8 RUSSET CLOSE,
HILLINGDON
UB10 0ST, UK
PARKING SURVEY



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Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
P1	19/10/2026	J Edmunds	A Adepoju	A Adepoju	S4

1 Introduction

1.1 Background

1.1.1 SANDS Civil Engineering Consultancy Ltd has been instructed by the developers of 8 Russet Close, Hillingdon, UB10 0ST, UK to undertake a parking survey in respect of their proposed development.

1.1.2 The application site is located on 8 Russet Close, Hillingdon, UB10 0ST, UK, which links to the A10 and the A312 which connects to other primary routes. The location of the site is shown in Figure 1 below.

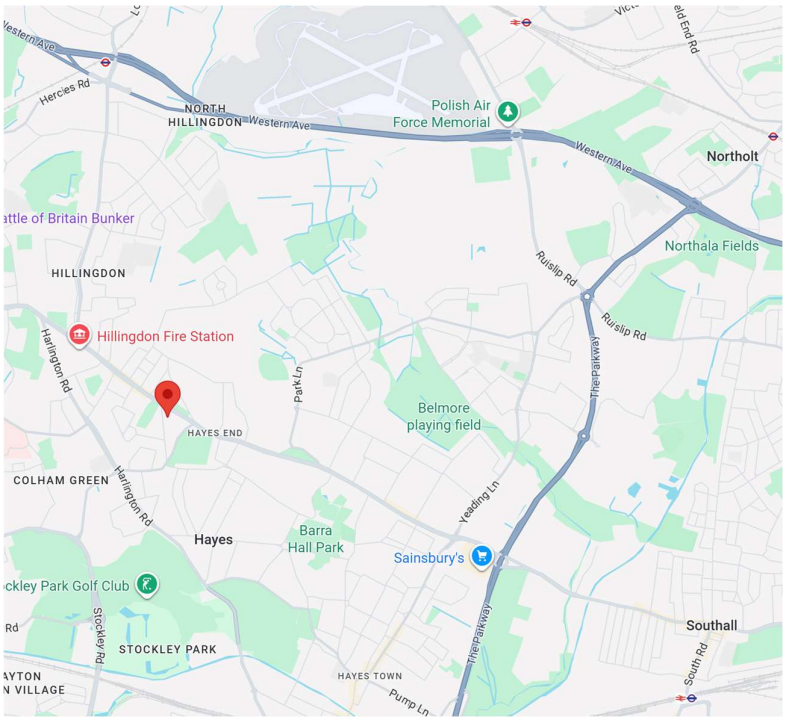


Figure 1 – Location Plan

1.1.3 The purpose of the survey is to examine roads within 200 metres of walking distance from the development site to establish the existing levels of "parking stress", i.e. the percentage of utilised kerbside parking space during peak periods or other periods as specified by the planning authority.

1.1.4 The information from this survey is used to assess whether there would be enough spare capacity on the streets for any additional parking which would be generated by the development or whether special measures would be needed to manage the pressure for parking space.

2 Methodology

2.1 Survey Methodology

2.1.1 In the absence of a specific London Borough of Hillingdon parking survey methodology or parking impact assessment methodology, the Lambeth Methodology widely considered as an unofficial guidance for determining parking capacity is used.

2.1.2 For residential developments the Lambeth methodology requires the parking survey to cover an area where occupiers / visitors of the proposed development may want to park, estimated at 200m or 2 minutes' walk around the site.

2.1.3 The survey should collect the following information:

- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (e.g. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of Road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb buildouts, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each Road within the survey area on each night should be counted and recorded in a table. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.
- The survey should be undertaken when the highest number of residents are at home, generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday).
- Parking capacity is calculated by measuring each individual usable parking bay section or kerb segment and dividing its length by 5m, rounded down to the nearest whole number.
- For reasons of highway safety, the first 5m from a junction if unmarked (double yellow) should also be omitted from the calculation.

2.1.4 The planning authority decides the acceptable level of parking stress based on policy and development context. The Lambeth methodology specifies that 100% stress level are possible because small cars may need less space than 5m to park, meaning that additional cars can be accommodated.

2.2 Survey Area

2.2.1 The survey area was determined by drawing 200 linear metres in all possible walking directions from the entrance of the proposed development as per the requirements of the Lambeth survey methodology.

2.2.2 The survey extent was extended or shortened to the nearest junction or streetscape feature as there are no imaginary 200m lines for residents to stop. The walking catchment based on the above identifies which roads are within reasonable walking distance, and once a road is properly within it, the surveyed section runs to the nearest junction or highway / streetscape feature.

2.2.3 The survey extent covers sections of Russet Close, Fulham Close, Uxbridge Road, De Salis Road and New Road.

2.2.4 The survey extent is residential and not within a Controlled Parking Zone (CPZ). A Baptist church and two recreational ground are located nearby.

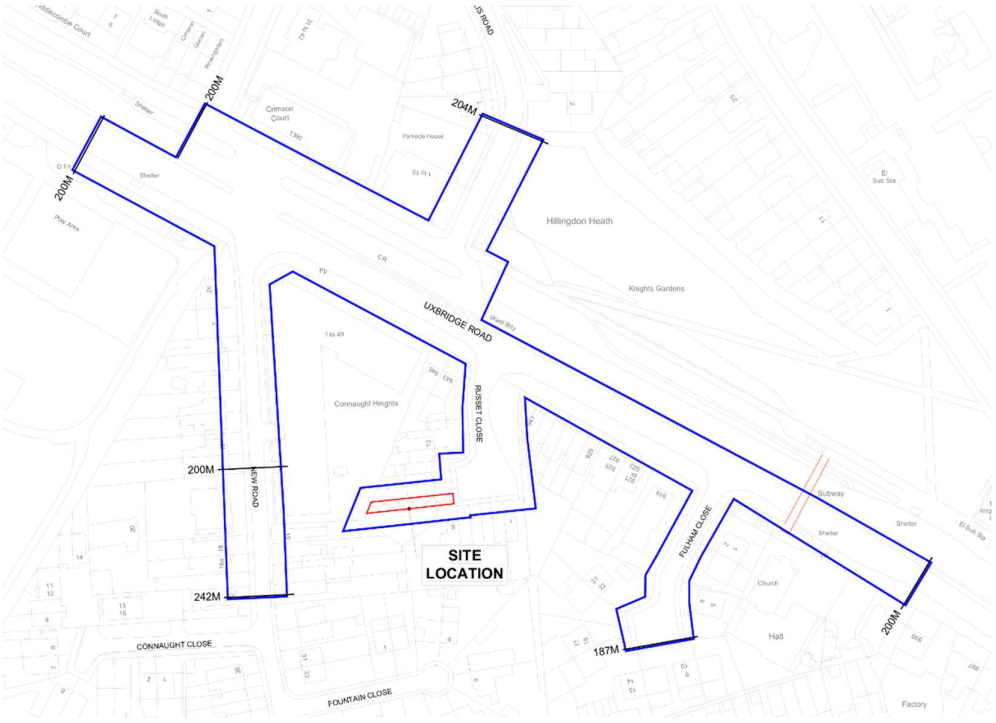


Figure 2- Survey Extent

2.3 Survey Times

2.3.1 The Lambeth Methodology states that: "surveys should not be undertaken in weeks that include Public Holidays and school holidays and it's advised that weeks preceding and following holidays should also be avoided or on or close to a date when a local event is taking place locally since this may impact the results of the survey".

2.3.2 The snapshot surveys were undertaken on Tuesday 6th October and Wednesday 7th October within 00:30 – 01:30 on both days during term time. This accords with the methodology's survey time requirement to be within 00:30 - 05:30.

2.3.3 No major events were identified within the vicinity of the survey area on either survey date. No unusual observations were recorded during the survey period.

3 Results

3.1 Survey – Tuesday 6th October and Wednesday 7th October 2026

	Russet Close				
	No of parking spaces	06/10/2026		07/10/2026	
		Occupancy	Stress (%)	Occupancy	Stress (%)
No restriction	10	8	80%	7	70%
Parking Permit	0	0	0%	0	0%
Single Yellow	0	0	0%	0	0%
Double Yellow	0	0	0%	0	0%
Disabled	0	0	0%	0	0%
Total	**10**	**8**	**80%**	**7**	**70%**

	Fulham Close				
	No of parking spaces	06/10/2026		07/10/2026	
		Occupancy	Stress (%)	Occupancy	Stress (%)
No restriction	9	7	78%	7	78%
Parking Permit	0	0	0%	0	0%
Single Yellow	0	0	0%	0	0%
Double Yellow	0	0	0%	0	0%
Disabled	0	0	0%	0	0%
Total	**9**	**7**	**78%**	**7**	**78%**

	Uxbridge Road				
	No of parking spaces	06/10/2026		07/10/2026	
		Occupancy	Stress (%)	Occupancy	Stress (%)
No restriction	19	14	74%	15	79%
Residential Parking Permit	0	0	0%	0	0%
Single Yellow	0	0	0%	0	0%
Double Yellow	0	0	0%	0	0%
Disabled	1	1	100%	1	100%
Total	**20**	**15**	**75%**	**16**	**80%**

	De Salis Road				
	No of parking spaces	06/10/2026		07/10/2026	
		Occupancy	Stress (%)	Occupancy	Stress (%)
No restriction	6	4	67%	5	83%
Residential Parking Permit	0	0	0%	0	0%
Single Yellow	0	0	0%	0	0%
Double Yellow	0	0	0%	0	0%
Disabled	0	0	0%	0	0%
Total	**6**	**4**	**67%**	**5**	**83%**

	New Road				
	No of parking spaces	06/10/2026		07/10/2026	
		Occupancy	Stress (%)	Occupancy	Stress (%)
No restriction	13	12	92%	13	100%
Parking Permit	0	0	0%	0	0%
Single Yellow	0	0	0%	0	0%
Double Yellow	0	0	0%	0	0%
Disabled	0	0	0%	0	0%
Total	**13**	**12**	**92%**	**13**	**100%**

4 Analysis

4.1.1 The table below shows that Wednesday morning recorded the highest parking count. Refer to Appendix A for the vehicle location plan for both surveyed dates.

Overall Parking Capacity & Occupancy			
	Capacity	Occupancy	Stress (%)
06/10/2026	58	46	79.3%
07/10/2026	58	48	82.8%
Average	58	47	81%

Figure 3 - Result Summary including all bays

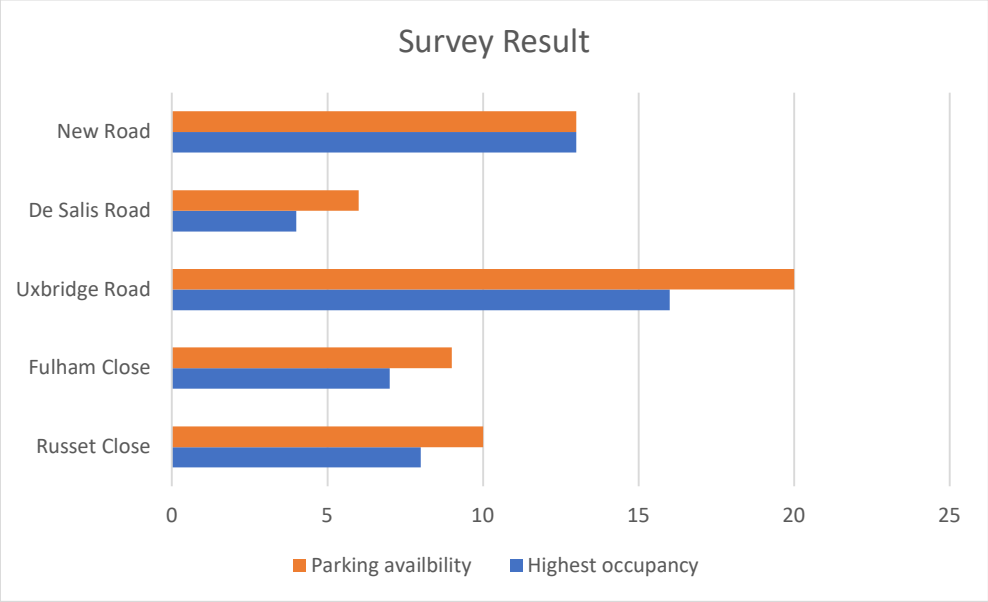


Figure 4 - Survey Result

4.1.2 The parking spaces were based on existing parking patterns. Areas of undesirable parking were not included.

4.1.3 Uxbridge Road had the highest number of parked vehicles on both survey days.

4.1.4 The survey identified an average parking stress of 81% with approximately 19% spare capacity within the survey area; as shown on the drawing.

4.1.5 There was 1no marked disabled bay on Uxbridge Road, if excluded from the site capacity, the survey capacity will be reduced to 57 and the average parking stress increased to 82% (D1 80.7% and D2 -84.2%).

4.1.6 There were 10 parking spaces available on the date with the highest occupancy.

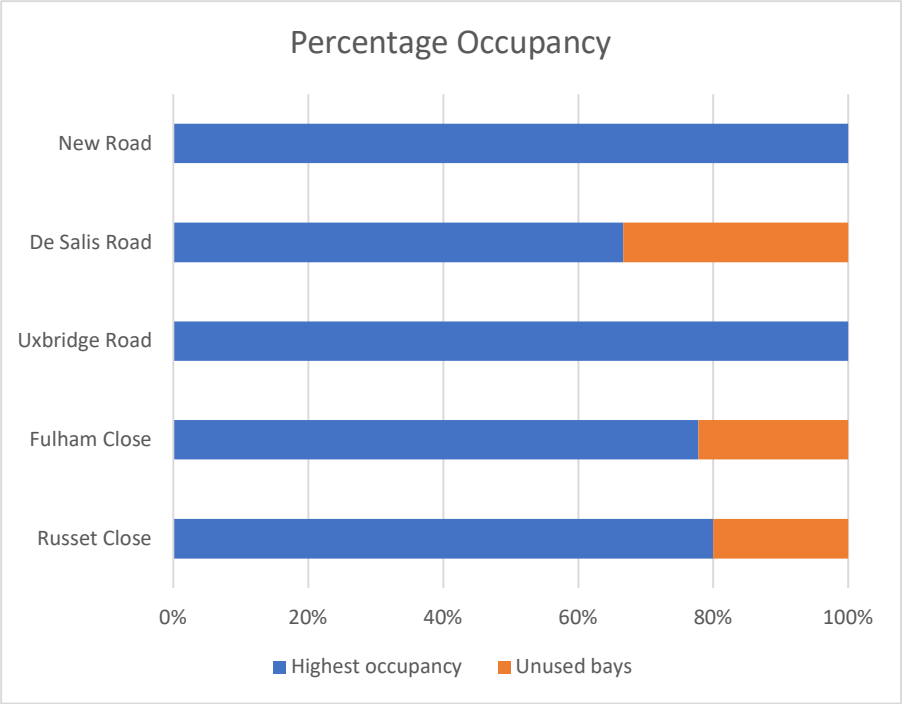


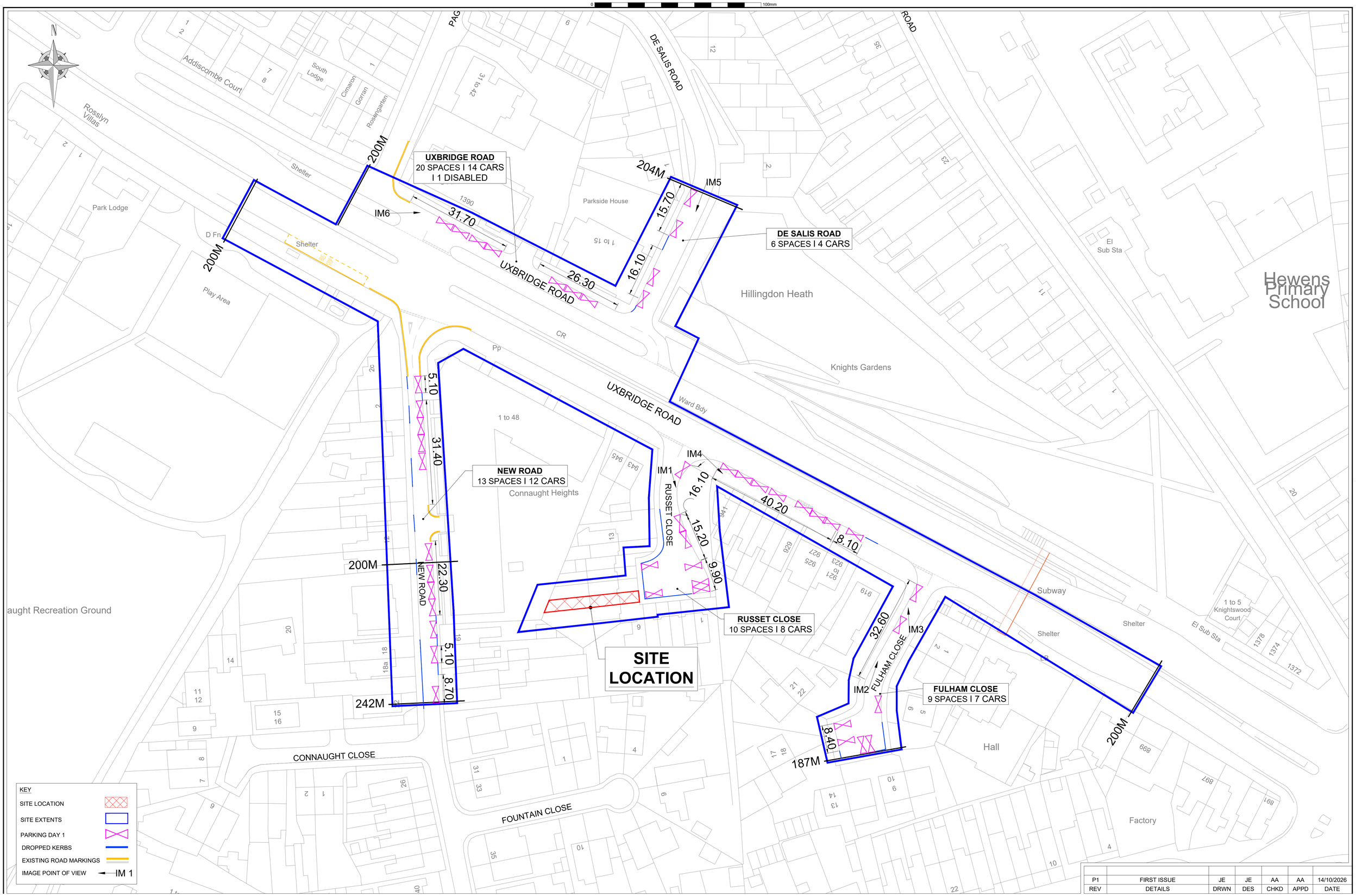
Figure 5 - Highest recorded percentage occupancy across both survey dates

5 Conclusion

5.1.1 The parking surveys were undertaken on Tuesday 6th October 2026 and Wednesday 7th October 2026 between 00:30 and 01:30, using the principles of the Lambeth Council Parking Survey Guidance.

5.1.2 A total capacity of 58 parking spaces was identified within the defined survey area. Occupancy was 46 vehicles on the first survey and 48 vehicles on the second, corresponding to parking stress levels of 79% and 83% respectively. The peak survey date therefore recorded 10 nominal unoccupied spaces.

6 Appendix A – Survey Area & Result



REV	DETAILS	DRWN	DES	CHKD	APPD	DATE
P1	FIRST ISSUE	JE	JE	AA	AA	14/10/2026

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AGENT

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CIVIL ENGINEERING CONSULTANCY LTD

PROJECT NAME 8 RUSSET CLOSE, HILLINGDON, UB10 0ST

DRAWING TITLE PARKING SURVEY - VEHICLE LOCATION DAY 1

REFERENCE

SCALE :	
DIMENSIONS :	
COPYRIGHT ©SANDS	
ORIG DWG SIZE: A1	

DRAWING STATUS	
WORK IN PROGRESS	
PRELIMINARY	✓
CONSTRUCTION	
AS-BUILT	

SUITABILITY: S4 FOR APPROVAL

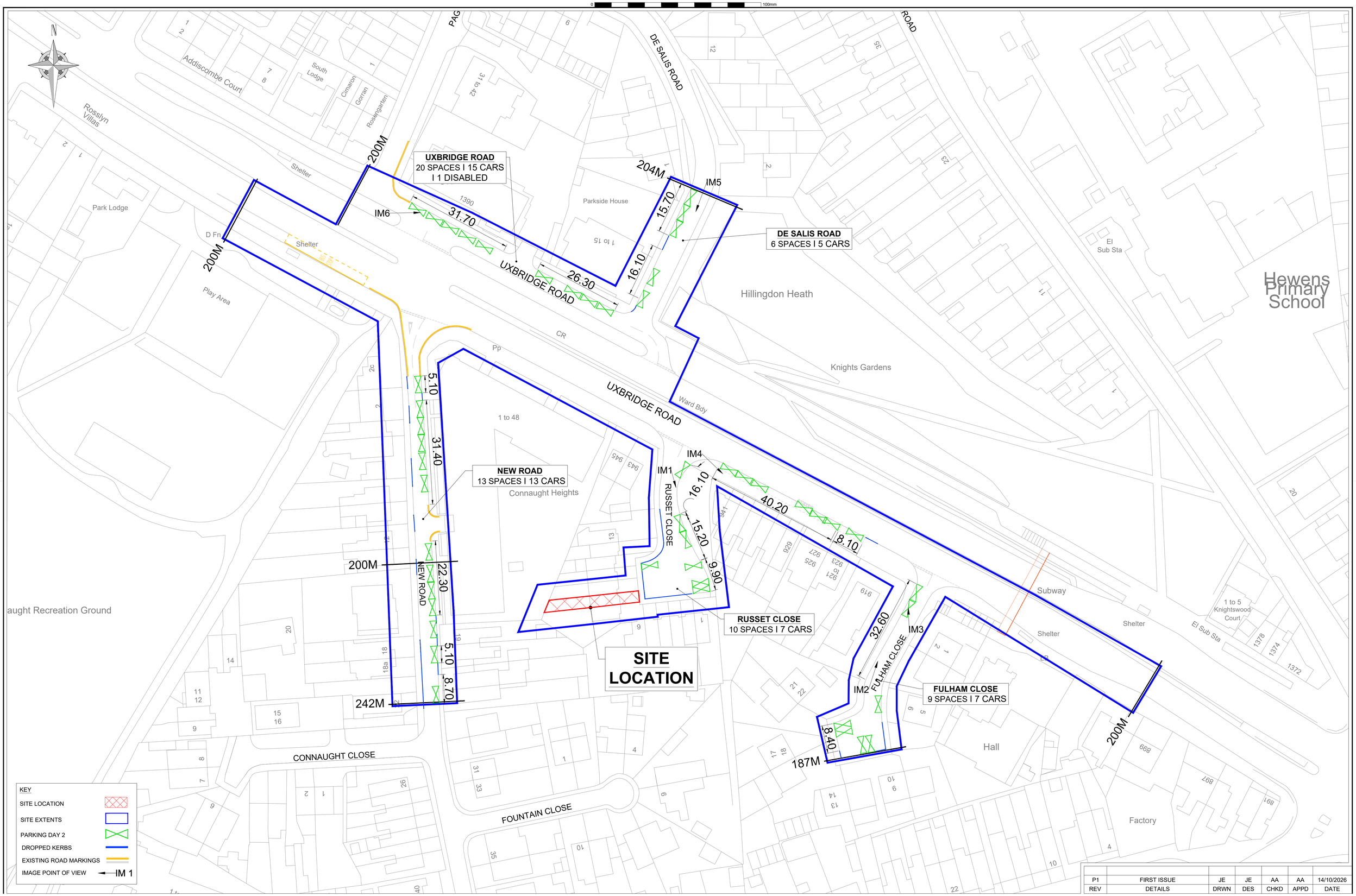
DRAWING NUMBER

PROJECT	ORIGINATOR	VOLUME
P1001478	SANDS	VGN

LOCATION	TYPE	ROLE	NUMBER
HILLINGDON	DR	CH	010001

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REVISION P1



REV	DETAILS	DRWN	DES	CHKD	APPD	DATE
P1	FIRST ISSUE	JE	JE	AA	AA	14/10/2026

CLIENT

AGENT

SANDS
CIVIL ENGINEERING CONSULTANCY LTD

PROJECT NAME 8 RUSSET CLOSE, HILLINGDON, UB10 0ST

DRAWING TITLE PARKING SURVEY - VEHICLE LOCATION DAY 2

REFERENCE

SCALE :	
DIMENSIONS :	
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ORIG DWG SIZE: A1	

DRAWING STATUS	
WORK IN PROGRESS	
PRELIMINARY	✓
CONSTRUCTION	
AS-BUILT	

SUITABILITY: S4 FOR APPROVAL

DRAWING NUMBER

PROJECT	ORIGINATOR	VOLUME
P1001478	SANDS	VGN

LOCATION	TYPE	ROLE	NUMBER
HILLINGDON	DR	CH	010002

SANDS PROJECT REFERENCE TP

REVISION P1

7 Appendix B – Photos



Image 1 – Russet Close

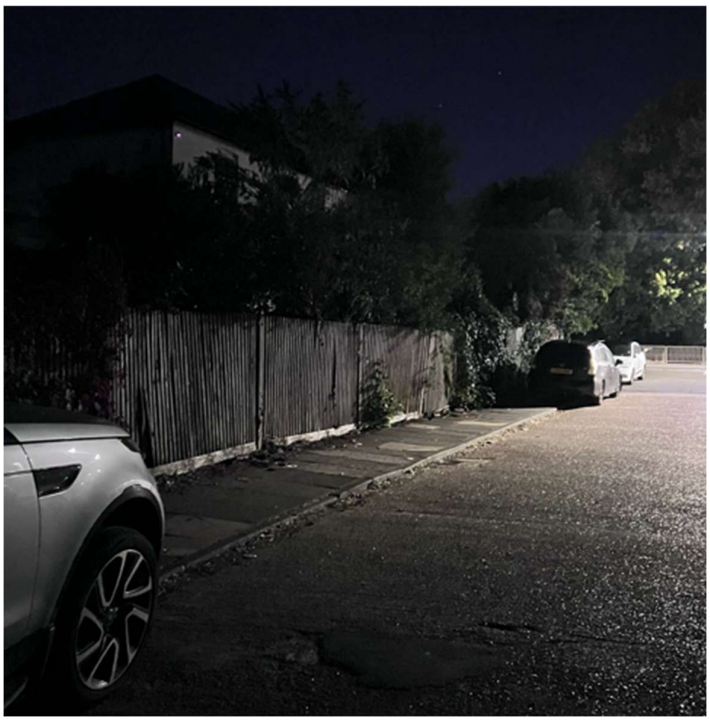


Image 2 – Fulham Close

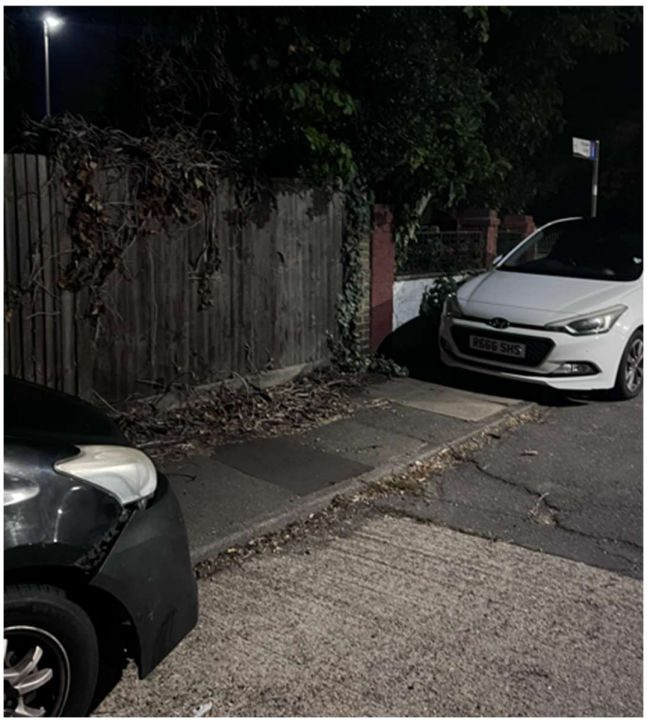


Image 3 – Fulham Close



Image 4 – Uxbridge Road

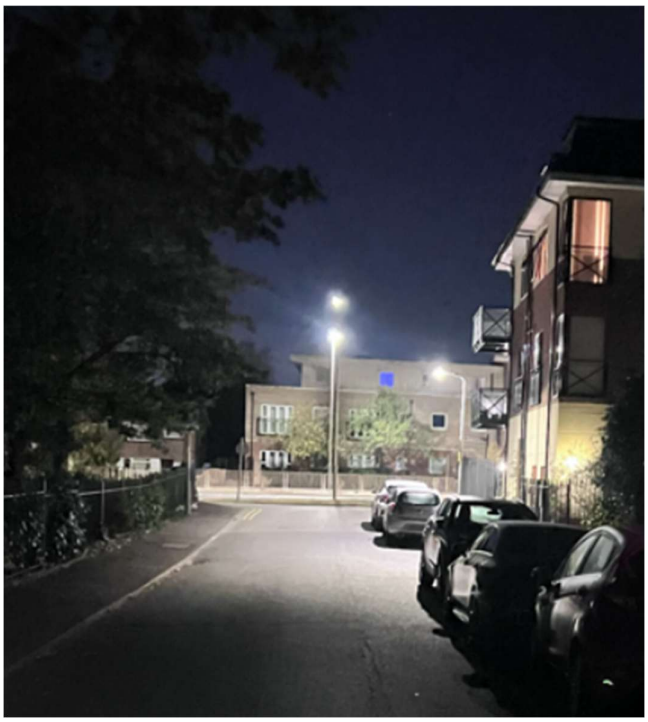


Image 5 – De Salis Road



Image 6 – Uxbridge Road