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Phillip Pank Partnership LLP

31 Juniper Way/Ash Grove, UB3 1JR.

Transport Statement

July 2023

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Ref: File path P:\ P2864 Ash Grove Transport Statement July 2023

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Philip Pank Partnership LLP in relation to the proposed development at the land to the side of 31 Juniper Way/Ash Grove, UB3 1JR.

1.2 The application site's location is presented on a map in Figure 1 of this report; the site boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

1.3 The site is currently occupied by garages, open land and 3 parking spaces.

1.4 The site comprises of 4 lock-up garages plus an open area of forecourt/hardstanding which is currently being used for parking.

1.5 The site provides vehicle access to Juniper Way.

1.6 The site has a public transport accessibility level (PTAL) rating of 1b which is a 'very poor' score as defined by Transport for London (TfL).

1.7 The roads adjoining the site are not subject to stopping/parking controls and are not within a formal controlled parking zone (CPZ).

1.8 The proposals involve the demolishing of existing garages to provide new dwellings. The site will continue to be accessed via the existing vehicle access from Juniper Way. The proposed development is outlined below;

1.9 The proposal is a two dwelling scheme which includes private amenity space for each dwelling and 2 car parking spaces, one space accessed from Juniper Way and another space accessed from Ash Grove.

1.10 The schedule of accommodation is for a double dwelling scheme of 2 bedroom 3 persons and 3 bedroom 4 person.

1.11 The proposed site plan is presented in Appendix A of this report.

1.12 The applicant has commissioned the preparation of this Transport Statement principally to assess the impact of the developments on the local highway.

1.13 We have followed the "Lambeth Council Parking Survey Guidance Note (October 2012)" which is the industry standard methodology for these types of parking assessments and is approved by Highways Officers at LB Hillingdon.

1.14 The following chapter sets out the relevant policy context.

2.0 POLICY CONTEXT

2.1 This proposal has been assessed in accordance with current transport planning policy guidance at the local, regional and national level.

Hillingdon Council

2.2 The Hillingdon 'Local Plan' takes forward many of the key objectives of the Sustainable Community Strategy. The Council has divided the Hillingdon Local Plan into two parts. The Hillingdon 'Local Plan: Part 1- Strategic Policies' was adopted in November 2012 and the 'Local Plan Part 2 - Development Management Policies' was adopted in January 2020. The Hillingdon Local Plan: Part 2 - Development Management Policies (DMP) sets out the key elements of the planning framework for the Borough over the next 15 years.

2.3 Policy DMT 6: Vehicle Parking of the Council's Local Plan Part 2 (DMP) is extracted as follows:

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

2.4 Appendix C Table 1 of the Council's Local Plan Part 2 (DMP) sets out the Council's maximum car and cycle parking standards for new development in the Borough and has been extracted below for ease of 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

2.5 For residential development (Use Class C3) the maximum car parking standards are two spaces per dwellings with curtilage. Accordingly, the expectation in accordance with the Council's Local Plan is that the new dwellings proposed can provide up to a maximum of 2 car spaces.

The London Plan (2021)

2.6 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."*

2.7 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important new feature 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."

2.8 Policy T6.1 of the London Plan relates to the provision of residential parking at the strategic level the guidance is provided in table 10.3 in the London plan and is shown below:

Location	Number of beds	Maximum parking provision*
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

+ 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

2.9 The London Borough of Hillingdon is classified as an outer London Borough and the site has a PTAL score of 1b. Accordingly, the expectation in accordance with the London Plan is that the new dwellings proposed can provide up to a maximum of 3 car spaces.

2.10 The minimum cycle parking requirements for C3 dwellings is as follows:

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

2.11 The proposed development will be C3 class. The above cycle parking provisions for long stay and short stay will be met.

National Planning Policy Framework (NPPF)

2.12 On a national level, the National Planning Policy Framework (July 2021) sets out national policy. Section 113 relates to traffic movements;

> *"113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.13 Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant extracts have been copied herein:

> *"104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> *a) the potential impacts of development on transport networks can be addressed;*
> *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
> *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
> *d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
> *e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
>
> *107. If setting local parking standards for residential and non-residential development, policies should take into account:*
>
> *f) the accessibility of the development;*
> *g) the type, mix and use of development;*
> *h) the availability of and opportunities for public transport*
> *i) local car ownership levels; and*

j) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.14 In preparing the development proposal and this transport assessment, the above policies have been considered.

2.15 The following chapter outlines the site accessibility and development impact.

3.0 SITE ACCESSIBILITY AND DEVELOPMENT IMPACT

3.1 To recap, the proposals include the demolition of garages and the construction of residential dwellings. The proposal is outlined below;

3.2 The proposal is a two dwelling scheme which includes private amenity space for each dwelling and 2 car parking spaces, one space accessed from Juniper Way and another space accessed from Ash Grove.

Local Public Transport

3.3 The application site is located at the corner of Ash Grove and Juniper Way.

3.4 The site is situated around 800 metres to the north east of Dawley Parade neighbourhood centre, which is host to a parade of local shops, which will be readily accessible to future residents of the site on-foot. In turn, this is likely to reduce the reliance on travelling by car or the prevalence for private car ownership locally.

Public Transport

3.5 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a PTAL assessment has been undertaken.

3.6 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.

3.7 The level of available public transport at a point of interest in London is quantified and measured using TfL's PTAL model.

3.8 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files

(e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.

3.9 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The results indicate that the application site has a PTAL score of 1b which is a 'very poor' accessibility rating as defined by TfL.

3.10 The full PTAL output file is presented in Appendix C. TfL's PTAL table is extracted as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

Source: TfL's Transport Assessment Best Practice Guidance

3.11 The nearest bus stops to the site are located on Judge Heath Lane, which are 423 metres to the north of the site. Access to the stops is straight forward and well lit. other bus stops are located in close proximity to the site, which are located on Beachwood Avenue. The bus stops are within 467 metres from the site.

3.12 The bus stops serve route U5. Refer to Figure 2 for the locations of the nearby bus stops and bus services.

Cycling & Pedestrian Accessibility

3.13 The pedestrian footways surrounding the site are sufficiently wide, well-lit, and in a moderate state of repair. The walk routes from the site to public transport access points are straightforward.

3.14 Cycling will be encouraged through the provision of appropriate cycle facilities as discussed later in this report. Secure and sheltered cycle parking will be provided for the development in accordance with local and regional policy guidelines.

Vehicle Access

3.15 The site is well connected to the wider highway network. Juniper Way connects to the Beechwood Avenue via Ash Grove.

3.16 The roads adjoining the site are subject to a 30mph speed limit.

3.17 The existing garage site benefits from a dropped-kerb crossover from Juniper Way which provides access to parking suitable for three cars to park independently.

3.18 Parking on the roads adjoining the site is largely unrestricted, with some garage spaces restricted to private use.

4.0 BASELINE PARKING CONDITIONS

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

Parking Survey Inventory

4.2 The local planning/highway authority accepts the London Borough of Lambeth parking survey methodology document. Several reports have been undertaken using this methodology, which has been accepted in the past. A copy of the document is presented in Appendix B.

4.3 The first stage of the parking assessment is to map out the parking survey 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 OS mapping.

4.4 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 study is presented in Figure 3.

4.5 As discussed in the introduction, the site is not within a CPZ. The site is within unrestricted parking opportunities within the survey area.

4.6 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 five metres in accordance with Lambeth Council's parking survey methodology.

4.7 The parking survey inventory is presented in Table 1 as follows, additionally refer to Figures 4 a-f:

Table 1. On-Street Parking Survey Inventory

Street	PARKING STUDY INVENTORY Unrestricted Kerb Side Inventory Total no. of parking spaces				
	Length of kerb side parking (m)	Parallel Bays	End-on Bays	Disabled	Total
Ash Grove	170	34	7		41
Beechwood Avenue	85	17	0		17
Burbage Close	35	7	0		7
Judge Heath Lane	280	56	0		56
Juniper Way	365	73	47	2	120
Varcoe Gardens	0	0	11		11
Total	935	187	65	2	252

All areas of kerb side parking have been counted. To calculate parking capacity each length of parking bay has been measured and converted into parking spaces by dividing the length by 5m and rounding down to the nearest whole number in accordance with the industry standard Lambeth methodology.
* A number of end-on parking bays measured at 2.4 metres wide (refer to Figure 4)
Source: PMA Survey

4.8 The parking survey inventory demonstrates that there are 252 'unrestricted' parking opportunities within the study area, plus 2 disabled parking opportunities within the survey area.

4.9 In line with the methodology, disabled parking has been removed from further analysis.

Parking Survey Results

4.10 In accordance with the Lambeth Council Parking Survey Guidance Note (October 2012), one overnight parking survey on two separate typical weekday nights between the hours of 0030 and 0530 has been carried out to determine the current parking uptake on the streets within the study area.

4.11 The surveys are carried out at this time to capture the peak demand for parking by local residents as it is expected that the majority of people would be at home and parked for the night. The overnight surveys were carried out on Wednesday

7th and Thursday 8th June 2023 at approximately 0100 and 0400 respectively during normal school term-time conditions.

4.12 The average results of the two overnight parking surveys are presented in Table 2 as follows and are displayed in the format generally required. Full details are presented in Appendix C.

Table 2. Overnight Parking Survey Average

Street Name	Total no. of parking spaces	Total cars parked	Parking stress (%)
Ash Grove	41	31	74%
Beechwood Avenue	17	14	82%
Burbage Close	7	6	79%
Judge Heath Lane	56	41	72%
Juniper Way	120	80	66%
Varcoe Gardens	11	9	76%
Total	252	179	71%

NB: arithmetic errors are due to roundings
Source: PMA Survey

4.13 The results in Table 2 demonstrate that the average parking 'stress' of the unrestricted survey area is 71%, which is at a moderate level but within the acceptable threshold. Of the 252 identified spaces 179 were parked in on average overnight, leaving an average of 73 spaces free overnight.

4.14 The site itself has been surveyed – 5 cars were observed to be parked within the garage site on either nights.

4.15 The Lambeth parking survey methodology document does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However, to put the results into perspective it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.

4.16 The broad conclusion of this baseline parking assessment is that parking conditions on the streets adjoining the site are within maximum capacity within unrestricted parking opportunities during the peak demand for residents parking which is overnight.

5.0 VEHICLE ACCESS AND PARKING ARRANGEMENTS

Access

5.1 The site is in close proximity to Ash Grove and Juniper Way which provides access for fire tenders to sufficiently access the site from the road side within a short distance from vehicle to property.

5.2 It is likely that firefighting will need to take place from the kerb side on Juniper Way, which is satisfactory as a fire tender vehicle parked on Juniper Way is within 45-metres of all externals parts of the proposed building in line with Building Regulations.

Visibility Splay

5.3 The proposed access arrangement is shown on the proposed site plan at Appendix A.

5.4 Junction visibility splays of 2.0-metres x 23-metres are provided to the right and 2.0-metres x 5-metres are provided left of the site for drivers egressing onto Juniper Way. Refer to Figure 5a.

5.5 Pedestrian to vehicle visibility splays of 2.4-metres x 2.4-metres (in accordance with the Hillingdon Council's Vehicle Crossover Policy Guide) are provided on each side of the site entrance. Refer to Figure 5b.

5.6 Gates and fences will be moved back from the pedestrian visibility zones and/or reduced to 0.6m in height. In accordance with Hillingdon Council's Vehicle Crossover Policy the pedestrian visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

5.7 Juniper Way is a cul-de-sac road therefore it is expected that only vehicles who have access to the garages on Juniper Way will access this section of the road. Therefore the chances of vehicle conflict are very low. Vehicles accessing Juniper Way will be slowing down as they see the road coming to an end.

5.8 In summary the proposed visibility arrangements as part of the proposal is considered to be satisfactory.

Parking

5.9 As can be seen from figures 6 a large family car can access, enter and exit the parking bays in forward gear.

5.10 In terms of car parking, the development will provide 2 car parking space in accordance with the London Borough of Hillingdon Local Plan maximum parking standards.

5.11 In terms of cycle parking, the development will provide 3 long-stay secure cycle storage space in accordance with the London Borough of Hillingdon Local Plan part 2.

Garages Redevelopment

5.12 The proposal comprises of the removal of a total of 4 lock-up garages, located at the north western corner of the site. The client has provided information in relation to the current state of the garages, whether or not they are currently let out, for example. Only one garage is let at the moment and have been given a notice to quit. The other 3 garages are not in use.

5.13 The internal width of these older style garages on the site are only around 2.4 metres wide and it would be very difficult to use them for car parking on a day-to-day basis.

5.14 Modern garages should be constructed to at least three metres in internal width. Cars have evolved to become much bigger than they were when the garages were originally built, both in terms of the overall dimensions of the vehicles and the size of the doors which has an impact when attempting to get out of a car once it is in the confines of a garage.

5.15 Judging on the width of these garages, and based on our experience working on many similar schemes in the past, it is expected that there would be very little tolerance for a car to enter and exit these old style garages and little to no room to open a car door and for a person to physically climb out once inside. In effect they are sub-standard to modern day standards and requirements.

5.16 Manual for Streets (2007) states that: *"Research shows that, in some developments, less than half the garages are used for parking cars, and that many are used primarily as storage or have been converted to living accommodation."* A recent survey by WSP (2004); Car Parking Standards and Sustainable Residential Environments found that only 44% of garages at various sites in England were used for parking cars.

5.17 Only one garage is in use. The other 3 garages are not in use. Taking this figure forward the removal of the 1 lock-up garages currently in use locally would result in up to one displaced cars onto the adjoining roads as a result of the loss of the garages.

5.18 An average of 5 cars were observed to be parked in the forecourts of the garage sites.

5.19 Therefore a total of 6 (1 garages and 5 forecourt parking) car parking spaces will be displaced onto the adjoining roads.

5.20 The observed parking stress on the streets adjoining the application is currently recorded at 71%.

5.21 An additional 6 cars parked within the unrestricted area would increase the observed parking stress by 2% from 71% to 73%.

5.22 This is below the 90% threshold which represents a moderate level of parking.

Development Impact

5.23 To further assist the application of the Council's car 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.

5.24 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.

5.25 The middle layer which has been selected for this site is Hillingdon 024.

5.26 Table 3 presents the 2021 car or van ownership census data for all households within the area adjoining the application site:

Table 3: Car or Van Ownership Census Data – Flats and Maisonettes

Number of cars per household	Number	Percentage
No cars or vans in household	794	24%
1 car or van in household	1,456	44%
2 + cars or vans in household	1,070	32%
Total	3320	100%

Source: Census Data

5.27 As can be seen from the census data, 24% of flats do not have a car and 44% have one. Only 32% of flats in the local area have two or more vehicles.

5.28 Applying the Hillingdon 024 middle layer car or van ownership census data to the proposals, the proposed development will generate demand for 2 cars. Refer to Table 4:

Table 4: Car or Van Ownership Census Data –Proposed Dwellings

Cars Per Household – Flats and Maisonettes	%	2 Dwellings	Total Cars
0	24%	0.5	0.0
1	44%	0.9	0.9
2	32%	0.6	1.3
Total	100%	2	2.2

Notes:

CPH = cars per household
% = MSOA car ownership data
2 dwellings = the proposed development
Total cars = the projected parking demand
Arithmetic errors are due to rounding's

5.29 Based on the car ownership projections of future residents, the proposals are expected to generate demand for 2 additional cars parking within the adjoining roads. Two parking spaces will be provided for residents on site and therefore an additional 2 cars parking within the survey area will not increase the parking stress.

5.30 As explained it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.

6.0 SUMMARY

6.1 To summarise, the proposals involve the demolishing of existing garages at the north western corner of the site to provide for new dwellings with associated parking.

6.2 The proposal is a two dwelling scheme which includes private amenity space for each dwelling and 2 car parking spaces, one space accessed from Juniper Way and another space accessed from Ash Grove.

6.3 The schedule of accommodation is for a double dwelling scheme of 2 bedroom 3 persons and 3 bedroom 4 person.

6.4 The site is not located within a CPZ.

6.5 The results of the parking stress survey demonstrate that the average parking 'stress' of the unrestricted survey area is 71%, which is at a moderate level but within the acceptable threshold of 90%. Of the 179 identified spaces 252 were parked in on average overnight, leaving an average of 73 spaces free overnight.

6.6 The site has a PTAL rating of 1b which is a 'very poor' score as defined by TfL.

6.7 The result of the removal of the garages and forecourt area is expected to result in the demand for an additional six cars parking within the local area. An additional six cars parked within the survey area would increase the observed parking stress by 2% from 71% to 73%.

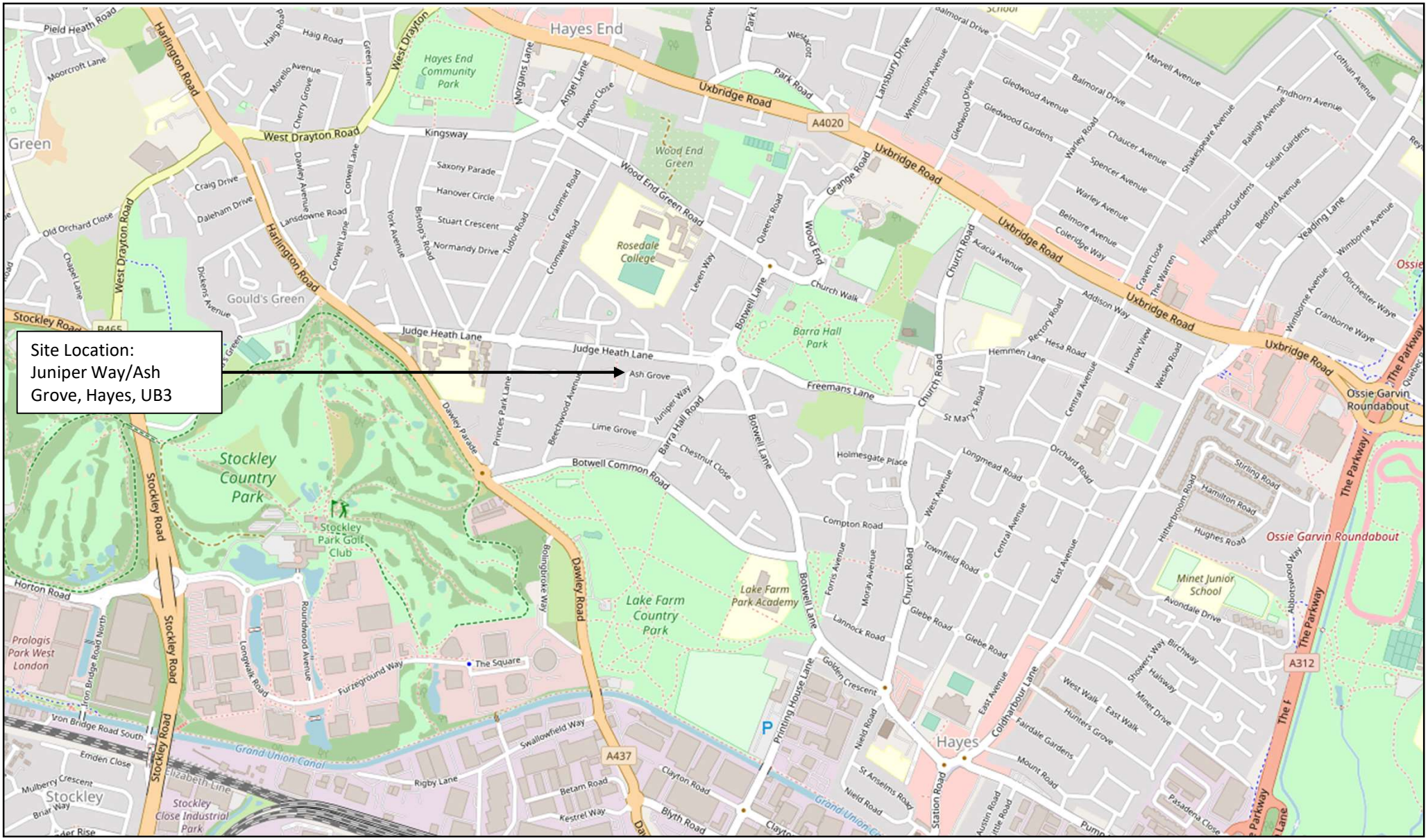
6.8 Based on the car ownership projections of future residents, the proposed dwellings are expected to generate demand for 2 additional cars parking within the local area. Two parking spaces will be provided for residents on site and therefore an no additional cars will overspill and park within the survey area and therefore there will be no increase in parking stress.

6.9 Swept path diagrams demonstrating the access arrangements to the parking spaces at the proposed development are presented in Figures 6a of this report.

6.10 These swept path diagrams demonstrate the access and egress arrangements to the parking spaces are comfortably achievable in the minimum number of manoeuvres. As per Manual for Streets (MfS) Car Parking dimensions are 2.4mx4.8m and the aisle width is a minimum 6 metres.

6.11 Fire access and refuse access will continue as per the existing situation within the area, with refuse vehicles collecting the additional refuse on their usual rounds.

FIGURES



Date: June-2023 Scale: NTS Source: Google Maps Drawing No: P2864/TS/01	N	P2864: Land to the right of 31 Juniper Way/Ash Grove, Hayes, UB3 Figure 1 Site Location

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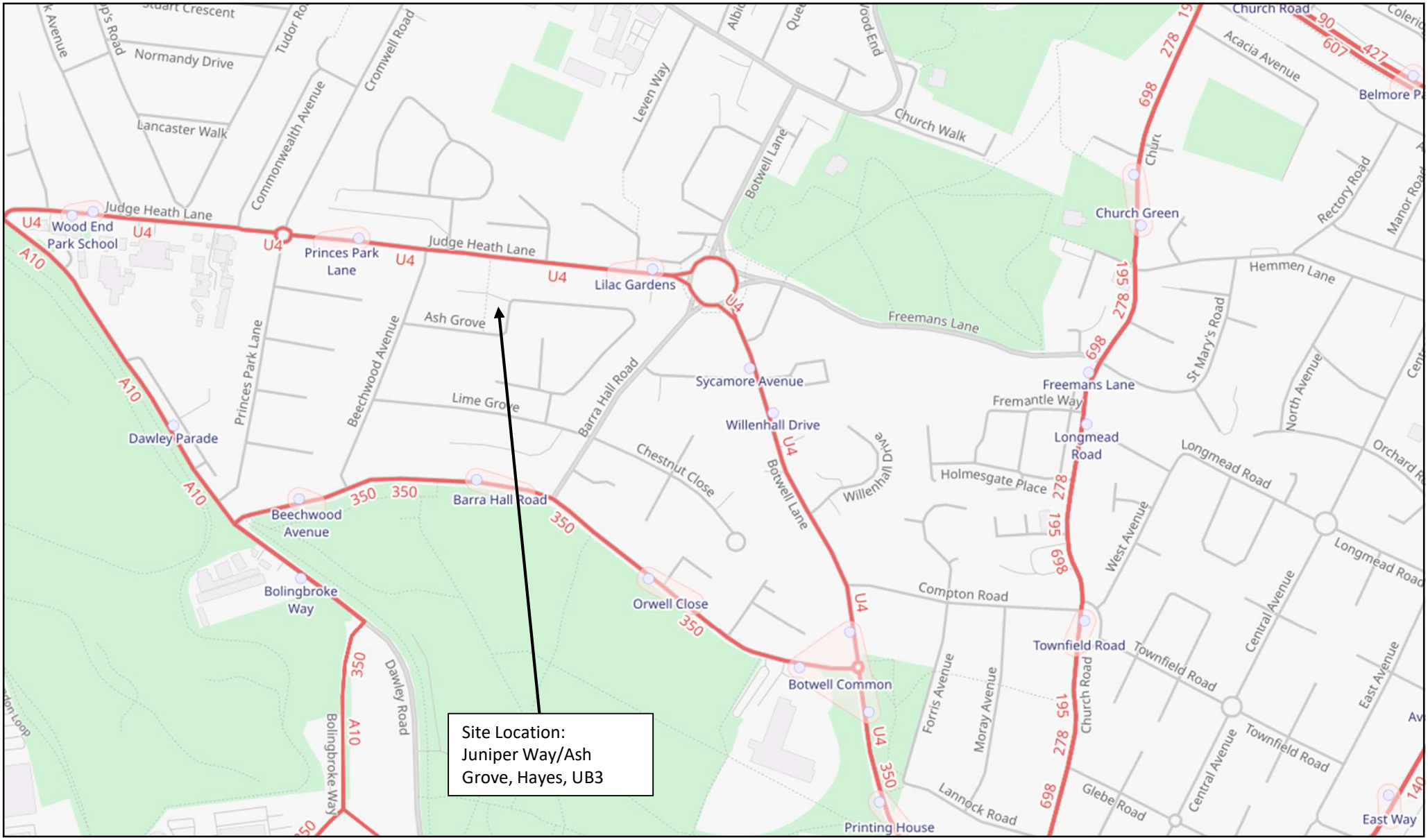
T: 0208 780 0426 W: www.pma-traffic.co.uk



Date: June-2023 Scale: NTS Source: Google Maps Drawing No: P2864/TS/02	N	P2864: Land to the right of 31 Juniper Way/Ash Grove, Hayes, UB3 Figure 2 Transport Accessibility Map

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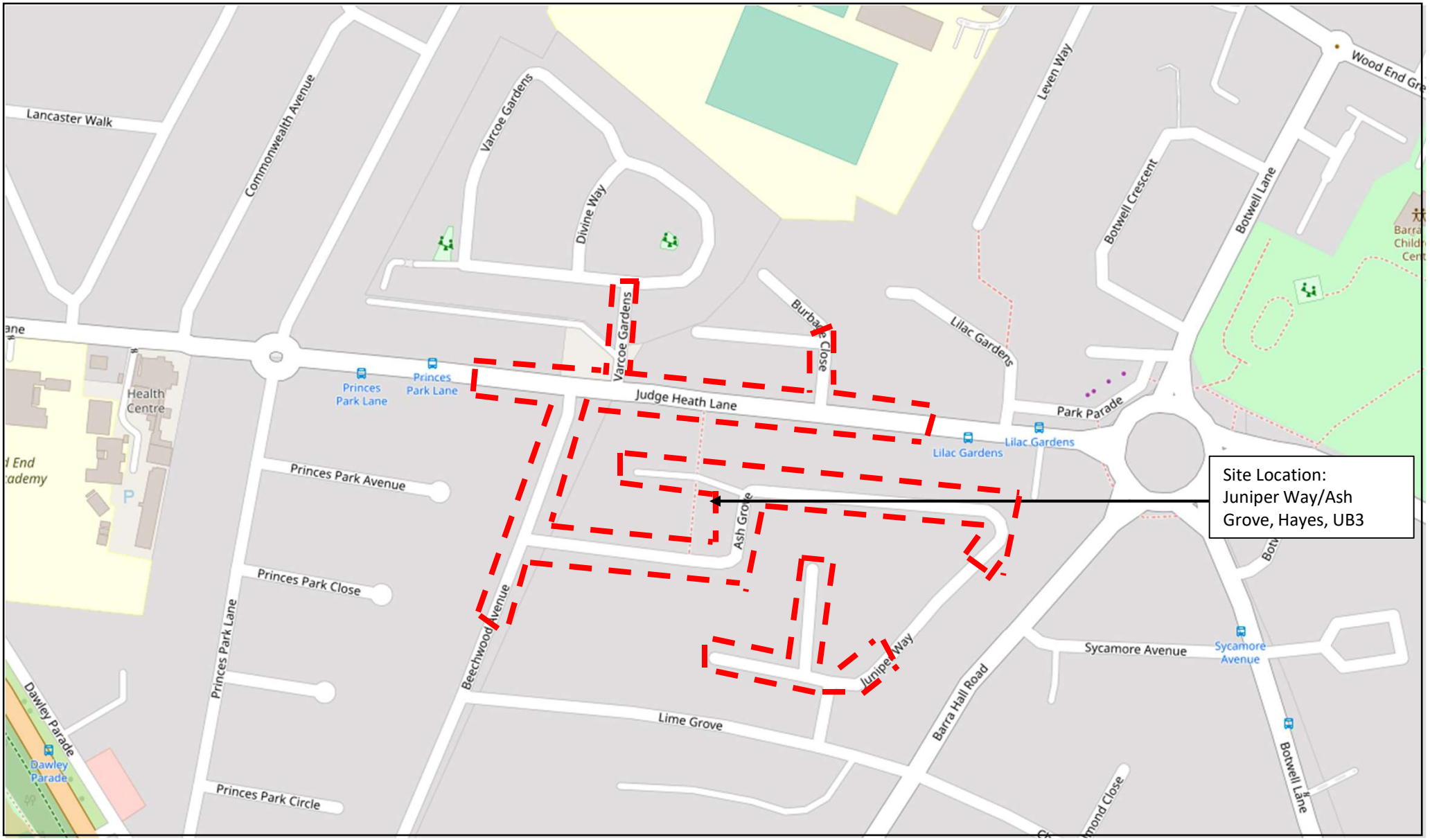

Date: June-2023
Scale: NTS
Source: Google Maps
Drawing No: P2864/TS/03

N

P2864: Land to the right of 31 Juniper Way/Ash Grove, Hayes, UB3

Figure 3

Parking Survey Area

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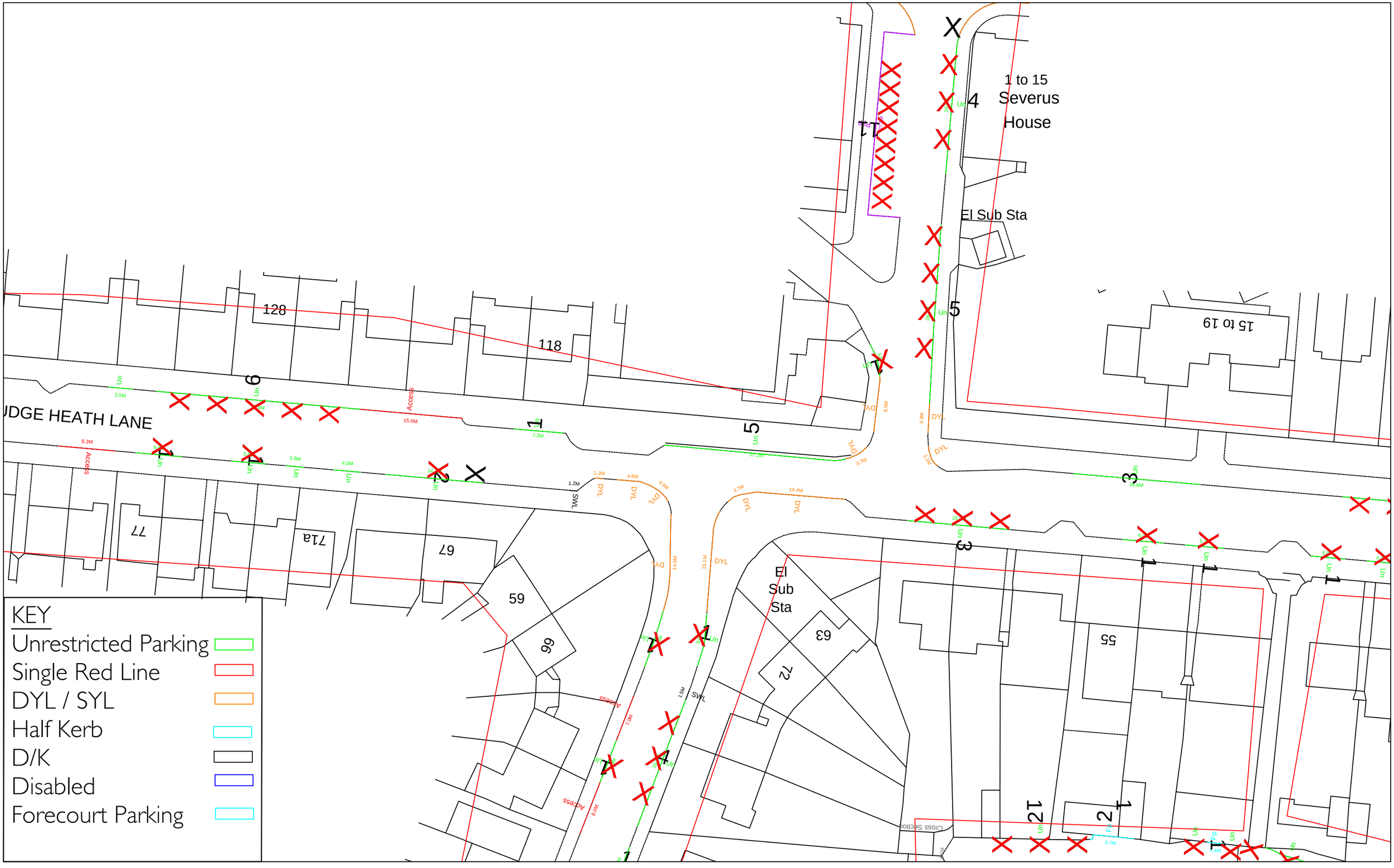
T: 0208 780 0426 W: www.pma-traffic.co.uk



Date: July 2023
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2864/TS/4

N

P2864: Land to the right of 31 Ash Grove/Juniper Way, Hayes, UB3

Figure 4.a

Parking Survey Inventory

PAUL MEW ASSOCIATES
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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

JUDGE HEATH LANE

Shelter

SITE

Date: July 2023
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2864/TS/4

N

P2864: Land to the right of 31 Ash Grove/Juniper Way, Hayes, UB3

Figure 4.b

Parking Survey Inventory

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Tel: 020 8780 0426
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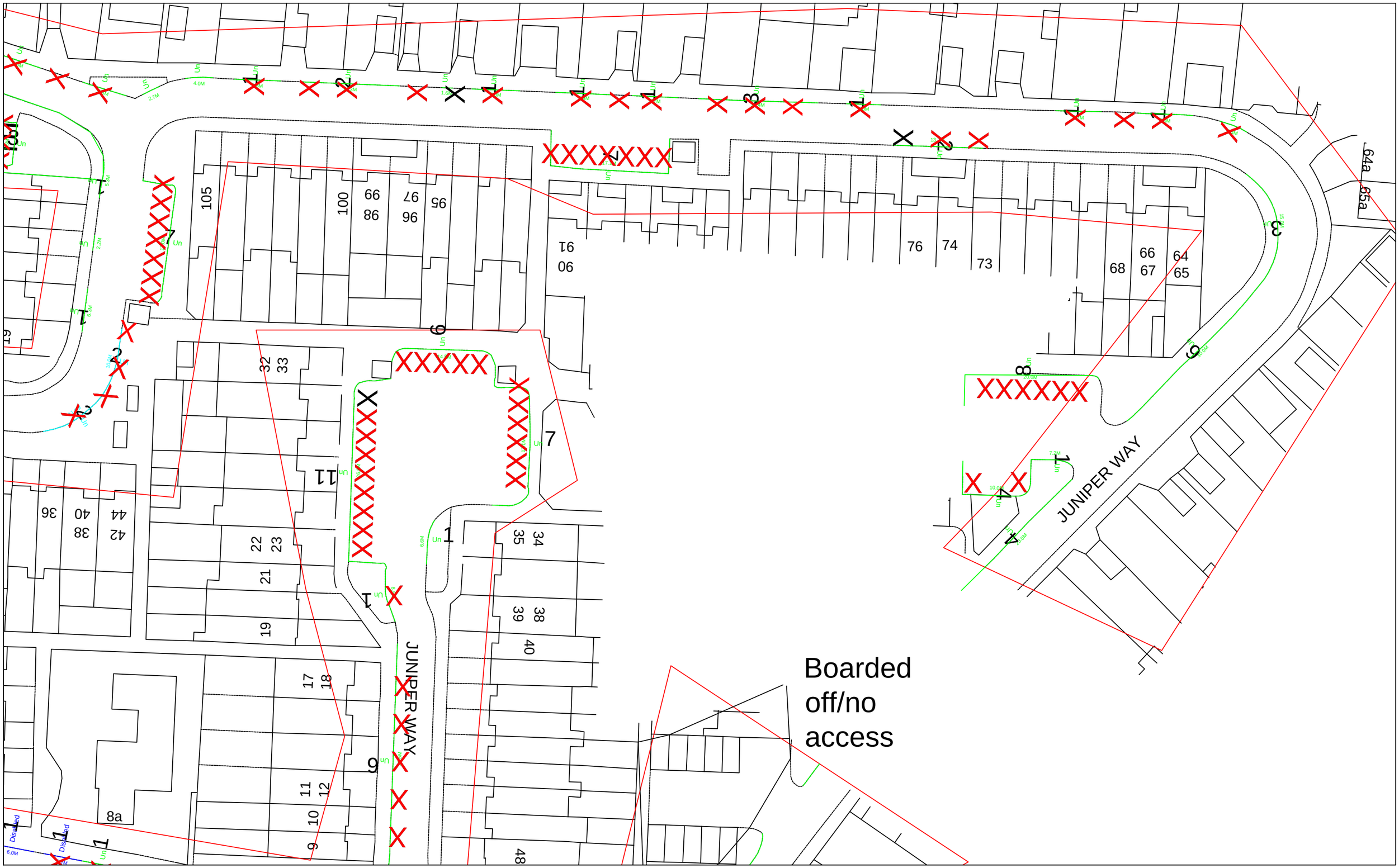

Date: July 2023
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2864/TS/4

N

P2864: Land to the right of 31 Ash Grove/Juniper Way, Hayes, UB3

Figure 4.c
Parking Survey Inventory

PAUL MEW ASSOCIATES
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Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
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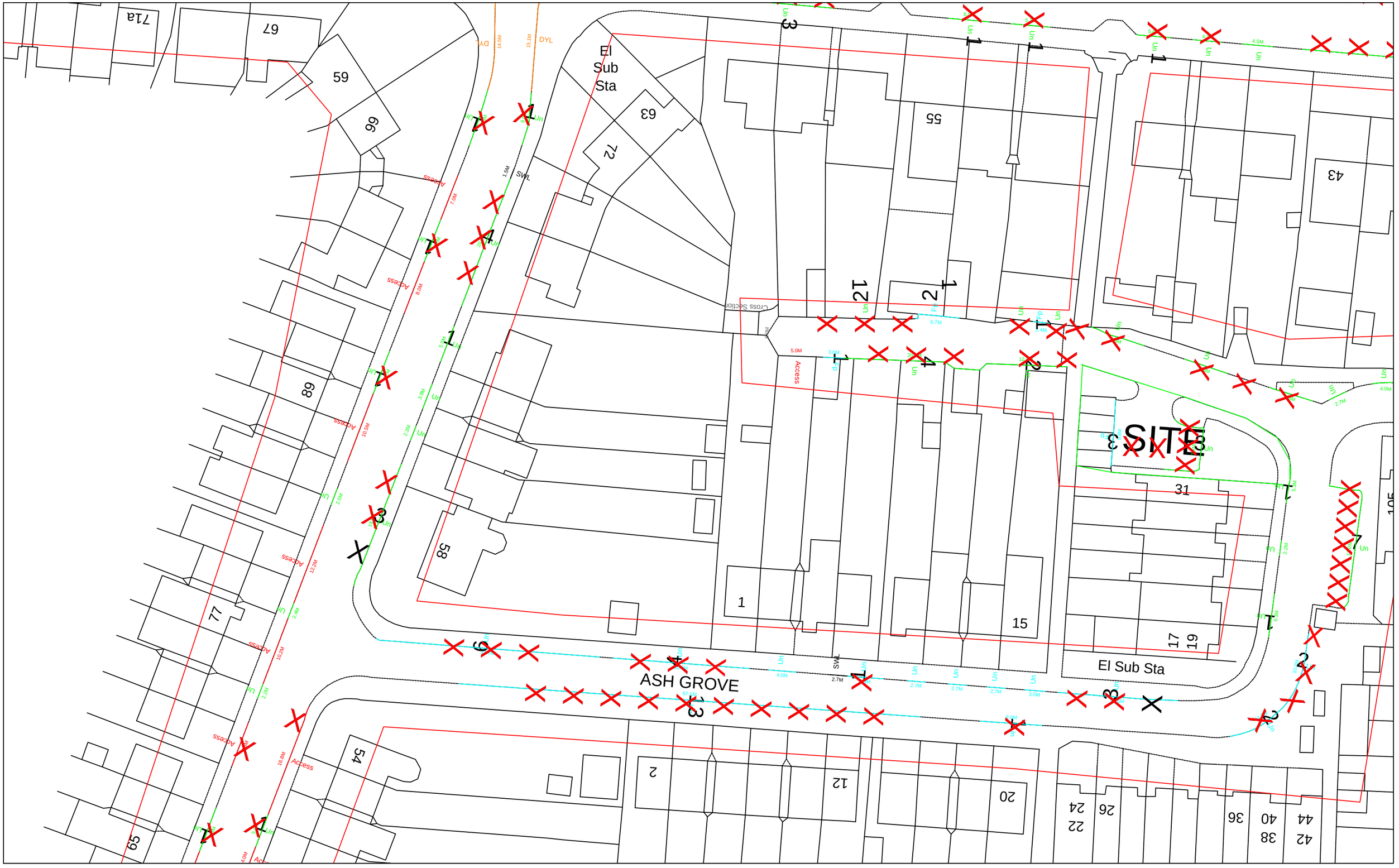

Date: July 2023
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2864/TS/4

N

P2864: Land to the right of 31 Ash Grove/Juniper Way, Hayes, UB3

Figure 4.d
Parking Survey Inventory

PAUL MEW ASSOCIATES
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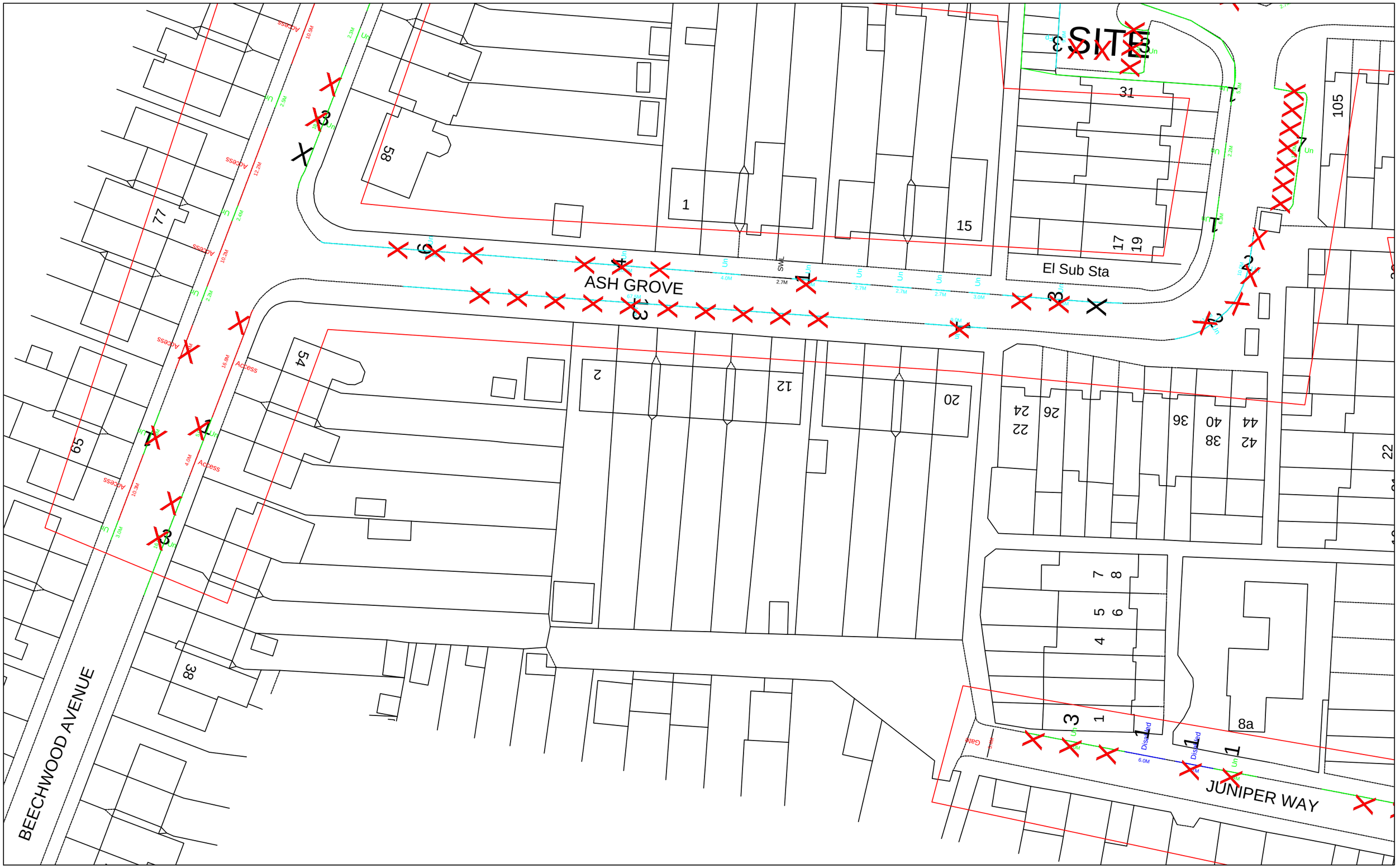

Date: July 2023
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2864/TS/4

N

P2864: Land to the right of 31 Ash Grove/Juniper Way, Hayes, UB3

Figure 4.e

Parking Survey Inventory

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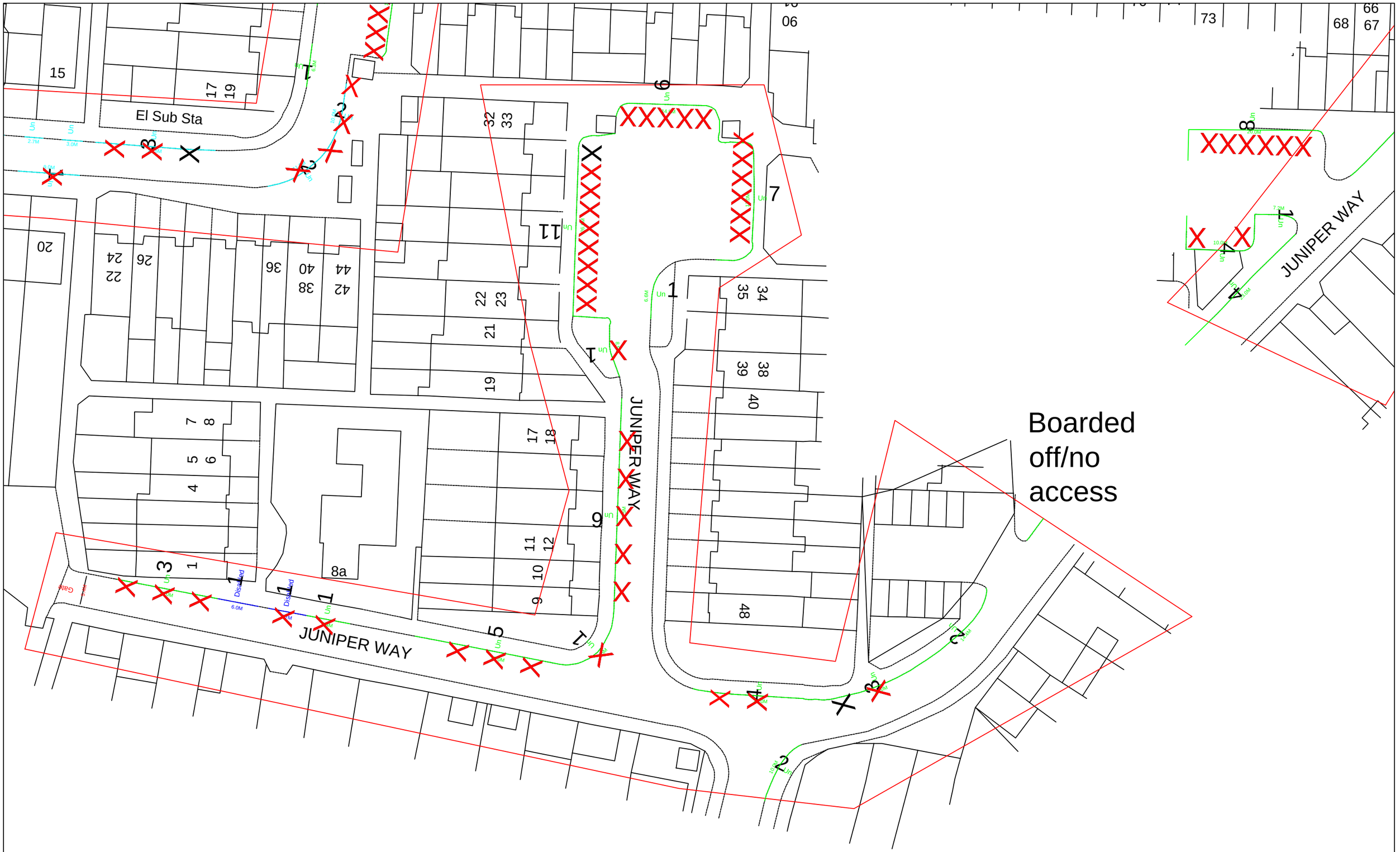
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: July 2023
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2864/TS/4

N

P2864: Land to the right of 31 Ash Grove/Juniper Way, Hayes, UB3

Figure 4.f

Parking Survey Inventory

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JUNIPER WAY

5 M

Dropped Kerb Crossover

2.0m

footpath

car parking space

2.4mx4.8m

footpath

Private Amenity

Private Amenity

23 M

car parking space 2.4mx4.8m

ASH GROVE

A Vehicle Visibility Splay of 5m and 23 m can be achieved. this is seen as adequate as Juniper Way is a cul-de-sac with likely low vehicle movements and vehicles slowing down as the road comes to an end.

Date: July 2023
Scale: 1/250 @A3
Source: OS/PMA
Drawing No. P2864/TS/5

N

P2864: Land to the right of 31 Ash Grove/Juniper Way

Figure 5a

Two Dwellings - Vehicle to Vehicle Visibility Splay

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Date: July 2023
Scale: 1/250 @A3
Source: OS/PMA
Drawing No. P2864/TS/5

N

P2864: Land to the right of 31 Ash Grove/Juniper Way
Figure 5b
Two Dwellings - Pedestrian to Vehicle Visibility Splay

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Date: July 2023
Scale: 1/250 @A3
Source: OS/PMA
Drawing No. P2864/TS/6

N

P2864: Land to the right of 31 Ash Grove/Juniper Way

Figure 6

Two Dwellings - Swept Path Analysis: Large Family Car Entering and Exiting the Parking Bays

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APPENDIX A
Site Boundary

JUNIPER WAY

footpath

ASH GROVE

0 2 5 10 20 m

N

Revisions

METASHAPE | ARCHITECTS

STATUS
Planning
NOT FOR CONSTRUCTION

PROJECT
158 Ash Grove, Hayes UB3 1JR

TITLE
Existing Site Plan

SCALE
1 : 200 @ A3

DATE
May 2023

DRAWN
DK

REVIEWED
IPL

DRAWING NUMBER
2021-034_P4000

REVISION

APPENDIX B
Proposed Site Plan

Revisions

METASHAPE | ARCHITECTS

STATUS
Planning
NOT FOR CONSTRUCTION

PROJECT
158 Ash Grove, Hayes UB3 1JR

TITLE
Proposed Site Plan

SCALE
1 : 200 @ A3

DATE
May 2023

DRAWN
DK

REVIEWED
IPL

DRAWING NUMBER
2021-034_P2000

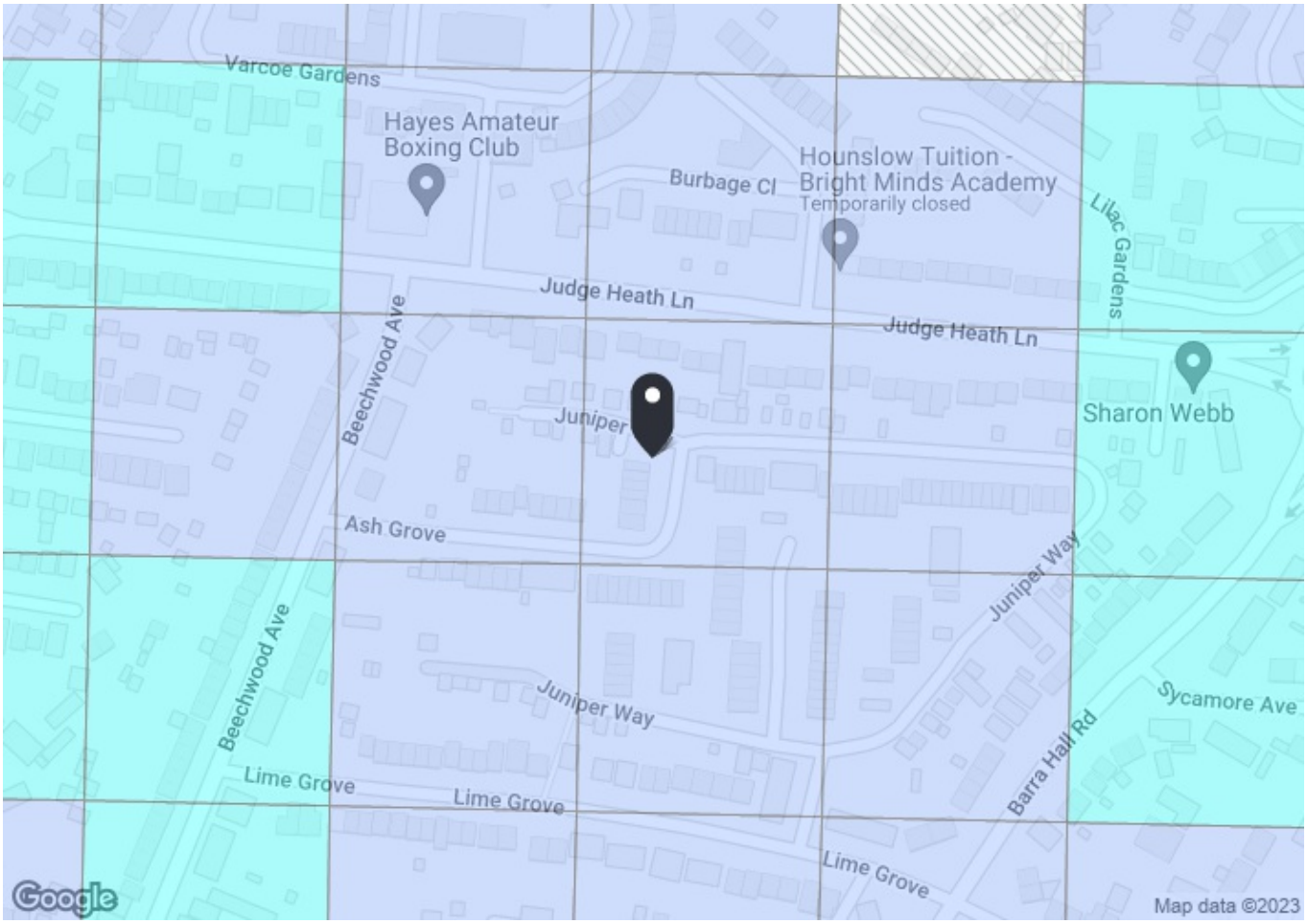
REVISION

This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development.

Do not scale drawing except for planning purposes. Figure dimensions to be worked to in all cases.

APPENDIX C
Public Transport Accessibility Level Export

TRANSPORT FOR LONDON



PTAL output for 2021 (Forecast)
1b

31 Juniper Way
31 Juniper Way, Hayes UB3 1JR, UK
Easting: 508925, Northing: 180938

Grid Cell: 82598

Report generated: 03/07/2023

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	Change from base year

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	PRINCES PARK LANE	U4	423.3	7.76	5.29	5.86	11.16	2.69	1	2.69
Bus	BOT'L CMN R BEECHWOOD AV	U5	467.93	5.18	5.85	7.8	13.65	2.2	0.5	1.1
									Total Grid Cell AI:	**3.79**

APPENDIX D
Lambeth Council Parking Survey Guidance Note

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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www.lambeth.gov.uk

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 Survey Results; Tables and Maps

P2864: Ash Grove

Parking Survey Inventory

Street	PARKING STUDY INVENTORY				
	Unrestricterd Kerb Side Inventory				
	Total no. of parking spaces				
	Length of kerb side parking (m)	Parallel Bays	End-on Bays	Disabled	Total
Ash Grove	170	34	7		41
Beechwood Avenue	85	17	0		17
Burbage Close	35	7	0		7
Judge Heath Lane	280	56	0		56
Juniper Way	365	73	47	2	120
Varcoe Gardens	0	0	11		11
Total	935	187	65	2	252

All areas of kerb side parking have been counted. To calculate parking capacity each length of parking bay has been measured and converted into parking spaces by

* A number of end-on parking bays measured at 2.4 metres wide (refer to Figure 4).

Source: PMA Survey

P2864: Ash Grove

Parking Survey Results

Overnight Parking Survey 1, Wednesday 7th June 2023 - 01:00am

Street Name	Total no. of parking spaces	Total cars parked	Parking stress (%)
Ash Grove	41	30	73%
Beechwood Avenue	17	14	82%
Burbage Close	7	5	71%
Judge Heath Lane	56	40	71%
Juniper Way	120	80	67%
Varcoe Gardens	11	9	80%
Total	252	178	71%

Overnight Parking Survey 2, Thrusday 8th June 2023 - 04:00am

Street Name	Total no. of parking spaces	Total cars parked	Parking stress (%)
Ash Grove	41	31	75%
Beechwood Avenue	17	14	82%
Burbage Close	7	6	86%
Judge Heath Lane	56	41	73%
Juniper Way	120	79	66%
Varcoe Gardens	11	8	71%
Total	252	179	71%

Overnight Parking Survey Average

Street Name	Total no. of parking spaces	Total cars parked	Parking stress (%)
Ash Grove	41	31	74%
Beechwood Avenue	17	14	82%
Burbage Close	7	6	79%
Judge Heath Lane	56	41	72%
Juniper Way	120	80	66%
Varcoe Gardens	11	9	76%
Total	252	179	71%

NB: arithmetic errors are due to roundings

Source: PMA Survey

Date: July 2023
Scale: NTS
Source: OS/PMA
Drawing No. P2864/TS/E

N

P2864: Land to the right of 31 Ash Grove/Juniper Way, Hayes, UB3

Appendix E

Parking Survey Results - Night 1

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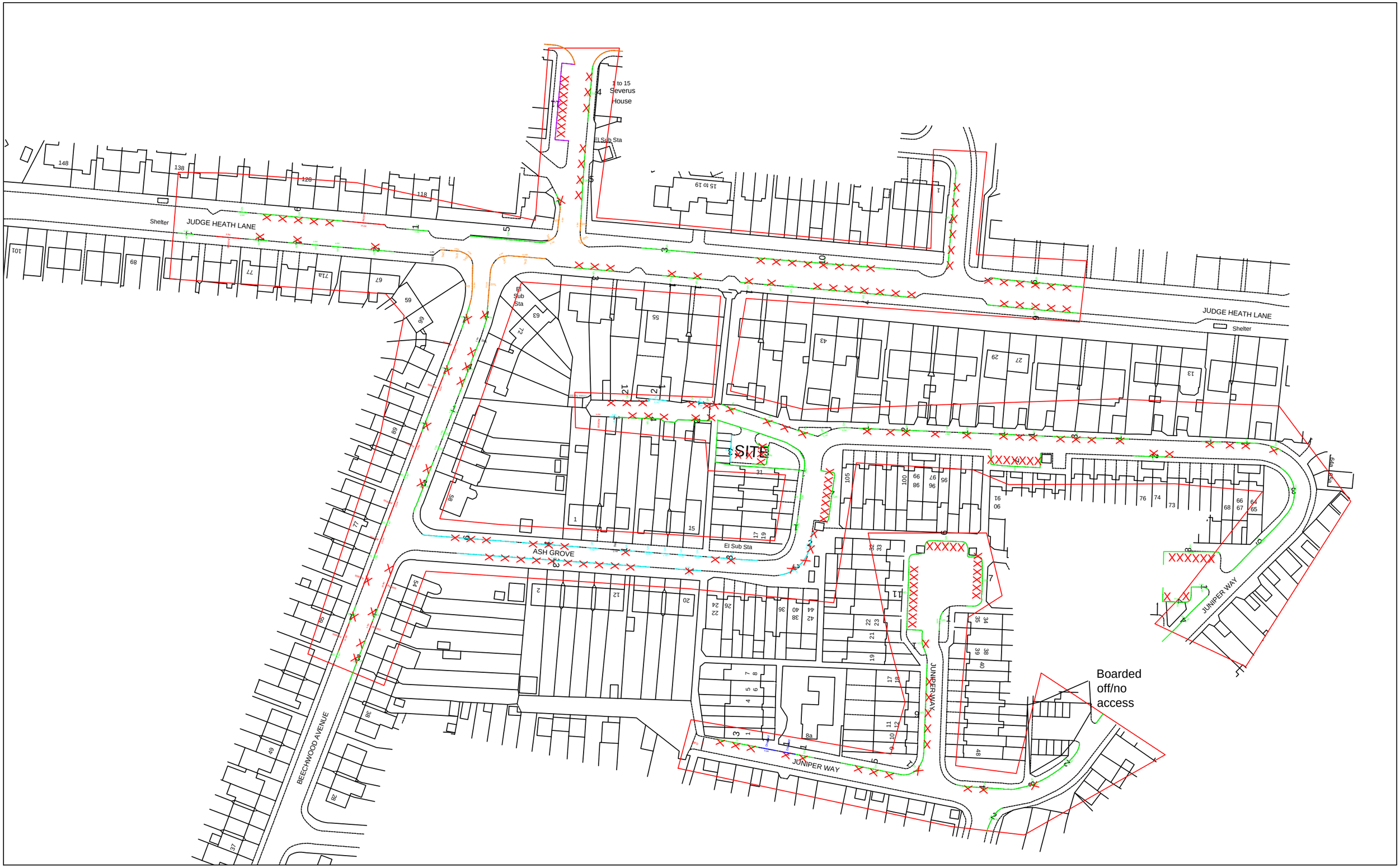

Date: July 2023
Scale: NTS
Source: OS/PMA
Drawing No. P2864/TS/E

N

P2864: Land to the right of 31 Ash Grove/Juniper Way, Hayes, UB3

Appendix E

Parking Survey Results - Night 2

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