TRANSPORT NOTE

PROPOSED RESIDENTIAL DEVELOPMENT

LANDMARK PLACE, HILLINGDON

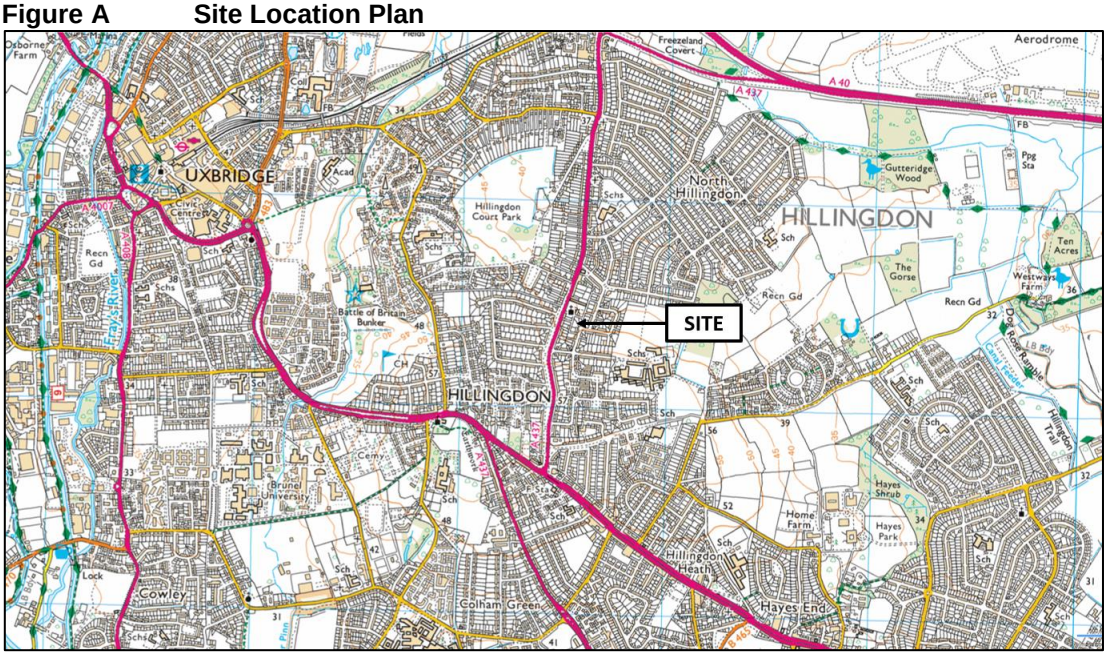
ADL REF: 4962, 6th JANUARY 2021

1.0 Introduction

1.1 ADL Traffic and Highways Engineering Ltd have been instructed by Landmark Group to prepare this Pre-Application Transport Note in relation to the proposed extension of the existing flatted development to provide one additional flat at Landmark Place, off Snowden Avenue in Hillingdon, Uxbridge.

1.2 The site postcode is UB10 0SD. The site location is shown in **Figure A**.

Figure A Site Location Plan



1.3 The main purpose of this Pre-Application Transport Note is to demonstrate that the existing parking situation in the vicinity of the site can accommodate demand for an additional one bedroom flat.

2.0 The Site

2.1 The site comprises a two-storey residential building containing six x one-bedroom flats and two x two-bedroom flats. **[TBC]** There are ten car parking bays on site; of which one is designated as a disabled bay.

2.2 The access into the site is via Landmark Place from Snowden Avenue. The access is in the form of a vehicular crossover.

2.0 Local Highway Network

2.1 The site is located at Landmark Place, which is a cul-de sac off Snowden Avenue, approximately 130 metres north of the junction with Clifton Gardens. Snowden Avenue is a local residential road which runs broadly in north-south direction between Clifton Gardens and Sutton Court Road. It is subject to a 30-mph speed limit.

2.2 In the vicinity of the site, Snowden Avenue is approximately six metres wide. Between Clifton Gardens and Landmark Place, there are no parking restrictions, with the majority of properties providing dropped kerbs to private driveways. There are double yellow line parking restrictions on the southern side of Snowden Avenue, opposite the Landmark Place access. There are also double yellow lines on Snowden Avenue at the junction with Oakdene Road.

3.0 Access Arrangements

3.1 The existing vehicular access into Landmark Place from Snowden Avenue would be retained.

3.2 Having reviewed the Crashmap website, it appears that there have been no collisions at or in the close proximity to this site access. As such, there are no highway safety issues related to the site access that need to be addressed as part of any subsequent planning application.

3.3 As discussed in Section 4.0 of this Transport Note, the trip generation associated with the proposed development would be very low; and as such the existing access arrangement would sufficiently accommodate the development's traffic demand.

4.0 Proposed Trip Generation

4.1 TRICS 7.7.4 database has been used to estimate vehicular trip generation associated with the proposed one-bedroom flat/studio. Suburban sites in Greater London for weekdays only have been selected. The TRICS report is provided as Appendix 1.0.

4.2 The vehicular trip generation during the typical AM and PM peak hours is summarised in Table 4A.

Table 4A Two-way Vehicular Trip Generation

Time	Trip Rate (/dwelling)		Trips (1 Flat)		
	In	Out	In	Out	Two-way
08:00-09:00	0.027	0.070	0	1	1
17:00-18:00	0.073	0.042	1	0	1

4.3 Table 4A demonstrates that the proposed development could generate up to only one new vehicular trip (two-way) during the typical weekday peak hours. This is considered to be imperceptible in traffic engineering terms.

4.4 An increase in vehicular trips outside of the peak hours would be further less than this and hence *de minimis*.

4.5 Given that the proposed development represents low trip generation, the existing site access which does not have any accident records or known highway safety issues is considered to be appropriate for the proposed development. Furthermore, there is no requirement for any off-site junction capacity assessment.

5.0 Parking Assessment

Car Ownership

5.1 The 2011 Census car ownership data has been used to estimate the number of cars that would be owned by the occupant of the proposed one bedroom flat. The site is located in ward E02000510 (Uxbridge North). For flats in this location, the average car ownership for dwellings with 1-3 rooms is 0.54 – i.e., one car.

5.2 Given this data is from 2011, ADL have used TEMPro growth factors for car ownership for the year 2022 (likely year of occupation). The car ownership growth factor for this location (Hillingdon) between 2011 and 2022 is 1.1436. Hence, **0.54 x 1.1436 = 0.62** (i.e., one car). It is therefore estimated that the proposal would likely result in a maximum of one additional car.

Parking Stress Survey

5.3 ADL commissioned K & M Traffic Surveys to undertake parking stress survey in line with Lambeth Parking Survey Methodology on 8th and 9th December 2020 (Tuesday and Wednesday).

5.4 The survey was undertaken on 02:45 hours on 8th December 2020 and 02:30 hours on 9th December 2020. The parking stress survey results are provided in Appendix 2.0.

5.5 Given this survey was undertaken during the Covid-19 pandemic, the lockdown measures would have heightened the degree to which residents would be staying at home. Therefore, this assessment of the parking conditions is considered to be very robust. As such, ADL have successfully carried out parking stress survey in other outer London boroughs where the Highway Authorities have accepted the results of parking stress survey during lockdown.

On-site Car Park

5.6 The survey shows that on both dates, of the ten car parking bays in Landmark Place (nine standard, one disabled) eight of the standard bays were occupied, as well as the disabled bay. Therefore, there remained one vacant marked bay on Landmark Place on both occasions.

Streets within 200 metres from the Site

5.7 The survey also covered streets within a 200-metre walking distance from the site. The survey shows that there are 85 potential car parking spaces on Snowden Avenue, Clifton Gardens, Brampton Road, Oakdene Road, and Silver Way.

5.8 On the 8th December, there were 28 observed spaces, and on the 9th December, there were 32 observed spaces. On average there were 30 observed spaces (i.e., vacant spaces).

5.9 The parking survey results indicate that there is sufficient parking capacity on site (?) to accommodate the addition of one car as a result of the proposed one-bedroom flat. Should all the marked bays on Landmark Place be occupied, there is sufficient capacity on the neighbouring residential streets to accommodate an additional car.

5.10 There are therefore no issues regarding parking as a result of the proposed development.

Cycle Parking

5.12 It is proposed to provide one cycle parking space for the proposed development. This is in line with the London Plan cycle parking standards **[TBC]**

6.0 Servicing

6.1 The existing servicing situation would remain the same.

7.0 Conclusions

7.1 The proposal comprises the one-storey extension the existing dwelling in the form of a one-bedroom flat, at Landmark Place, Hillingdon.

7.2 The existing site access would be used and is considered to be appropriate for use for the proposed development in terms of visibility.

7.3 The proposed development will have no severe traffic impact on the local road network.

7.4 Based on the car ownership data for this location, it is estimated that the proposed development would result in one additional car only.

7.5 A parking stress survey in December 2020 indicates that there is capacity within the existing marked car park on Landmark Place to accommodate this additional car. There is also

capacity on the adjacent residential streets to accommodate this additional car as well should all the marked bays on Landmark Place be occupied.

7.6 The development therefore conforms to the National Planning Policy Framework 2019.