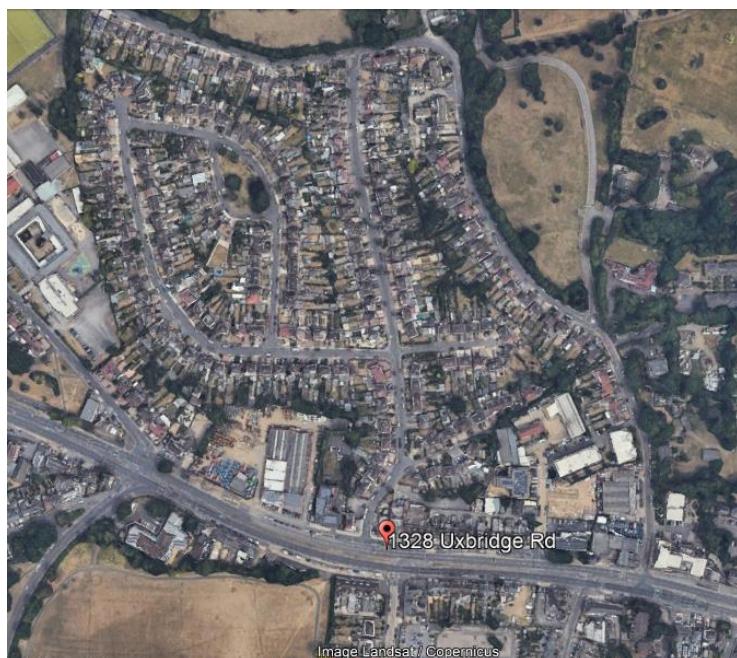


Green Rhino Planning

Hybrid Parking Survey/ Transport Statement

1328 Uxbridge Road UB4 8JG



1. Introduction

At full application stage, my client has been requested to undertake a parking survey to assess the impact of over spill vehicles associated with future occupiers of their development.

The following hybrid parking survey/ transport statement aims to clearly capture and assess the current on street parking situation and consider the level of over spill vehicles likely to be generated by the development, while considering transport aspects of the surrounding area.

The aim of this document is to clearly depict the current level of parking stress and capacity for parked vehicles within the survey area. Then factor in displaced vehicles associated with the future development using relevant car ownership statistics.

If you have any questions relating to this document or require any further raw data or video surveys please feel free to email hello@green-rhino-planning.co.uk.

Please make sure you copy in my client (Rez Shafei youarchitecture@gmail.com) along with the relevant planning officer dealing with this application in any further correspondence.

The parking surveys were undertaken in full accordance with the Lambeth Parking Survey Methodology. It is stressed that these parking surveys have been undertaken in school term times.

2. Proposed Development

The proposed application for 1328 Uxbridge Road is for the conversion of the upper levels of the retail property to two residential properties.

3. Parking Survey

The Lambeth Parking Survey Methodology states that an area of 200 meters from the development should be surveyed, then extend to the next junction, in all available directions. This area is a reasonable length that people will walk to find a parking space around their home, 200m also approximately equates to an average two minute walk, again a reasonable distance to walk to park and retrieve your car.

The Lambeth Parking survey methodology does not give any weighting to spaces within a closer proximity to the proposed development, there for all spaces within the survey area are considered to be of equal attraction.

Ten percent capacity is required to be kept available thus protecting existing residents parking amenity.

At the time of the surveys all local schools were in operation and no school holidays had started.

There were also no travel restrictions imposed, there for the number of people traveling for business and holidays will be as normal.

The survey area for 1328 Uxbridge Road consists of;

- **Uxbridge Road** (Hayes End road -Hewens Road)
- **Hayes End Drive** (All)
- **Wilmar Close** (all)
- **Newport Close**(All)
- **Blacklands Drive** (Hayes End Drive-Meadow View Road)

The observation of parked vehicles was undertaken at approximately 02:30 hours on Tuesday 26/09/2021 and Wednesday 27/09/2021.

No Controlled Parking Zones are in operation during the survey times or during the day.

To give a worst case scenario of parking stress dropped kerbs have not been included within the parking capacity analysis, but vehicles parked over dropped kerbs and on single or double yellow lines have been included within the observed parking stress calculation.

No off street parking areas have been considered within this assessment as these are contrary to the LPSM.

Summary of the characteristics of the roads contained within the survey;

Uxbridge Road- strategic road double yellow lines inset parking bays to the south.

Hayes End Drive - A residential road with multiple drop kerbs

Wilmar Close - residential cul-de-sak with multiple drop kerbs

Newport Close- an industrial cul-de-sac with multiple drop kerbs and accesses to industrial properties

Blacklands Drive -Residential road with multiple drop kerbs

	Capacity (spaces)	26/09/2023	27/09/2023
Uxbridge Road	87	42 (48%)	41 (47%)
Hayes End Drive	35	32 (91)	32 (91%)
Wilmar Close	11	8 (72%)	8 (72%)
Newport Close	22	7 (32%)	6 (27%)
Blacklands Drive	17	14 (82%)	15 (88%)
Total	172	103 (60%)	102 (59%)

The above surveys demonstrate that within the survey area, on street car parking stress on the 26/9/2023 was 60%, with 69 available spaces. On the 27/09/2023 on street car parking stress was 59% with 70 available spaces.

The available space figure was calculated by taking the on street capacity (172 spaces) and subtracting the number of observed vehicles (103/102) during the surveys.

It is clear that with the level of parking spaces available, at peak times of residential parking demand, the proposed development will not generate any significant negative impact on the performance and safety of the surrounding highway network or its users.

Existing residents parking amenity is currently protected and will by no means be affected by the proposed development and any associated over spill vehicles generated by the proposed application.

Given the above, this parking survey shows that the development meets policy. If residents are concerned about parking in this area. They should contact their local councillors to request a CPZ review.

4. Parking Provision

Policy DMT5 states

The variance would not lead to a deleterious impact on street parking provision, congestion or local amenity and/or

(ii) A transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

The above survey data shows that there is sufficient available on street parking facilities for future residents of the development while protecting existing residents parking amenity.

5. PTAL

The above application has been given a PTAL score of 2. The PTAL calculation area for this development has a bus mode of public transport available within the calculation area.

6. Policy

NPPF (2022)

Paragraph 109.

“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 would be severe.”

Comment

As stated above overspill parking by the development would not impact on the performance and safety of the surrounding highway network. Trip generation by the proposed units would not generate any perceivable increase in vehicle trips on the surrounding highway network.

London Plan

Policy T6.1

Residential parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other *sui generis* residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H All disabled persons parking bays associated with residential development must:

- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)
- 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
- 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
- 4) count towards the maximum parking provision for the development
- 5) be designed in accordance with the design guidance in BS8300vol.1
- 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Comment

The above standards are maximum standards there for the reduced level of off street parking provision conforms with this aspect of the policy. The development is in an out of London borough and is located with an area of a PTAL of 2. Parking stress has been assessed and shows ample on street space for future residents of the proposed development and the protection of existing residents and retail/ leisure users parking amenity.

Hillingdon LOCAL PLAN PART 2

POLICY DMT5: Vehicle Parking

(A) Development proposals must comply with the parking standards

outlined in Appendix A Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

Council may agree to vary these requirements when:

(i) The variance would not lead to a deleterious impact on

street parking provision, congestion or local amenity and/or

(ii) A transport appraisal and travel plan has been approved

and parking provision is in accordance with its recommendations.

Comment

The above survey shows that there will be ample on street space for future residents to park, while also protecting existing residents parking amenity.

The hybrid parking survey transport statement also provides an appraisal of the surrounding area and impact of absolute worst case over spill parking generated by the development.

7. Summary

- A parking survey has been undertaken which shows current on street parking stress is 60%.
- 69 on street spaces are available within the survey area.
- The two generated over spill vehicles by the development can be easily accommodated within the survey area. Parking stress would rase to 61 with 67 available spaces.
- Absolute worst case scenarios have been assumed.
- The development has a PTAL of 2 with bus and train within the PTAL calculation area
- Proposals associated with the above application fully complies with both Policy T6 of the London Plan and POLICY DMT5: Vehicle Parking of the Hillingdon's Local Plan.

Given the above points is reasonable to assume that no objection on highway/ parking / transport planning grounds would be raised.

8. Survey Area

