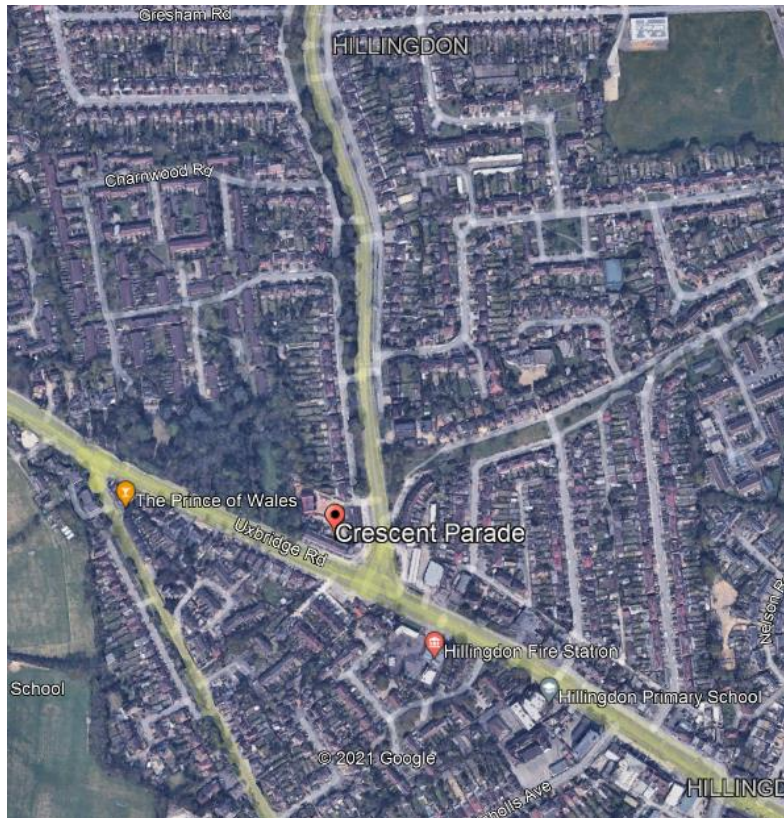


# Green Rhino Planning

Hybrid Parking Survey/ Transport Statement

Crescent Parade



## **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](mailto:hello@green-rhino-planning.co.uk).

Please make sure you copy in my client (Samuel Lehrman of KPM [sl@kmpsolutions.co.uk](mailto:sl@kmpsolutions.co.uk)) 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 Crescent Parade Uxbridge and for the conversion of the existing dwelling into X self-contained flats.

## **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 travel restrictions imposed, there for the number of people traveling for business and holidays will be significantly reduced.

The survey area for Crescent Parade consists of;

- Crescent Parade (all)
- Long Lane- Eastern side (to Clifton Gardens)

- Long Lane-Western side (to Ashdown Road)
- The Larches (long lane to Redwood Close)
- Uxbridge Road (Denziloe Ave-Harlington Rd)
- Brambles Farm Drive (All)
- Tanglewood Close (All)

The observation of parked vehicles was undertaken at approximately 02:30 hours on Tuesday 23/11/2021 and Wednesday 24/11/2021.

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;

**Crescent Parade** – single sided parking marked out in bays outside local shops and amenities.

**Long Lane Eastern side**- single sided parking, unrestricted outside of residential properties, multiple crossovers in to properties

**Long Lane Western side**- single sided parking, unrestricted outside of residential properties, multiple crossovers in to properties

**The Larches** -single sided unrestricted parking, double yellow lines on radi of bend, half on pavement parking, multiple crossovers into properties.

**Brambles Farm Drive**- unrestricted parking outside residential units, crossovers into off street parking areas.

**Tanglewood Close**- unrestricted parking outside residential units, crossovers into off street parking areas.

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

	Capacity (spaces)	23/11/2021	24/11/2021
Crescent Parade	20	4 (20%)	3 (15%)
Long Lane Eastern side	75	47 (62%)	47 (62%)
Long Lane Western side	44	32 (72%)	31 (70%)
The Larches	35	22 (62%)	27 (77%)
Brambles Farm Drive	19	16 (84%)	18 (94%)
Tanglewood Close	26	23 (88%)	24 (93%)
Uxbridge Road	11	6 (46%)	8 (73%)
<b>Total</b>	<b>230</b>	<b>150 (65%)</b>	<b>158 (68%)</b>

The above surveys demonstrate that within the survey area, on street car parking stress on the 23/11/2021 was 65%, with 80 available spaces. On the 24/11/2021 on street car parking stress was 68% with 72 available spaces.

The available space figure was calculated by taking the on street capacity (230 spaces) and subtracting the number of observed vehicles (150/158) 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 bus and train modes of public transport available within the calculation area.

#### **6. Policy**

*NPPF (2019)*

*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 6.13 in the London Plan states that in a suburban zone, in areas with PTALs of between 3-4, developments should have a maximum off street parking provision of 1.5 spaces per unit. These are maximum standards.*

*“In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address ‘overspill’ parking pressures.”*

### **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 and the protection of existing residents 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 68%%.
- 72 on street spaces are available within the survey area.
- The three generated over spill vehicles by the development can be easily accommodated within the survey area.
- 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 6.13 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

