

Our Ref: 63067/DDP/MJG
Your Ref:

04 April 2025

Barry Whymark By Email Only - barry@whymarkmoulton.co.uk
Whymark & Moulton Chartered Surveyors
14 Cornard Road
Sudbury
CO10 2XA

Dear Mr Whymark

Re: 4 Gresham Road, Hillingdon

Further to instructions from yourself on behalf of Mr W. Dotesio-Eyers we have reviewed the parking issues for the development of 2No additional dwellings between No4 and No6 Gresham Road, Hillingdon, UB10 0HT, plus modifications to the parking arrangements at No4 to which planning application 78368/APP/2024/3258 refers.

The development lies in a residential area on the west side of the A437 which can be used to reach the A40 to the north or A4020 to the south. The A40, then M40 to the west is the direct route to outside the Greater London area. The nearest public transport is the 'Clifton Gardens' bus stops located on the A437 within 200m of the development. Footways are present throughout the area, however there are no relevant dedicated cycle facilities present.

We understand from the information you have provided that the application would provide three new off-street parking spaces for the two new dwellings and that No4 would retain two off-street parking spaces. There would therefore be five off-street car parking spaces for the three dwellings in total, with the loss of two existing on-street spaces due to the new dropped kerb arrangement. Each of the three dwellings within the application (the existing No4 and, the two proposed) are however required to provide two parking spaces per dwelling (a total of six) to comply with local policy given that a PTAL of 1b applies. There is therefore a shortfall of one off-street parking space, and with two spaces lost, a net of three current on-street parking spaces need to be available to accommodate the development.

The 2021 Census data for the Middle Layer Super Output Area (MSOA) of Hillingdon 017 identifies that there were 4,391 cars or vans for 3,256 dwellings, which equates to 1.35 cars or vans per dwelling.

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The Census indicates that subject to two parking spaces for each dwelling, there should typically be no additional on-street parking demand for residents. For the development overall there might be four cars or vans (1.35 x 3) parked in the five proposed spaces. The off-street spaces are however allocated to specific dwellings and therefore there may still be an on street demand present for an additional vehicle.

Parking Survey

As the development is potentially reliant upon on-street parking of three spaces, and as suggested by the planning case officer; a parking survey has been undertaken over two nights (for the typical worst case) in March 2025. The survey has been based on the 'Lambeth' method and the results are attached and detailed below. The survey has considered potentially available parking based on a 200m walking distance, extended or shortened based on physical features as suggested in the 'Lambeth' methodology.

Within the study area, Long Lane has 'service roads' with frontage development along both the east and west side of the A437. These 'service roads' can be accessed from the A437 (also Long Lane) to both the north and south of Gresham Road. A pedestrian (zebra) crossing is present on the A437 at Gresham Road/Clifton Gardens and therefore the eastern side of the A437 is considered to be potentially available for parking, although perhaps not preferred. The roads included in the survey, which have been subdivided into zones in the results, are therefore:

- Long Lane (service road, west): approximately 30m north of Misbourne Road at the northern end to the A437 access approximately 46m south of Charnwood Road at the southern end (survey zones 3, 6, 9-17, 32, 33).
- Long Lane (service road, east): Access adj No68 at the southern end to Access adj No136 at the northern end (survey zones 22, 25-29)
- A437 Long Lane: equivalent to the above (survey zones 18-21, 30, 31)
- Harvey Road (in full) (survey zones 7, 8)
- Gresham Road (in full) (survey zones 4, 5)
- Weald Road (in full) (survey zones 1, 2)
- Clifton Gardens: Long Lane at the western end to Snowden Avenue/Brampton Road at the eastern end (survey zones 23, 24)

Whilst including the full length of Harvey Road and Weald Road results in distances in excess of the 200m threshold, there are no obvious survey boundary features present, and therefore these were surveyed in full.

Based on the 'Lambeth' methodology, to be recorded as a parking space a minimum of 5m of road length (or multiples thereof) without restrictions (double yellow lines, dropped kerbs for example) is required. This provides a number of theoretical parking spaces and for each peaking beat the number of available spaces. For Harvey Road, Gresham Road and Weald Road there is existing precedent for vehicles to be parked part on and part off the kerb, with such parking considered to be available for these streets where space length otherwise allows. All vehicles observed as parked on the public highway within the study area are however recorded for the survey, regardless of any parking restrictions and existing parking stress levels are included within the results.

Within the study area, Gresham Road and Long Lane (west side of A437) between Weald Road and Harvey Road (specifically zones 3 and 6 in the survey data) are considered to be the primary or preferred parking locations for the development; followed by other locations within the survey area to the west of

the A437. Given the need to cross the A437, Long Lane (east side of A437) and Clifton Gardens are considered as tertiary or back up locations. There are limited parking opportunities along the A437 itself, which are unlikely to be desirable for the users of the development.

The survey results indicated that there were a minimum of seven free spaces on Gresham Road on each night of the survey, and a minimum of five free spaces available on Long Lane (west side of A437) between Weald Road and Harvey Lane. These minimums did not occur on the same night and a minimum of 13 spaces in total were available across the two areas. These are in excess of the three spaces identified as needed for the proposed development.

In the wider study area, there were a minimum of 28 spaces available to the west of the A437, including on Gresham Road, Harvey Road, Weald Road, Long Lane (service road, west and including access links to the A437). In addition, there were, a minimum of 20 spaces available on the east side of the A437; and 11 on the A437 itself. These minimums did not all occur on the same night, however the study area as a whole had 61 free spaces each night of which a minimum 49 were available excluding the use of the A437.

Summary

Based on planning policy requiring two car parking spaces per dwelling, the development proposals are one car parking space short of the requirement across three dwellings and would also result in the loss of two existing on street parking spaces. Therefore three existing on-street spaces need to be available to accommodate the development. The 2021 Census identifies car or van ownership at a rate of 1.35 per dwelling for the area, supporting the policy requirement for two spaces per dwelling.

As a result, a parking survey to the 'Lambeth' method has been undertaken and the findings indicate that there are sufficient free parking spaces on Gresham Road and on the immediately adjacent section of Long Lane 'service road' to accommodate the development with further parking available within the wider study area. It is therefore concluded that the development is unlikely to result in an unacceptable change to parking availability and should not be refused on this basis.

We trust that the forgoing and attached provides the information required, but please to let us know if you have any comments or queries or if we can be of further assistance.

Yours sincerely,

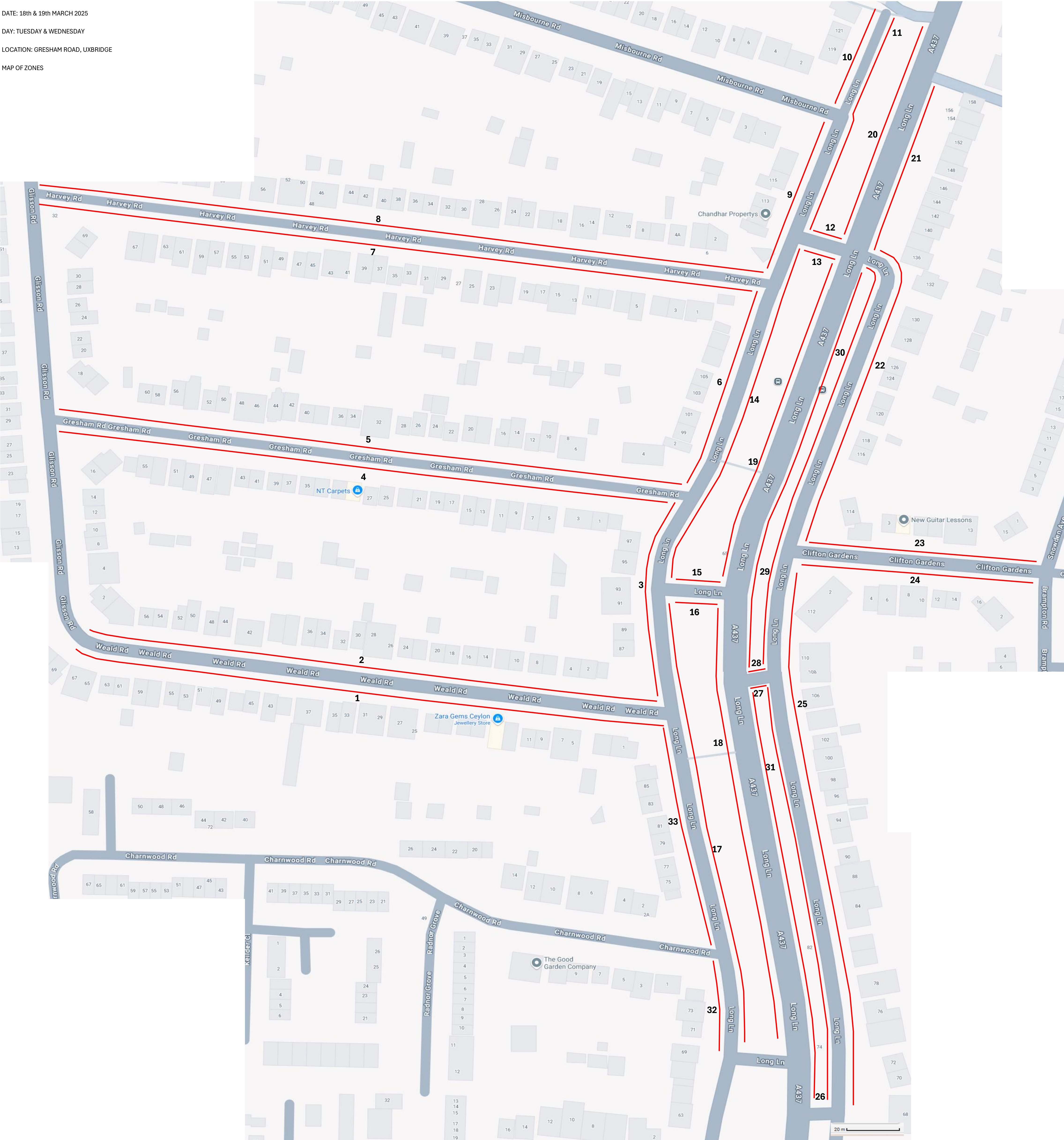


Duncan Palmer BSc (Hons) MCIHT MTPS
on behalf of Richard Jackson Limited

Encs Parking Survey

Cc Mr W. Dotesio-Eyers





K&M TRAFFIC SURVEYS

DATE: 18th & 19th MARCH 2025

DAY: TUESDAY & WEDNESDAY

LOCATION: GRESHAM ROAD, UXBRIDGE

					TUESDAY 18th MARCH 2025			WEDNESDAY 19th MARCH 2025		
					TIME : 00:30			TIME : 03:30		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
WEALD ROAD	1	DOUBLE YELLOW LINE	9.8							
		DROPPED KERB	155.9		5			5		
		VEHICLES CHOOSING TO PARK 1/2 ON 1/2 OFF KERB	68.4	8	8	0	100.0%	6	2	75.0%
	2	DOUBLE YELLOW LINE	21.3							
		DROPPED KERB	151.9		2			3		
		VEHICLES CHOOSING TO PARK 1/2 ON 1/2 OFF KERB	56.6	7	9	1	90.0%	9	1	90.0%
LONG LANE SERVICE ROAD	3	DOUBLE YELLOW LINE	9.9							
		UNRESTRICTED	37.1	6	2	3	40.0%	1	5	16.7%
		DROPPED KERB	29.8							
GRESHAM ROAD	4	DOUBLE YELLOW LINE	23.6							
		VEHICLES CHOOSING TO PARK 1/2 ON 1/2 OFF KERB	106.2	14	9	4	69.2%	8	5	61.5%
		DROPPED KERB	116.9		1			1		
	5	DOUBLE YELLOW LINE	28.3							
		DROPPED KERB	131.7		1			2		
		VEHICLES CHOOSING TO PARK 1/2 ON 1/2 OFF KERB	93.4	11	9	4	69.2%	11	2	84.6%
LONG LANE SERVICE ROAD	6	DOUBLE YELLOW LINE	15.9							
		UNRESTRICTED	37.8	5	3	2	60.0%	3	2	60.0%
		DROPPED KERB	29.1							
HARVEY ROAD	7	DOUBLE YELLOW LINE	26							
		VEHICLES CHOOSING TO PARK 1/2 ON 1/2 OFF KERB	96.6	10	12	1	92.3%	11	2	84.6%
		DROPPED KERB	160.8		3			4		
	8	DOUBLE YELLOW LINE	29							
		VEHICLES CHOOSING TO PARK 1/2 ON 1/2 OFF KERB	79	5	6	2	75.0%	6	2	75.0%
		DROPPED KERB	182.8		2			2		
LONG LANE SERVICE ROAD	9	DOUBLE YELLOW LINE	13.8							
		UNRESTRICTED	32.2	4	3	2	60.0%	3	1	75.0%
		DROPPED KERB	15.9							
	10	DOUBLE YELLOW LINE	21.5							
		UNRESTRICTED	11.4	1	1	1	50.0%	1	1	50.0%
		DROPPED KERB	4.7							
	11	DOUBLE YELLOW LINE	58.1							
		TOO NARROW UNRESTRICTED	25.6							
	12	DOUBLE YELLOW LINE	23.7							
	13	DOUBLE YELLOW LINE	21.4							
	14	DOUBLE YELLOW LINE	28.2							
		TOO NARROW UNRESTRICTED	115							
	15	WOULD NOT PARK UNRESTRICTED	15.5							
		UNRESTRICTED	12.6	2	0	2	0.0%	0	2	0.0%
	16	WOULD NOT PARK UNRESTRICTED	17.5							
		TOO NARROW UNRESTRICTED	9.2							
	17	TOO NARROW UNRESTRICTED	182.5							
LONG LANE	18	WOULD NOT PARK UNRESTRICTED	179.6							
	19	WOULD NOT PARK UNRESTRICTED	37.4							
		PEDESTRIAN CROSSING	41.2							
		BUS STOP	44.6							
		DOUBLE YELLOW LINE	6							
	20	DOUBLE YELLOW LINE	21.2							
		UNRESTRICTED	69.5	13	5	7	41.7%	4	9	30.8%
	21	UNRESTRICTED	33.2	5	2	4	33.3%	3	3	50.0%
		DROPPED KERB	4.7							
LONG LANE SERVICE ROAD	22	DOUBLE YELLOW LINE	34		2			2		
		DOUBLE YELLOW LINE	13.7							
		UNRESTRICTED	66	10	4	7	36.4%	4	6	40.0%
CLIFTON GARDENS	23	DROPPED KERB	41.4		4					
		DOUBLE YELLOW LINE	21.3							
		UNRESTRICTED	33.8	4	2	2	50.0%	2	2	50.0%
	24	DROPPED KERB	39.8							
		DOUBLE YELLOW LINE	18.8							
LONG LANE SERVICE ROAD	25	DOUBLE YELLOW LINE	18.8							
		UNRESTRICTED	27.6	3	2	2	50.0%	2	2	50.0%
		DROPPED KERB	46		1			1		
	26	DOUBLE YELLOW LINE	5							
		UNRESTRICTED	120.9	18	8	11	42.1%	8	10	44.4%
		DROPPED KERB	91.6		1			2		
		TOO NARROW UNRESTRICTED	170.6							
LONG LANE	27	TOO NARROW UNRESTRICTED	170.6							
	28	WOULD NOT PARK UNRESTRICTED	8.1							
	29	WOULD NOT PARK UNRESTRICTED	8.2							
	30	TOO NARROW UNRESTRICTED	160.5							
		DOUBLE YELLOW LINE	11.2							
LONG LANE	31	DOUBLE YELLOW LINE	8							
		WOULD NOT PARK UNRESTRICTED	71.4							
		BUS STOP	45.8							
		PEDESTRIAN CROSSING	38.3							
	32	WOULD NOT PARK UNRESTRICTED	169.8							
LONG LANE SERVICE ROAD	33	DROPPED KERB	20.4							
		UNRESTRICTED	7.4	1	0	1	0.0%	1	0	100.0%
		DOUBLE YELLOW LINE	8.1							
	34	DOUBLE YELLOW LINE	7.8							
		UNRESTRICTED	47.5	6	1	5	16.7%	2	4	33.3%
		DROPPED KERB	30.7							

Tuesday 18th March 2025

time : 00:30



Wednesday 19th March 2025

time : 03:30

