of the Parking Survey via graphs and further tables of findings.

8.6.8. Appendix 5 entitled 'Parking Maps from the Local Residents Survey' provides map. List of cars and photographs for each day are also available on request, but have not been included in this report for brevity.

8.7. Conclusion

8.7.1. Based on the above analysis, it is clear that Ashley Close is indeed already an area of parking stress. Moreover with the additional parking overspill from existing permitted and the planned Oatlands Drive developments, together with the planned SCC Highways parking control, Ashley Close will not, under any circumstance be able to manage such an overload.

9. Conclusions

9.1. It is imperative that the parking allocation for a development does not cause a parking over-flow that will in turn have a significant impact on road safety and result in a significance nuisance to existing residents. This is a prerequisite of the summarised parking standards as set out in Section 3 of the report.

9.2. Given the immediate proximity of the 16-18 Oatlands Drive proposed development to the approved 8-14 Oatlands Drive, all relevant parking data within the survey area must be included to assess the cumulative impact. This has not been provided by the developer, which is a serious oversight. Nor does it factor the impact of the Homebase development on Ashley Close.

9.3. This report provides a comprehensive account of the likely parking overload on the basis of prescribed standard models, (which includes the developer's proposal) to determine a most likely case for the parking over-load into Ashley Close.

9.4. It is a fact that Ashley Close is the only road in the only proximal road the developer has targeted to take the burden of the development parking over-load. All the other proximal closes are either private or single track roads. The developer has not provided any data on the likely parking over-load. Accordingly it is not possible for the developer to make a meaningful determination of the road stress caused from their developments.

9.5. The most likely estimate of parking overload when taking the two development cases as per both the ECC and the Lambeth requirements results in a most likely parking shortfall of 12 for the 16-18 Oatlands Drive and 14 for the 8-14 Oatlands Drive, totalling a parking over-load of 26 cars. There are no circumstances that Ashley Close could safely take such a parking over-load, given that Ashley Close is already stressed being the only road in the immediate area to take non-resident parking.

9.6. The Stress Tests completed by Lanmor Consulting do not comply with the Elmbridge or Lambeth standards due to several factors e.g. wrong days, wrong frequency levels. Moreover they ignore the obvious road safety issues of both-side of the road parking, and consequential road narrowing along Ashley Close.

9.7. Surrey County Council have recognised that Ashley Close is a stressed road, as per their road survey/due process, and have proposed to make changes (October 2023) to the parking, waiting or loading restrictions in Ashley Close. The parking changes are

designed to ensure that there is no effective road narrowing, due to over-parking on either side of the road, by the introduction of strategically placed single yellow lines. Following previous polls, the Ashley Close residents will fully support such a proposal in the interests of road safety.

9.8. The introduction of the SCC Parking proposal will axiomatically affect the available parking spaces. Accordingly the Lanmor Stress Test is no longer valid since the number of available parking spaces will be reduced by some 11 places.

10. Recommendations

10.1. It is recommended that the 16-18 proposed development be refused given the current level of parking allocation. This is purely from the standpoint of (i) there are insufficient car spaces proposed for the development, (ii)) the car parking basis cannot be predicated on a model that will over-load Ashley Close, a road that is already safety stressed as recognised by Surrey Highway and (iii) there is insufficient available parking proximal to the site for an over-spill.

10.2. Moreover the basis for parking allocation, stress tests applied should fully uphold the EBC DM7 policies and the adopted best practice of the Lambeth Stress Test model.

10.3. Clearly the development proposed for 16-18 Oatlands Drive is too big for the site and location, in its current form and should be refused, as it does not meet the EBC parking standards summarised in Section 3.

APPENDIX 1

Ashley Close Road Safety Survey

1. Residents Response to Road Safety Survey

1.1. There are 30 dwellings in Ashley Close and one dwelling on Oatlands Drive which has vehicle access to Ashley Close. A summary table of the survey responses together with individually signed survey forms has been provided to Surrey Highways, but is not included in this report for confidentiality reasons. All Ashley Close residents completed the survey. Such data can be provided to EBC should this be required.

1.2. With regards to the Ashley Close road safety survey, 6 questions were posed with regards to vehicle access/egress, driving conditions etc. followed by 1 overarching road safety question.

1.3. The questions and results are as follows;

1.3.1. Q1: Have you experienced near misses when driving your car along Ashley Close, which constitute a road safety issue? Yes=81%, No=16%

1.3.2. Q2: Have you experienced problems entering into your drive way, due to over parking in the road, which constitute a road safety issue? Yes=74%, No =23%. The slightly lower number is due to the fact that some Residents have H-Bars across their drive

1.3.3. Q3: Have you experienced problems leaving your drive way, due to over parking in the road, which constitute a road safety issue? Yes=81%, No=16%

1.3.4. Q4: Have you experienced problems driving along the road due to over parking on each side of the road, which constitute a road safety issue? Yes=81%, No=16%

1.3.5. Q5: Have you experienced problems driving into Ashley Close from Oatlands Drive, due over parking on each side of the road, which constitute a road safety issue? Yes 81%, No=16%

1.3.6. Q6: Have you experienced problems with your trade vehicles having access to your property, due to over parking in the road? Yes=61%, No=35%

1.3.7. Q7: In overall terms, do you think Ashley Close is safe from a road safety standpoint? Yes=16%, No=81% Hence it is overwhelming clear that there is a major road safety issue in Ashley Close due to over-parking.

2. *Background*

2.1. Over the years there have been significant over parking issues in the road. The over parking arises from (1) commuter parking for Walton-on-Thames, (2) parking overflow from the flatted developments along Oatlands Drive, (3) holiday parking whereby people leave their vehicle in the road for weeks, (4) large vehicle parking e.g. campervans (it is noted that one such camper van was removed from the road by the Police after months of parking), (4) company employees from large companies e.g. Sainsbury, HWM Aston Motors, Homebase, (5) company personnel from around the Springfield House business complex e.g. Cognition Land & Water, Vantage Point, GCS Property Management, Halo Design Interiors, Golden Home Care.

2.2. The over-parking situation which relaxed during Covid, is now pervasive and a serious road safety risk. The below picture illustrates the current level of non-resident parking in Ashley Close (3 April 2023) taken from the Oatlands Drive end and the associated road narrowing. It is clear that the effective road narrowing due to over-parking is causing serious issues for the recycling truck. Moreover rapid access by Fire Trucks for example would be seriously impacted.

2.3. The level of over-parking in Ashley Close is ongoing and prevalent every day of the working week. Appendix 2 provides extensive photographic evidence of the over-parking, with randomly taken photos covering the period September 2022 to June 2023.

2.4. Essentially all overspill parking from nearby developments gravitates to Ashley Close for the immediate area. This is because Ashley Close is the only possible nearby road, since the other proximal no-through roads off Oatlands Drive are either private roads or essentially one lane roads.

3. *Road Safety*

3.1. Many road safety issues have arisen over the years with regards to Ashley Close which relate to firstly exiting and entry from/to resident driveways, secondly, road narrowing due to bumper-to-bumper parking on either side of the road and thirdly additional traffic flow into/across the very busy/fast moving Oatlands Drive A3050 from the parking overspill of new nearby developments.

3.2. Historically residents have had major driving safety issues entering and exiting their driveways due to excessive non-resident parking. Road safety issues have been particularly prevalent whilst exiting driveways, whereby excessive parking in the road has created blind spots. This have resulted in near misses with vehicles traveling quickly along Ashley Close, particularly park users. Moreover, many times residents have had to make prolonged multi-point turns to exit their drive in the face of oncoming traffic. Furthermore there have been cases when parking has been so heavy that driveways have been partially blocked again resulting in road safety issues.

3.3. It is noted that over the years some safety improvements have been made to Ashley Close which include a small section of double yellow lines at the beginning of the road, which were introduced to prevent blind spots and road narrowing (due to close-to-corner parking) on ingress/egress to Oatlands Drive.

3.4. When there is almost bumper-to-bumper parking on either side of the road, the access of large emergency vehicles, e.g. fire engines, will be severely hampered, causing at best delays in attending emergency situations, and at worst life threatening situations

ASHLEY CLOSE KT12 1BJ

PHOTOGRAPHIC EVIDENCE 2023 & 2022

WHEREBY OVERPARKING

CONSTITUTES A SIGNIFICANT ROAD SAFETY RISK

Appendix 2


Ashley Close 15 May 2023


Ashley Close 9 May 2023


smg
Ashley Close 18 April 2023


Ashley Close 3 April 2023


Ashley Close 10 March 2023


Ashley Close 6 March 2023


Ashley Close 21 Feb 2023


Ashley Close 20 Feb 2023


Ashley Close 11 Feb 2023


RD06 ZYZ
Ashley Close 10 Feb 2023


MW65 GYK
Ashley Close 5 Sept 2022

Appendix 3 - Car Parking Capacity Justification
Friday 27th October 10am Parking Survey Photographs

Page 1: Parked Cars

Parking Views

LHS	RHS
Black car	Red car
Silver van	Black car
White van	Black car
Black van	Black van
White van	Black van
Red car	White car
Silver car	Silver van
Black mini car	Black car
Black car	Black car
Black Estate	**White van**
Red car	White van
Grey car	White car
Grey sports car	Black Jeep
Tall grey car	
White van	
White van	
Black car	
Grey Car	
TOTAL 18	**TOTAL 13. GRAND TOTAL 31 cars parked.**

However, 3 were not parked in valid parking spots (shown in red) , so where in front of driveways or on double yellow lines. If these moved to valid parking spots there would be 34 used.

Illegally Parked

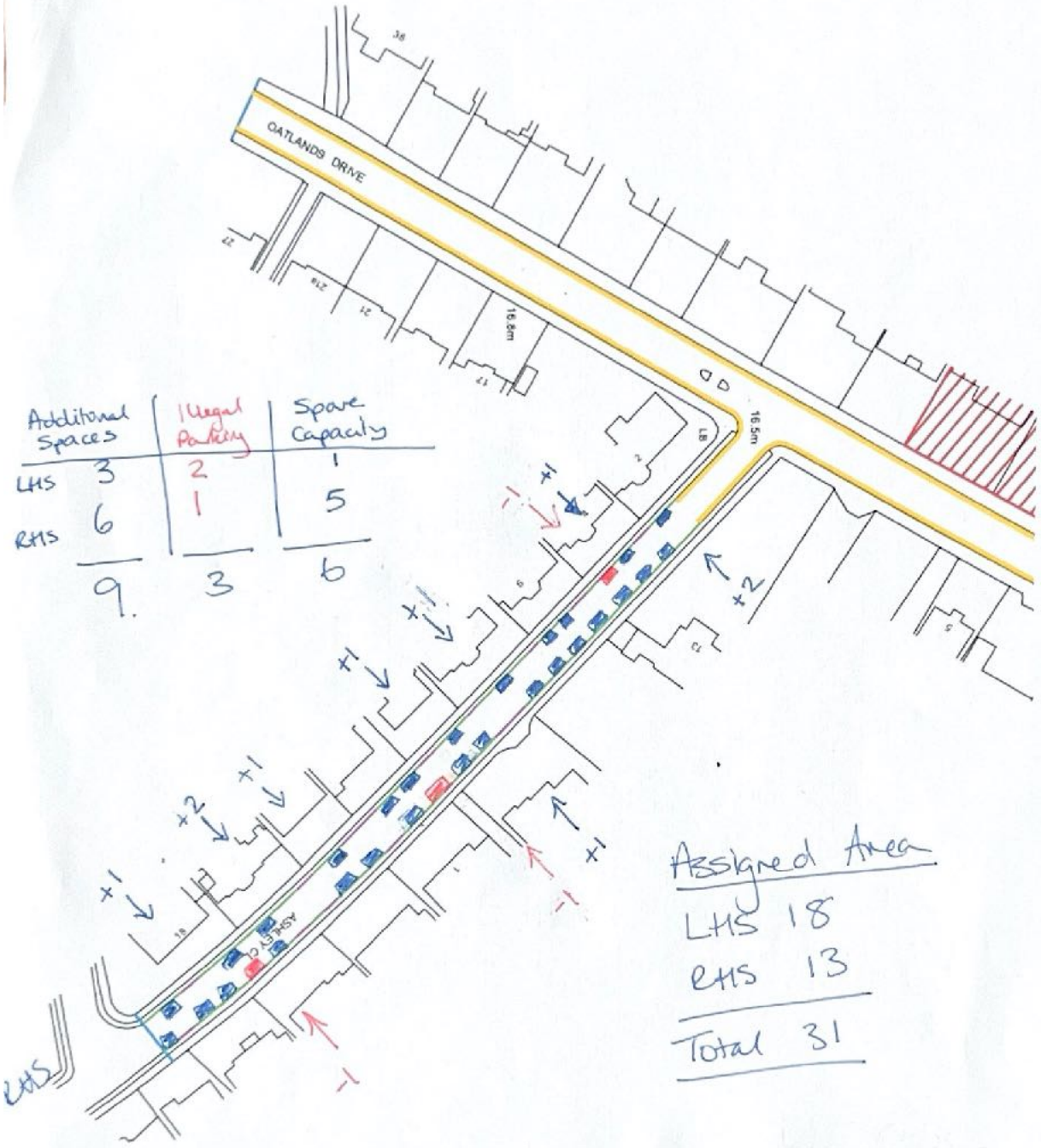
At the time of the survey, 3 cars were incorrectly parked across driveways. This could be assumed to be because of parking stress, as they were unable to find a space close to where they needed to park.

DPD and Amazon deliveries were observed having to park illegally during the time of the survey. These are not included in the parking figures as they are only there temporarily, but their inability to find a legal parking spot further demonstrates the parking stress and impact on safety for residents.

Spaces Available

Total available parking spaces at the time of survey was 6. But deducting the 3 illegally parked cars, who should have taken some of these spaces, that would leave only 3 spaces available.

Friday 27th October 2023 10am



	Additional Spaces	Illegal Parking	Spare Capacity
LHS	3	2	1
RHS	6	1	5
	9.	3	6

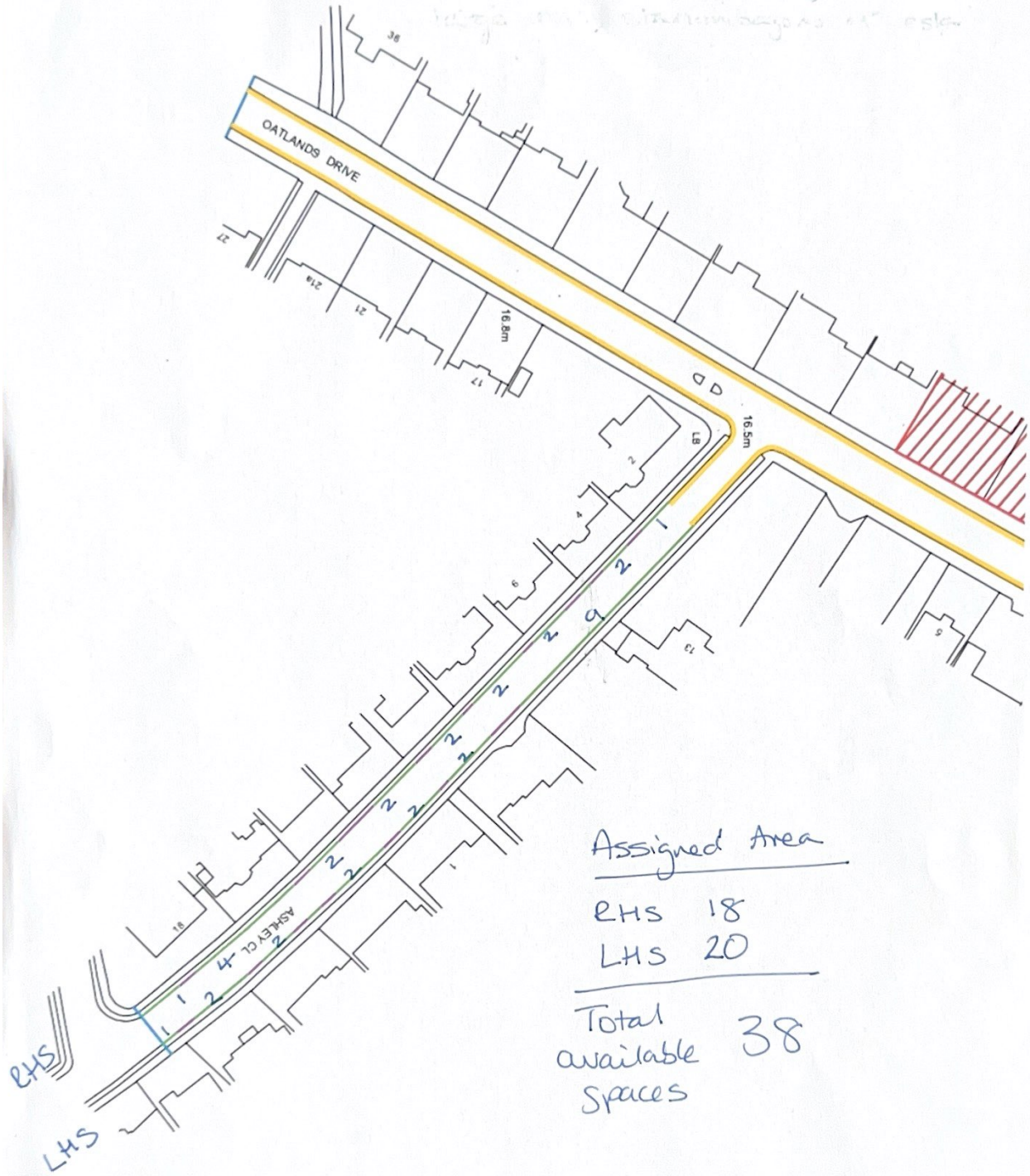
Assigned Area

LHS 18

RHS 13

Total 31

Total Capacity Available



Assigned Area

RHS 18

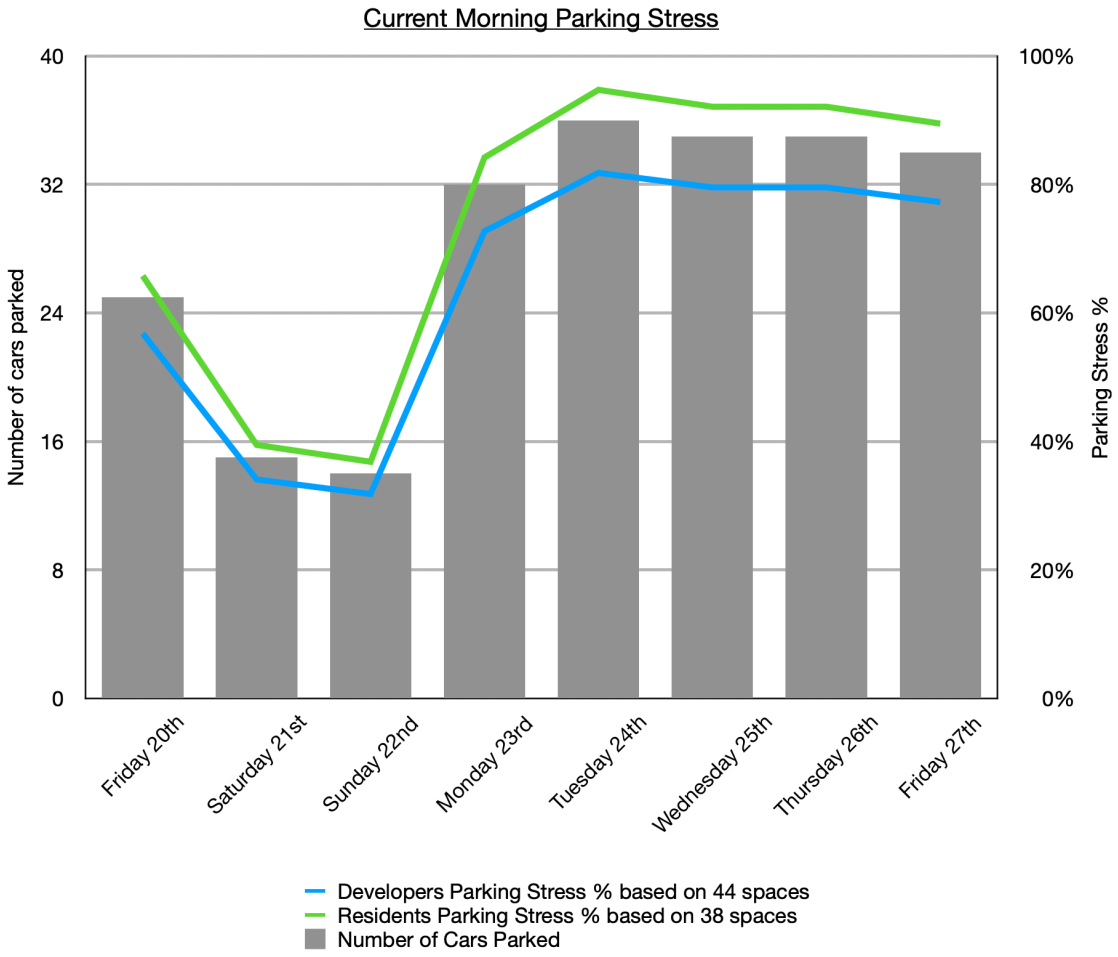
LHS 20

Total available spaces 38

Appendix 4 - Detailed Results of Local Residents Parking Survey

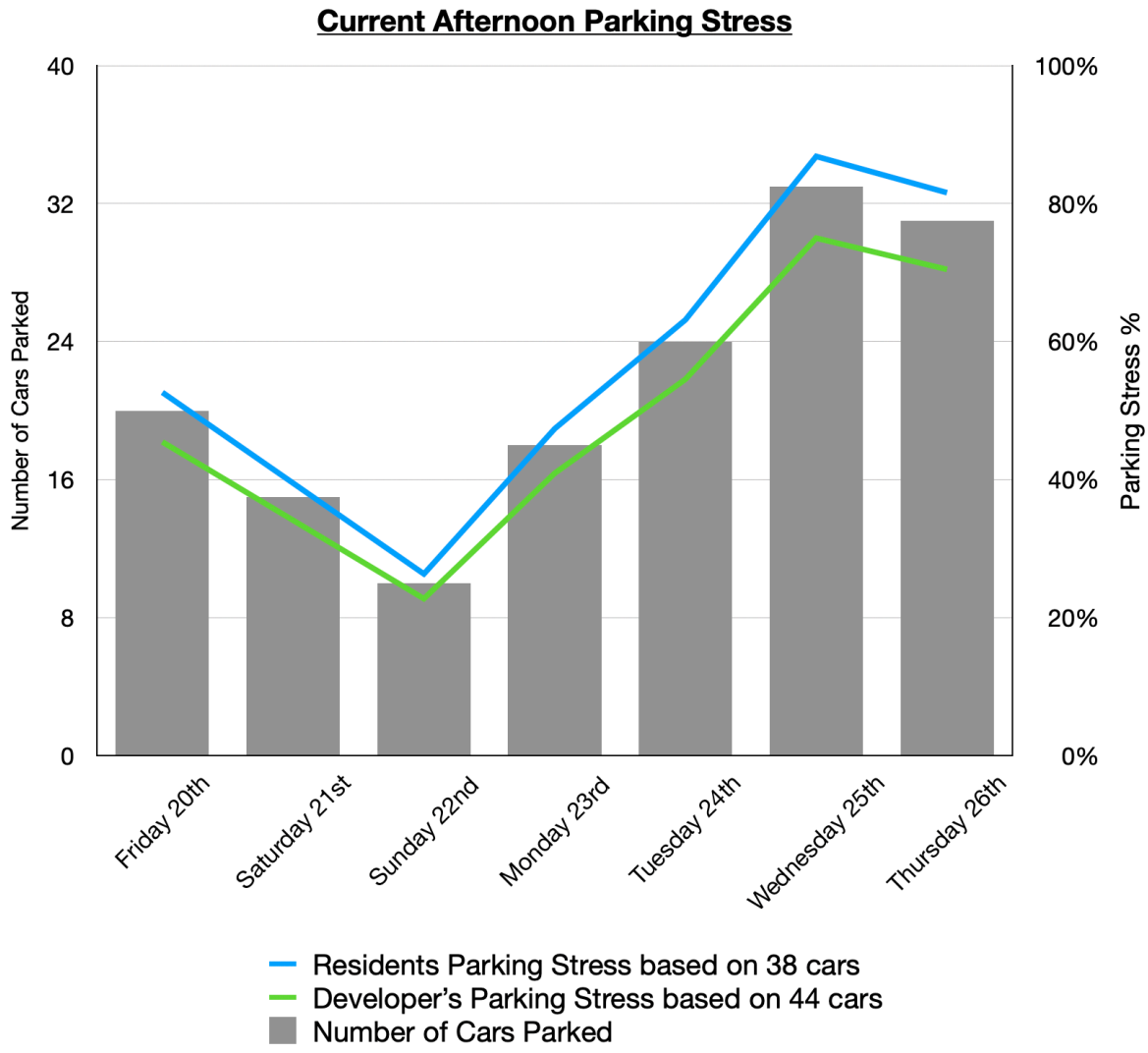
Current Morning Parking Survey Results

	Time	Total Cars Parked Within 16-18 ZONE	Number Parking Illegally	Total Spaces Occupied	"Spare" Capacity based on 38 spaces	"Spare" Capacity based on 44 spaces.	Residents Parking Stress based on 38 spaces	Developers Parking Stress based on 44 spaces
Friday 20th	10am	23	2	25	13	19	66%	57%
Saturday 21st	11:30am	15		15	23	29	39%	34%
Sunday 22nd	11 am	14		14	24	27	37%	32%
Monday 23rd	9:50am	32		32	6	12	84%	73%
Tuesday 24th	9:30am	33	3	36	2	8	95%	82%
Wednesday 25th	9:45am	32	3	35	3	9	92%	80%
Thursday 26th	9:45am	32	3	35	3	9	92%	80%
Friday 27th	10 am	31	3	34	4	10	89%	77%



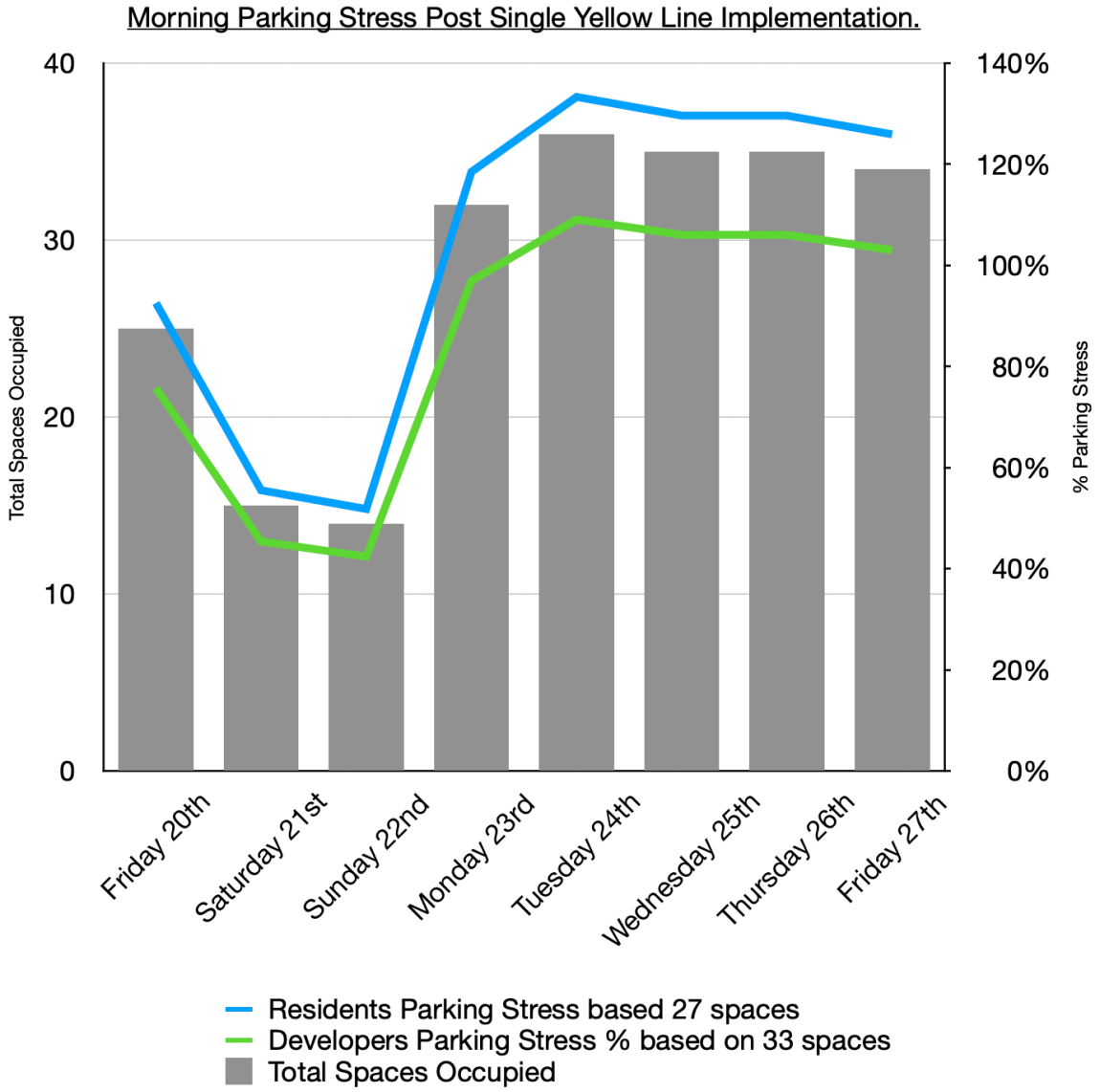
Current Afternoon Parking Survey Results

	Time	Total Cars Parked Within 16-18 ZONE	Number Parking Illegally	Total Spaces Occupied	"Spare" Capacity based on 38 spaces	"Spare" Capacity based on 44 spaces	Residents Parking Stress based on 38 spaces	Developers Parking Stress based on 44 spaces
Friday 20th	3 pm	19	1	20	18	24	53%	45%
Saturday 21st	5:50pm	15		15	23	29	39%	34%
Sunday 22nd	4:30 pm	10		10	28	34	26%	23%
Monday 23rd	3:50pm	18		18	20	26	47%	41%
Tuesday 24th	3:30pm	24		24	14	20	63%	55%
Wednesday 25th	3:30pm	31	2	33	5	11	87%	75%
Thursday 26th	3:30pm	28	3	31	7	13	82%	70%



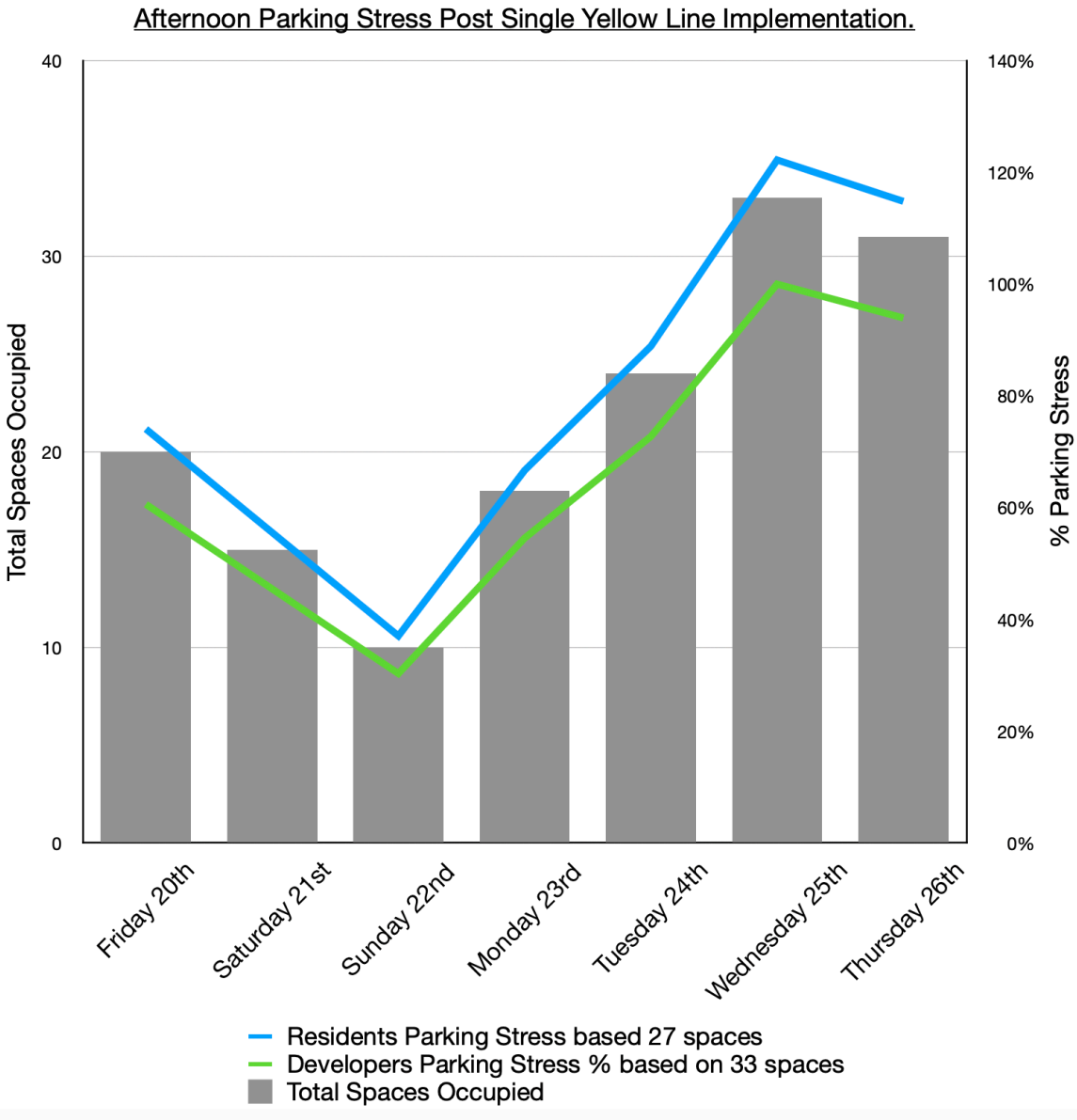
Morning Parking Stress Post Single Yellow Line Implementation.

	Residents Parking Stress based on 27 spaces	Developers Parking Stress % based on 33 spaces	Total Spaces Occupied	"Spare" Capacity based on 27 spaces	"Spare" Capacity based on 33 spaces
Friday 20th	93%	76%	25	2	8
Saturday 21st	56%	45%	15	12	18
Sunday 22nd	52%	42%	14	13	19
Monday 23rd	119%	97%	32	-5	1
Tuesday 24th	133%	109%	36	-9	-3
Wednesday 25th	130%	106%	35	-8	-2
Thursday 26th	130%	106%	35	-8	-2
Friday 27th	126%	103%	34	-6	0

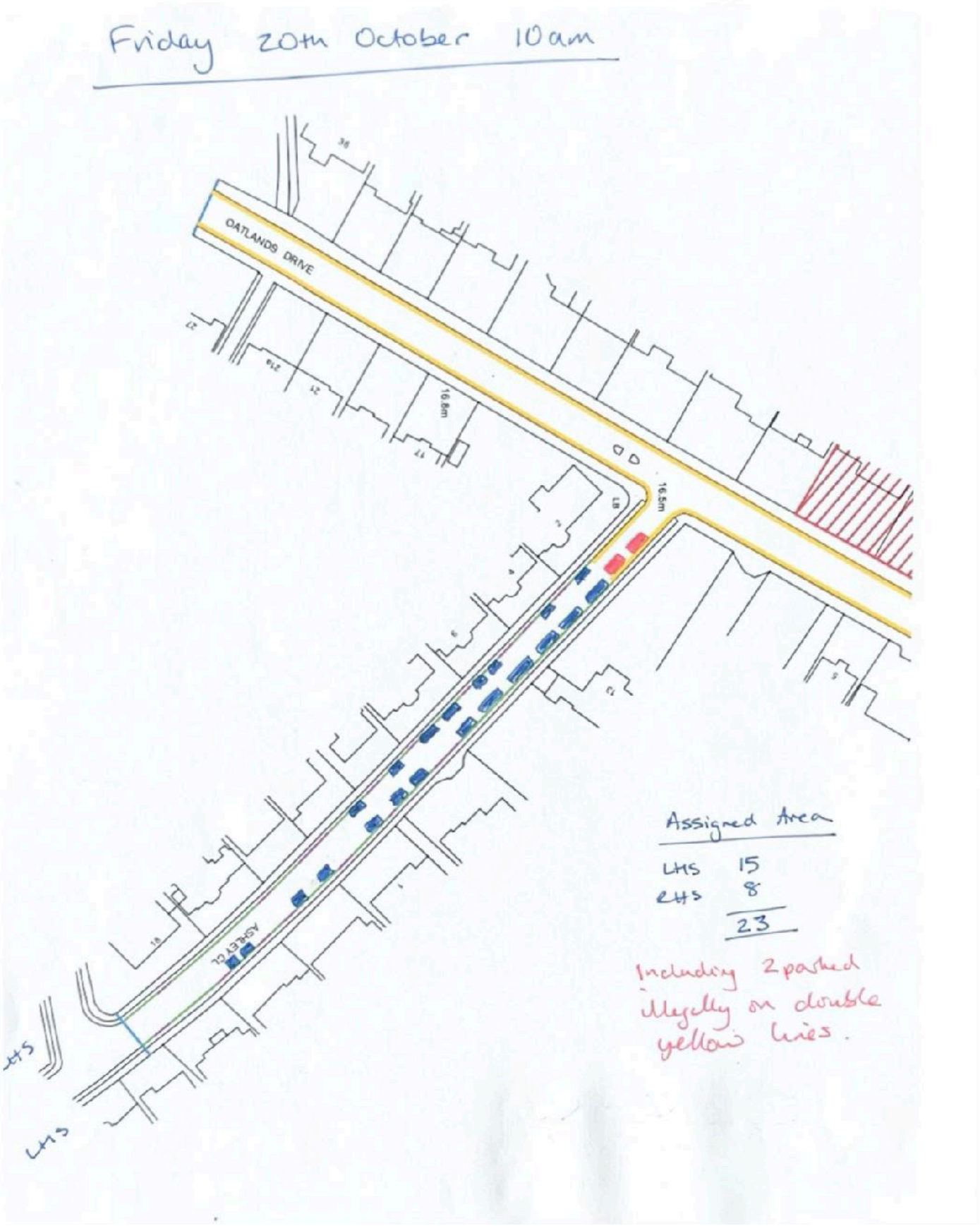


Afternoon Parking Stress Post Single Yellow Line Implementation.

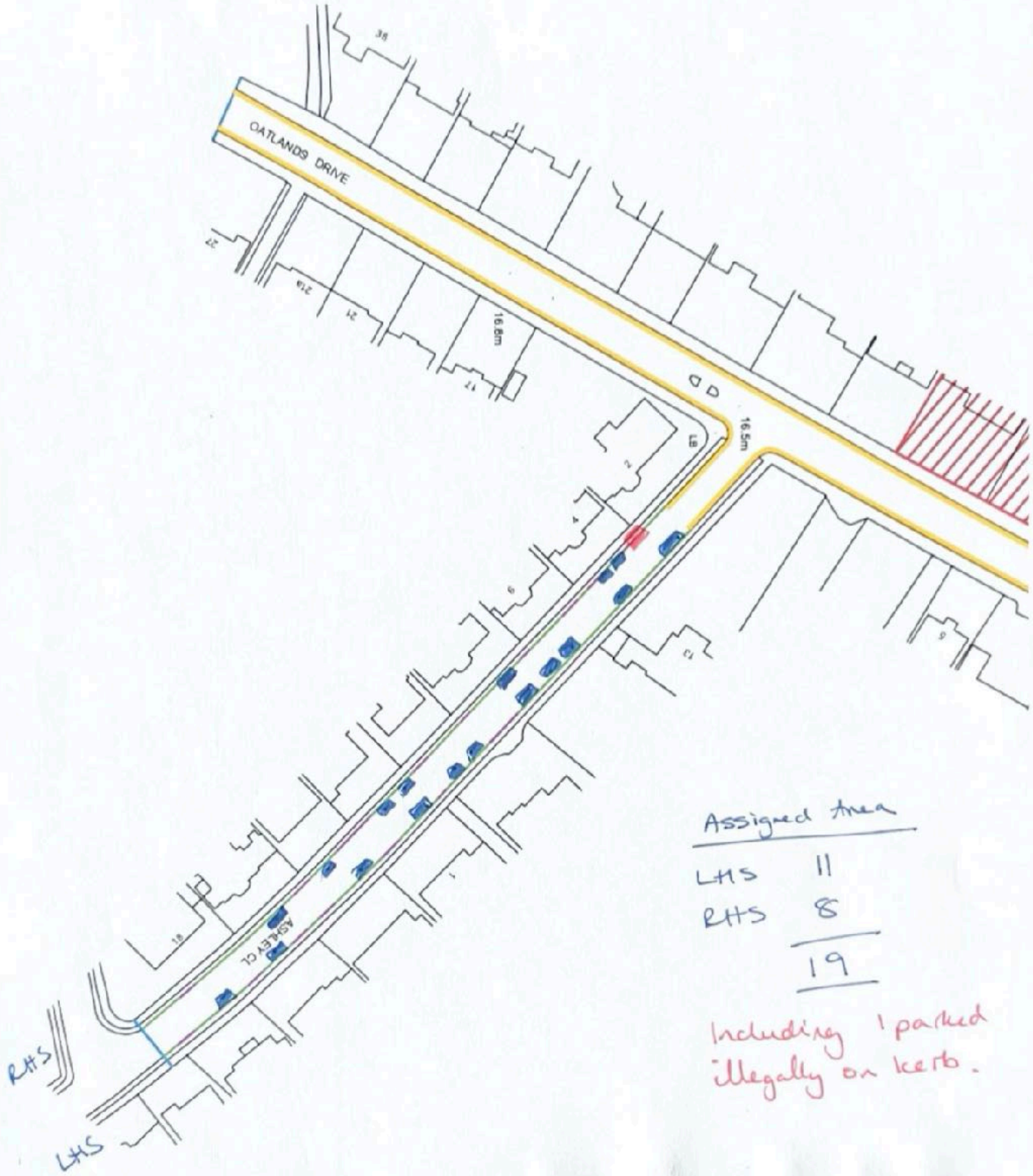
	Residents Parking Stress	Developers Spare Capacity	Total Spaces Occupied	"Spare" Capacity based on 27 spaces	"Spare" Capacity based on 33 spaces
Friday 20th	74%	61%	20	7	13
Saturday 21st	56%	45%	15	12	13
Sunday 22nd	37%	30%	10	17	23
Monday 23rd	67%	55%	18	9	15
Tuesday 24th	89%	73%	24	3	9
Wednesday 25th	122%	100%	33	-6	0
Thursday 26th	115%	94%	31	-4	2



Appendix 5 - Parking Maps from the Local Residents Survey



Friday 20th October 3pm

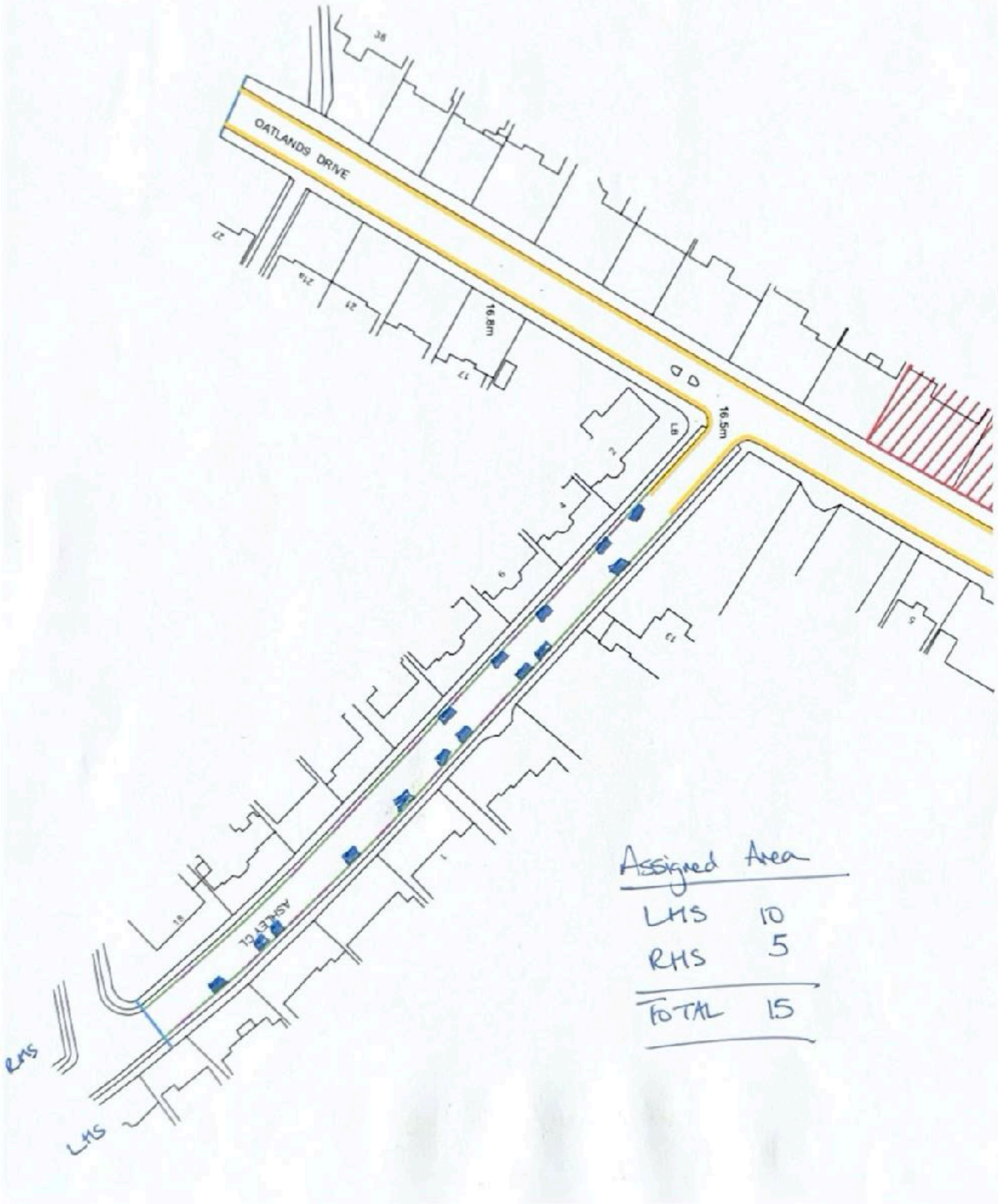


Assigned Area

LHS	11
RHS	8
	19

Including 1 parked illegally on kerb.

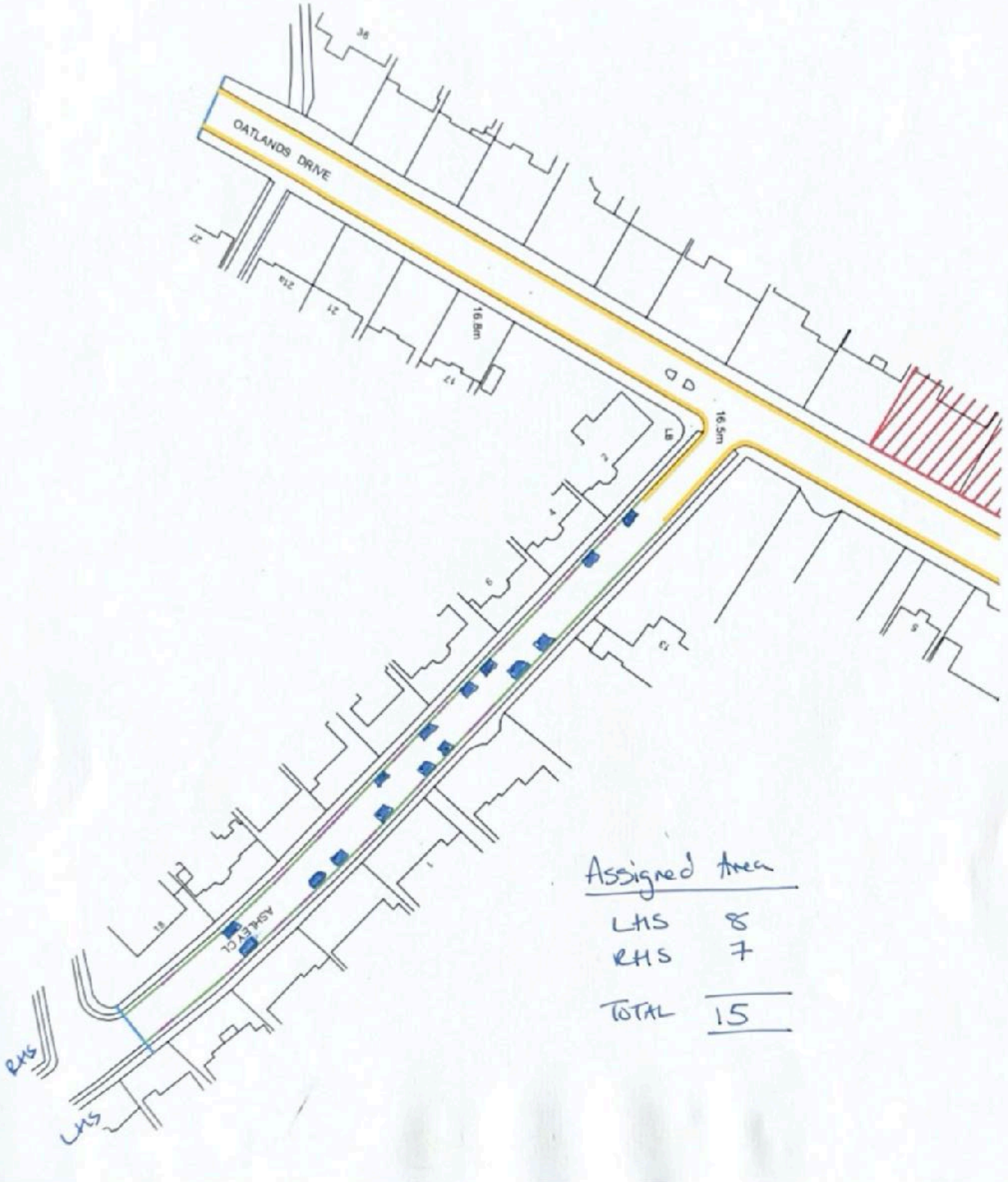
Saturday 21st October 2023 11:30am



Assigned Area

LHS	10
RHS	5
TOTAL	15

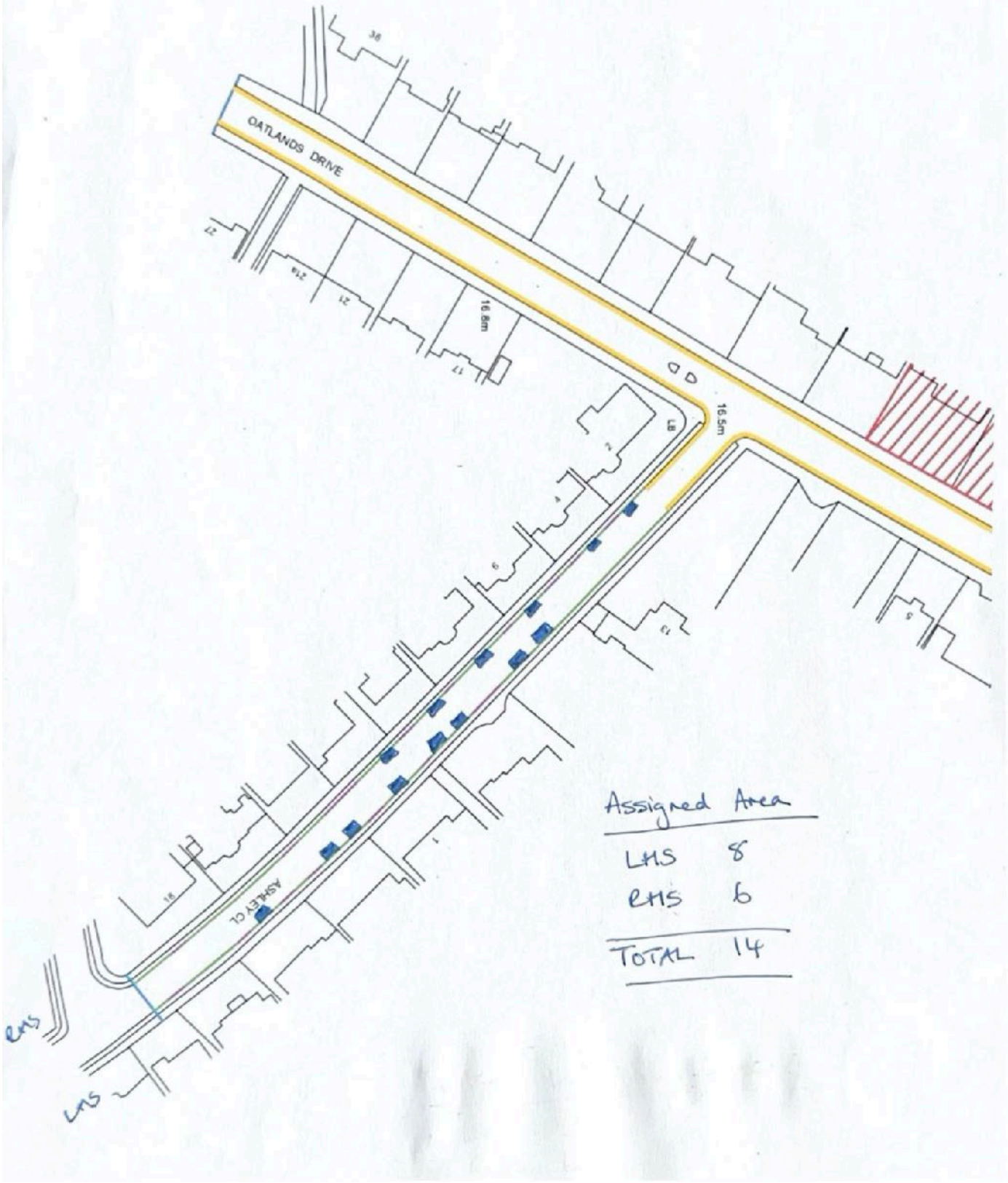
Saturday 21st October 2023 5:30pm



Assigned Area

LHS	8
RHS	7
TOTAL	15

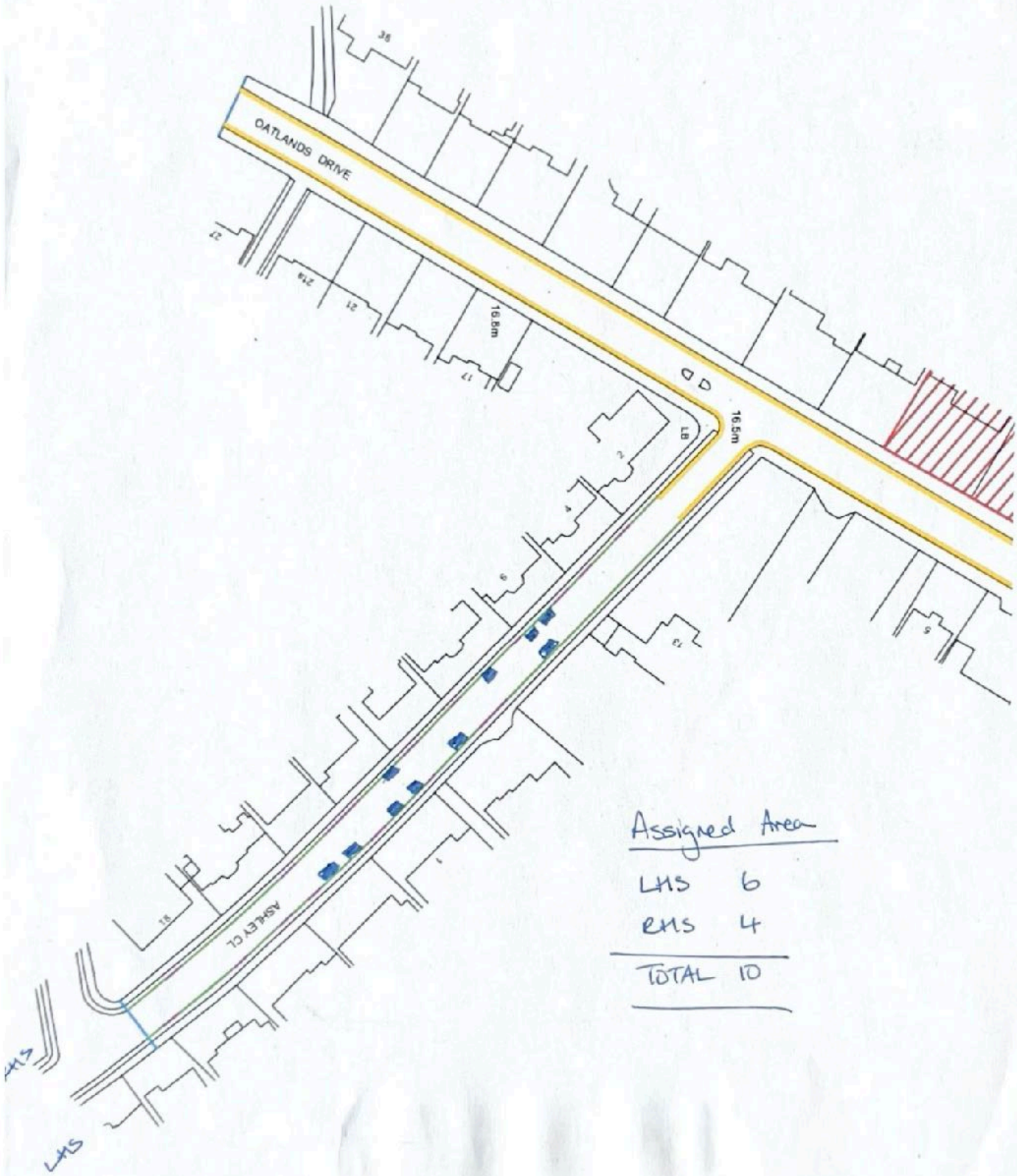
Sunday 22nd October 2023 11 am



Assigned Area

LHS	8
RHS	6
TOTAL	14

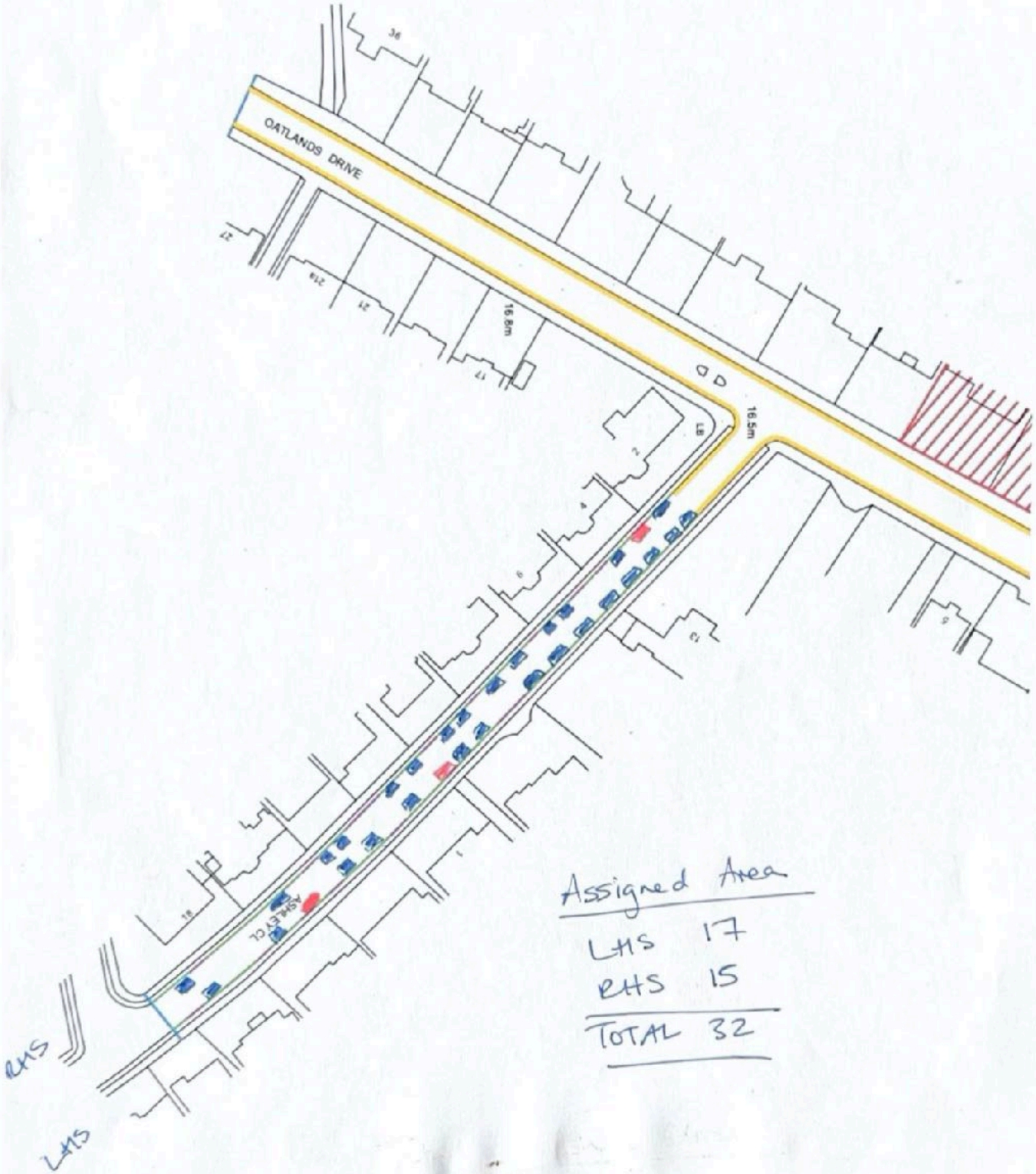
Sunday 22nd October 4:30pm



Assigned Area

LHS	6
RHS	4
TOTAL	10

Monday 23rd October 2023 9.50am



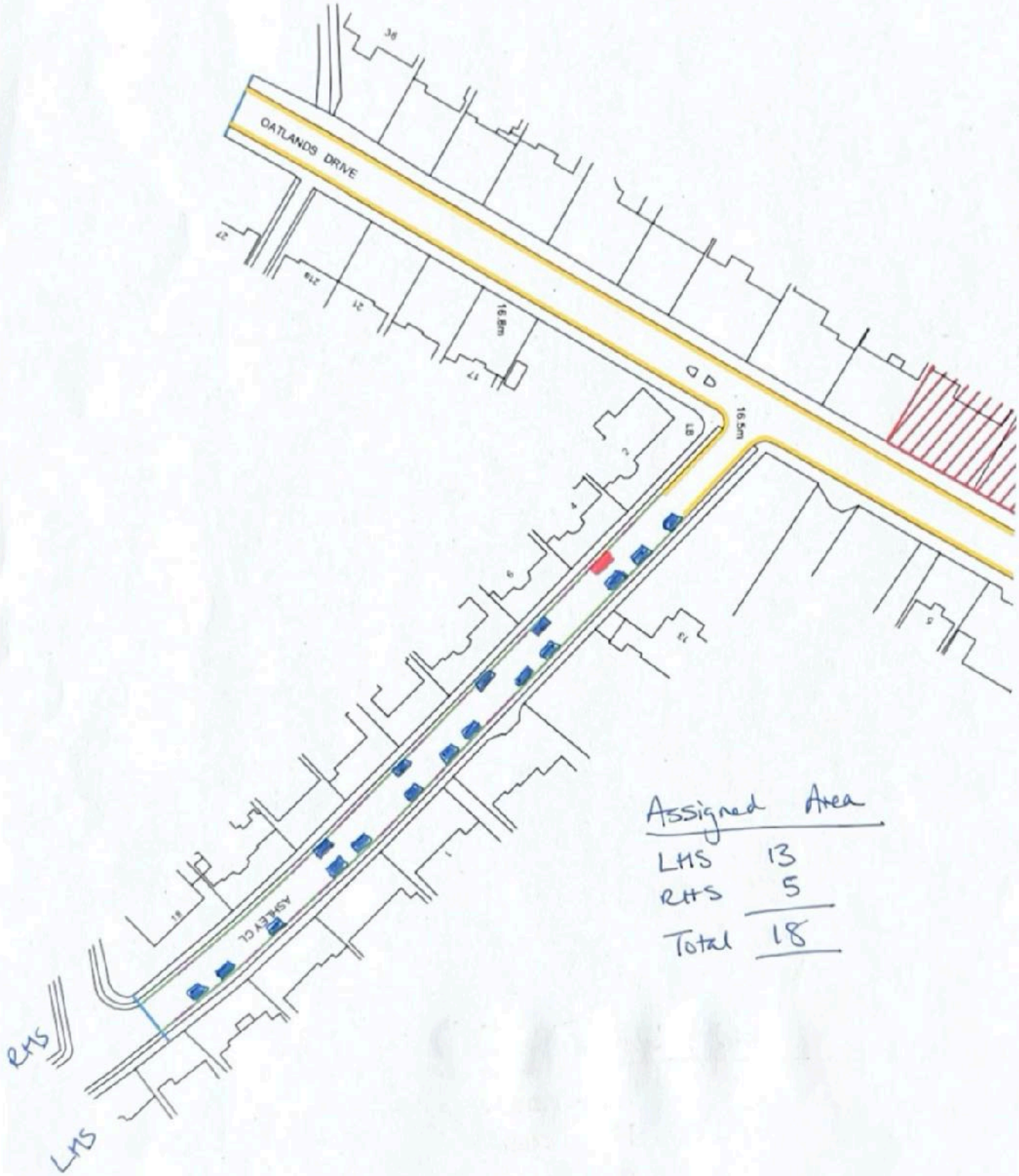
Assigned Area

LHS 17

RHS 15

TOTAL 32

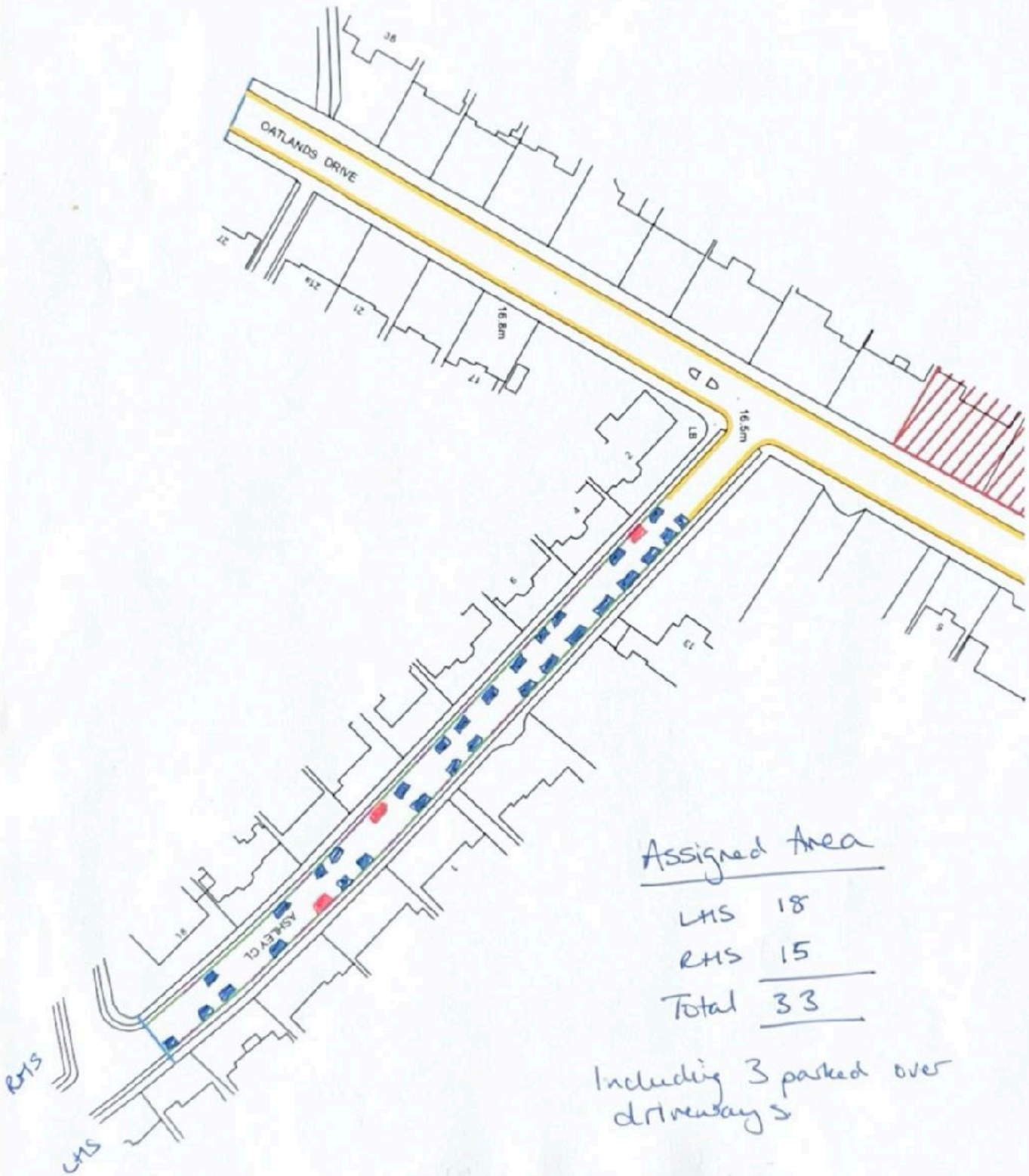
Monday 23rd October 2023 3:50pm



Assigned Area

LHS	13
RHS	5
Total	18

Tuesday 24th October 2023 9:30am

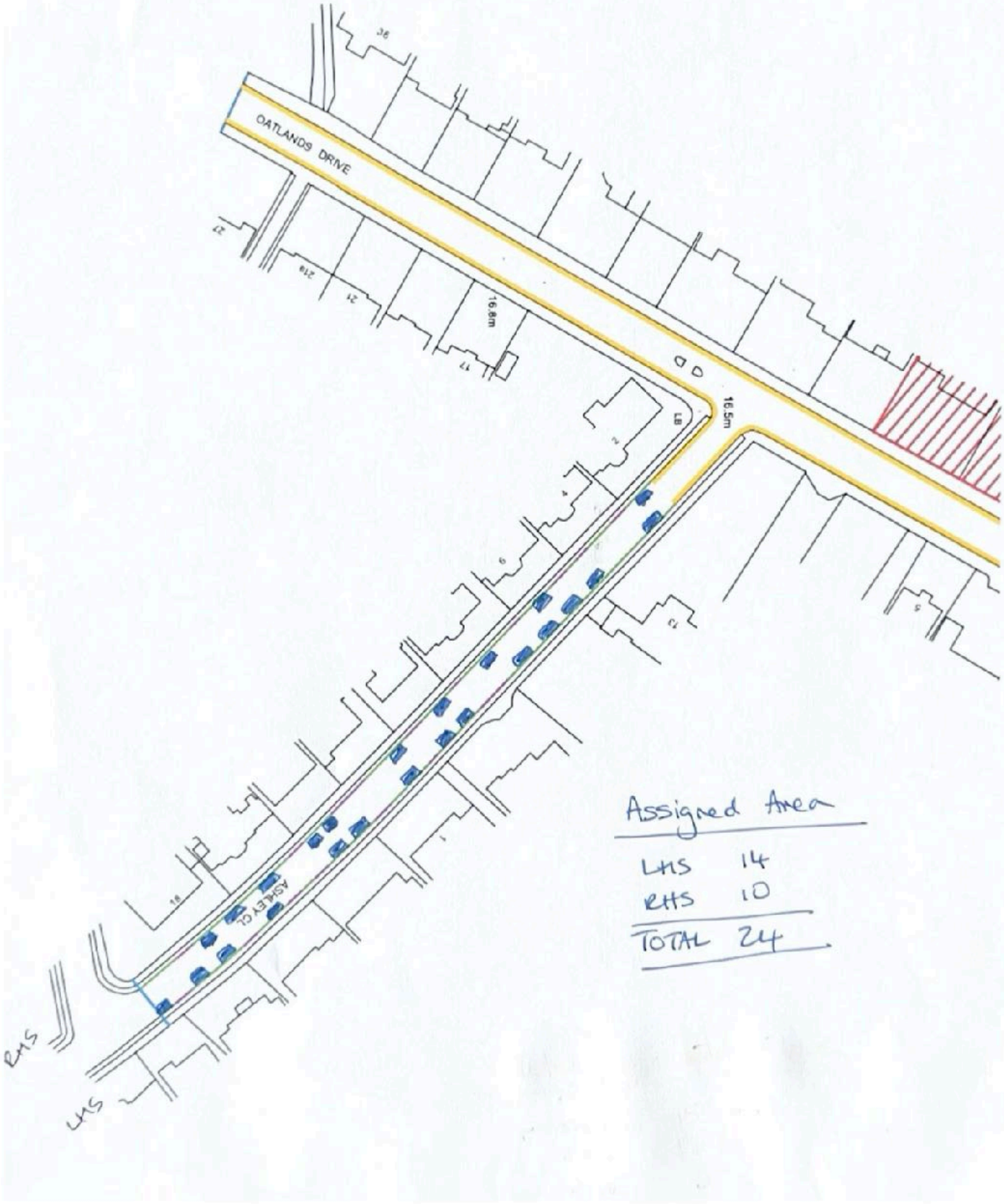


Assigned Area

LHS	18
RHS	15
Total	33

Including 3 parked over driveways

Tuesday 24th October 3:30pm

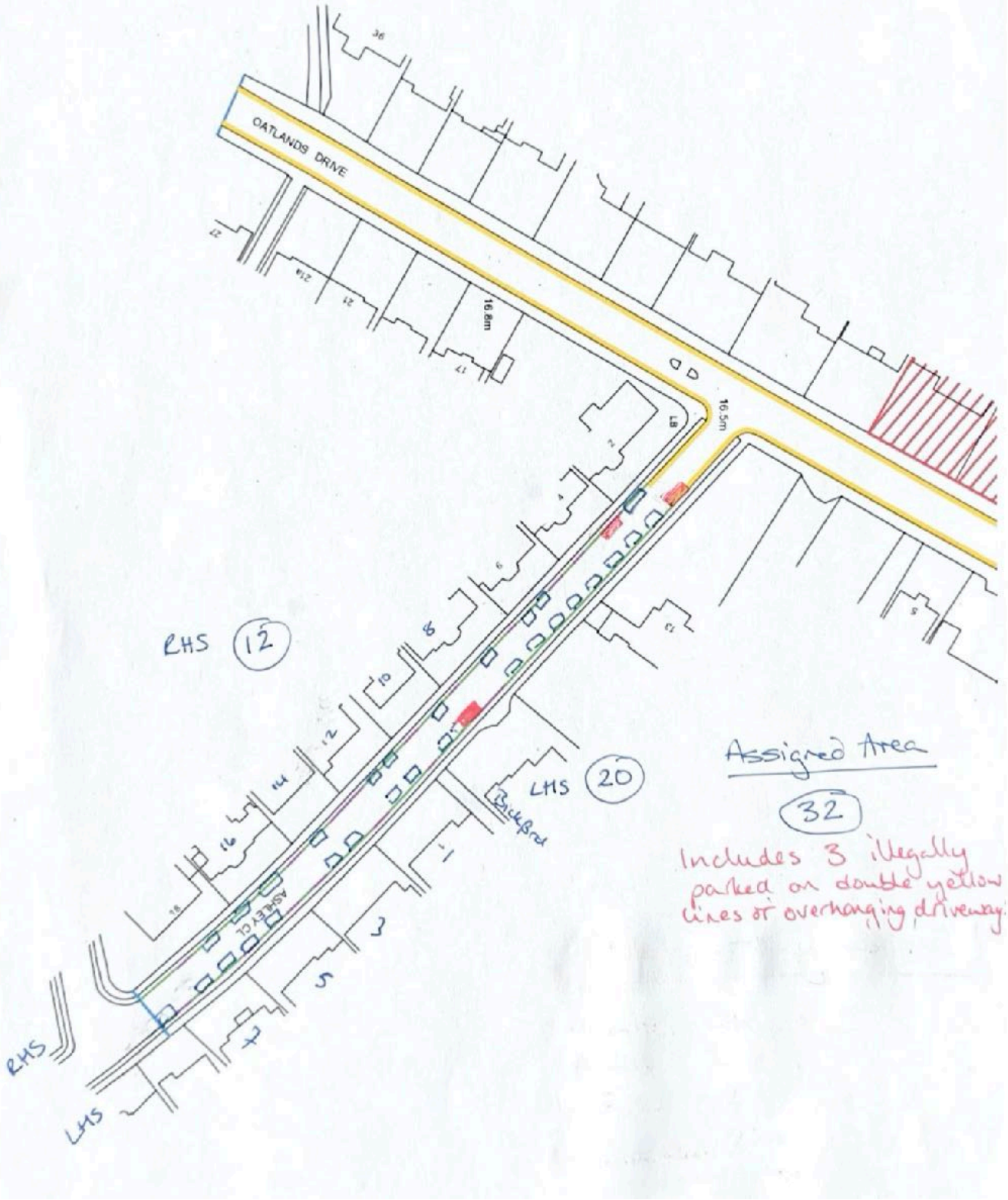


Assigned Area

LHS 14
RHS 10

TOTAL 24

Wednesday 25th October 2023 9.45am



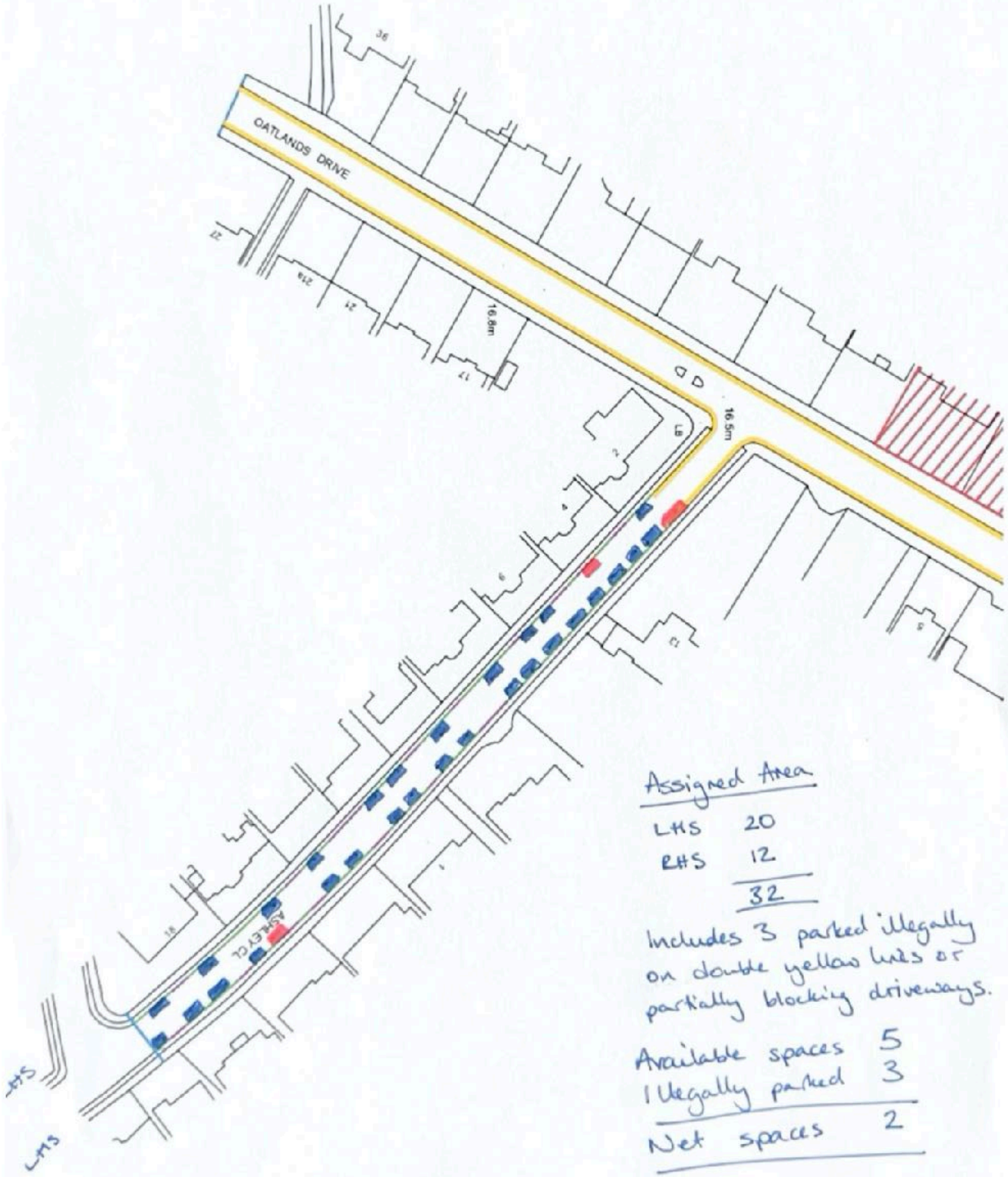
Wednesday 25th October 2023 3.15 pm

Assigned Area

LHS	18
RHS	12
TOTAL	30

Including 2 illegally blocking driveways.

Thursday 26/10/23 9:45 am

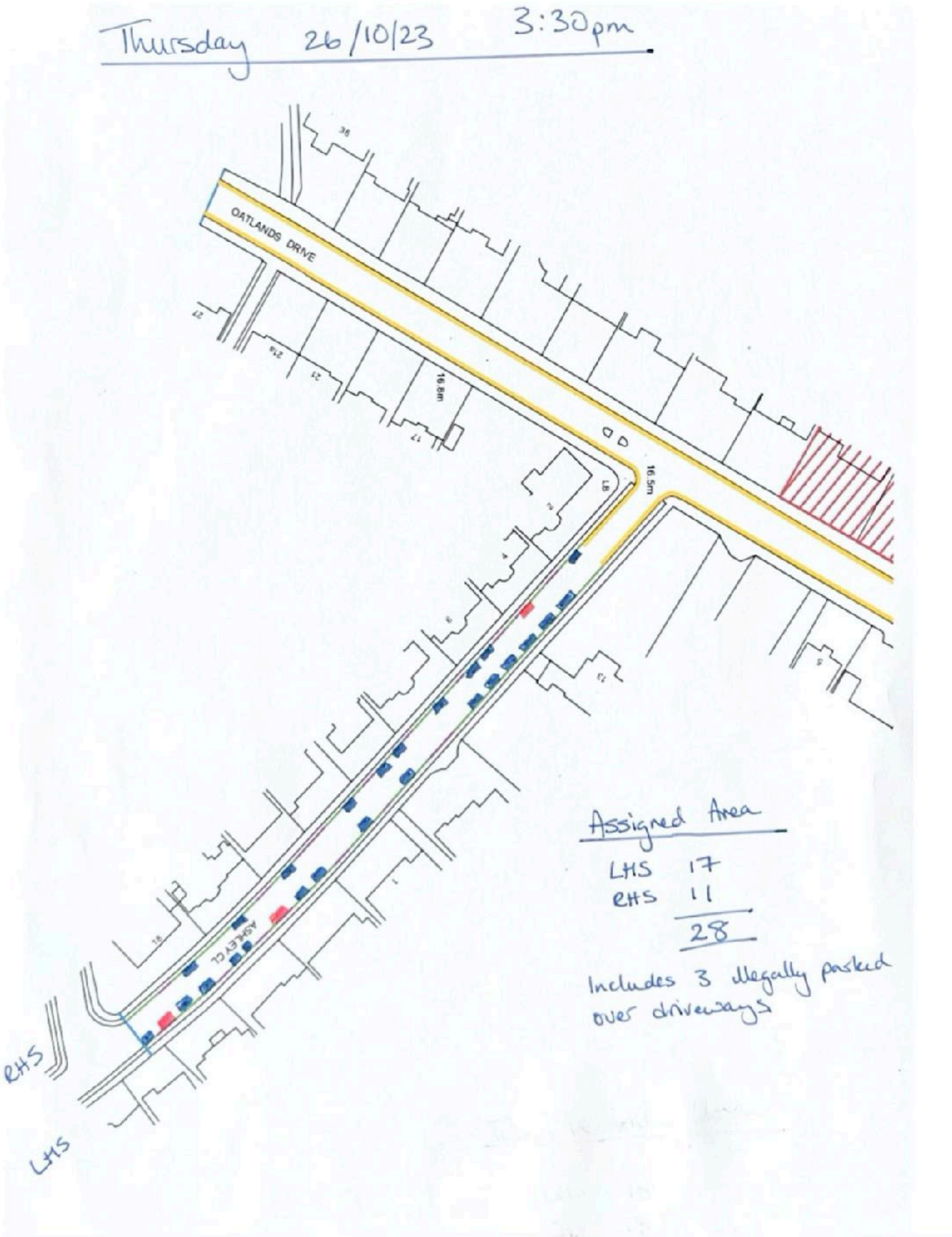


Assigned Area

LHS	20
RHS	12
	32

Includes 3 parked illegally on double yellow lines or partially blocking driveways.

Available spaces	5
Illegally parked	3
Net spaces	2



The parking map for Friday 27th October 2023 is included in the appendix for car parking capacity justification.