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TRANSPORT TECHNICAL NOTE

84 DICKENS AVENUE, HILLINGDON, MIDDLESEX UB8 3DN

Parking Stress Study prepared on behalf of Regal Property Limited (Mrs Sandeep Johal)

May 2026

Reference: P26068 TN/PC

INTRODUCTION

1 Crosby Transport Planning Limited is instructed by Regal Property Limited (Mrs Sandeep Johal) to assess the parking levels within the vicinity of their application site at 84 Dickens Avenue, Middlesex UB8 3DN, located within the London Borough of Hillingdon (LB Hillingdon).

2 The development site is a two-storey (plus loft conversion), semi-detached dwelling with frontage parking area for up to two cars. This report accompanies a retrospective planning application for the change of use of the residential property (use class C3) to a 5-room House in Multiple Occupancy (HMO) (use class C4) with retention of a single storey rear extension. Parking for two cars is retained to the frontage of the dwelling utilising the existing dropped kerb crossover and bicycle and bin storage facilities are proposed on site to the rear of the property, accessible via a side passage.

3 Crosby Transport Planning Limited has been instructed to undertake a parking stress survey in accordance with established methodology in order to assess the potential impact of the proposed change of use on local on-street car parking levels.

4 This report sets out the findings of the on-street parking stress surveys which have been undertaken. Consideration is then given to the potential impact of the development on the observed levels of on-street parking demand in order to determine whether any resulting overspill parking can be satisfactorily accommodated on-street.

RECENT PLANNING HISTORY

5 In April 2026, planning permission was refused (LB Hillingdon planning reference 63946/APP/2026/318) for a largely similar retrospective application for the change of use of the residential property (use class C3) to a 5-room House in Multiple Occupancy (HMO) (use class C4) with retention of a single storey rear extension previously approved under planning reference 63946/APP/2025/1384.

6 There were two reasons for refusal, of which the second reason related to transport and highways matters, specifically:-

> *"The proposed development, by reason of insufficient car parking provision, would lead to overspill parking on the public highways and would therefore increase obstruction and vehicle conflict, resulting in unacceptable highway safety risk. No parking stress survey has been submitted to demonstrate that local streets can accommodate this impact. Furthermore, the proposed cycle storage is unsuitable for a communal residential use, failing to provide inclusive, accessible and policy compliant facilities for all users. The combination of inadequate car parking and substandard cycle parking provision is contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two (2020), Policies T4, T5 and T6 of the London Plan (2021), and Paragraph 116 of the NPPF (2024)."*

7 With reference to the accompanying Officer's Report, the reason for refusal was partially because of a lack of technical evidence to support statements in relation to parking availability and cycle accessibility. This included the lack of a car parking stress survey.

8 In terms of cycle parking, the Applicant has reviewed the London Plan 2021, London Cycle Design Standards (LCDS) and LTN 1/20 Cycle Infrastructure Design. The drawings which accompany the revised planning application now include scaled drawings of the cycle parking and access arrangements. It is evident from the drawings that cycle parking in compliance with design standards can be comfortably achieved. A total of six secure and sheltered cycle parking spaces are to be provided within the rear garden area, accessed via the property's side passageway.

9 As shown on the submission drawings, the passageway to the rear garden is at its narrowest at the front corner of the dwelling where it measures 1100mm but increases to 2495mm at the rear corner of the extension.

10 Whilst LCDS states a minimum width requirement of 1200mm, a width of 1100mm is adequate for a pedestrian to wheel a bicycle, with reference o the guidance set out in **Figure 1** below. Given that the 1100mm occurs at a single point only, it is considered that this would not prevent residents from being able to adequately utilise the bicycle store.

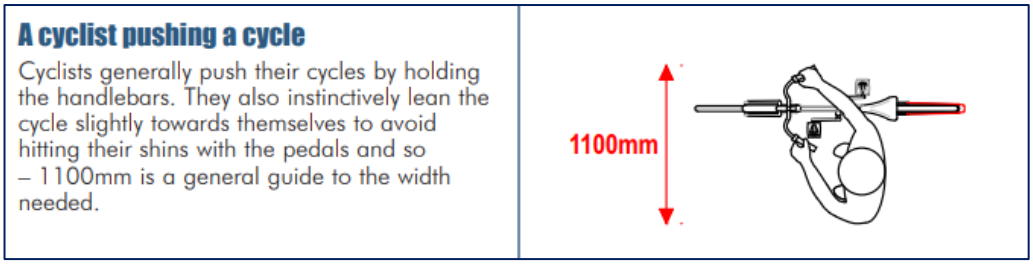

Figure 1: Cycle Design Extract **(source Cycle Parking Guide for New Residential Developments, Transport initiatives LLP)**

11 The remainder of this report addresses matters in relation to car parking and parking stress levels.

EXISTING ON-STREET PARKING

12 Existing on-street parking occupancy levels, or 'stress', in streets surrounding the application site have been assessed by undertaking manual parking surveys.

13 The parking surveys have been undertaken in accordance with the widely-adopted 2021 'Lambeth Council Parking Survey Guidance Note'. Lambeth Council's parking survey methodology is the most established guidance document for parking studies within London.

Survey Design – Time Period

14 In accordance with section 2 of the guidance, a parking survey for a residential development should be undertaken on a weekday, overnight between 00:30hrs and 05:30hrs, as this is generally the time period when residential parking is at its highest as the highest number of residents will be at home. Daytime surveys are not typically required in order to assess the parking impact of residential schemes.

15 Accordingly, the overnight surveys for this assessment were undertaken on the morning of Tuesday 12 May 2026 and Thursday 14 May 2026 at 05:00hrs on both nights.

Survey Design – Study Area

16 The Lambeth parking survey guidance advises that a survey area should cover streets within a 200m walking distance of a point of interest, as this is the distance most residents would wish to park within. Where the 200m boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction. Common sense should be applied in all cases when considering the extent of the survey area

17 The extent of the survey area covered within this parking assessment is shown in **Figure 2** below.

Figure 2: Area of Parking Stress Survey **(extract from Parking Survey at Appendix A)**

18 The extent of the stress survey is Dickens Avenue between Thackeray Close and Goulds Green as well as a section of Goulds Green within a 200m walk distance of the site.

19 The roads within the survey area are not located within a Controlled Parking Zone (CPZ) and all unrestricted parking availability is in the form of unmarked kerbside spaces, some of which takes place half on/off the footway.

20 Parking restrictions within the study area are generally by way of vehicle crossovers and dropped kerbs. There are no restrictions across driveways and this in turn permits drivers to park across their driveways for convenience.

21 The numbers of parking spaces in the survey area were identified as part of the analysis. For the purposes of calculating parking stress, it is assumed that each vehicle takes up an average kerb space of 5.0 metres as defined by the Lambeth Methodology. Therefore, where a minimum length of 5.0 metres was observed, this was counted as an available parking space. Any lengths of space less than 5.0 metres were not regarded as a parking space unless it was observed that cars were able to park to park without causing any obstructions. All vehicle crossovers and dropped kerbs were measured on-site and eliminated from available kerb space, in accordance with guidance.

22 Along Goulds Green it was observed that the width was too narrow for parking to occur on both sides without leading to cars blocking the road, therefore parking availability was excluded from the southern side of the road as observed.

Survey Results and Analysis

23 In terms of parking occupancy, or 'stress', the survey results for the study area are contained in full within **Appendix A**, with a summary of the results set out below in Table 1.

Street Name	Tuesday 12 May 2026			Thursday 14 May 2026			Average		
	Observed Parked	Spaces	% Stress	Observed Parked	Spaces	% Stress	Observed Parked	Spaces	% Stress
Dickens Avenue	32	6	84.2%	33	6	84.6%	32.5	6	84.4%
Goulds Green	1	2	33.3%	1	2	33.3%	1	2	33.3%
TOTAL	**33**	**8**	**80.5%**	**34**	**8**	**81.0%**	**33.5**	**8**	**80.7%**

Table 1: Parking Stress Survey Results – Unrestricted Spaces

24 The overnight surveys show a total of 33-34 cars parked along unrestricted lengths of kerbside, with 8 vacant spaces observes on both nights. The equivalent total stress level for the surveyed area averaged across both nights equates to 80.7%**.**

25 What constitutes a level of 'high parking stress' is not well defined in published guidance however stress levels of greater than 85%-90% are typically deemed by councils to be 'high'. It can therefore be concluded that the existing parking stress levels surrounding the application site are close to but not high.

26 The Lambeth Methodology also states that a separate note should be made of any areas where cars can park legally overnight but not during the day, such as single yellow lines. There are no single yellow line restrictions within the study area. Between 15-16 cars were observed parked across driveways which can reasonably be attributed to residents wishing to park in front of their own dwellings for convenience.

DEVELOPMENT PARKING DEMAND

27 The application proposal is for the change of use of the residential property (use class C3) to a 5-room House in Multiple Occupancy (HMO) (use class C4) with retention of a single storey rear extension.

28 To determine the likely car ownership of the development and hence the potential net impact on the surrounding streets, it is typical to use car ownership levels from the Census for the local area.

29 The census data provides existing levels of car ownership by habitable room for defined area wards, broken down by unit size and tenure type. This is in accordance with the Lambeth Methodology which states *"an assessment of likely car ownership of future occupants can be undertaken to understand the scale of any overspill parking."* Such 'multivariate' data is available from the 2011 Census, but not yet from the 2021 Census, so it is necessary to use the 2011 Census data.

30 In this case the data for the local ward of Yiewsley, within which the development site is located, has been reviewed. **Table 2** below contains the data derived directly from the 2011 Census which is based upon the number of habitable rooms. In the case of the proposed development, the HMO has been assessed on the basis of five individual units having 1-3 habitable rooms, which is considered a very robust approach (as opposed to one unit having 5 habitable rooms).

Area	Unit Type	No. Habitable Rooms	No. H/holds	No. H/holds – No cars or van	No. H/holds – 1 car or van	No. H/holds – 2 cars or van	No. H/holds – 3 or more cars or van	Total cars owned	Average cars per dwelling
Yiewsley ward	Flat: Shared Ownership/ rented	1 – 3 rooms	751	407	313	29	2	377	0.50

Table 2: Car Ownership Census data

31 For the proposed scheme, it can be established that the likely car ownership level would be no greater than 3 cars (i.e. 0.5 x 5 rounded up). Assuming the existing dwelling does not generate any on-street demand, then it can reasonably be considered that the proposed scheme with two on-site parking spaces may result in a net increase in overnight parking demand of up to 1 vehicle.

32 It is noted that the above analysis is consistent with the views of the Highways Authority who advised within the Officer's Report for the refused scheme that 2.5 spaces would be required and given the poor PTAL rating "*it is prudent to require 3 on-site car parking spaces*".

NEARBY CONSENTED DEVELOPMENTS

33 In accordance with the Lambeth Methodology, a review of local, recently consented development has been undertaken in order to take into account any potential cumulative parking demand arising from forthcoming development in the area.

34 Whilst there have been various property extensions and conversions granted by LB Hillingdon, there are no developments that are considered to have any significant parking implications within the surrounding area.

ON-STREET PARKING WITH DEVELOPMENT

35 **Table 3** below summarises the future parking stress projection taking into account the additional demand of one vehicle as a result of the proposed change of use.

	SURVEY DAY 1			SURVEY DAY 2			AVERAGED		
	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress
12&14 May 2026 Surveys	33	8	80.5%	34	8	81.0%	33.5	8	80.7%
With Proposed Development	34	7	82.9%	35	7	83.3%	34.5	7	83.1%

Table 3: Assessment of Potential Parking Impacts with Proposed Development

36 On the robust basis that the potential development could lead to an additional demand for one car parked on the surrounding roads overnight, the level of parking stress within the local study area would increase marginally from 80.7% to 83.1%, with seven spaces remaining available.

CONCLUSIONS

37 Having used the preferred Lambeth Methodology to determine the existing baseline and then considered the potential net parking demand resulting from the proposed change of use, the overall parking stress on roads within the vicinity of the site would increase from 80.7% to 83.1%, still below the 'high' 85%-90% threshold.

38 Based on the findings of the analysis it is considered that the local streets are close to but do not have a 'high' level of parking stress and this would remain the case following the implementation of the development.

39 Paragraph 116 of the NPPF 2024 states "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*".

40 It has been established that the development itself would likely lead to no greater than one vehicle parked on-street which cannot reasonably be considered 'severe'. Such an increase is within the observed levels of car parking and is highly unlikely to be perceptible to regular users of the local highway.

41 This note has set out the potential implications of the proposed application in terms of parking matters, and based upon clear empirical evidence and established methodology, it is concluded that there is sufficient availability of on-street spaces within the locality to accommodate the potential parking demands of the proposed scheme without causing any adverse highways impacts.

APPENDIX A:

Parking Stress Survey Results

DATE: 12 AND 14 MAY 2026

DAY : TUESDAY & THURSDAY

LOCATION : 84 DICKENS AVENUE, UXBRIDGE, UB8 3DN

				TUESDAY 12 MAY 2026			THURSDAY 14 MAY 2026		
				TIME : 05:00HRS			TIME : 05:00HRS		
ROAD NAME	RESTRICTION	METRES	MARKED BAYS / SPACES (5.0M)	OBSERVED PARKED	VACANT SPACES	%RESTRICTION STRESS	OBSERVED PARKED	VACANT SPACES	%RESTRICTION STRESS
DICKENS AVENUE	UNRESTRICTED (KERBSIDE OR HALF ON/OFF FOOTWAY)	215	37	32	6	84.2%	33	6	84.6%
	DROPPED KERB / DRIVEWAY			13			11		
GOULDS GREEN	UNRESTRICTED (KERBSIDE OR HALF ON/OFF FOOTWAY)	22	3	1	2	33.3%	1	2	33.3%
	UNRESTRICTED - TOO NARROW / WOULD NOT PARK			3			4		
	DROPPED KERB / DRIVEWAY								
TOTAL	UNRESTRICTED PARKING	237	40	33	8	80.5%	34	8	81.0%

84 Dickens Avenue, Uxbridge UB8 3DN
Extent of Stress Survey Area (Map Source: © Google Maps)

84 Dickens Avenue, Uxbridge UB8 3DN
Parking Availability (Map Source: © Google Maps)

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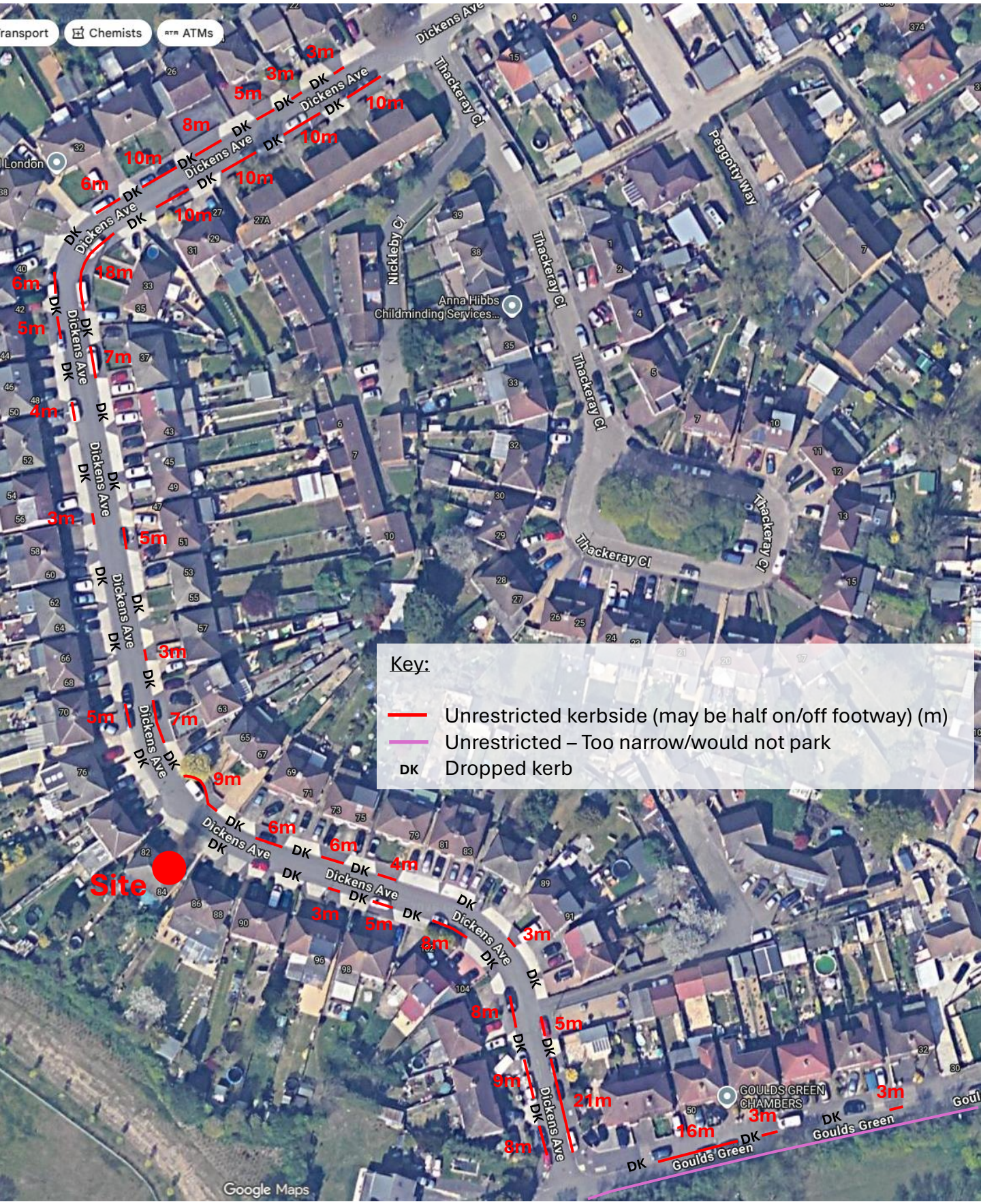

84 Dickens Avenue, Uxbridge UB8 3DN
Stress Survey - Tuesday 12 May 2026 - 05:00hrs (Map Source: © Google Maps)

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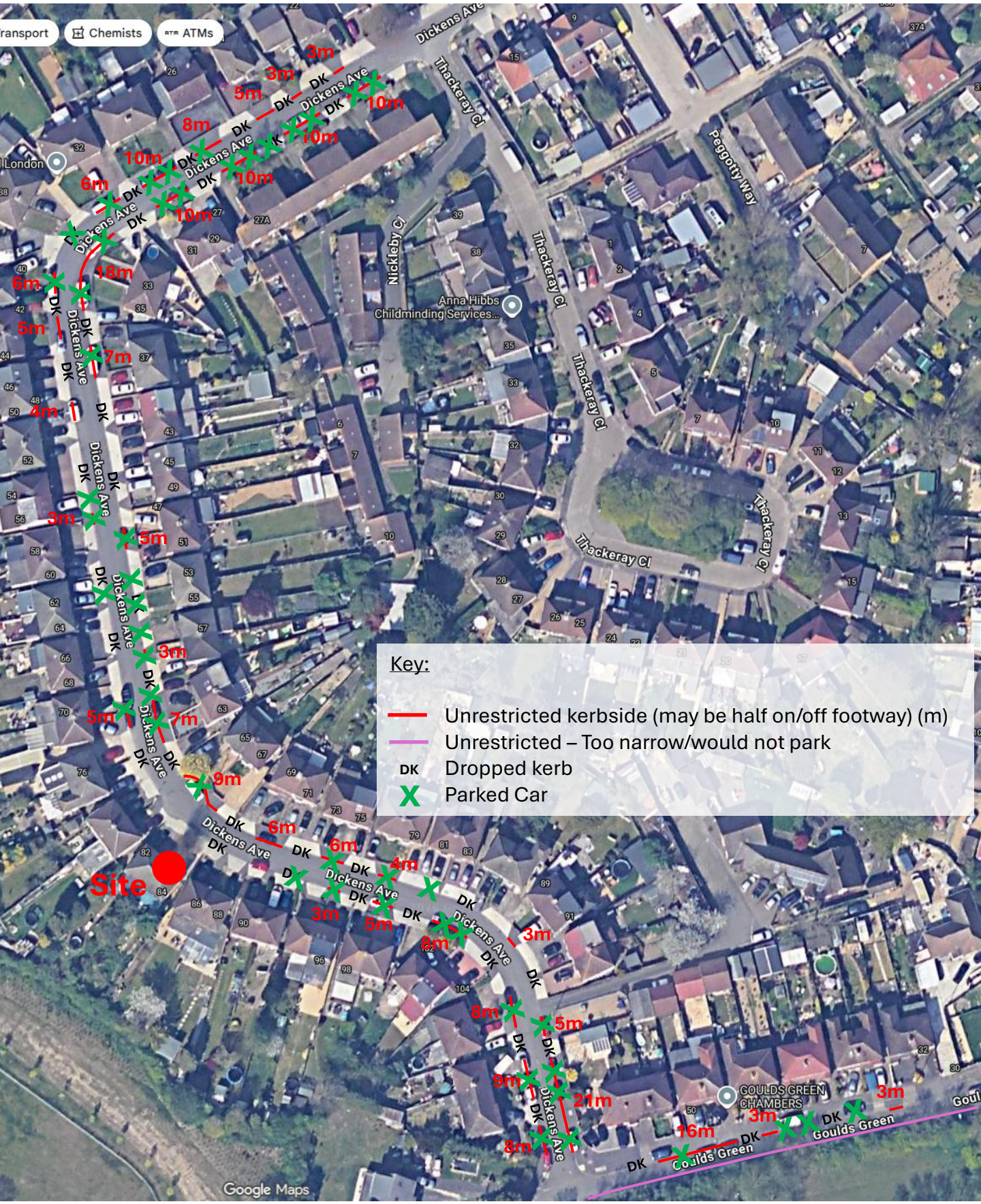

84 Dickens Avenue, Uxbridge UB8 3DN
Stress Survey – Thursday 14 May 2026 - 05:00hrs (Map Source: © Google Maps)

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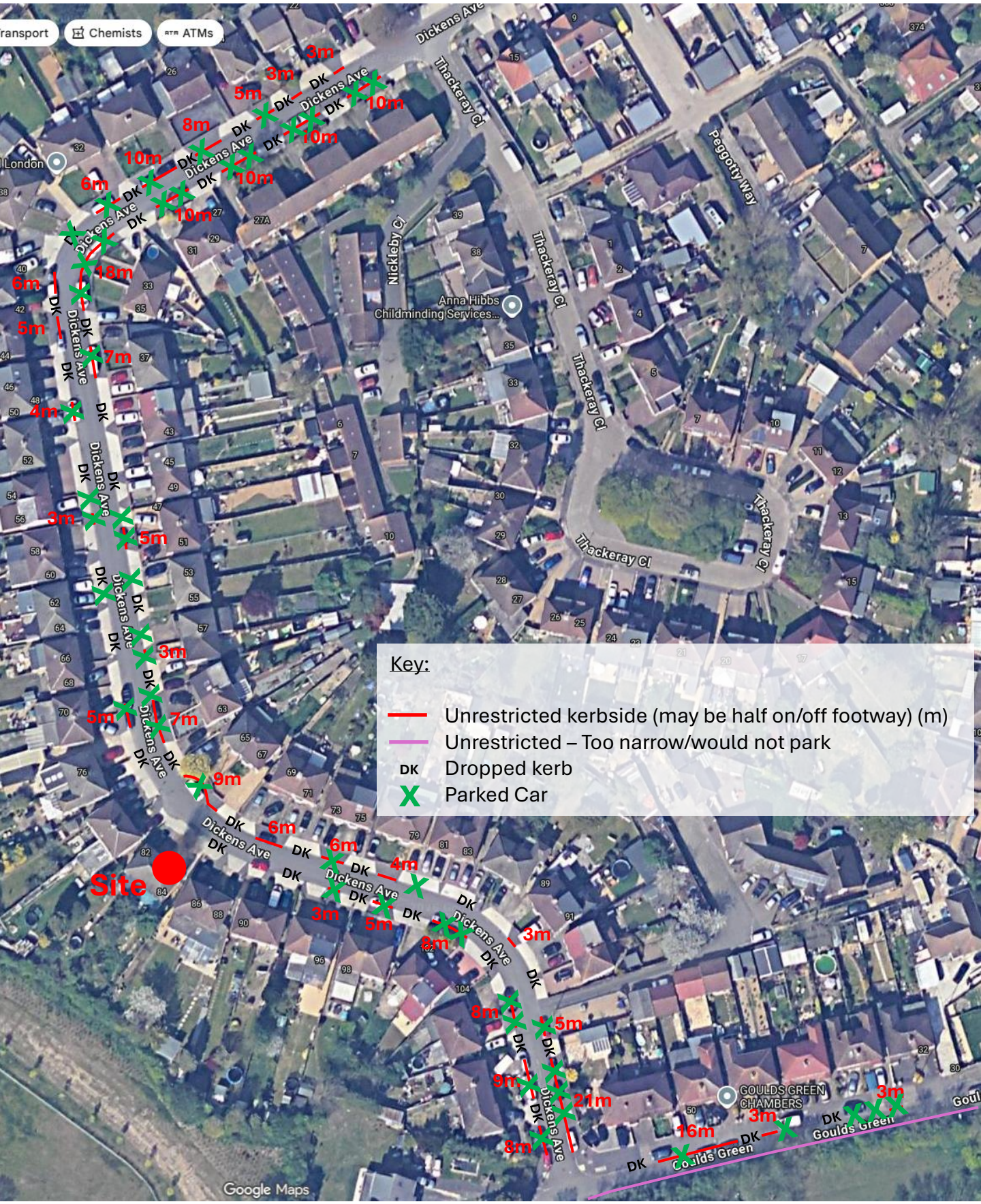

84 Dickens Avenue, Uxbridge UB8 3DN

Stress Survey Photos – Tuesday 12 May 2026 – 05:00hrs

Stress Survey Photos Thursday 14 May 2026 – 05:00hrs