



Highway Planning Ltd

Highways & Transportation Consultants

Ms N Broderick
NMB Planning

19th August 2022

Ref: 21.77.02

Dear Ms Broderick,

EDEN HOUSE, 814 UXBRIDGE ROAD, HAYES, UB4 0RS

I refer to our recent discussions regarding the intention to submit a Prior Approval for the extension of the existing building at the above location to provide 3 additional 1-bed flats. I have considered the highway aspects of the proposals and comment as follows.

The site is located on the north side of Uxbridge Road and approximately 80m west of Warley Road. The site comprises a building that accommodates 3 retail/commercial units on the ground floor with 6 flats on the upper floors. There is a small parking area to the rear of the building which is accessed via a private road that passes between the site and the Adam and Eve public house. Uxbridge Road is classified as the A4020 and is an important distributor road that links Hayes and Hillingdon to the A312 Parkway. In the vicinity of the site Uxbridge Road is a dual carriageway subject to a 40mph speed limit. Across the frontage of the site there is a wide pedestrian area within which is a shared footway/cycleway. There is a signalised pedestrian crossing to the immediate west of the site. Bus stops are located immediately to the east of the site and on the opposite side of the dual carriageway.

The site has a PTAL rating of 3 (moderate) as demonstrated by the attached PTAL report. The PTAL system only considers the accessibility to and frequency of public transport and does not assess the overall accessibility of a location in terms of availability of day-to-day facilities within walking and cycling distance. In this respect the site scores highly as it is located in the Primary Shopping Centre within the defined Uxbridge Road Town Centre. A wide range of retail, commercial and employment opportunities are available within a short walk from the site and therefore the site is in a highly sustainable location.

The proposed development will provide third floor of accommodation over the existing building. This will comprise 3 x 1 bed/2 person flats. The existing car parking area to the rear of the building will be revised to provide 6 standard parking spaces, a bin storage area and secure storage for 11 cycles.

Policy T6 of the London Plan 2021 states,

"A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport,"

Paragraph 10.6.2 states,

"Maximum standards for car parking take account of PTAL as well as London Plan spatial designations and use classes. Developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there."

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The site is within a designated town centre and is well connected by public transport and, as such, the principle of a car-free development for the proposed additional flats is wholly compliant with the London Plan policy. In order to understand the potential impact of the lack of car parking in the event that residents of the proposed flats decide to own a car a Lambeth Methodology parking survey was commissioned and undertaken on Tuesday 18th and Wednesday 19th May 2021. The results of the survey are attached hereto. The results show that there was 38% spare on-street capacity on the Tuesday and 29% spare capacity on the Wednesday within the areas of unrestricted parking within the 200m walk cordon of the site. Further overnight parking is available in the "Pay and Display" spaces as these are effectively unrestricted between 6.30pm and 8am.

The proposed site plan indicates how the rear parking area will be revised and regularised to provide 6 standard parking spaces with adequate manoeuvring space. The parking area that was permitted in March 1979 when the existing shops and flats were consented is impractical and would not accommodate the 8 parking spaces that were indicated on the approved plan. The revised layout is practical and maximises the use of the available space. The development will also provide secure storage for 11 cycles. The London Plan cycle parking standards are contained within Table 10.2 which requires the provision of the following:

1 bed/2 person dwelling	1.5 cycle spaces
All other dwellings	2.0 spaces

As such, the minimum cycle parking requirement for the development is 4.5 spaces. The proposed site layout shows the provision of 11 cycle parking spaces and this complies with the London Plan standard.

In summary, the site is within a highly accessible and sustainable location with convenient access to public transport and local facilities within the defined Uxbridge Road Town Centre. The principle of a car-free development is in line with the requirements of the London Plan. Notwithstanding the accessible location, the parking survey results show that there is considerable spare on-street parking capacity in the vicinity. The development will provide an improved parking area to the rear of the site and it will comply with the minimum cycle parking requirements.

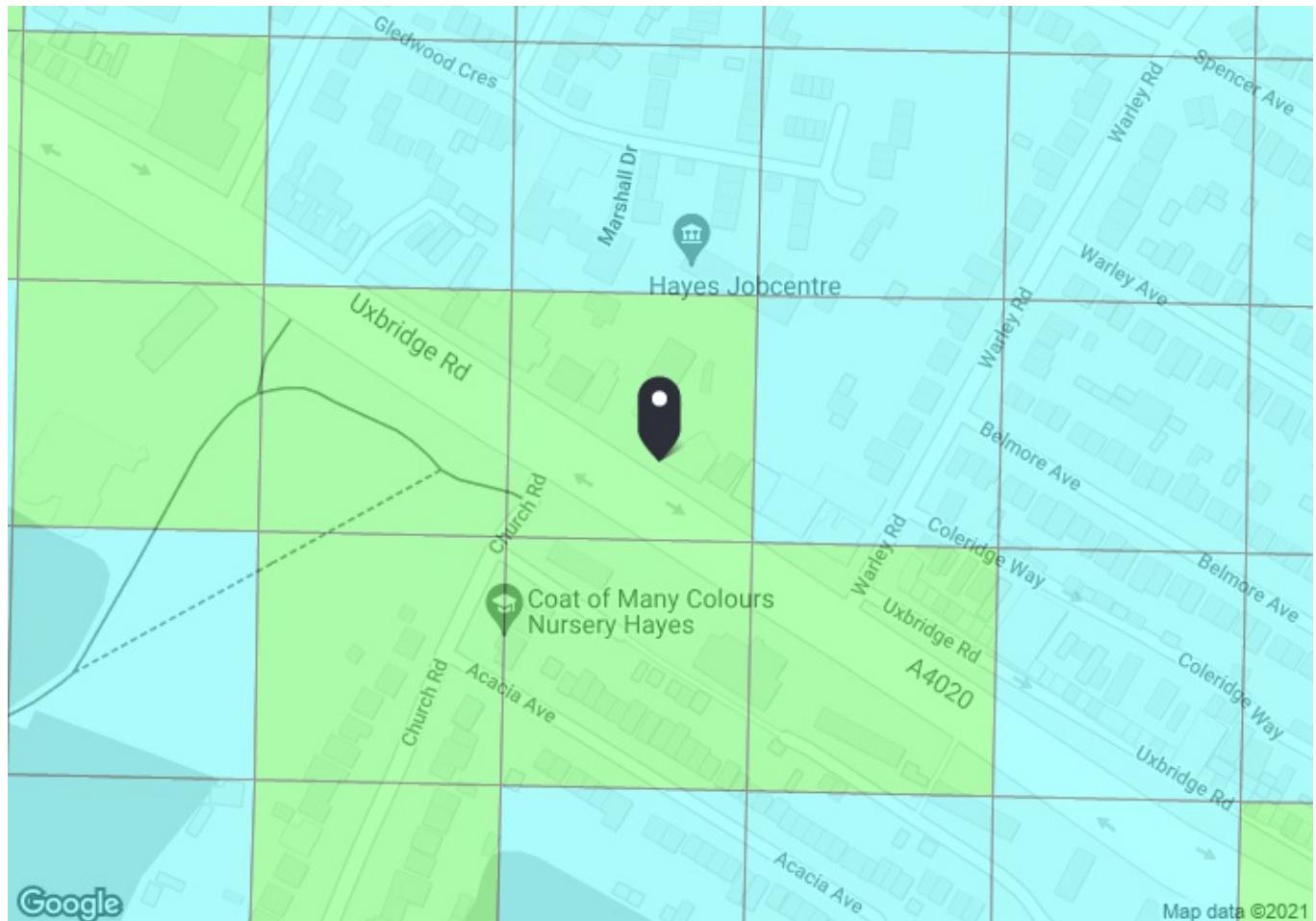
Yours sincerely,



Dermot McCaffery FIHE MARRM

Director

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PTAL output for 2021 (Forecast) 3

Eden House, 814D Uxbridge Rd, Hayes UB4 0RS, UK
Easting: 509958, Northing: 181426

Grid Cell: 85137

Report generated: 25/08/2021

Map key- PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE ROAD CHURCH RD	U7	133.26	2.07	1.67	16.49	18.16	1.65	0.5	0.83
Bus	UXBRIDGE ROAD CHURCH RD	90	133.26	6.21	1.67	6.83	8.5	3.53	0.5	1.77
Bus	UXBRIDGE ROAD CHURCH RD	427	133.26	7.76	1.67	5.86	7.53	3.98	0.5	1.99
Bus	UXBRIDGE ROAD CHURCH RD	607	133.26	6.21	1.67	6.83	8.5	3.53	0.5	1.77
Bus	CHURCH ROAD UXBRIDGE RD	H98	82.89	7.76	1.04	5.86	6.9	4.35	1	4.35
Bus	CHURCH ROAD UXBRIDGE RD	195	82.89	5.18	1.04	7.8	8.83	3.4	0.5	1.7
Total Grid Cell AI:										12.39

814 UXBRIDGE ROAD PARKING RESTRICTIONS PLAN



STREET NAME	Total kerb length (m)	Unrestricted Parking				Pay & Display				Loading	
		Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	Length of pay & display parking (m)	No of pay & display spaces	No of cars parked in pay & display spaces	Pay & display parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
WARLEY ROAD (W)	167	28	5	5	100%	22	4	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					No of cars parked in crossovers	No of cars parked in double yellow lines
WARLEY ROAD (E)	124	10	2	2	100%					1	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					No of cars parked in crossovers	No of cars parked in double yellow lines
BELMORE AVENUE (N)	53	8	1	0	0%					0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					No of cars parked in crossovers	No of cars parked in double yellow lines
BELMORE AVENUE (S)	51	10	2	1	50%					1	0
STREET NAME	Total kerb length (m)									No of cars parked in crossovers	No of cars parked in double yellow lines
COLERIDGE WAY (N)	80									0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					No of cars parked in crossovers	No of cars parked in double yellow lines
COLERIDGE WAY (S)	79	59	11	5	45%					1	0
STREET NAME	Total kerb length (m)					Length of pay & display parking (m)	No of pay & display spaces	No of cars parked in pay & display spaces	Pay & display parking stress (%)		
UXBRIDGE ROAD (N)	372					224	40	4	10%	0	0
STREET NAME	Total kerb length (m)									No of cars parked in crossovers	No of cars parked in double yellow lines
UXBRIDGE ROAD (S)	392									0	0
STREET NAME	Total kerb length (m)									No of cars parked in crossovers	No of cars parked in double yellow lines
UXBRIDGE SERVICE ROAD (N)	142									0	0
STREET NAME	Total kerb length (m)					Length of pay & display parking (m)	No of pay & display spaces	No of cars parked in pay & display spaces	Pay & display parking stress (%)	Length of Loading (m)	No of Loading spaces
UXBRIDGE SERVICE ROAD (S)	136					106	20	1	5%	11	2
										No of vehicles parked in Loading spaces	Loading parking stress (%)
										0	0%
										No of cars parked in crossovers	No of cars parked in double yellow lines
										0	0
		TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %			TOTAL PAY & DISPLAY SPACES	TOTAL PAY & DISPLAY PARKED	TOTAL PAY & DISPLAY STRESS %		
		21	13	62%			64	5	8%		

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		21	15	71%			64	8	13%			2	0	0%	