

TRANSPORT TECHNICAL NOTE

LAND ADJACENT TO 77 ST PETERS ROAD, UXBRIDGE UB8 3SB

Parking Stress Study prepared on behalf of Danshe Ltd

July 2026

Reference: P26107 TN/PC

INTRODUCTION

- 1** Crosby Transport Planning Limited is instructed by Danshe Ltd (the 'Applicant') to assess the parking levels within the vicinity of their planning application site on land adjacent to 77 St Peters Road, Uxbridge UB8 3SB, located within the London Borough of Hillingdon (LB Hillingdon).
- 2** The application site comprises land that was formerly used as a side garden and for car parking by 77 St Peters Road. The land is no longer under the ownership of 77 St Peters Road and therefore any parking demand associated with the existing dwelling will be taking place on-street.
- 3** The planning application is for the erection of a two-storey, three-bedroom (4-person) dwelling with associated car parking, cycle parking, refuse storage and amenity space. An extract from the proposed site layout plan is shown in **Figure 1**.



Figure 1: Proposed Ground Floor Plan Extract (source UPP dwg 077ST-A-03-101)

- 4 The site is served by a wide dropped kerb crossover across its entire frontage from which access to the proposed simple driveway arrangement can be taken. The proposed car parking space is positioned centrally to maximise pedestrian visibility splays either side. The boundary walls either side of the property will be no greater than 600mm in height, enabling further pedestrian visibility either side. The proposed car parking space will be served by an electric vehicle charging point (EVCP).

- 5 A bicycle parking store will be provided at the frontage of the site with capacity for two bicycles in accordance with the council's adopted cycle parking standard. A bin store is also located to the front of the proposed dwelling, located within a 10 metre wheel distance to the point of collection on the public highway.
- 6 In terms of the site design matters, the proposal provides a technically sound and policy compliant scheme.
- 7 This remainder of this report sets out the findings of on-street parking stress surveys which have been undertaken in accordance with established methodology to assess local on-street car parking levels. Consideration is then given to the potential net impact of the proposals on the observed levels of on-street parking demand in order to determine whether any resulting overspill parking can be satisfactorily accommodated on-street.

EXISTING ON-STREET PARKING

- 8 Existing on-street parking occupancy levels, or 'stress', in streets surrounding the application site have been assessed by undertaking manual parking surveys.
- 9 The parking surveys have been undertaken in accordance with the widely-adopted 2021 'Lambeth Council Parking Survey Guidance Note'. Lambeth Council's parking survey methodology is the most established guidance document for parking studies within London.

Survey Design – Time Period

- 10 In accordance with section 2 of the guidance, a parking survey for a residential development should be undertaken on a weekday, overnight between 00:30hrs and 05:30hrs, as this is generally the time period when residential parking is at its highest as the highest number of residents will be at home. Daytime surveys are not typically required in order to assess the parking impact of residential schemes.

- 11** Accordingly, the overnight surveys for this assessment were undertaken on the morning of Thursday 11 June 2026 and Tuesday 16 June 2026 at 04:30hrs and 03:30hrs respectively.

Survey Design – Study Area

- 12** The Lambeth parking survey guidance advises that a survey area should cover streets within a 200m walking distance of a point of interest, as this is the distance most residents would wish to park within. Where the 200m boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction. Common sense should be applied in all cases when considering the extent of the survey area
- 13** The extent of the survey area covered within this parking assessment is shown in **Figure 2** below.



Figure 2: Area of Parking Stress Survey (extract from Parking Survey at Appendix A)

- 14** The extent of the stress survey is St Peters Road between St Paul Close and St Nicholas Close, St Christopher Road, St Martin Close and St Luke Close.

- 15** The roads within the survey area are not located within a Controlled Parking Zone (CPZ) and all unrestricted parking availability is in the form of unmarked kerbside spaces, some of which takes place half on/off the footway.
- 16** Parking restrictions within the study area are generally by way of vehicle crossovers and dropped kerbs. There are no restrictions across driveways and this in turn permits drivers to park across their driveways for convenience.
- 17** The numbers of parking spaces in the survey area were identified as part of the analysis. For the purposes of calculating parking stress, it is assumed that each vehicle takes up an average kerb space of 5.0 metres as defined by the Lambeth Methodology. Therefore, where a minimum length of 5.0 metres was observed, this was counted as an available parking space. Any lengths of space less than 5.0 metres were not regarded as a parking space unless it was observed that cars were able to park to park without causing any obstructions. All vehicle crossovers and dropped kerbs were measured on-site and eliminated from available kerb space, in accordance with guidance.
- 18** Any lengths of road where it was observed that the width was too narrow for parking to occur on both sides without leading to cars blocking the road, parking availability was excluded from one side of the road as observed.

Survey Results and Analysis

- 19** In terms of parking occupancy, or 'stress', the survey results for the study area are contained in full within **Appendix A**, with a summary of the results set out below in Table 1.

Street Name	Thursday 11 June 2026			Tuesday 16 June 2026			Average		
	Spaces	Observed Parked	% Stress	Spaces	Observed Parked	% Stress	Spaces	Observed Parked	% Stress
St Peters Road	48	40	83.3%	48	42	87.5%	48	41	85.4%
St Christopher Road	42	33	78.6%	42	33	78.6%	42	33	78.6%
St Martin Close	19	12	63.2%	19	13	68.4%	19	12.5	65.8%
St Luke Close	13	11	84.6%	13	10	76.9%	13	10.5	80.8%
TOTAL	122	96	78.7%	122	98	80.3%	122	97	79.5%

Table 1: Parking Stress Survey Results – Unrestricted Spaces

- 20** The overnight surveys show a total of between 96-98 cars parked along unrestricted lengths of kerbside within the survey area on both nights. The equivalent total stress level for the surveyed area averaged across both nights equates to 79.5%.
- 21** What constitutes a level of ‘high parking stress’ is not well defined in published guidance however stress levels of greater than 85%-90% are typically deemed by councils to be ‘high’. It can therefore be concluded that the existing parking stress levels surrounding the application site are close to but not high.
- 22** The Lambeth Methodology also states that a separate note should be made of any areas where cars can park legally overnight but not during the day, such as single yellow lines. There are no single yellow line restrictions within the study area. Nine cars were observed parked across driveways which can reasonably be attributed to residents wishing to park in front of their own dwellings for convenience. There are three disabled bays within the study area, all of which were occupied on both nights.

DEVELOPMENT PARKING DEMAND

- 23** The full planning application is for the redevelopment of the site to provide a 3-bedroom (4-person) residential dwelling. The dwelling will be provided with one driveway car parking space which meets the parking requirement of the dwelling.

- 24** The adjacent dwelling at 77 St Peters Road no longer has use of the site for parking. Any parking demand for 77 St Peters Road will take place on-street instead. As a consequence, although the proposed dwelling has appropriate car parking provision on-site, the loss of the off-street parking for the adjacent dwelling has the potential to increase local parking stress levels. It should be noted that as 77 St Peters Road no longer has ownership of the application site, the potential net increase in on-street parking will arise regardless of the proposed development coming forward.
- 25** It is not known whether 77 St Peters Road was occupied at the time of the parking stress surveys, however it was noted that no parking took place on the application site. For robustness it is to be assumed that 77 St Peters Road did not contribute to the observed parking stress levels.
- 26** To determine the likely car ownership of 77 Peters Road and hence the potential net impact of the development on the surrounding streets, the local car ownership levels from the ONS Census have been reviewed.
- 27** The Census data provides existing levels of car ownership by habitable room for defined area wards, broken down by unit size and tenure type. This is in accordance with the Lambeth Methodology which states *“an assessment of likely car ownership of future occupants can be undertaken to understand the scale of any overspill parking.”* Such ‘multivariate’ data is available from the 2011 Census, but not yet from the 2021 Census, so it is necessary to use the 2011 Census data.
- 28** In this case the data for the local ward of Brunel, within which the development site is located, has been reviewed. **Table 2** below contains the data derived directly from the 2011 Census which is based upon the number of habitable rooms. In this case, 77 St Peters Road has been assessed on the basis of having 5 habitable rooms.

Area	Unit Type	No. Habitable Rooms	No. H/holds	No. H/holds – No cars or van	No. H/holds – 1 car or van	No. H/holds – 2 cars or van	No. H/holds – 3 or more cars or van	Total cars owned	Average cars per dwelling
Brunel ward	House or bungalow: Total Tenure	5 rooms	991	174	467	282	86	1,235	1.25

Table 2: Car Ownership Census data

- 29 For the existing dwelling at 77 St Peters Road, it can be established that the likely car ownership level would be marginally over one car. Assuming it presently does not generate any on-street demand, it is likely that the proposed development may result in an increase in overnight parking of 1 vehicle. For the purposes of a robust analysis, an additional on-street demand of two vehicles shall be assessed.

NEARBY CONSENTED DEVELOPMENTS

- 30 In accordance with the Lambeth Methodology, a review of local, recently consented development has been undertaken in order to take into account any potential cumulative parking demand arising from forthcoming development in the area.
- 31 Whilst there have been various property extensions and conversions granted by LB Hillingdon, there are no developments that are considered to have any significant parking implications within the surrounding area.

ON-STREET PARKING WITH DEVELOPMENT

- 32 **Table 3** below summarises the future parking stress projection taking into account the additional demand of one vehicle as a result of the proposed change of use.

	SURVEY DAY 1			SURVEY DAY 2			AVERAGED		
	Spaces	Parked	Stress	Spaces	Parked	Stress	Spaces	Parked	Stress
11 & 16 June 2026 Surveys	122	96	78.7%	122	98	80.3%	122	97	79.5%
With Proposed Development	122	98	80.3%	122	100	82.0%	122	99	81.1%

Table 3: Assessment of Potential Parking Impacts with Proposed Development

- 33** On the robust basis that the proposals could lead to an additional net demand for two cars parked on the surrounding roads overnight, the level of parking stress within the local study area would increase marginally from 79.5% to 81.1%.

CONCLUSIONS

- 34** Having used the preferred Lambeth Methodology to determine the existing baseline and then considered the potential net parking demand resulting from the proposed development, the overall parking stress on roads within the vicinity of the site would increase from 79.5% to 81.1%, still below the 'high' 85%-90% threshold.
- 35** Such a change is within the observed levels of car parking and is highly unlikely to be perceptible to regular users of the local highway.
- 36** Based on the findings of the analysis it is considered that the local streets are close to but do not have a 'high' level of parking stress and this would remain the case following the implementation of the development.
- 37** Hillingdon Local Plan: Part 2 Policy DMT6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.
- 38** It has been demonstrated how the parking provision for the retained dwelling at 77 St Peters Road can be satisfactorily accommodated on-street without resulting in an adverse impact on local parking stress levels, in accordance with the council's adopted policy.
- 39** Paragraph 116 of the NPPF 2024 states "*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.*".

- 40** It has been established that the net impact of the loss of use of the land for parking for 77 St Peters Road would likely lead to no greater than one vehicle parked on street, however even when considering the impact of an increase of two vehicles, it can reasonably be considered that such an increase would not be 'severe'.
- 41** This note has set out the potential implications of the proposed planning application in terms of site layout design and parking matters, and based upon clear empirical evidence and established methodology, it is concluded that there is sufficient availability of on-street spaces within the locality to accommodate the potential net parking demands of the proposed scheme without causing any adverse highways impacts.

APPENDIX A:

Parking Stress Survey Results

DATE: 11 AND 16 JUNE 2026

DAY : THURSDAY & TUESDAY

LOCATION : 77 ST PETER'S ROAD, UXBRIDGE UB8 3SB

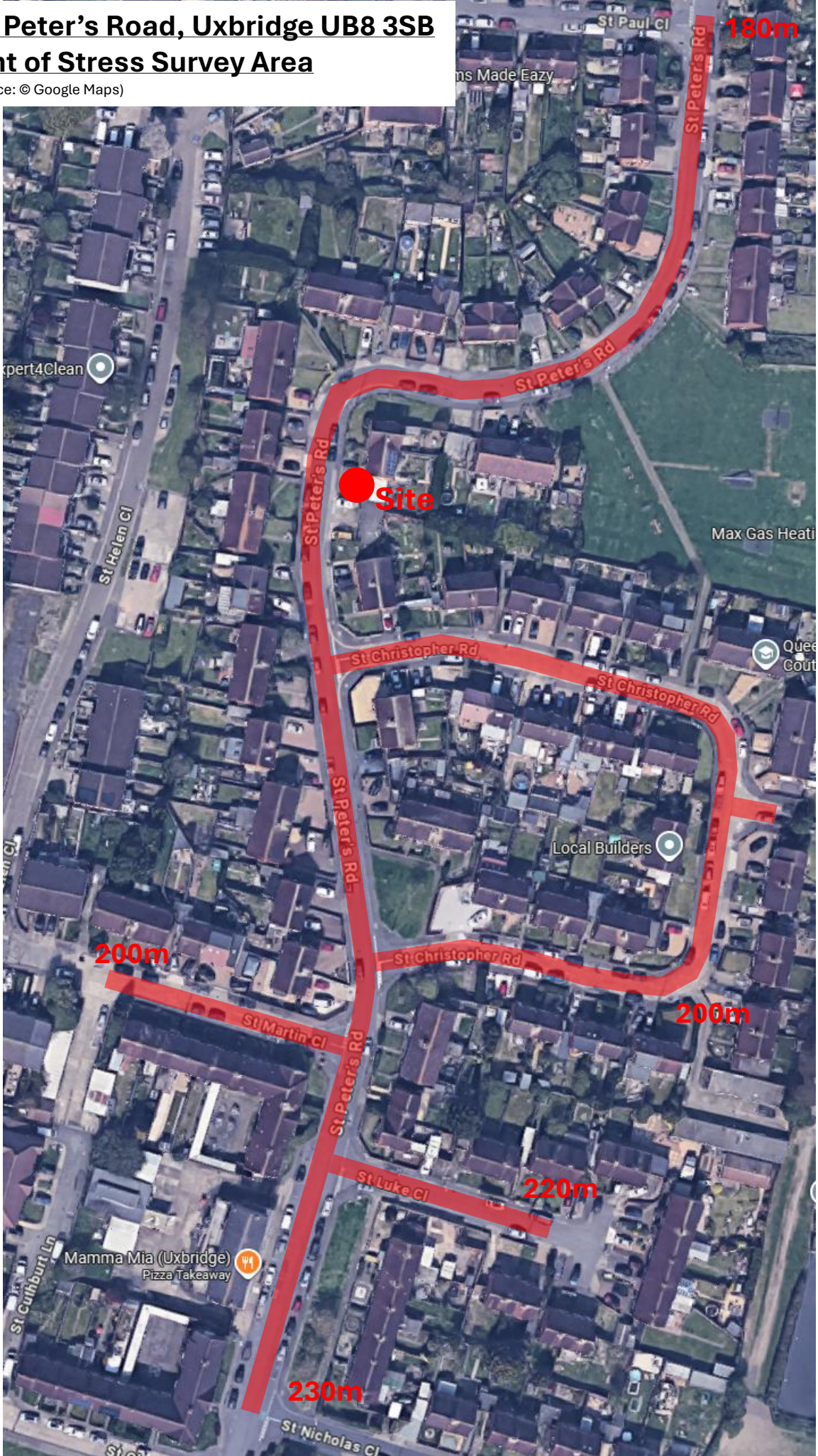
			THURSDAY 11 JUNE 2026 TIME : 04:30		
ROAD NAME	RESTRICTION	METRES	SPACES (5.0M)	OBSERVED PARKED	% STRESS
ST PETER'S ROAD	UNRESTRICTED	259	48	40	83.3%
	DISABLED BAY	17	3	3	100.0%
	DROPPED KERB / DRIVEWAY			3	
	TOO NARROW, WOULD NOT PARK	135			
ST CHRISTOPHER ROAD	UNRESTRICTED	241	42	33	78.6%
	DROPPED KERB / DRIVEWAY			5	
	TOO NARROW, WOULD NOT PARK	13			
ST MARTIN CLOSE	UNRESTRICTED	104	19	12	63.2%
	DROPPED KERB / DRIVEWAY			1	
	TOO NARROW, WOULD NOT PARK	5			
ST LUKE CLOSE	UNRESTRICTED	68	13	11	84.6%
	DROPPED KERB / DRIVEWAY				
TOTAL	UNRESTRICTED	672	122	96	78.7%

TUESDAY 16 JUNE 2026 TIME : 03:30		
SPACES (5.0M)	OBSERVED PARKED	% STRESS
48	42	87.5%
3	3	100.0%
	2	
42	33	78.6%
	5	
19	13	68.4%
	1	
13	10	76.9%
	1	
122	98	80.3%

77 St Peter's Road, Uxbridge UB8 3SB

Extent of Stress Survey Area

(Map Source: © Google Maps)



77 St Peter's Road, Uxbridge UB8 3SB

Parking Availability

(Map Source: © Google Maps)

Key:

- Unrestricted kerbside (may be half on/off footway) (m)
- Unrestricted – Too narrow/would not park
- Disabled bay
- DK Dropped kerb



(Map Source: © Google Maps)

- Unrestricted kerbside (may be half on/off footway) (m)
- Unrestricted – Too narrow/would not park
- Disabled bay
- DK Dropped kerb
- X Parked car



77 St Peter's Road, Uxbridge UB8 3SB
Stress Survey – Tuesday 16 June 2026 – 0330hrs

(Map Source: © Google Maps)

Key:

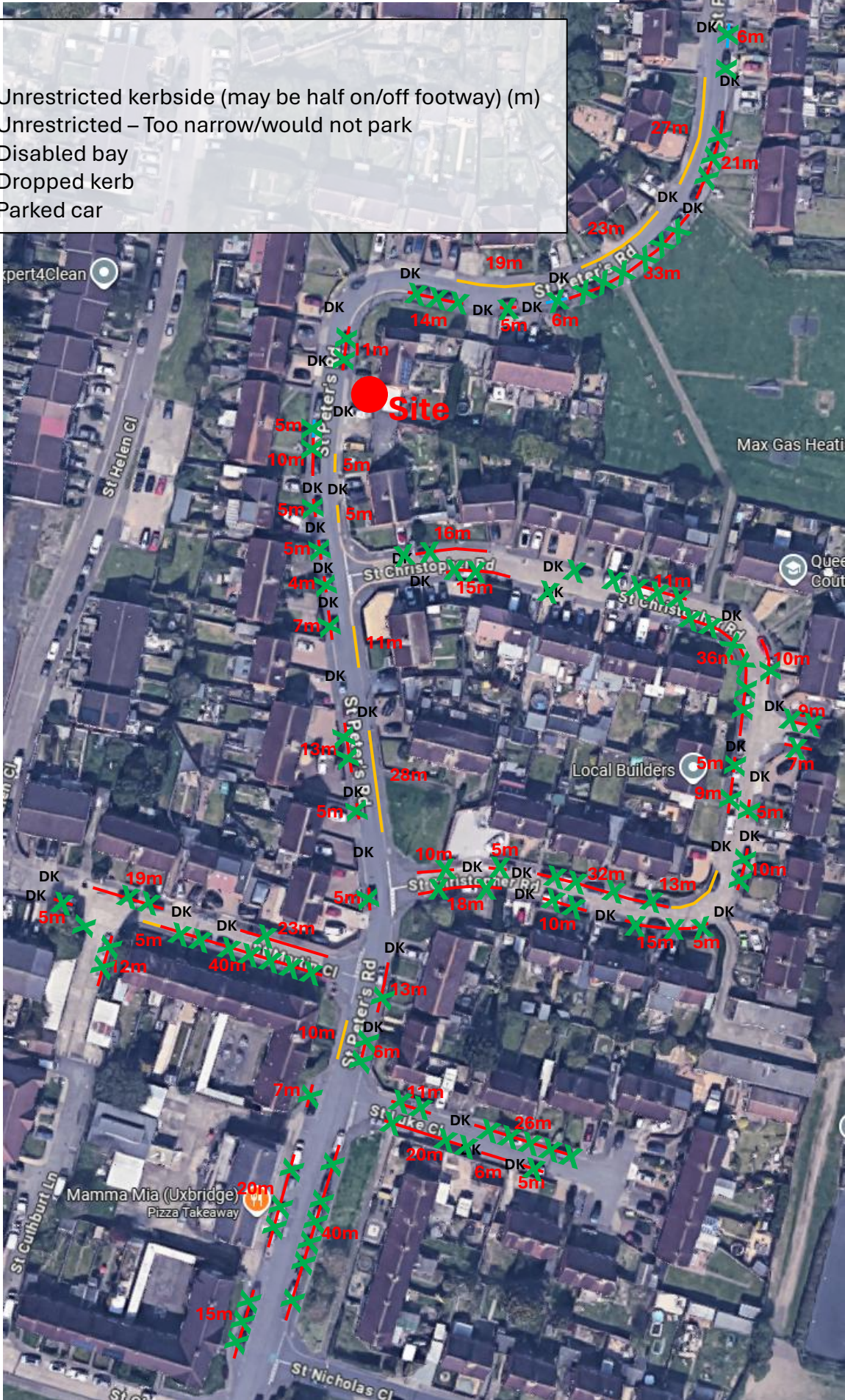
Unrestricted kerbside (may be half on/off footway) (m)

Unrestricted – Too narrow/would not park

Disabled bay

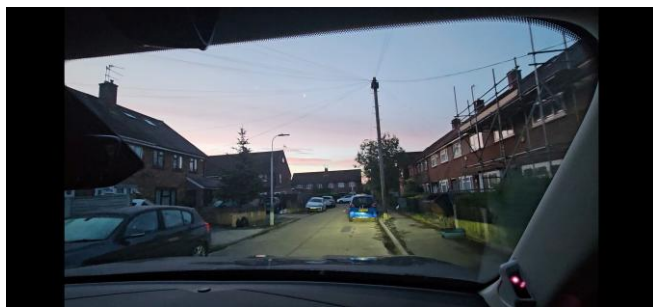
DKDropped kerb

XParked car



77 St Peter's Road, Uxbridge UB8 3SB

Stress Survey Photos – Thursday 11 June 2026 – 0430hrs



Stress Survey Photos Tuesday 16 June 2026 – 0330hrs

