



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

HGH CONSULTING

RESIDENTIAL DEVELOPMENT AT
BOURNE COURT, RUISLIP, HA4 6SW

TRANSPORT STATEMENT

September 2018

Contents

- 1.0 INTRODUCTION
- 2.0 SITE ACCESSIBILITY
- 3.0 TRAFFIC GENERATION & TRAFFIC IMPACT
- 4.0 PARKING PROVISION & DEVELOPMENT IMPACT
- 5.0 ACCESS & SERVICING
- 6.0 SUMMARY

Figures

- 1. Site Location
- 2. Public Transport Map
- 3. On-Street Parking Study Area
- 4. AutoTrack; 10.5m Refuse Vehicle
- 5. AutoTrack; Large Fire Tender
- 6. AutoTrack; 7.5 tonne Box Van

Appendices

- A Site Boundary
- B Proposed Site Plan
- C PTAL Output Summary
- D TRAVL Trip Generation Assessment; Proposed C3 Use
- E Station Approach ATC Vehicle Flow Data
- F PIA Data

Ref: File path P:\ P1953 Bourne Court Transport Statement September 2018 v1

1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by HGH Consulting in relation to the proposed development at Bourne Court, Ruislip, HA4 6SW.
- 1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- 1.3 The development site is located at the end of Bourne Court and was formerly occupied by the Phoenix Day Centre, the Wren Centre which is a mental health day facility, and Bourne Lodge which is a former hostel/care home (now all demolished).
- 1.4 The proposal will result in the provision of 109 new residential dwellings comprising of 37 one-bedroom, 64 two-bedroom and 8 three-bedroom flats.
- 1.5 A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 115 parking spaces are proposed adjacent to the new homes.
- 1.6 The proposed site plan is presented in Appendix B of this report.
- 1.7 Bourne Court is a cul-de-sac leading off Station Approach. Station Approach itself is a local access road, which in the vicinity of the site features a hatched central reservation and a right turn lane with a capacity for one to two cars turning into Bourne Court.
- 1.8 The roads adjoining the application site are within London Borough of Hillingdon's controlled parking zone (CPZ) 'SR'; parking is restricted to permit holders only Monday to Friday from 9am to 5pm.
- 1.9 In terms of public transport, the site is well connected to bus and rail services. South Ruislip Rail Station is around 200 metres to the north east of the site;

London Underground services on the Central Line and National Rail services are served from this station. Local bus services include routes 114 and E7 which can be accessed from stops within 400-450 metres of the site.

Recent Planning History

- 1.10 Two planning applications for residential development at this site have been submitted to and approved by Hillingdon Council in 2014 and 2017 as described below:

Planning reference:	11891/APP/2014/91
Status:	Approval
Proposal:	Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works
Decided:	29-08-14

Planning reference:	11891/APP/2016/3583
Status:	Approval
Proposal:	Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 69 residential units and 80 car parking spaces and associated works
Decided:	14-11-17

- 1.11 Paul Mew Associates prepared Transport Statements which have been submitted with the above mentioned consented planning applications. Originally the local Council set out a broad scope of works for the Transport Statement which is extracted as follows:

“Transport Statement:

- *Collate and record accident statistics and analysis for the past 5 years.*
- *Review on street parking situation.*
- *Trip generation and distribution.*
- *Traffic impact and modelling if required.*

- *Identify Public Transport Infrastructure and PTAL score, including locations of bus stops and train stations, service details, capacity and occupancy (key point data).*
- *Consider impact of any committed developments in the surrounding area.*
- *Review highway and pedestrian safety, and pedestrian and vehicular (forward junction) visibility splays, both horizontal and vertical.*
- *Identify all local waiting & parking restrictions.*
- *Only if considered necessary, undertake Road Safety Audit.*
- *Identify any local cycle network infrastructure.*
- *Review pedestrian crossing facilities & pedestrian desire routes.*
- *Undertake capacity assessments at site access & highway network junctions and propose any mitigation measures required.*
- *Review parking proposals to ensure the provision is suitable and correctly laid out.*
- *Ensure that all swept paths (10.5m refuse vehicle and large cars) include a 0.3m error margin.*
- *Produce and issue a draft report to the Client and Design Team for comments prior to issuing it to Hillingdon Council for approval.*

1.12 This report comprises of an update to the Transport Statements originally submitted with the 2014 and the 2017 planning applications. The content of this report has been revised to reflect the new development proposals as described in paragraph 1.4/1.5 and illustrated in the proposed site plan at Appendix B.

Locally Committed Development

1.13 Consideration has been given to a significant local consented development which is close enough to the application site to be of relevance. The consented development in question is the redevelopment of the former Arla Food Depot at Victoria Road Ruislip. A summary of the development proposals is set out as follows:

Planning reference:	66819/APP/2014/1600
Status:	Approval
Proposal:	Redevelopment of the site to provide a foodstore with ancillary cafe (Class A1) and ancillary petrol filling station, cinema (Class D2), 5 x restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car

parking, servicing areas, landscaping arrangements, and other associated works

Decided: 24-12-14

- I.14 A Transport Assessment was submitted with the above mentioned planning application which we have reviewed. A summary of the impacts of the scheme on public transport, walking and cycling, and the local road network are extracted as follows:

“Two regular bus services operate in the local area with services from early morning to late at night, providing staff and cinema patrons with a realistic public transport option. The site is located less than 2 minutes walk from South Ruislip Station offering a readily available and sustainable mode of transport to the development without the need to cross busy roads. As part of the new traffic signal access to the site on Victoria Road, 2 bus stops will need to be relocated. The new bus stop locations will afford the ability to include for new raised bus stop kerbing and new footway construction.

Pedestrian movement is well catered for in the local area, with pedestrian footways provided both sides of the carriageway throughout the surrounding highway. The proposed development will provide wide pedestrian refuge islands at the new site access and wider and safer pedestrian refuge islands as part of the improvement works to be carried out at the Victoria Road/Long Drive junction. The site will have the benefit of three separate pedestrian and cycle access points to the local highway network. The site is surrounded by large residential areas which will provide a good walking catchment for customers to the foodstore and restaurants and patrons to the cinema. The local area will also provide a substantial pool for staff living within an easy walk or cycle distance from the site. The development will offer 536 employment opportunities to local residents.

The surrounding network has been subject to a detailed VISSIM modelling exercise prepared by consultants AECOM. The findings of the VISSIM assessment show that the development proposals at the Arla Dairy Site would have a minimal negative impact on highway network performance. Indeed, the conclusion is that the VISSIM results suggest that journey times will improve along the majority of routes within the network due to the proposed changes to junctions being proposed as part of the development's highway improvements.”

- 1.15 As will be discussed in this report, the cumulative impact of the proposed development at Bourne Court will have no material bearing on the adjoining highway network in the context of the consented scheme at the former Arla dairy site and the highway infrastructure investment and improvement works which have arisen from the same.
- 1.16 It should be noted that the current scheme represents a net increase of 40 dwellings and 35 off-street car parking spaces from the most recently consented development scheme on this site (ref: 11891/APP/2016/3583).
- 1.17 The following chapter sets out the site's accessibility to all modes of transport, thereafter an assessment has been made of the traffic and parking impacts of the proposals, the parking provision in the context of the Council's policy requirements, and the site access and servicing arrangements.

2.0 SITE ACCESSIBILITY

- 2.1 The application site is within 0.5 kilometres to the west of South Ruislip town centre. The site is therefore within a reasonable walking distance of a wide variety of shops, services and amenities which will be readily accessible to future residents and thus reduce the need to travel.
- 2.2 The closest amenities in proximity to the site are a small convenience store on Station Approach to the west of the site, a parade of local shops and restaurants adjacent to South Ruislip Railway Station, and a large Sainsbury's supermarket on Long Drive to the east of the site.
- 2.3 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 public transport accessibility level (PTAL) assessment have been undertaken.
- 2.4 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.
- 2.5 The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) PTAL model.
- 2.6 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.
- 2.7 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The results indicate that the application site has a PTAL score of 3 which is a 'moderate' accessibility rating as defined by TfL. The full PTAL output file is presented in Appendix C.

- 2.8 Despite the site's 'moderate' accessibility rating the area adjoining the application site is well served by public transport links.
- 2.9 A total of two bus services with high hourly service frequencies can be accessed from stops within around 400 metres of the application site. Refer to Figure 2 of this report for a map detailing the locations of nearby public transport access points.
- 2.10 The closest bus stop to the site is on West End Road to the west of the site which serves bus route E7, Ruislip Station to Ealing Broadway Station. A further bus service, route 114 running between Ruislip Station and Mill Hill Broadway Station, can be accessed from stops on Victoria Road to the east of the site.
- 2.11 South Ruislip Station is within around 200 metres to the east of the application site and provides access to both National Rail and London Underground services. National Rail services run between London Marylebone and High Wycombe. London Underground services are on the Central Line.
- 2.12 The walk routes to nearby bus stops are therefore very direct and straightforward. Footpaths within proximity to the site appear to be well lit, sufficiently wide and in a reasonable state of repair. The carriageway of Bourne Court itself is currently potholed and the surface is generally in a poor condition.
- 2.13 Pedestrian crossing points, both controlled and uncontrolled, are provided throughout Station Approach. Crossing points have been observed to be correctly laid out with dropped kerbs and tactile blister paving etc.
- 2.14 Cycling will be encouraged through the provision of appropriate facilities. Secure cycle parking will be provided for the development in accordance with the Council's policy requirements, this is discussed in greater detail in Chapter 4.
- 2.15 The wider cycle route network is set out in TfL's Local Cycling Guide 3, a copy of which will be provided for each residential dwelling upon occupation.

- 2.16 Vehicle access to the site is served from the site's extant crossover position. A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 115 parking spaces are proposed to be provided adjacent to the new homes.
- 2.17 The roads in proximity to the site are within the Council's controlled parking zone (CPZ) 'SR', parking is restricted to permit holders only and in some cases for pay and display Monday to Friday from 9am to 5pm. A detailed assessment of existing on-street parking conditions is set out in Chapter 4.
- 2.18 The following chapter sets out the trip generation projections relating to the proposed development and the development impact on the adjoining highway.

3.0 TRAFFIC GENERATION & TRAFFIC IMPACT

- 3.1 In order to gauge the traffic impact of the proposal, trip generation estimates have been carried out for the site's former uses and proposed use. The net change in vehicle trips accessing the site would therefore represent the traffic impact of the development on the adjoining highway.
- 3.2 The following trip generation exercise has been carried out based on comparable data held within the industry standard TRAVL (Trip Rate Assessment Valid for London) database, the same methodology was used in the Transport Statement submitted with the 2014 and 2016 planning applications.
- 3.3 It is recognised that since this time the TRAVL database has merged with the TRICS (Trip Rate Information Computer System) database, the latter of which now takes priority as the former is no longer formally supported. Nevertheless, having interrogated the TRICS database we have found that there is a lack of suitable data to apply to this specific assessment, and therefore we see no reason not to apply the previously submitted and approved trip rate information from the 2014 and the 2016 Transport Statement as the data is still considered to be wholly sound.

Existing Site Use

- 3.4 The application site formerly comprised of three buildings; the Wren Centre and the Phoenix Day Centre were both community buildings under use class D1 of the land use classification order, Bourne Lodge was a hostel/care home for people with learning disabilities the use of which is expected to fall under use class C2.
- 3.5 The TRICS and TRAVL traffic databases have a very limited amount of trip generation data relating to community uses and special needs facilities such as those formerly on the application site. The following vehicle trip generation assessment is therefore based on on-site observations, research and first principles.

- 3.6 On a site visit on Friday 4th October 2013 a total of two cars were observed to be parked in the Wren Centre car park. On a conservative estimate that these cars arrived in the morning and departed in the afternoon and that no further vehicle trips were generated by this facility, the Wren Centre has been projected to generate in the order of four total two-way vehicle trips on a typical weekday at a time when it was operational. This is a very conservative estimate.
- 3.7 The Phoenix Day Centre provided a day service for people with profound physical and learning disabilities. It had a wide range of activities, both educational and leisure focussed to enable service users to learn new skills, develop knowledge and work towards independence. The centre had capacity for up to 25 service users per day, and was operational five days a week (Monday to Friday) delivering up to eight educational sessions and leisure activities per day, alongside regular outings and day trips in the community.
- 3.8 On a site visit on Friday 4th October 2013 a total of eight cars were observed to be parked in the Phoenix Day Centre car park. On a conservative estimate that each of these cars arrived in the morning and departed in the afternoon and that no further vehicle trips were generated by this facility, the Phoenix Day Centre can be projected to generate in the order of 16 total two-way vehicle trips on a typical weekday.
- 3.9 Bourne Lodge was a hostel/care home for up to 20 people with learning disabilities. A publically available document obtained from the Council's website states that the Bourne Lodge care home employed a total of 19 care staff (excluding managers) as of 2004.
- 3.10 According to the 2011 census travel to work statistics, of all residents in employment (and travelling to work) in Hillingdon, 55% travel by car or van. Therefore of the 19 total care staff, 10 are likely to have driven to and from the site on a typical weekday (20 total two-way trips). It is not known what level of care the Bourne Lodge provided for, therefore taking a conservative estimate it

is assumed that no further vehicle trips would have been generated by this facility on a typical weekday.

- 3.11 In summary, the site's extant and former uses have been projected to generate a total of 40 two-way vehicle trips on a typical weekday, 20 arrivals and 20 departures. As explained throughout, this is likely to be a very conservative estimate of the existing site's trip generating potential and therefore presents a worst case scenario in terms of this traffic impact assessment.

Proposed Site Use

- 3.12 The proposal will result in the provision of 109 new residential dwellings comprising of 37 one-bedroom, 64 two-bedroom, and 8 three-bedroom flats. A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 115 parking spaces are proposed adjacent to the new homes.
- 3.13 As discussed the TRAVL traffic database has been interrogated to find comparable residential sites in order to project vehicular and person trips relating to the proposed residential development.
- 3.14 The adopted search criteria for comparison have been primarily based on location, public transport accessibility, parking provision ratio, and the size and type of development. A total of 10 comparable sites have been found to present a robust assessment. This is the same data that was utilised in the 2014 Transport Statement.
- 3.15 A summary of the vehicles only trip generation projections for the current proposed residential development is presented in Table 1, full details are provided in Appendix D.

Table I. TRAVL Vehicle Trip Projections – Proposed 109 Dwellings

Time	MODE: Car Driver		
	Proposed 109 Dwelling Proposal		
	Arrive	Depart	Total
0700-0800	3	14	19
0800-0900	7	23	29
0900-1000	11	11	22
1000-1100	9	10	19
1100-1200	9	9	19
1200-1300	10	11	21
1300-1400	8	9	16
1400-1500	9	8	16
1500-1600	13	12	25
1600-1700	14	11	24
1700-1800	16	10	26
1800-1900	20	13	33
1900-2000	17	12	29
2000-2100	15	10	24
2100-2200	10	7	16
2200-2300	13	8	21
2300-0000	14	5	20
Total	197	181	378

Source: TRAVL

- 3.16 The results in Table I demonstrate that the proposed 109 dwellings can be expected to generate in the order of 378 total two-way vehicle trips, 197 arrivals and 181 departures, on a typical weekday.
- 3.17 The busiest AM period is projected to occur from 0800-0900 whereby the proposal can be expected to generate 29 total vehicle trips, 7 arrivals and 23 departures. The busiest PM period is projected to occur from 1800-1900 whereby the proposal can be expected to generate a total of 33 vehicle trips, 20 arrivals and 13 departures.
- 3.18 The number of vehicle trips generated by the proposed 109 new dwellings is expected to be fairly evenly spread throughout a typical day; even in the peak period only 33 total vehicle movements are expected to occur in one hour which equates to a one-way trip around every two minutes.

3.19 In addition, the proposal is projected to generate 95 total daily car passenger trips and 362 total daily walk / public transport trips as derived from TRAVL; refer to Appendix D.

3.20 In order to further disaggregate the 'walk/public transport' trips in Table 1, travel to work census data from 2011 has been obtained for the middle layer super output area adjoining the site. This covers dwellings (minimum 5,000 residents / 2,000 households) immediately adjacent to the site and thus accurately reflects current travel trends of residents in the locality. Table 2 sets out the travel to work census data.

Table 2. Residents' Travel to Work (Walk/Public Transport) Census Data

Method of Travel to Work (QS701EW)	Hillingdon 033		Hillingdon	
	Middle Layer Output Area		London Borough	
	Count	%	Count	%
Underground, Metro, Light Rail, Tram	1011	61%	17458	36%
Train	186	11%	5643	12%
Bus, Minibus or Coach	246	15%	15731	33%
On Foot	228	14%	9192	19%
Total	1671	100%	48024	100%

Source: Office for National Statistics

3.21 From the data in Table 2 it is possible to derive that, of those residents that are projected to travel to work from the site on-foot or using public transport (362 total trips), 261 total trips or 72% will be made by rail, 54 total trips or 15% by bus, and 51 total trips or 14% will be made on-foot (arithmetic errors are due to rounding).

Traffic Impact

3.22 This section focuses on the vehicle traffic impact of the proposed development on the adjoining highway.

3.23 The site's former uses have been projected to generate a total of 40 two-way vehicle trips on a typical weekday, 20 arrivals and 20 departures. This is likely to be a very conservative estimate of the existing site's trip generating potential.

- 3.24 The proposed 109 dwellings can be expected to generate in the order of 378 total vehicle trips, 125 arrivals and 115 departures, to and from the site on a typical weekday as derived from TRAVL.
- 3.25 The proposal is therefore projected to result in a worst case scenario net increase of 338 total two-way vehicle trips to the site throughout a typical weekday.
- 3.26 In order to demonstrate the existing flow of vehicle traffic on the adjoining highway, PMA installed a MetroCount automatic traffic counter (ATC) machine on Station Approach near the junction with Bourne Court. The ATC machine was in place from Thursday 3rd to Tuesday 8th October 2013.
- 3.27 A summary of the recorded average weekday vehicle flows on Station Approach is presented in Table 3; full details are provided in Appendix E.

Table 3. Station Approach ATC Vehicle Flow Data

Time	Average Weekday Flow		
	Eastbound	Westbound	Total
0000-0100	79	54	133
0100-0200	32	29	61
0200-0300	20	13	33
0300-0400	23	40	64
0400-0500	34	77	111
0500-0600	106	233	339
0600-0700	246	565	812
0700-0800	394	248	642
0800-0900	472	339	811
0900-1000	473	565	1038
1000-1100	544	640	1184
1100-1200	543	644	1186
1200-1300	597	680	1278
1300-1400	592	731	1322
1400-1500	661	729	1390
1500-1600	669	682	1351
1600-1700	676	735	1410
1700-1800	614	629	1243
1800-1900	538	616	1154
1900-2000	641	544	1186
2000-2100	469	492	961
2100-2200	344	356	700
2200-2300	257	259	516
2300-2400	192	157	349
Total	9215	10056	19271

Source: PMA Survey

3.28 The results in Table 3 demonstrate that Station Approach carries an average of 19,271 total vehicle movements over the course of a typical weekday, 9,215 eastbound trips and 10,056 westbound trips, adjacent to the application site.

3.29 Given that this traffic flow data is now nearly 5 years old, we have applied a TEMPRO (Trip End Model Presentation Program) and NTEM (National Trip End Model) growth factor to bring the survey results up to projected current levels. Using TEMPRO 7 and the 'Hillingdon 033' output area the predicted growth in background vehicle traffic levels from 2013-2018 on an average weekday is 2.8%.

- 3.30 Applying the TEMPRO growth factor to the data in Table 3, the revised total flow of traffic on Station Approach adjoining the site is 19,810 total vehicle movements over the course of a typical weekday, 9,473 eastbound trips and 10,337 westbound trips, adjacent to the application site.
- 3.31 The proposal is projected to result in a worst case scenario net increase of 338 total two-way vehicle trips to the site throughout a typical weekday, which is 378 total vehicle trips projected to be generated by the new dwellings less the 40 total vehicle trips projected to have been generated by the site's former uses.
- 3.32 This represents an increase of 1.7% on existing traffic conditions on the adjoining highway. Such a minimal increase is expected to go largely unnoticed and would in all likelihood fall within the day to day variation in the flow of traffic on Station Approach.
- 3.33 Accordingly no further highway capacity assessment has been deemed to be necessary. The cumulative impact of the proposed development at Bourne Court will have no material bearing on the adjoining highway network in the context of the consented scheme at the former Arla dairy site. The highway infrastructure investment and improvement works which have arisen from the Arla scheme will benefit the local highway network and the marginal increase in traffic associated with the proposed development will not offset these benefits in any way.

Road Traffic Accident Statistics

- 3.34 As part of this study, personal injury accident (PIA) data for the road network adjoining the application site has been obtained from TfL. The study area comprises the stretch from West End Road running North East along Station Approach/Long Drive towards Victoria Road. All recorded PIA's in the last five years have been assessed by time of day, location, cause of incident and the severity of injury.

3.35 There has been a total of 24 PIA's within the identified study area in the 60 months prior to September 2017, which is the most recent data available at the time of request. A summary of the general causes of accidents is set out as follows; full details are provided in Appendix F:

- PIA's involving a pedestrian – 9 (38%);
- PIA's resulting from a rear end shunt at a junction – 4 (17%);
- PIA's resulting from reckless/dangerous driving – 6 (25%);
- Miscellaneous PIA's – 5 (21%).

3.36 As expected the vast majority of PIA's are clustered at junctions, with the most occurring at the Station Approach junction with Great Central Avenue and Long Drive. Accidents at junctions predominantly comprise of rear end shunts and reckless driving (i.e. overshooting the junction or pulling out onto oncoming traffic).

3.37 The junction with Bourne Court and Station Approach close to the application site has an excellent safety record with no recorded PIA's in the vicinity of this junction in the past five years.

3.38 Of the 24 total recorded incidents only three (13%) had a severity rating of 'serious' and zero were 'fatal' leaving 21 PIA's or 87% of the total with only a 'slight' severity rating.

3.39 In summary the road network immediately adjoining the application site is considered to have a good safety record, there are no patterns or trends in the PIA statistics which indicate an inherent road safety problem that needs any further attention.

3.40 The following chapter looks at the site's parking provision.

4.0 PARKING PROVISION & DEVELOPMENT IMPACT

- 4.1 The proposal comprises of the development of 109 new residential dwellings providing 37 one-bedroom, 64 two-bedroom, and 8 three-bedroom flats. A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 115 parking spaces are proposed adjacent to the new homes. Refer to Appendix B.

Parking Policy

- 4.2 The National Planning Policy Framework (NPPF) 2018 states as follows with regards to the setting of car parking standards for new development:

"105. 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.*

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 4.3 The Hillingdon 'Local Plan' takes forward many of the key objectives of the Sustainable Community Strategy. The Council intends to divide the Hillingdon Local Plan into two parts. The first part the 'Hillingdon Local Plan: Part 1- Strategic Policies' was adopted on 8 November 2012.

4.4 The Hillingdon Local Plan: Part 1- Strategic Policies is the first and most important document that sets out the key elements of the planning framework for the Borough over the next 15 years. Part 2 of the Hillingdon Local Plan, which will consist of the Development Management Policies, Site Specific Allocations and an associated Policies Map, is not yet formally adopted at the time of preparing this report.

4.5 The development plan for the Borough currently comprises of the following documents:

- The Hillingdon Local Plan: Part 1- Strategic Policies;
- The extant 2007 Saved Unitary Development Plan policies adopted as the "Hillingdon Local Plan: Part Two", pending the preparation and adoption of subsequent site specific allocations, development management policies and a policies map; and
- The London Plan published by the Mayor of London.

4.6 Appendix 5 of the Hillingdon Local Plan stipulates that the Council's adopted parking standards are as prescribed in the UDP Saved Policies (September 2007) document.

4.7 Policy AM14 of the Council's Saved Policies UDP is extracted as follows:

"AM14 NEW DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT IS IN ACCORDANCE WITH THE COUNCIL'S ADOPTED CAR PARKING STANDARDS AS SET OUT IN ANNEX 1."

4.8 Annex 1 of the Council's Saved Policies UDP sets out the Council's maximum car parking standards and minimum cycle parking standards for new development in the Borough. For residential development (Use Class C3) of flats and houses without individual curtilages with communal parking in garages or open car parking areas the maximum standard is 1.5 spaces per dwelling.

- 4.9 A caveat to the application of the Council's parking standards is extracted as follows (footnote 3 to the Council's Car Parking Standards table in Annex I of the UDP Saved Policies 2007):

"Precise level of provision may be dependent on household and housing type and location. Provision above the maximum level will only be considered in exceptional circumstances and where the development is related to measures to improve public transport or manage the supply of on-street parking. Contributions towards the creation/extension of CPZs, traffic reduction initiatives and/or public transport may be sought in some locations where the assumed demand is greater than the level of parking being provided."

- 4.10 Annex I of the Council's Saved Policies UDP also sets out the Council's minimum cycle parking standards. For residential development (Use Class C3) the minimum standards are one space per one and two-bedroom dwelling and two spaces per dwelling with more than two bedrooms.

- 4.11 In terms of further guidance for parking standards, the London Plan sets maximum parking standards in Table 6.2 and minimum cycle parking standards in Table 6.3. The following salient parking policy and parking standard notes have been extracted from The London Plan relative to this assessment:

- PARKING FOR RESIDENTIAL DEVELOPMENT – Four or more beds, 2 spaces per unit; three beds, 1.5 spaces per unit, one and two beds, less than one space per unit. All developments in areas of good public transport accessibility should aim for significantly less than one space per unit. Adequate parking spaces for disabled people must be provided preferably on-site, in accordance with the Mayor of London's *Housing Supplementary Planning Guidance (GLA 2012)*. 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.

- CYCLE PARKING – **C3 residential:** for *long-stay*, 1 space per studio and 1 bedroom unit, and 2 spaces for all other dwellings, and for *short-stay*, 1 space per 40 units.

Application of Parking Standards

- 4.12 The development comprises of 37 one-bedroom, 64 two-bedroom, and 8 three-bedroom flats. In accordance with the Council and the London Plan parking standards the development would require up to a maximum of 164 off-street car parking spaces and 181 secure and sheltered cycle parking spaces plus 3 short-stay visitor cycle parking spaces.
- 4.13 A total of 115 parking spaces are proposed adjacent to the new homes, this level of provision is within the Council's maximum parking standards. The proposed level of car parking has been discussed with the Council during formal pre-application consultation, officers have sought a 1:1 parking ratio for this development. In light of the enhanced site layout with central amenity space being proposed plus the very close proximity to South Ruislip Rail Station as well as local bus stops, shops and local amenities the proposed parking provision is therefore considered to be acceptable.
- 4.14 It is noted that a residential parking ratio of one space per flat dwelling was approved by the Council as part of the planning consent for the nearby Arla Food Depot site (ref: 66819/APP/2014/1600). The proposals are therefore in line with local planning precedent with respect to parking provision.
- 4.15 A total of 182 secure and sheltered long-stay cycle parking spaces plus 3 short-stay visitor cycle parking spaces will be provided within the development for the flats which is in accordance with the minimum expectations as per the London Plan.
- 4.16 A minimum of one blue badge parking space will be provided per wheelchair accessible dwelling. A total of 11 wheelchair accessible parking spaces are

provided as shown in Appendix B, 11 wheelchair flats are included in the proposed schedule of accommodation.

- 4.17 Of the 115 parking spaces proposed to be provided, 20% (23 spaces) will be provided with an active EV charge point, and a further 20% (23 spaces) will be provided with the infrastructure for future EV provision in line with London Plan standards.

Development Parking Impact

- 4.18 The proposal provides 115 off-street car parking spaces which is in accordance with the Council's maximum parking standards.
- 4.19 The development is therefore considered to be satisfactory and policy compliant and will not result in conditions prejudicial to existing parking capacity, highway safety or neighbouring amenity.
- 4.20 In summary the proposal is considered to be acceptable in respect of parking provision and impact.

5.0 ACCESS & SERVICING

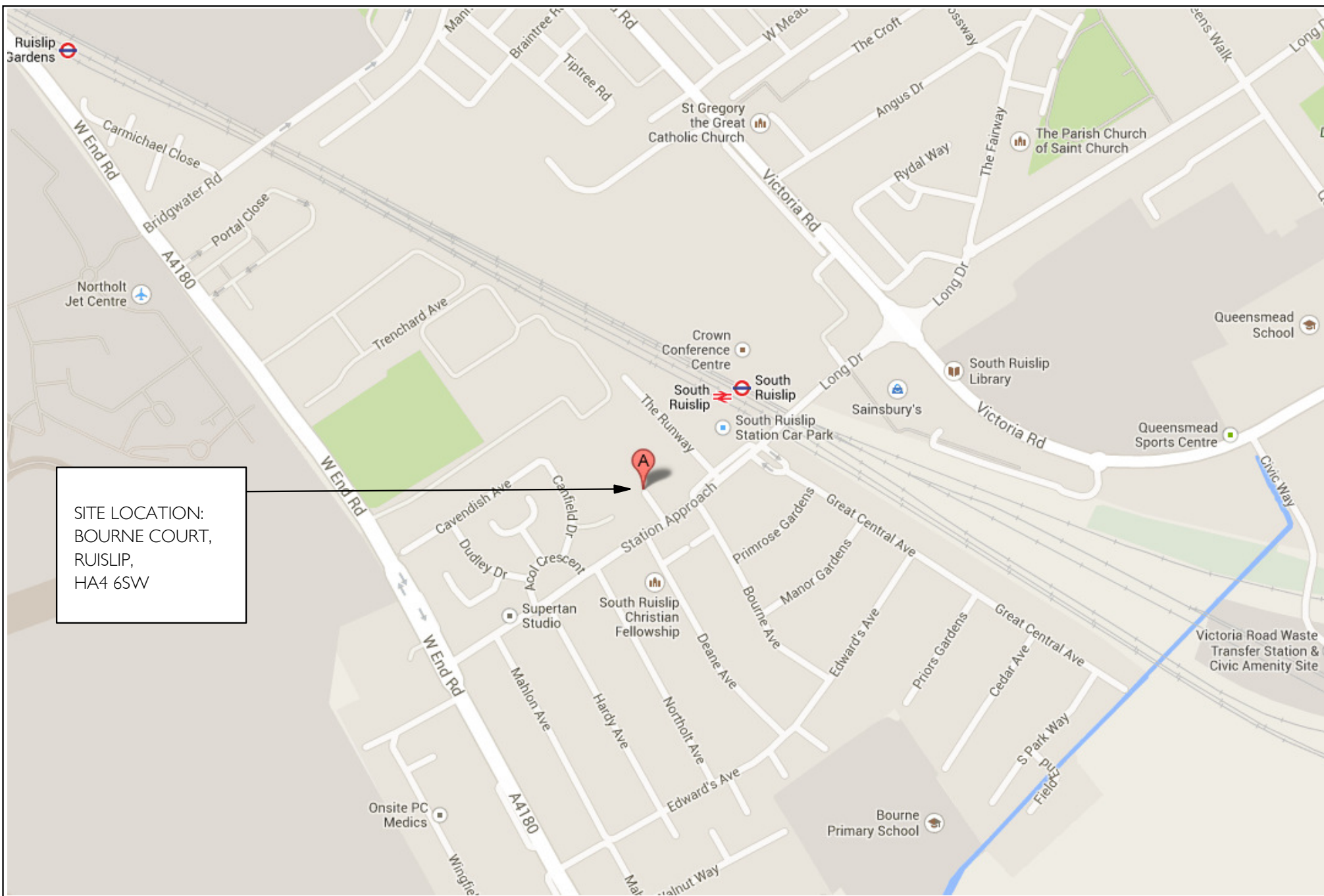
- 5.1 A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 115 parking spaces are proposed adjacent to the new homes.
- 5.2 The layout of the new road is considered to be satisfactory and in accordance with best practice guidance principles set out in the Department for Transport (DfT) publication Manual for Streets (MfS).
- 5.3 The proposed parking spaces are a minimum of 2.4m by 4.8m and the manoeuvring distance behind the parking spaces is 6.0m which is commensurate for 90 degree perpendicular parking arrangements; refer to Appendix B.
- 5.4 The site's servicing arrangements have been assessed. Communal bin stores are located at the entrance to Block A and Block B as shown on the site plan in Appendix B and Refuse Strategy Diagram in the Design and Access Statement (DAS) submitted with the planning application. The bin stores are within a short travel distance of the internal access road therefore collection will occur from the kerb.
- 5.5 The scoping assessment provided by the Council to assist the preparation of this Transport Statement noted that any study of the site's refuse collection arrangements should be undertaken using a 10.5m long refuse collection truck.
- 5.6 Accordingly an AutoTrack swept path assessment has been carried out of the proposed site plan using a 10.5m long refuse collection vehicle.
- 5.7 The results are provided in Figure 4 and demonstrate that a large refuse collection vehicle will be able to comfortably enter the site, turn in the turning head provided and exit the site in a forward gear. The headroom clearance within the arch entrance to the development is 5.1 metres from floor to soffit which is a comfortable height to allow large vehicles such as a refuse vehicle.

- 5.8 The site's refuse collection arrangements are considered to be acceptable.
- 5.9 A refuse truck is the largest size of vehicle that is reasonably expected to require access to the site on a regular basis.
- 5.10 However for robustness an AutoTrack swept path study has also been carried out to determine whether or not a large fire tender vehicle and a delivery type van (a 7.5 tonne box van) can also comfortably enter, turn and exit the site in forward gear.
- 5.11 Figures 5 and 6 of this report demonstrate that a fire tender and a 7.5 tonne box van respectively will be able to comfortably turn in the turning head provided.

6.0 SUMMARY

- 6.1 The development site is located at the end of Bourne Court and was formerly occupied by the Phoenix Day Centre, the Wren Centre which was a mental health day facility, and Bourne Lodge which was a former hostel.
- 6.2 The proposal will result in the provision of 109 new residential dwellings comprising of 37 one-bedroom, 64 two-bedroom, and 8 three-bedroom flats. A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 115 end-on parking spaces are proposed adjacent to the new homes.
- 6.3 This report has been prepared to assess the traffic and transportation impacts of the proposed development for submission with a full planning application to the local planning authority, the London Borough of Hillingdon.
- 6.4 The application site is situated within an area where access to local shops, services and amenities as well as good public transport nodes is readily available.
- 6.5 The traffic generated by the proposal is projected to have a minimal and insignificant impact on the adjoining highway.
- 6.6 The provision of 115 car parking spaces is within the Council's maximum parking standards and is therefore considered to be satisfactory.
- 6.7 The provision of 11 Blue Badge parking spaces and 182 long-stay and 3 short-stay on-site cycle parking spaces for the flats and for visitors is in accordance with the Council's minimum standards.
- 6.8 The layout of the new road is satisfactory and in accordance with design principles set out in MfS. An AutoTrack assessment has been carried out which confirms that refuse vehicles, fire tenders, and delivery vans will be able to enter, turn and exit the site comfortably in a forward gear.

FIGURES



Date: 03-August-2018
 Scale: NTS
 Source: Google Maps
 Drawing No: P1953/TS/01



PI 953: BOURNE COURT, RUISLIP, HA4 6SW

Figure 1
 Site Location.



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: 03-August-2018
 Scale: NTS
 Source: Transport Direct
 Drawing No: P1953/TS/02

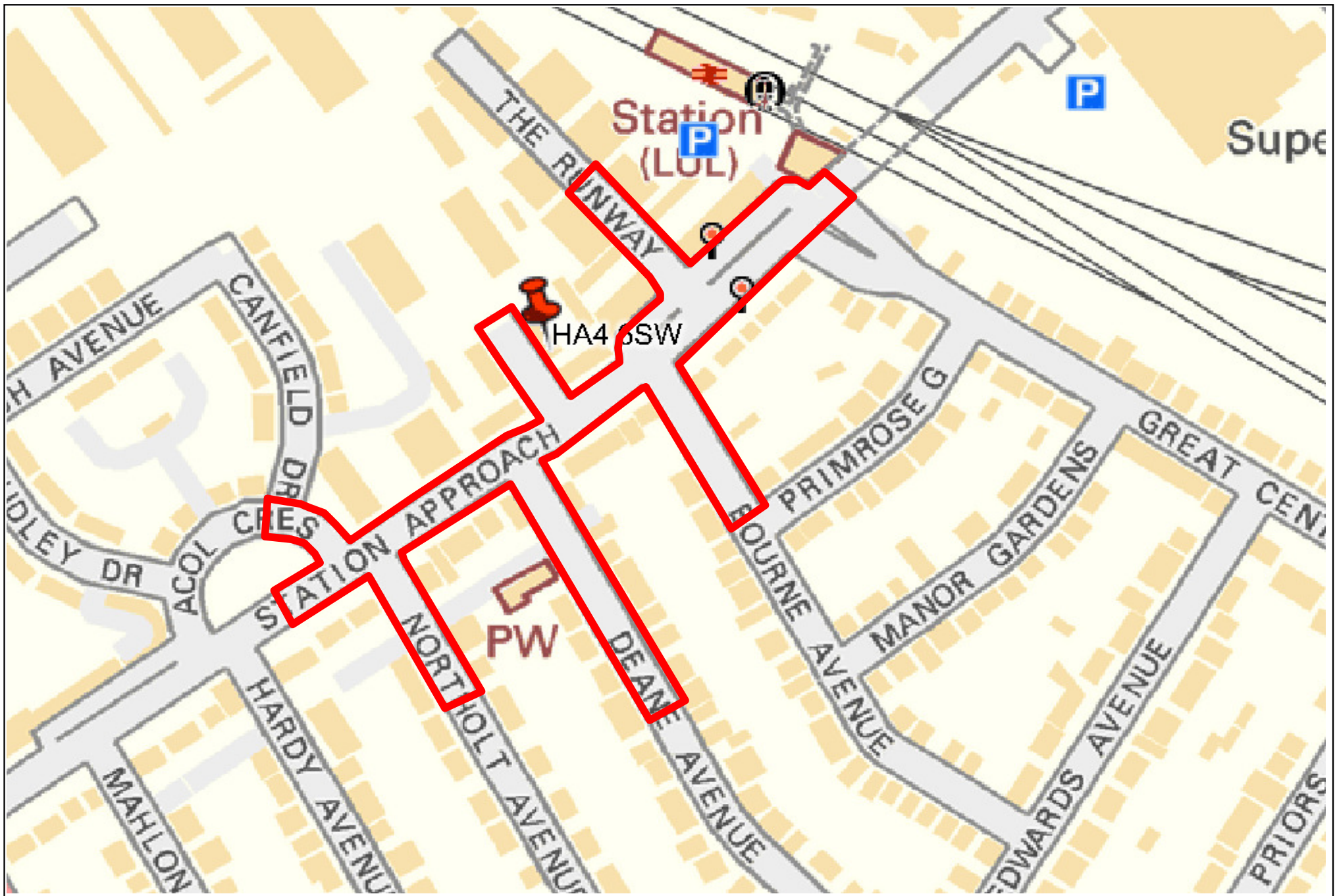


P1953: BOURNE COURT, RUISLIP, HA4 6SW

Figure 2
 Public Transport Map



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: 03-August-2018
Scale: NTS
Source: Google Maps
Drawing No: P1953/TS/03

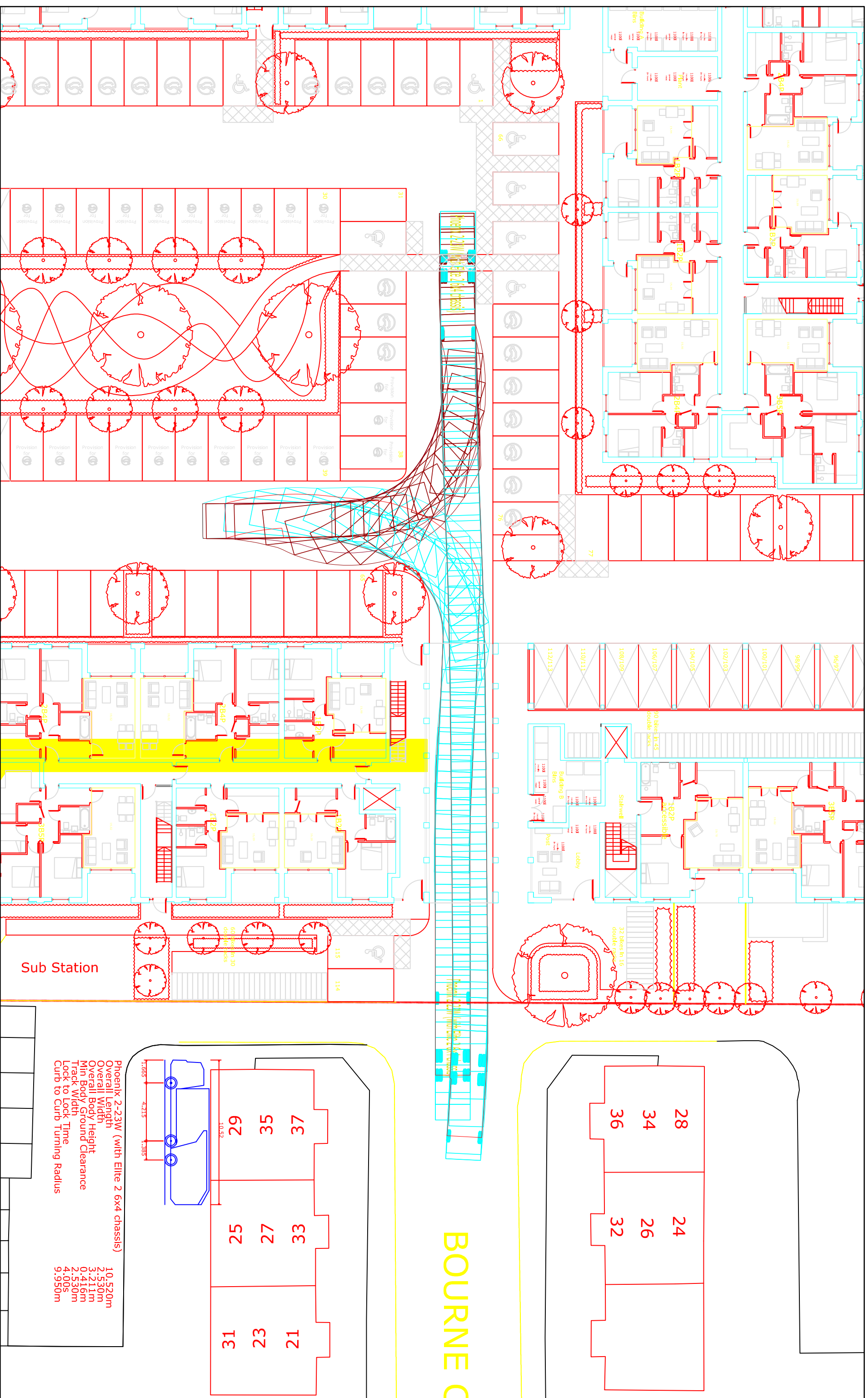


P1953: BOURNE COURT, RUISLIP, HA4 6SW

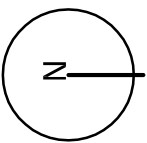
Figure 3
On-Street Parking Study Area



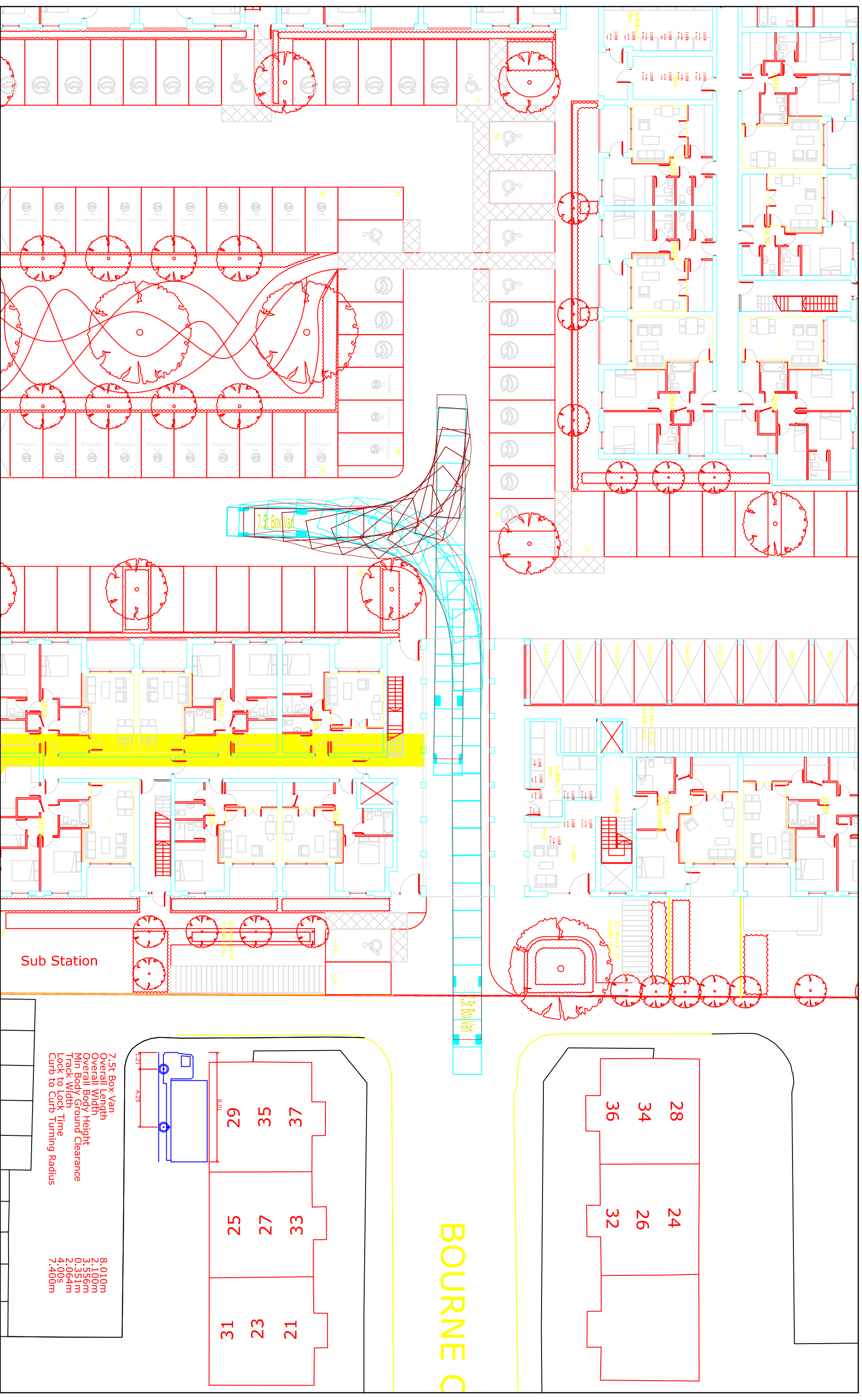
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TRAFFIC CONSULTANTS



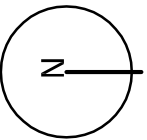
Date: 02-August-2018
Scale: 1:250@A3
Source: WAM/PPMA
Drawing No. P1953/TA/04



P1953: BOURNE COURT, RUISLIP
Figure 4.
AutoTrack: Hillingdon Council Refuse Vehicle Three-Point-Turn



Date: 02-August-2018
Scale: 1:250@A3
Source: WAM/PMA
Drawing No. P1953/TA/06

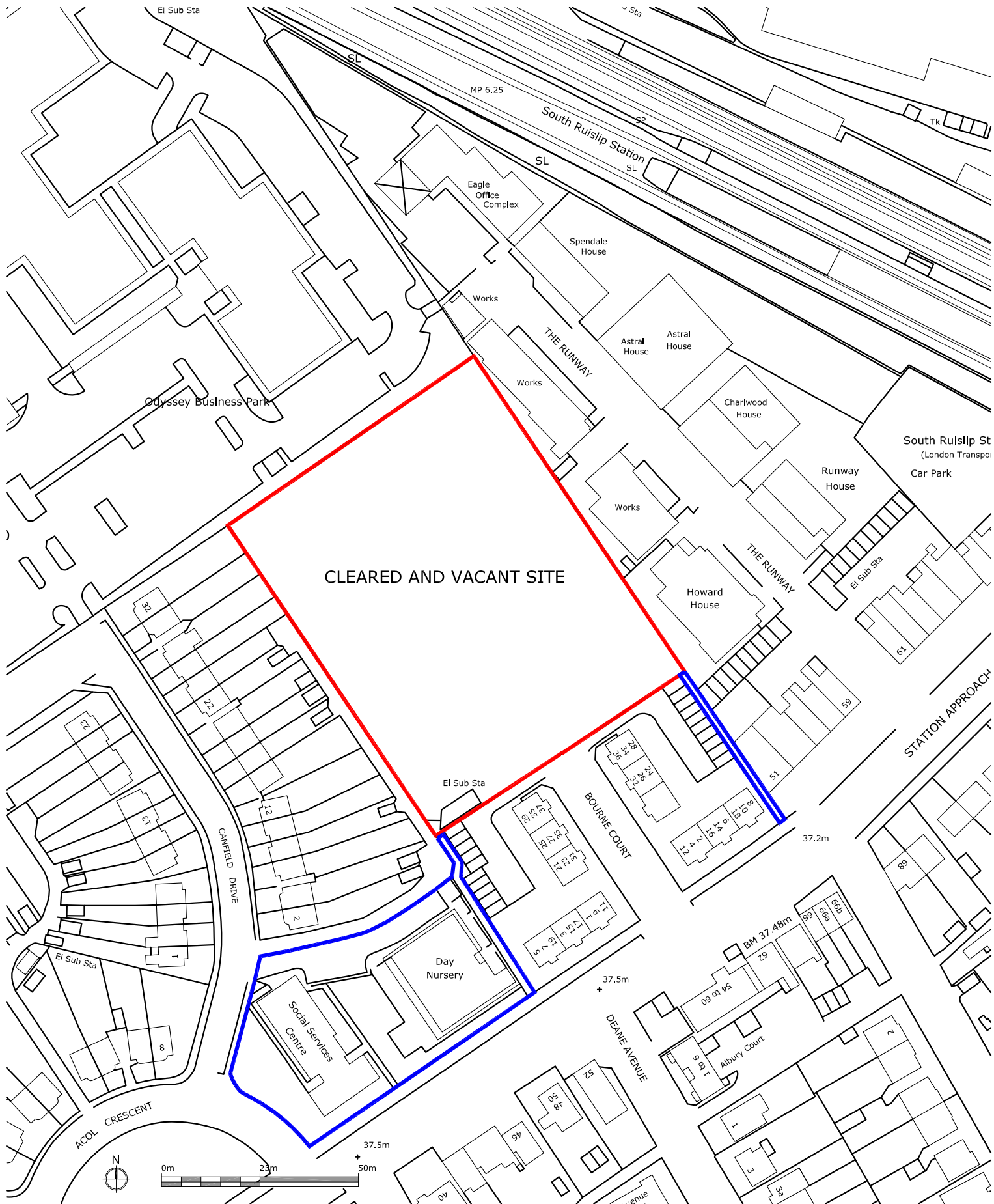


P1953: BOURNE COURT, RUISLIP
Figure 6.
AutoTrack: 7.5t Box Van Three-Point-Turn


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

APPENDIX A

Site Boundary



Project
Bourne Court Ruislip

Client

Project No
303
DWG Type
PL
Date
06/07/18

Drawing Title
Site Location Plan
DWG No
010
Drawn
MR

Rev
00
Checked
BW

Scale
1:1250
Status
For Approval

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Castle Hill House, 12 Castle Hill,
Windsor, Berkshire, SL4 1PD

RIBA 
Chartered Practice

APPENDIX B

Proposed Site Plan