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NG SOLUTIONS

10 LAWN AVENUE, WEST DRAYTON,

UB7 7AQ

TRANSPORT STATEMENT

September 2025

Contents

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Appendices

Ref: File path P:\ P3075 10 Lawn Avenue, UB7 7AQ Transport Statement September 2025

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by NG Solutions in relation to the proposed development at 10 Lawn Avenue, West Drayton, UB7 7AQ.

1.2 The site's location is presented on a map in Figure 1 of this report.

1.3 The Local Planning and Highway Authority is the London Borough of Hillingdon.

Site Location

1.4 The application site is currently a large detached family dwelling on the corner of Lawn Avenue and Sunray Avenue. The existing family dwelling has a garage which is accessed via a dropped kerb off Sunray Avenue.

1.5 The site location plan can be found within Appendix A.

1.6 The site is in a largely residential area.

1.7 The application site has a public transport accessibility level (PTAL) score of 1b which is a 'very poor' accessibility rating as defined by Transport for London (TfL). The site is, however within a ten minute walking distance of West Drayton Railway Station, which is on the Elizabeth Line. Typical offpeak services per hour include four towards Abbey Wood (into London) and four towards Maidenhead of which two continue to Reading. In summary, despite the "poor" PTAL rating, the site has access to a train every 15 minutes in each direction on the Elizabeth Line.

1.8 The site previously sought planning permission for the demolition of the existing garage and the erection of a two storey one bedroom dwelling under planning reference 77359/APP/2024/2375.

1.9 The proposals propose two parking spaces for the new dwelling, which would involve the removal of the existing parking for the existing dwelling. The proposed plans can be found within Appendix B.

1.10 The application was subsequently refused, one of the reasons was in relation to highways (reason three) which has been copied herein for ease of reference:

> *"3) The applicant has failed to demonstrate that adequate parking would be provided for the existing dwelling. The lack of parking provision would result in parking being displaced on street. The applicant has failed to provide information to demonstrate that the local highway network has sufficient capacity to withstand the displaced parking on street, which in turn reduces highway and pedestrian safety, whilst also prejudicing the free flow of traffic on the local highways network. The proposal is therefore contrary to Policy DMT 2 and DMT 6 of the Local Plan and Policy T4 and T6 of the London Plan (2021)."*

1.11 The site and the surrounding roads are not located within a controlled parking zone. The surrounding roads are mainly unrestricted parking zone. Some of the residential properties within the site vicinity have private on-site driveways.

1.12 This report has been prepared to assess the level of parking in the local area. This report will be submitted as part of a new planning application.

2.0 POLICY CONTEXT

2.1 This section of the report outlines transport policy and considers how the proposed development complies with policy. There are three tiers of transport policy relevant to these proposals at a local, regional, and national level:

- London Borough of Hillingdon Local Plan
- The London Plan 2021
- National Planning Policy Framework NPPF (2019)

London Borough of Hillingdon Local Plan

2.2 Chapter nine of the Hillingdon Local Plan Part 1 (November 2012) outlines the core Policies for Transport and Infrastructure.

2.3 Part one of the Hillingdon Local Plan sets out to promote the sustainable form of transport with an overall aim of improving air quality and reducing private car dependency.

2.4 The Local Plan Part 2 – Development Management Policies was adopted in January 2020. Chapter eight within the Local Plan Part 2 refers to the Transport & Aviation section of the Local Plan. The following policies have been taken from the Local Plan Part 2 (January 2020).

2.5 Policy DMT 1 "Managing Transport Impacts" outlines the requirements that each development is required to make regarding transport impacts. The exact wording has been copied below for direct reference:

"Policy DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

I. Be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

II. Maximise safe, convenient and inclusive accessibility to and from within developments for pedestrians, cyclists and public transport users;

III. Provide equal access for all people, including inclusive access for disabled people;

IV. Adequately address delivery, servicing and drop-off requirements; and

V. Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented. "

2.6 Policy DMT 5: "Pedestrians and Cyclists" outlines the requirement for development regarding safety and access for pedestrians and cyclists, including the requirement of provision for cycle parking.

"Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including

I. The retention and, where appropriate, enhancement of any existing pedestrian and cycle routes

II. The provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network."

2.7 Policy DMT 6: "Vehicle Parking" exact wording has been coped below for direct reference.

"Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The council may agree to vary these requirements when:

I. the variance would not lead to a deleterious impact on street parking provision, congestions or local amenity; and/or

II. A transport appraisal and travel plan had been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with Council's Accessible Hillingdon SPD."

2.8 Appendix C of the Local Plan Part Two (January 2020) outlines all aspects of Transport Policy and the requirements that is met. This has been taken into consideration for the preparation of the Transport Statement for the submission to the council.

2.9 The Local Plan Parking standards from Appendix C (b) have been copied below for direct reference:

CAR AND OTHER VEHICLE PARKING MAXIMUM REQUIREMENT	BICYCLE PARKING MAXIMUM REQUIREMENT (1 space per sqm of gross floorspace unless otherwise stated)
DWELLINGS WITH CURTILAGE	
2 spaces per dwelling	(a) 1 per 1 or 2 bed unit. (b) 2 per 3 or more bed unit

Source: London Borough of Hillingdon Local Plan Part 2 Appendix C

2.10 Both the cycle parking and car parking standards are stated to be maximum requirement. Therefore in accordance with the London Borough of Hillingdon Local Plan the proposed one-bedroom dwelling could provide up to two car parking spaces and one cycle parking space on site.

The London Plan 2021

2.11 The London Plan March 2021 has now been adopted. Chapter 10 of the London Plan relates to London's Transport.

2.12 At the regional level the London Plan Policy T1 sets out the Mayor's strategic approach to transport as shown below:

> *"Policy T1 Strategic approach to transport*
> *A Development Plans should support and development proposals should facilitate:*
> *1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
> *2) the proposed transport schemes set out in Table 10.1.*
> *B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.13 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important new feature of this version of the London Plan. Policy T2 is extracted as follows:

> *"Policy T2 Healthy Streets*
> *A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*
> *B Development Plans should:*
> *1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
> *2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*
> *C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public*

transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.14 Policy T6 and T6.1 of the London Plan relates to the provision of residential parking in new development. At the strategic level the guidance is provided in Table 10.3 in the new London plan and is shown below:

"Policy T6 Car parking

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, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for nonresidential use classes in any part of London.

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

"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."

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car-Free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1-2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1-2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	**1-2**	**Up to 1.5 space per dwelling**
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational

parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential Parking shown here should be applied as a maximum

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

2.15 The London Borough of Hillingdon is classified as an outer London borough and the site has a PTAL score of 1. Accordingly, the expectation in accordance with the new London Plan March 2021 is that the new dwellings should be provided with up to a maximum of 1.5 space per dwelling for one bedroom units.

2.16 The minimum long-stay and short-stay cycle parking requirements for the proposed new dwellings are set out in Table 10.2 of the new London Plan March 2021 (extracted below).

2.17 In accordance with the London Plan, the development would need to provide a minimum of two long stay cycle parking spaces and as the development is for one dwelling, there is not a requirement for short stay cycle parking to be provided.

Table 10.2 - Minimum cycle parking standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • thereafter: 1 space per 40 dwellings

National Planning Policy Framework (NPPF)

2.18 On a national level, the National Planning Policy Framework (updated December 2024) sets out national policy. Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant key extracts have been copied herein:

"109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) *making transport considerations an important part of early engagement with local communities;*
b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
c) *understanding and addressing the potential impacts of development on transport networks;*
d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

112. If setting local parking standards for residential and non-residential development, policies should take into account:

a) *the accessibility of the development;*
b) *the type, mix and use of development;*
c) *the availability of and opportunities for public transport*
d) *local car ownership levels; and*
e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content

> *of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*
> *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*
>
> *116. 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."*

2.19 In preparing the development proposal and this transport statement, the above policies have been considered. The following chapter sets out the site's accessibility to local amenities and public transport nodes.

3.0 BASELINE PARKING SURVEY

3.1 The first stage of assessing the parking impact of the proposed development is to survey the existing baseline conditions on the adjoining road network.

3.2 This parking survey has been conducted in accordance with the Lambeth Methodology. A copy of the methodology is presented in Appendix C of this report.

3.3 The first stage of the parking survey is to map out the parking study area. All kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto Ordnance Survey (OS) mapping

3.4 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The full extent of the area included within this parking survey is presented in Figure 2.

3.5 The survey area has been split into individual streets or sections of streets comprising of the following:

- Sunray Avenue,
- Fairway Avenue,
- Lawn Avenue, and
- Colne Avenue.

3.6 All vehicle crossovers and kerb space within five metres of junctions has been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of kerb space between crossovers/ junctions has been recorded and split into increments of 5 metres in accordance with the Lambeth Parking Survey methodology.

3.7 The parking survey is presented in Table 1 as follows, additionally refer to Figures 3a-e for the Parking Survey Inventory.

Table 1. On-street Parking Survey Inventory

Road	KERB SIDE INVENTORY			
	Unrestricted Parking *		Unrestricted Half Kerb Parking	
	Metres	Spaces	Metres	Spaces
Fairway Avenue	65	13	165	33
Fairway Close	20	6*	0	0
Lawn Avenue	175	35	0	0
Sunray Avenue	70	14	0	0
Total	330	68	165	33

Source: PMA Survey

* Unrestricted Parking includes Two Perpendicular spaces

3.8 The parking survey inventory demonstrates there is a total of 101 unrestricted spaces including half kerb and perpendicular unrestricted parking spaces within the study area.

Weekday Overnight Parking Survey Results

3.9 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The widely applied industry standard Lambeth methodology states that one survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday, or Thursday). Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area.

3.10 The overnight surveys were undertaken on Tuesday 9th and Wednesday 10th September 2025 at 01:30 and 02:00 respectively.

3.11 Table 2 presents the average results from both overnight surveys for the unrestricted parking in the area. Additionally, refer to Appendix E for full overnight survey results.

Table 2 Average Overnight Parking Survey Results

Road	Overnight Parking Survey Average		
	Unrestricted Parking		
	Total Spaces	Cars Parked	Parking Stress (%)
Fairway Avenue	46	25	54%
Fairway Close	6	4	67%
Lawn Avenue	35	11	30%
Sunray Avenue	14	5	36%
Total	101	45	44%

Source: PMA Survey

NB: Some arithmetic errors due to rounding's

3.12 The observed average parking stress in total for the 200m survey area was 44%. There was a total of 101 unrestricted parking spaces observed within the survey area, 45 cars on average were observed to be parked leaving 56 car parking spaces.

3.13 It should be noted that during the parking survey three cars were parked within the off-street parking spaces within 10 Lawn Avenue. These cars will be offset onto the adjoining road as part of the proposals as the existing spaces will be lost to build the new property and associated parking.

3.14 The Lambeth parking methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 85% or more is deemed to represent a high uptake of kerb side parking.

3.15 As the unrestricted parking stress observed during the survey was 44%, the parking stress is currently not at a level that is considered to suffer from undue parking stress.

4.0 DEVELOPMENT PARKING PROVISION & IMPACT

4.1 The proposed scheme is for the development of one x one-bedroom house, and two off-street parking spaces will be provided as part of the development.

4.2 The provision of one off-street parking space does not exceed either the Local Plan or the London Plan and therefore is deemed compliant with policy.

4.3 To further assist the application of the Council's parking standards, and to project the actual demand for parking generated by residential development in specific parts of the Borough, local ward census data from the most recent survey in 2021 has been researched.

4.4 The 'Middle Layer Super Output Area' has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality.

4.5 Table 4 demonstrates the census data for the car ownership levels within the Middle Layer Super Output Area.

Table 4: Middle Output Area; Cars or Vans for Houses

TS045 – Car or van availability Hillingdon 029	Middle Layer Super Output Area	
	E02000522	
	Count	%
All Categories: Car or Van Availability	3,489	100.0
No cars or vans in household	902	25.9
1 car or van in household	1,583	45.4
2 cars or vans in household	755	21.6
3 cars or vans in household	249	7.1

Source: Nomis Census Data

4.6 Applying the Middle Layer Super Output Area car or van ownership census data. Table 5 shows the likely car ownership for the future development.

Table 5: Predicted generated demand for cars or vans based on census data

Cars Per Household	%	1 Dwelling	Total Cars
No cars or vans in household;	25.9	0.26	0
1 car or van in household;	45.4	0.45	0.45
2 cars or vans in household;	21.6	0.22	0.44
3 cars or vans in household;	7.1	0.07	0.21
Total	100%	1	1.1

Source: Nomis Census data 2021

Notes:

CPH = cars per household

% = MSOA car ownership data

1 dwelling = the proposed development

Total cars = the projected existing parking demand

Arithmetic errors are due to rounding's

4.7 Based on the car ownership projections of future residents the proposed development will generate a total demand for one or two cars (1.1).

4.8 As the proposal provides two off-street car parking opportunities, the proposed dwelling will result in no additional cars adjoining the highway.

4.9 Three cars were parked within the existing drive of 10 Lawn Avenue, which will be displaced onto the street due to the proposals. An additional three cars parking overnight will increase the parking stress by 4%, from 44% to 48%.

4.10 The Lambeth Parking Methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 85% or more is deemed to represent a high uptake of parking.

4.11 This assessment shows that the proposed development would provide no negative impact on the surrounding area and would have no detrimental effect on on-street parking demand created by existing residents.

4.12 In accordance with the London Plan the proposed schedule of accommodation will need to provide a minimum of 2 long stay cycle spaces. The development is providing 2 cycle parking spaces as demonstrated in Appendix A.

5.0 SUMMARY

5.1 Paul Mew Associates is instructed by NG Solutions in relation to the proposed development at 10 Lawn Avenue, West Drayton, UB7 7AQ.

5.2 The application site is currently a large detached family dwelling on the corner of Lawn Avenue and Sunray Avenue. The existing family dwelling has a garage which is accessed via a dropped kerb off Sunray Avenue.

5.3 The application site has a PTAL score of 1b which is a 'very poor' accessibility rating as defined by TfL. The site is, however within a ten minute walking distance of West Drayton Railway Station, which is on the Elizabeth Line. Typical off peak services per hour include four towards Abbey Wood (into London) and four towards Maidenhead of which two continue to Reading. In summary, despite the "poor" PTAL rating, the site has access to a train every 15 minutes in each direction on the Elizabeth Line.

5.4 The proposals seek permission for the demolition of the existing garage and the erection of a two storey one bedroom dwelling.

5.5 The proposals propose two parking spaces for the new dwelling, which would involve the removal of the existing parking for the existing dwelling.

5.6 In order to assess the impact of the removal of the existing parking, along with the impact of the new dwelling, a parking survey was undertaken.

5.7 The parking survey inventory demonstrates there is a total of 101 unrestricted spaces including half kerb and perpendicular unrestricted parking spaces within the study area.

5.8 The observed average parking stress in total for the 200m survey area was 44%. There were a total of 101 unrestricted parking spaces observed within the survey area, 45 cars on average were observed to be parked leaving 56 car parking spaces free on average overnight.

5.9 Based on the car ownership projections of future residents the proposed development will generate a total demand for one or two cars, which will be provided for in the form of two off-street parking spaces.

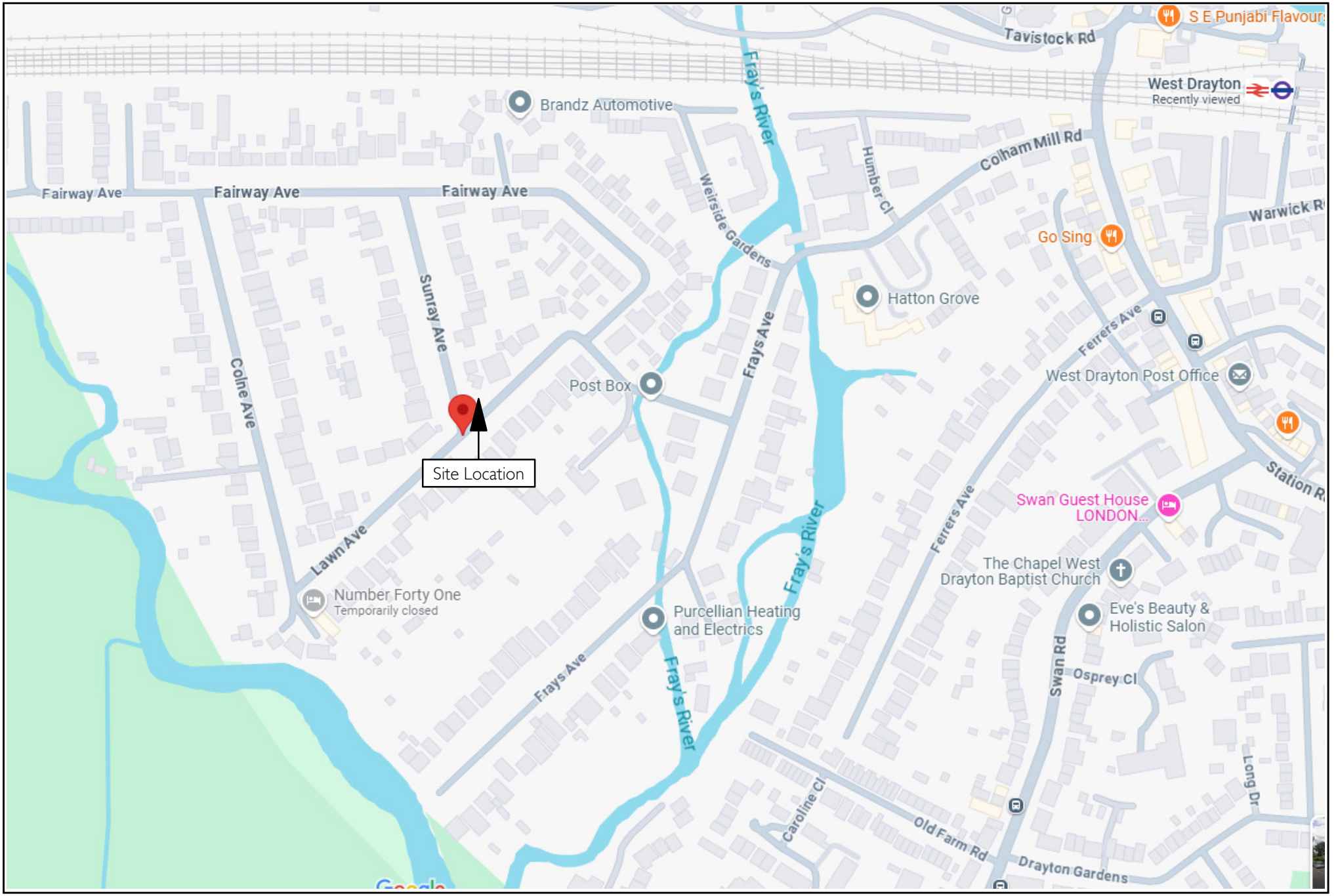
5.10 The existing dwelling had three cars parked within the drive on each of the surveys. An additional three cars parking overnight will increase the parking stress by 4%, from 44% to 48%.

5.11 The Lambeth Parking Methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 85% or more is deemed to represent a high uptake of parking.

5.12 The proposals are therefore expected to have a minor impact on the local parking availability. The parking stress will remain underneath the 85% threshold.

5.13 This assessment shows that the proposed development would provide no negative impact on the surrounding area and would have no detrimental effect on on-street parking demand created by existing residents.

FIGURES



Date: September 2025
Scale: NTS
Source: Gmaps
Drawing No: P3075/TS/01

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P3075: 10 Lawn Avenue, West Drayton, UB7 1AQ

Figure 1.

Site Location

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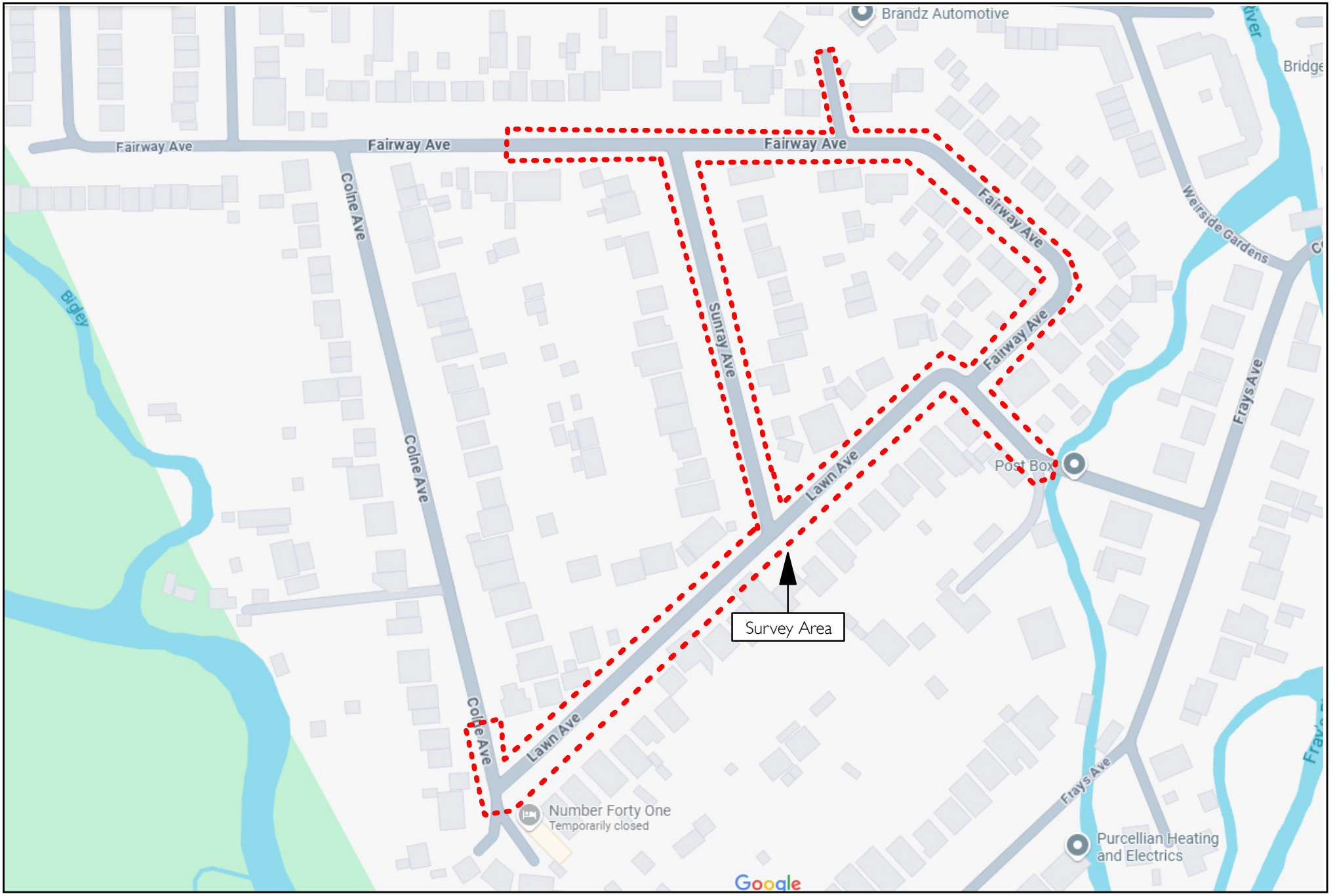

Date: September 2025
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Source: Gmaps
Drawing No: P3075/TS/02

N

P3075: 10 Lawn Avenue, West Drayton, UB7 1AQ

Figure 2.

Parking survey area 200m

PAUL MEW ASSOCIATES
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Date: Sept/2025
Scale: 1:500@A3
Source: OS?PMA
Drawing No. P3075/TS/3

N

P3075: 10 LAWN AVENUE, WEST DRAYTON, UB7 7AQ

Figure 3.a
Kerb Side Inventory

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Date: Sept/2025 Scale: 1:500@A3 Source: OS?PMA Drawing No. P3075/TS/3	N	P3075: 10 LAWN AVENUE, WEST DRAYTON, UB7 7AQ Figure 3.b Kerb Side Inventory

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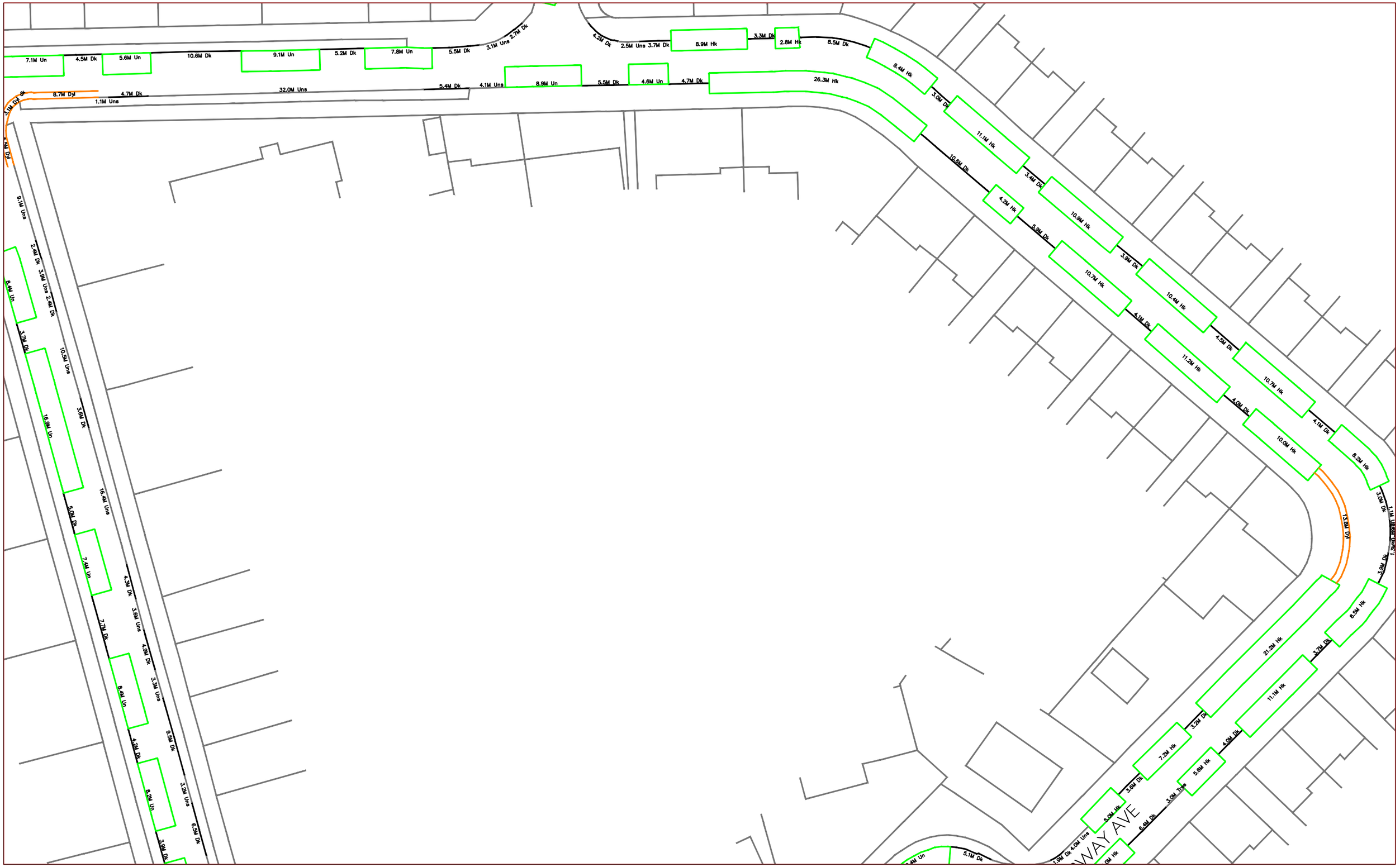
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



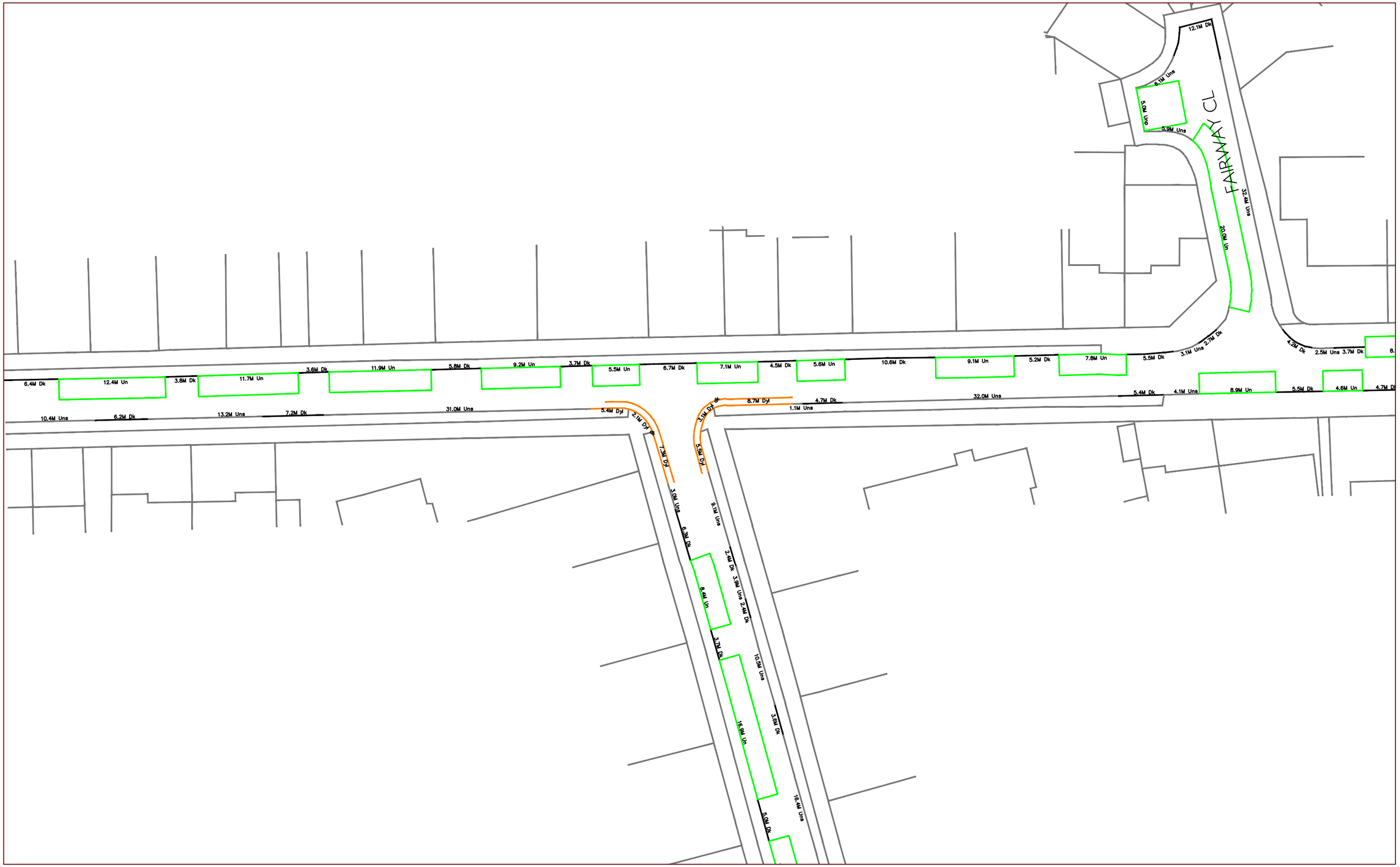
Date: Sept/2025
Scale: 1:500@A3
Source: OS?PMA
Drawing No. P3075/TS/3

N

P3075: 10 LAWN AVENUE, WEST DRAYTON, UB7 7AQ

Figure 3.c
Kerb Side Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: Sept/2025
Scale: 1:500@A3
Source: OS?PMA
Drawing No. P3075/TS/3

P3075: 10 LAWN AVENUE, WEST DRAYTON, UB7 7AQ

Figure 3.d
Kerb Side Inventory

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APPENDIX A
Site Boundary

General Notes
1. T1 - Purple Leaf Plum Tree
2. T2 - Hazel Tree
3. T3 - Lawsons Cypress Tree
4. T4 - Cedar Tree
5. T5 - Beech Tree

Neighbouring Property
8 Lawn Avenue

Remove T3 Cypress to facilitate the work

Boundary

T3
Garden
46.63 m²

Neighbouring Property
7 Sunray Avenue

Boundary

Existing Dwelling
10 Lawn Avenue

T4

New single dwelling with lower ground floor

Reduce canopy of T2 to facilitate works

T2

T1

T5

New boundary between existing and new house

Boundary

Boundary

LAWN AVENUE

SUNRAY AVENUE

ISSUE	DATE	REVISION

PROJECT
10 Lawn Avenue, West Drayton, UB7 7AQ

CLIENT
Mr & Mrs Ghedia

DRAWING
PROPOSED SITE LAYOUT

STONES ARCHITECTS

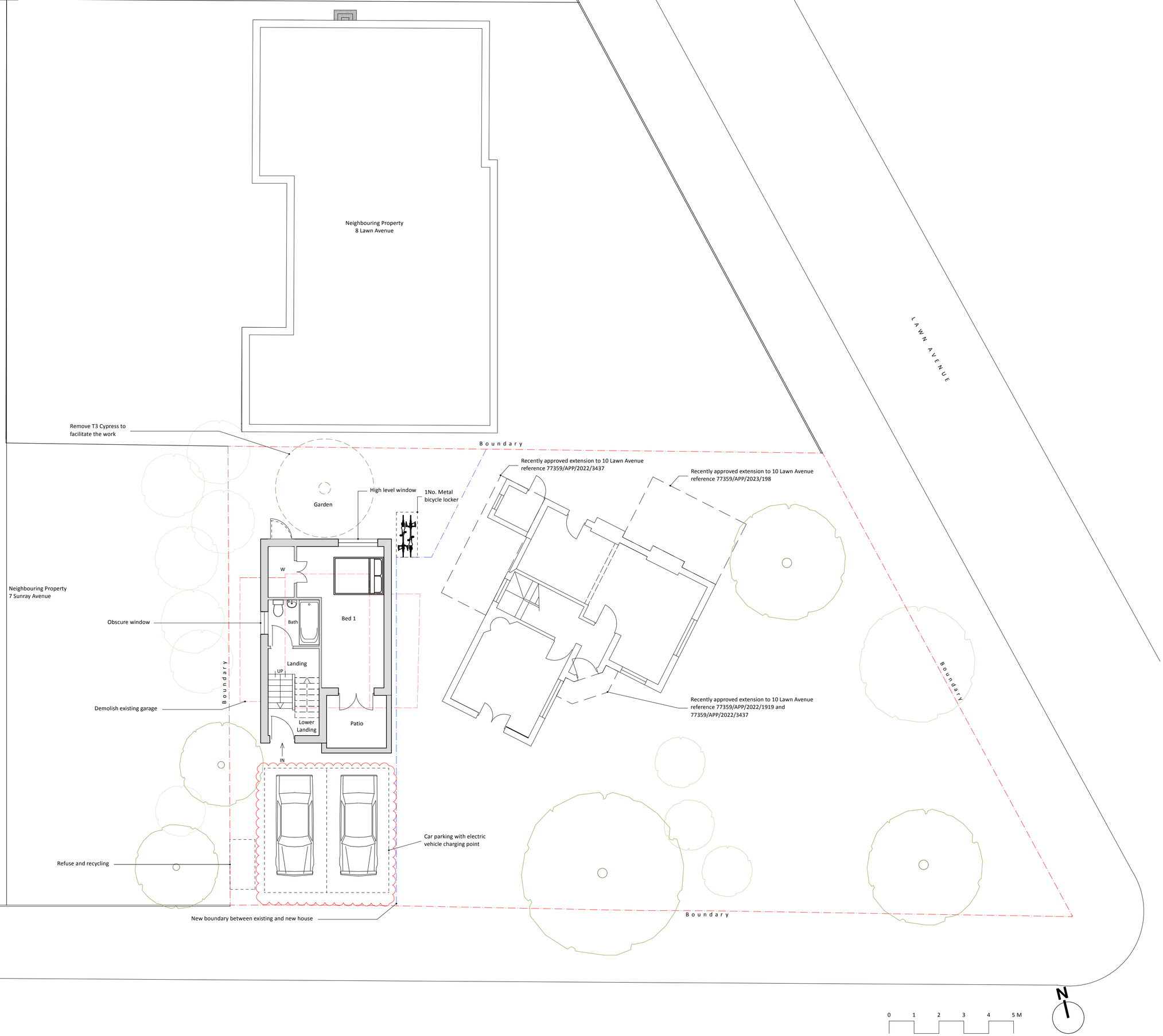
PROJECT #	2023.030	DWG #	REV
DATE	30/07/2024	C01	
SCALE	1:100		
DRAWN	CHKD		
JA	JC		

Stones Architects Ltd
50 Coldharbour Lane Hayes Middlesex UB3 3EP
t 020 8969 0000 **e** mail@stonesarchitects.co.uk **w** stonesarchitects.co.uk

APPENDIX B
Proposed Site Plan

General Notes
1. New work shown shaded
2. W : Wardrobe
   RL : Roof Light
   RLA : Roof Lght Above
3. All dimensions are indicative and in mm

Floor	Room name	Area/m2
LGF	Bed 1	18.64
LGF	Bath	3.80
LGF	Landing	7.17
	Sub-Total	**29.61**
UGF	Living/Dining/Kitchen	22.88
UGF	Landing	7.13
	Sub-Total	**30.01**
	Total	**59.62**
Minimum requirement under the London Plan is 58 sqm		
Gross Internal Floor Area		
GIFA - LGF	30.39	
GIFA - UGF	30.39	
Total	**60.78 m2**	



ISSUE	DATE	REVISION
A	21/07/2025	Revisions as clouded

PROJECT
10 Lawn Avenue, West Drayton, UB7 7AQ

CLIENT
Mr & Mrs Ghedia

DRAWING
PROPOSED LOWER GROUND FLOOR

STONES ARCHITECTS

PROJECT #	DWG #	REV
2023.030	C02-A	
DATE: 21/07/2025		
SCALE: **1:100**		
DRAWN: JA	CHKD: JC	

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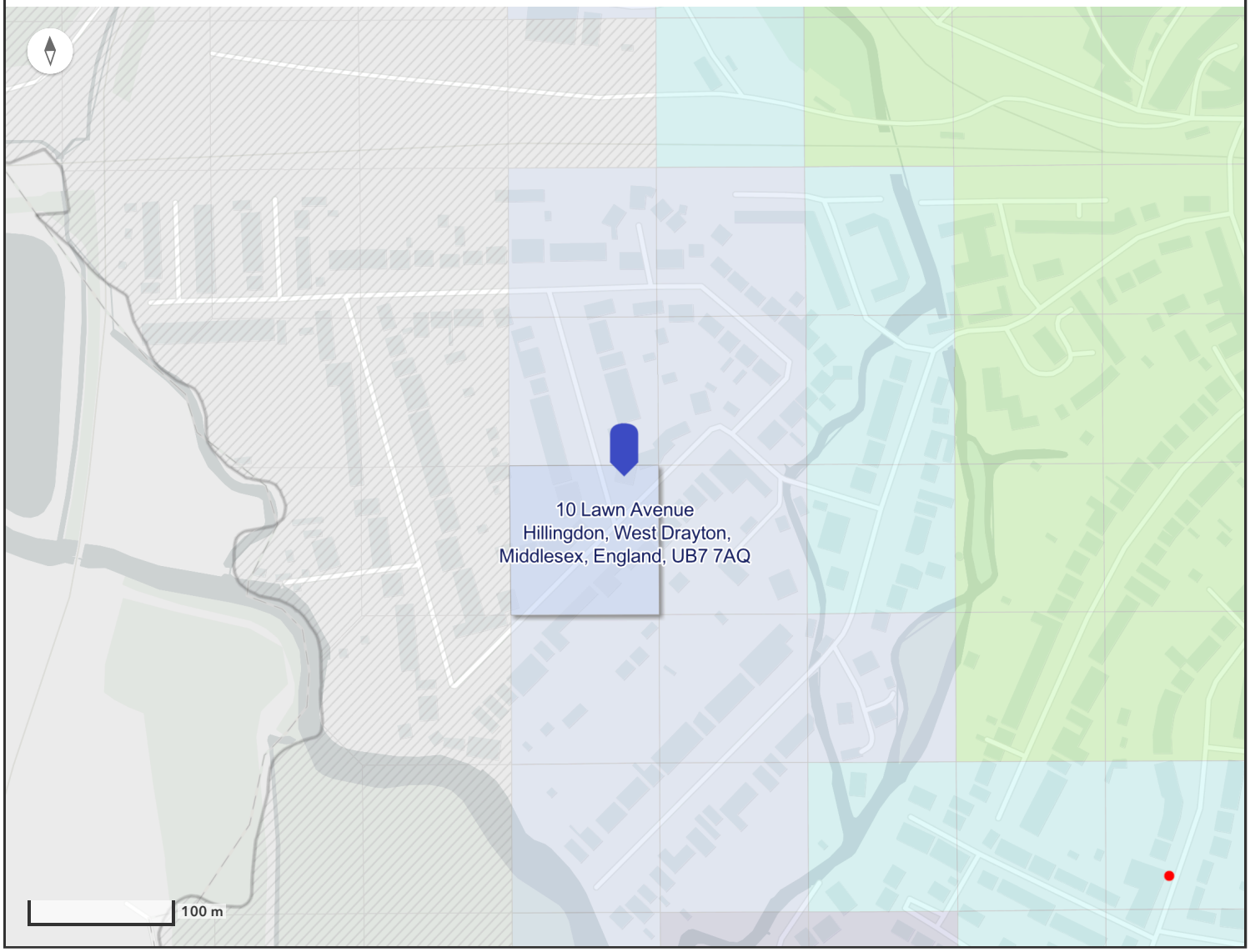
50 Coldharbour Lane Hayes Middlesex UB3 3EP
t 020 8969 0000 **e** mail@stonesarchitects.co.uk **w** stonesarchitects.co.uk

APPENDIX C
TfL PTAL Output File

10 Lawn Ave PTAL Report



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

TfL Stations
Underground Stations

National Rail Stations

Bus Stops

Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

PTAL 2023 RESULT

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

PTAL 2023 Score

1b

Grid ID: 77098

Coordinates: 505545,179852 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

▼

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	West Drayton	Abbey	2.33	814.48

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	West Drayton	Maidenhead-Abbey	1.67	814.48

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	West Drayton	Reading-Abbey	1.67	814.48

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	West Drayton	Abbey	1.00	814.48

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	West Drayton	Abbey	0.67	814.48

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	West Drayton	Reading-Liverpool	0.33	814.48

APPENDIX D
Lambeth Parking Survey Methodology

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to ve taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing **transportplanning@lambeth.gov.uk** with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

Lambeth Council
Transport Planning & Strategy
1st Floor Blue Star House
234-244 Stockwell Road
London SW9 9SP

Telephone: 020 7926 9000
Fax: 020 7926 9001
Email: transportplanning@lambeth.gov.uk
www.lambeth.gov.uk

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

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 (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

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Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
    - If there is no possibility of parking somewhere within the 200m boundary
    - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. 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 build-outs, 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 as shown below. 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.

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Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays (47/5=9.4=9). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	**350**	**70**	**70**	**100**
B Street	**250**	**50**	**40**	**80**
C Street	**150**	**30**	**10**	**33**
Total	**750**	**150**	**120**	**80**

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays (47/5=9.4=9). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

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The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	**400**	**350**	**70**	**70**	**100**
B Street	**300**	**250**	**50**	**40**	**80**
C Street	**200**	**150**	**30**	**10**	**33**
Total	**900**	**750**	**150**	**120**	**80**

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish
Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese
Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba
Tí ẹ ba fẹ ìmoràn yìí, ní èdè Òmíràn, ẹjọ́, ẹ kàn wà l'ágogo 020 7926 2618.

French
Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali
এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi
Se wope saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

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APPENDIX E
Parking Stress Survey Results

P3075 10 Lawn Avenue Parking Survey Results

Parked Vehicles: 2025-09-09 - 0030-05:00	Double Yellow Line	Dropped Kerb	Unrestricted	Unrestricted (Half Kerb)	Totals
Fairway Avenue	0	1	6	19	26
Fairway Close	0	0	4	0	4
Lawn Avenue	0	1	9	0	10
Sunray Avenue	0	0	5	0	5
Totals	0	2	24	19	45

Parked Vehicles: 2025-09-10 - 0030-05:00	Double Yellow Line	Dropped Kerb	Unrestricted	Unrestricted (Half Kerb)	Totals
Fairway Avenue	0	1	6	17	24
Fairway Close	0	0	4	0	4
Lawn Avenue	0	1	10	0	11
Sunray Avenue	0	0	5	0	5
Totals	0	2	25	17	44

Parked Vehicles: 2025-09-09 - 0030-05:00	Private Parking
10 Lawn Avenue	3

Parked Vehicles: 2025-09-10 - 0030-05:00	Private Parking
10 Lawn Avenue	3