

Subject Tavistock Gardens, West Drayton

Date 13 August 2020

Job No/Ref 271830-00

Tavistock Gardens, West Drayton – Transport Review

Introduction

Arup is appointed by Redrow Homes to provide support in relation to the proposed development at land at Tavistock Gardens, West Drayton within the London Borough of Hillingdon (LBH). The site received planning consent in December 2015 (LBH planning ref. 45200/APP/2014/3638), with some subsequent changes to the permission agreed through S73 applications and discharge of planning conditions.

The current planning consent provides 315 dwellings, with 299 car parking spaces located within the basement (0.95 spaces per dwelling). The consented arrangement of the basement car parking included use of car stackers to achieve the parking capacity.

Table 1 Consented Residential Development

	Units
1 Bed	81
2 Bed	18
3 Bed	56
Total	315

This level of car parking is no longer required and it is therefore proposed to reduce the car parking provided at the site to 282 spaces (0.90 spaces per dwelling). This also enables all spaces to be provided as standard spaces and removes the complexity of the car stackers from the operation of the car park.

This transport review has been prepared to consider the likely demand for car parking and assess the suitability of reducing the parking ratio to 0.90 spaces per dwelling as proposed. Factors such as policy, expected demand and potential management measures are included in the review.

Car Parking Policy

LBH's parking policy standards currently define maximum levels of car parking provision as follows:

- Studio flat: 1.0 space per 2 units
 - 1-2 bedrooms: 1.0 to 1.5 spaces per unit
 - 3-4 bedrooms: 2 spaces per unit.
- (a) Proposals must also accommodate visitor's car parking on-site additional to the above

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(b) Car parks must be allocated to dwellings

The Intend to Publish (ItP) London Plan (December 2019) defines maximum levels of parking provision for residential development as 0.5 spaces per dwelling for Outer London locations with public transport accessibility of PTAL 4.

While in excess of London Plan parking policy, the proposed reduction of car parking at the site to 0.9 spaces per dwelling reflects its intention to seek lower parking provision for dwellings. A parking ratio of 0.9 spaces per dwelling is within the LBH parking policy standards and represents only a minor reduction from the consented provision of 0.95 spaces per dwelling.

Site Context & Car Ownership

The site is located close to West Drayton rail station and High Street where there are various opportunities for travel to be undertaken by walking, cycling and public transport modes. There are also a number of local facilities within a short journey of the site.

The future PTAL of the site future following Crossrail services at West Drayton, will increase to PTAL 4. In addition to rail services from West Drayton Station there are also number of bus services available from the station and High Street.

The introduction of Crossrail services at West Drayton Station improves the frequency of services (and therefore improves the PTAL) but also reduces journey times. Travel times to Central London are therefore quicker and a wider area is accessible within typical journey times.

The 2011 Census indicates that the car ownership is 0.72 cars per dwelling for areas in Hillingdon with high levels of flatted development, with 44% of households not owning a car. The equivalent average across Outer London is 0.60 spaces per dwelling.

Car ownership for residents in comparable areas surrounding the site reports similar levels of car ownership at an average of 0.67 cars per dwelling. The comparable areas are identified based on high proportion of flatted development, within walking distance of West Drayton Station and have similar socio-economic conditions to those expected at the site.

As there is good access to a range of public transport services and local facilities from the site, the minor reduction in car ownership is considered acceptable. 0.9 spaces per dwelling is expected to accommodate future car ownership for the development without risk of overspill parking demand in the local area.

Review of Permitted Schemes

Table 2 lists recently approved or relevant schemes within LBH along with their PTAL, number of units and consented parking ratio. The sites identified demonstrate that car parking ratios less than both the consented parking ratio of 0.95 spaces per unit and the proposed ratio of 0.9 spaces per unit have been approved at other similar schemes in the borough.

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Table 2: Relevant and Permitted Schemes

Site	Ref.	Status	PTAL	No. Units	Consented Parking Ratio
Malt House, 281 Field End Road, Ruislip	23156/APP/2019/339	Approved (May 2019)	3	47	0.77 spaces per unit
Chailey Industrial Estate Pump Lane Hayes	2102/APP/2018/4231	Deferred (April 2019)	5	333	0.62 spaces per unit
Land at 3, 233-236 Nestles Avenue, Hayes	73238/APP/2018/1145	Approved (April 2019)	5	457	0.52 spaces per unit
20-30 Blyth Road, Hayes	1425/APP/2018/2145	Approved (Jan 2019)	4	120	0.74 spaces per unit
Morrison Supermarket 41-67 High Street, Yiewsley	2370/APP/2018/2793	Approved (Jan 2019)	4	144	0.71 spaces per unit

Managing and Controlling Car Ownership

Car free living is increasing within London and many people are selecting their housing location based on their intended travel behaviour, for example locating near to a public transport node for a quick and convenient commute to work. Future residents may live at the proposed development to take advantage of its proximity to West Drayton and the direct access to Central London that will be provided by Crossrail.

The development is also subject to a Travel Plan which encourages greater travel by modes other than private car, with particular support for walking and cycling.

Conclusion

This review therefore concludes that a reduction in car parking provision at the site from 0.95 spaces per dwelling to 0.90 spaces per dwelling would be reflective of the aims of recent London Plan policy while still ensuring that forecast car ownership would be accommodated on-site without risk of overspill parking demand in the local area. The position of the site adjacent to West Drayton station and future Crossrail services is expected to support reduced car ownership and the Travel Plan for the development seeks to support this through a variety of measures combined with monitoring and reviews.