

Site: 49 Beech Avenue, Ruislip  
Prepared by: EU/DM  
Approved by: David McMurtary  
Date: 23 September 2021

### 1.0 Introduction

- 1.1 This technical note has been prepared in support of a planning application for the demolition of an existing bungalow and erection of two storey building to provide 3 x 2-bed and 1 x 1-bed self-contained flats at 49 Beech Avenue, in Ruislip.
- 1.2 A previous planning application on the site (application reference 12926/APP/2020/2732) was refused by the London Borough of Hillingdon (LBH) for an identical scheme on 18<sup>th</sup> November 2020. The refusal partly related to the perceived lack of sufficient off street parking/manoeuvring arrangements, which would result in substandard car parking provision.
- 1.3 The above scheme has been subject to a planning appeal, which was dismissed. However whilst dismissing the scheme, the Inspector concluded that the parking arrangements were satisfactory, and would not result in any impact on the surrounding highway. This revised application seeks to address design related issues, although includes an alternative car parking arrangement resulting from changes to the layout. This is set out in more detail below.

### 2.0 Car Parking Layout

- 2.1 The revised car parking layout seeks to utilise the two existing crossovers, albeit with some widening to enable four car parking spaces to be provided on site. Providing four car parking spaces ensures one space can be accommodated per flat, which was a requirement of the previous application.
- 2.2 LBH's 'Domestic Vehicle Footway Crossover Policy' (April 2019) states the following in regard to the width of crossovers.

*"Where applicants are applying for two adjoining crossovers (e.g. for 2 adjoining properties), or where a new crossover will join an existing one (e.g. a neighbours crossover), a maximum of 2.7m flat section will be allowed for each crossover (refer to Fig 2). This requirement will also apply where the occupiers of two adjoining properties share a driveway and wish to build a double width crossing to serve the two sites or if one owner only requires an extension."*

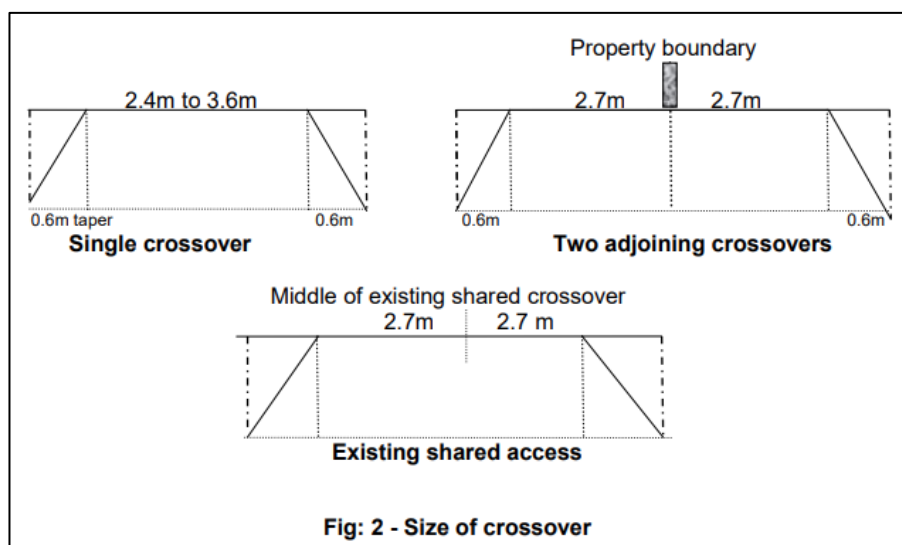


Figure 2.1: London Borough of Hillingdon's Size of Crossovers

- 2.3 Although the proposals seek two extended crossovers associated with 49 Beech Avenue, the new car parking spaces would be occupied by different residents associated with the new flats. The crossover would not be utilised by just one property or one individual resident as would be the case with the existing dwelling.
- 2.4 The proposed extension to the two existing vehicle crossovers would fall within the 5.4 metre guidance set out within Hillingdon's 'Domestic Vehicle Footway Crossover Policy' for a double crossover. Irrespective, Hillingdon's crossover guidance also stated that:
- "There may be instances where the above criteria regarding dimensions are not achievable. In such cases approval may be given, subject to a site inspection by a Highway Engineer to assess the safety issues."*
- 2.5 The proposals include only a slight alteration to the existing arrangement, and would be no wider than a double crossover for two adjoining properties. As such the operation of the vehicle crossover would not be significantly altered and passing pedestrian safety would not be impacted.
- 2.6 The document also states the following in regard to distances between crossovers:
- "The preferred distance between two crossovers is 1.2m however a minimum level platform of 900 mm (full kerb face) should be provided between adjacent dropped kerbs. This will provide refuge for pedestrians and space for street furniture."*
- 2.7 The extension would leave a sufficient gap between the two revised crossovers, as well as adjoining crossovers associated with the two neighbouring properties. Therefore, an appropriate refuge area between the two crossover is provided for passing pedestrians.
- 2.8 By providing a conventional car parking layout with parking spaces 90 degrees to the highway, it is considered that the parking spaces will conform to typical guidance in respect of parking bay dimensions, as well as suitable aisle width which would incorporate the Beech Avenue carriageway.

### 3.0 Parking Demand On-Street

- 3.1 An independent on-street parking beat survey has been undertaken to ascertain the extent of on-street parking demand in the vicinity of the site. The survey was undertaken at 04:50 hours on Tuesday 18<sup>th</sup> May 2021 to capture peak overnight parking demand.

- 3.2 The existing on-street car parking levels, or “stress”, surrounding the development site have been assessed through the undertaking of manual surveys in accordance with the ‘Lambeth Council Parking Survey Guidance Note’ (Lambeth Council, 2009). Lambeth Council’s parking survey methodology is broadly accepted across Greater London. The local parking network is deemed ‘stressed’ when on-street parking occupancy exceeds 85% capacity.
- 3.3 The survey area has been designed to extend approximately 200 metres from the site, which accounts for Beech Avenue from its junction with Oak Grove to the east and the end of the cul-de-sac to the west.
- 3.4 The parking survey results, including plans of the observed parking locations are included for reference at **Appendix A**. The results indicate that across the assessment area there are an equivalent of 65 on-street parking spaces along unrestricted kerb lines. Only 30 spaces were occupied at the time of the survey, relating to a parking demand of 46%.
- 3.5 It is clear from the above that there is ample spare capacity on-street should any parking overspill occur. Regardless of the above, this note has demonstrated that all four car parking spaces on-site can be independently accessed, and therefore parking overspill is unlikely to occur.

## 4.0 Summary

- 4.1 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

## **Appendix A**

Parking Beat Survey

49 BEECH AVENUE, RUISLIP HA4 8UQ.

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

MAY 2021

LAMBETH METHODOLOGY



BENCHMARK DATA COLLECTION

**49 BEECH AVENUE, RUISLIP HA4 8UQ - PARKING STRESS SURVEY - TUESDAY 18/05/2021 04:50**

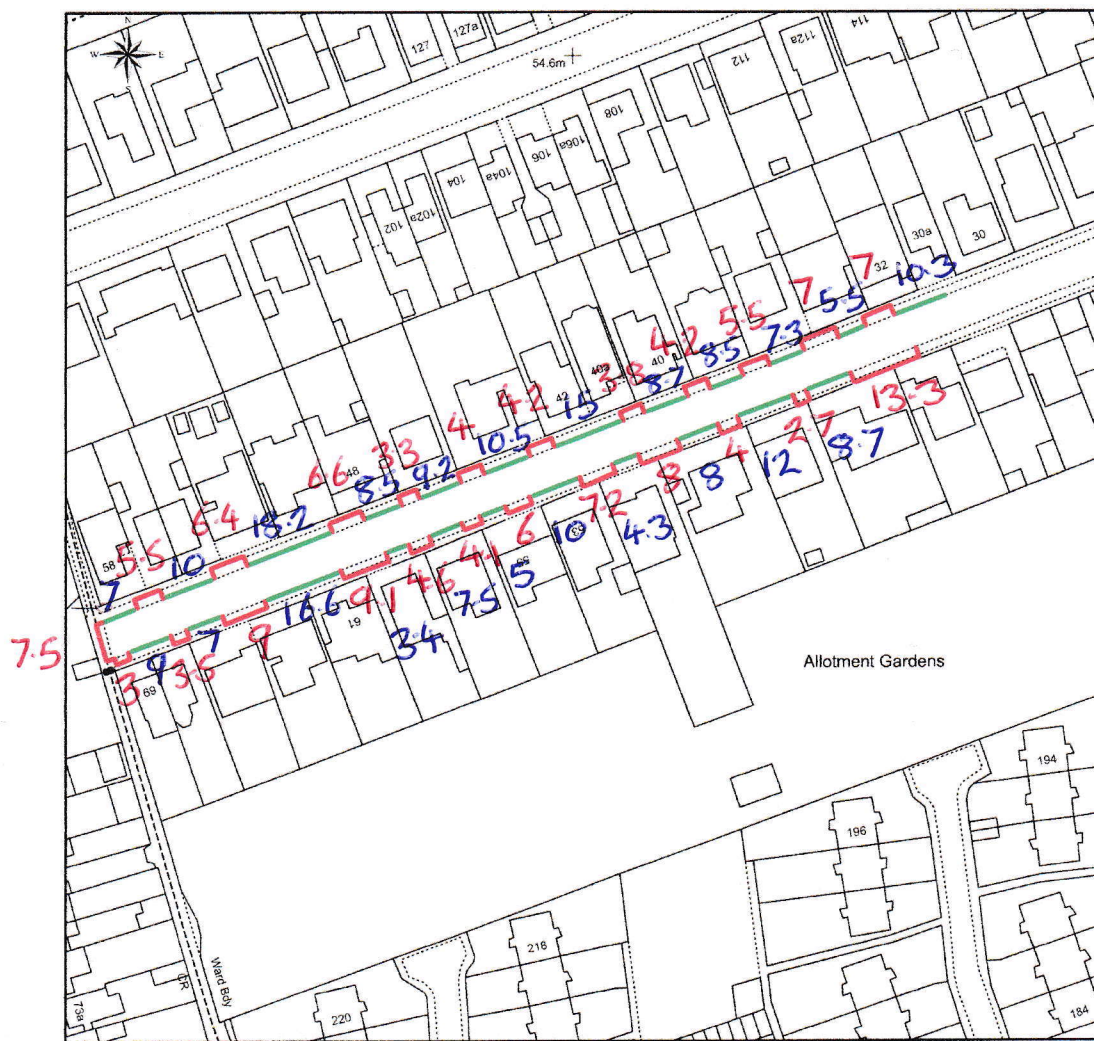
| ROAD NAME    | TOTAL<br>LENGTH (m) OF<br>KERB SPACE | LENGTH OF<br>UNRESTRICTED<br>PARKING<br>(m) | NUMBER OF<br>UNRESTRICTED<br>5m PARKING SPACES | NUMBER OF<br>VEHICLES<br>PARKED | UNRESTRICTED<br>PARKING<br>STRESS<br>% |
|--------------|--------------------------------------|---------------------------------------------|------------------------------------------------|---------------------------------|----------------------------------------|
| BEECH AVENUE | 704.9                                | 411.4                                       | 65                                             | 30                              | 46                                     |
| <b>TOTAL</b> | <b>704.9</b>                         | <b>411.4</b>                                | <b>65</b>                                      | <b>30</b>                       | <b>46</b>                              |



AREA OF PARKING STRESS SURVEY

49 BEECH AVENUE, RUISLIP HA4 8UQ

BENCHMARK DATA COLLECTION  
NTS



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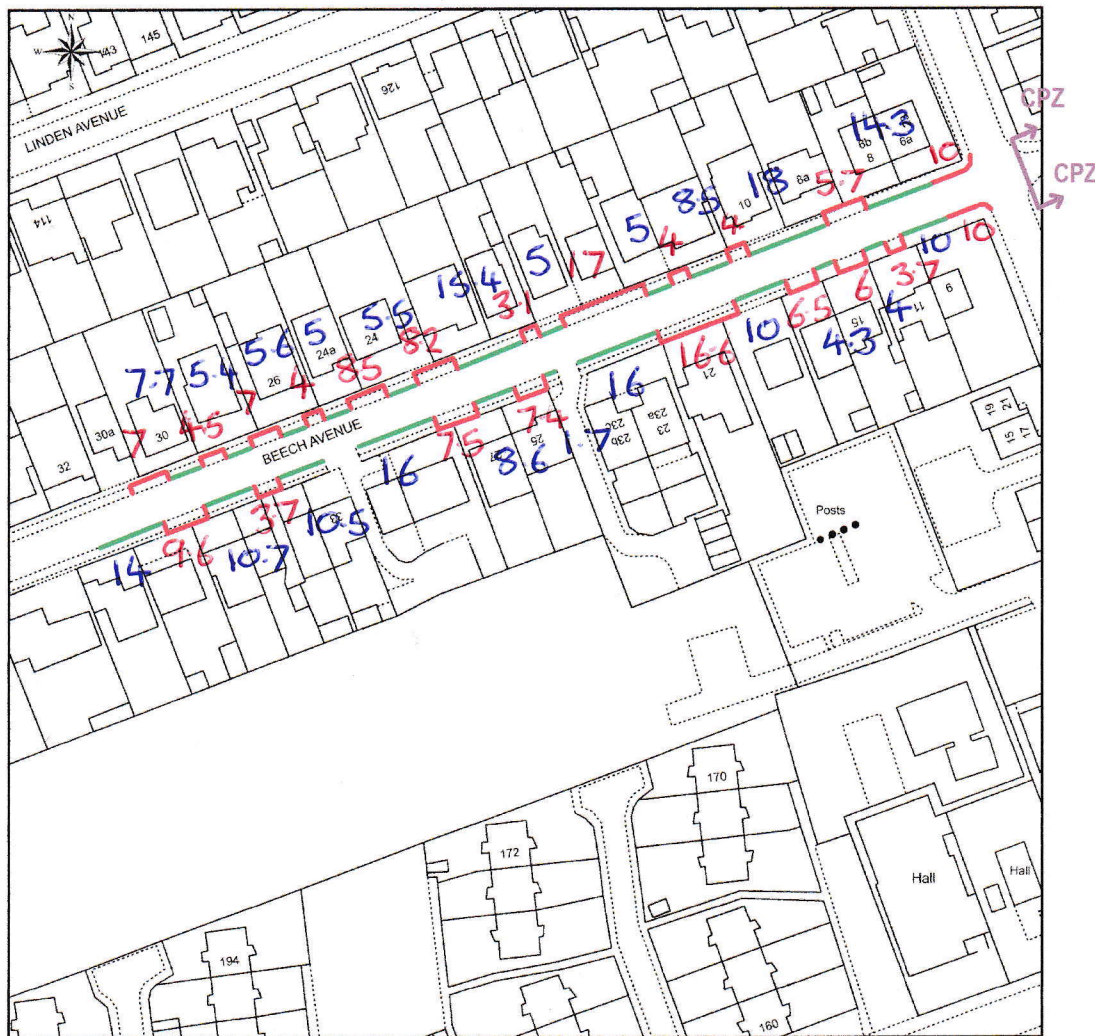
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- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- - - DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

## PARKING RESTRICTIONS



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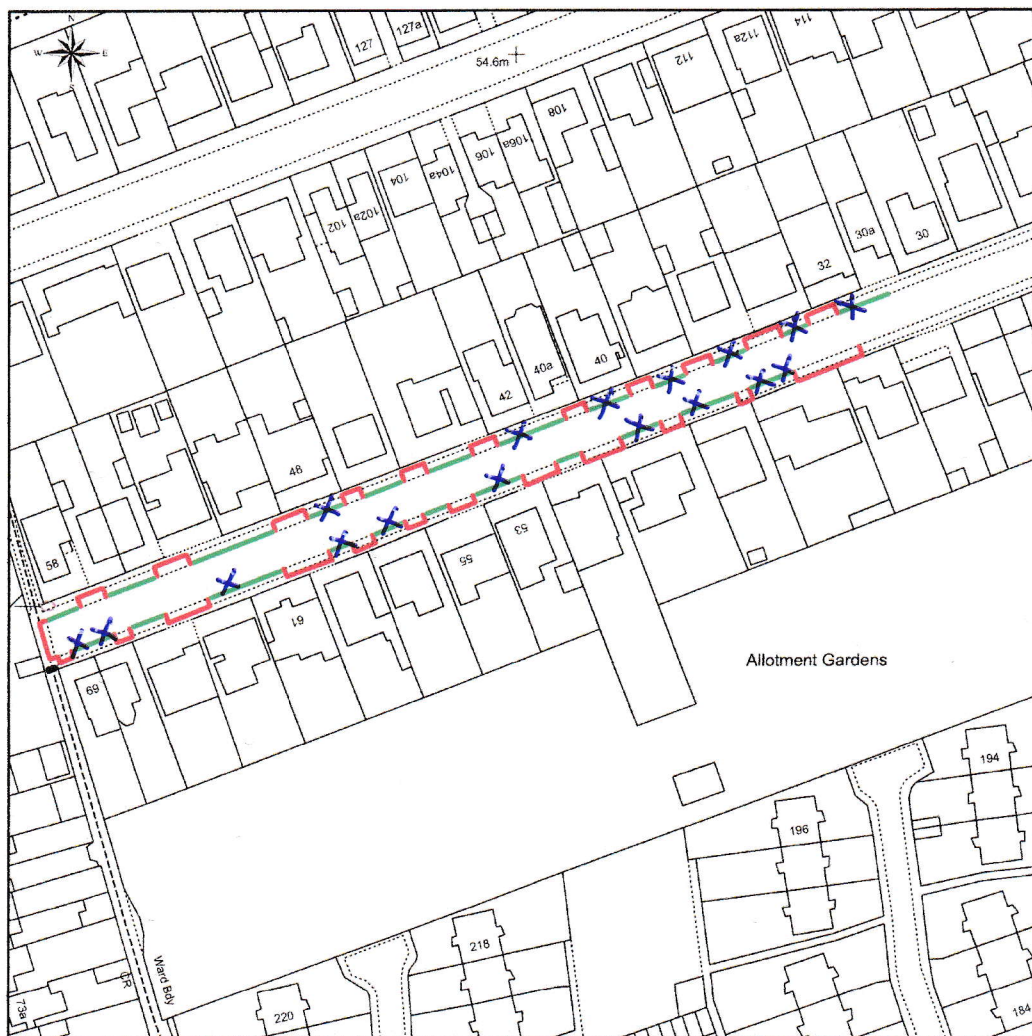
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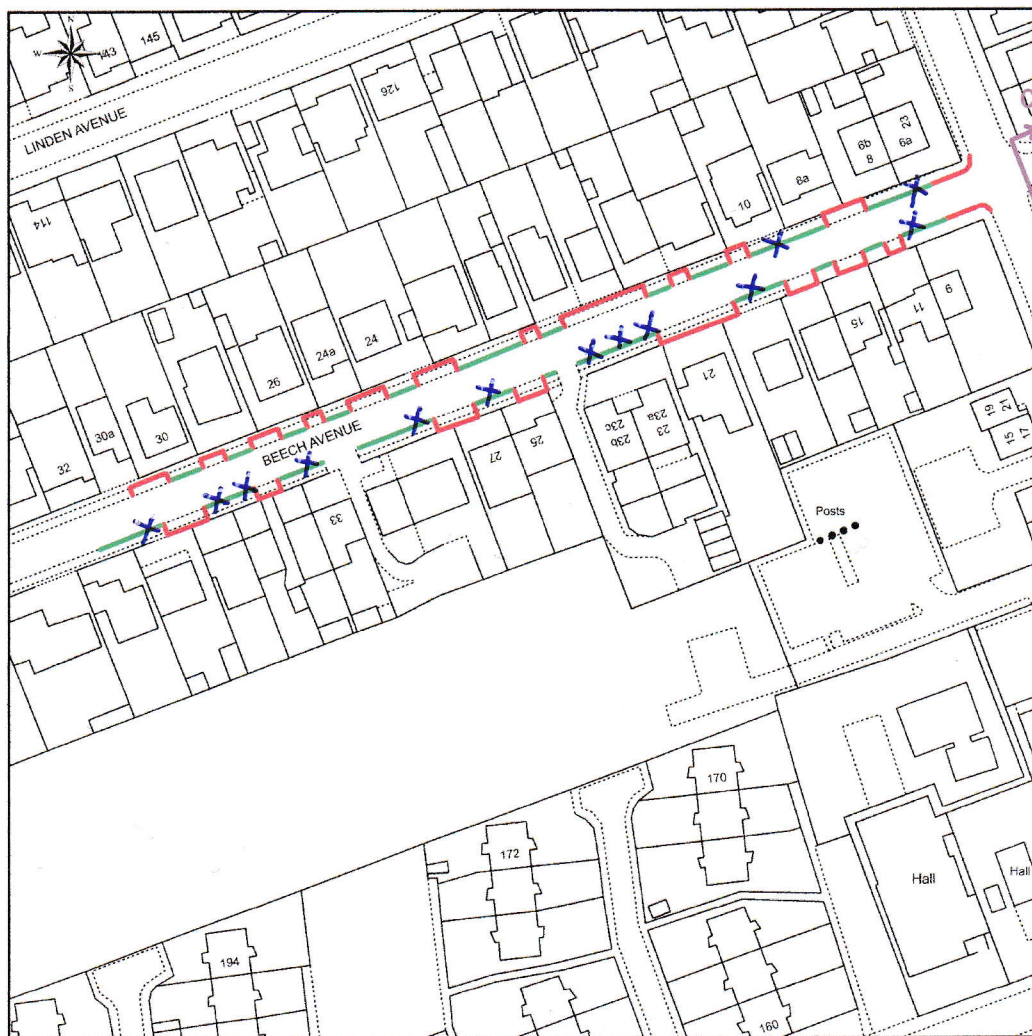
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ALL MEASUREMENTS IN METRES

## PARKED VEHICLE LOCATION

TUESDAY 18/05/2021 - 04:50



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