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**RESIDENTIAL DEVELOPMENT
58 SILVERDALE GARDENS
HAYES
HILLINGDON
LONDON
UB3 3LN**

TRANSPORT STATEMENT

on behalf of
Mr K Malhotra Singh

PMcL/3418d1/January 2022



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1.0 INTRODUCTION

- 1.1 The Redwood Partnership has been appointed by Mr K Malhotra Singh to prepare a Transport Statement on proposals to provide a 2-bedroom (3-person) attached self-contained dwelling as a side extension to the existing dwelling at 53 Silverdale Gardens, Hayes, Hillingdon, UB3 3LN.
- 1.2 The site has been subject to an earlier planning application in 2021 for a larger 2-bedroom (4-person) attached self-contained dwelling (Planning Ref: 22856/APP/2021/2634). This previous planning application was refused by the London Borough of Hillingdon (LBH) with the second reason for refusal being highways related, stating:

'Due to its unsatisfactory car parking layout, the proposed development is likely to result in access issues for occupiers of the new and existing dwelling. Furthermore, due to its cramped layout it could result in road side parking which could hinder vehicle movements in the area leading to traffic build up to the detriment of the highways network. Additionally, insufficient information has been submitted to evidence that adequate pedestrian visibility splays would be constructed as part of the new access. The absence of the splays would create a dangerous and hazardous environment for pedestrians using the footpath outside of the site and the sites vehicle users.'

'The proposed development is therefore considered to be detrimental to pedestrian and highway safety, as well as the free movement of vehicles on the local highways network. Insufficient electrical vehicle charging points are also proposed. The proposed development is therefore considered to be contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policy T6.1 of the London Plan and paragraph 112 (c) of the NPPF (2021).'



1.3 The Transport Statement provides information in relation to Highway and Transport matters regarding the planning application and considers the following issues:

- Previous planning history and addressing highway reasons for refusal of previous application;
- Public transport provision and site accessibility for pedestrians and cyclists;
- Existing highway conditions and patterns of movement in the local area;
- Existing on-street car parking on the local streets;
- The parking impact of the development on the adjoining highway network and the need for mitigating measures;
- Relevant national and local highway planning policy guidance.

1.4 The site is located in the London Borough of Hillingdon ('LBH'). LBH is a Unitary Authority and is both the Local Planning Authority and the Local Highway Authority responsible for planning, highways and transportation matters in the area of the site.

1.5 The Transport Statement should be read in conjunction with the detailed architectural and layout proposals and Design and Access Statement prepared by J79 Studio. A copy of J79 Studio's proposed site layout **Drawing No. 1895_A100_P2** is included at the rear of this document.



2.0 EXISTING HIGHWAY & ACCESSIBILITY

2.1 The site is located in a predominantly residential area at 53 Silverdale Gardens, Hayes, Hillingdon, UB3 3LN in the north-eastern corner of Silverdale Gardens, a looped residential access road serving many residential properties. The site already contains a two-storey detached dwelling. The site is not located within a Controlled Parking Zone which suggests the area is not subject to parking stress.

Pedestrian routes

2.2 In terms of the acceptability and walk distances from a development site to local services and facilities, the Institution of Highways and Transportation (IHT) publication "*Guidelines for providing for journeys on foot*" (2000) outlines acceptable walking distances for pedestrians without impaired mobility. The document refers to 2000 metres (2km) as generally the maximum distance which the public would consider when walking.

2.3 Silverdale Gardens forms a closed loop accessed via Mount Road to the west or via Pump Lane to the south via a short footpath link. The urban residential area surrounding the site has level surfaced footways. Local shops are 600-800 metres north-west of the site of the site on Coldharbour Lane, along a level route. The site is located well within the recommended maximum walk distance to the nearest shops and services and is considered accessible for pedestrians.

Public Transport - Bus Accessibility

2.4 Walk distances to and from the nearest bus stops to the site entrance compare well with walk distances suggested in the Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments*" (Para 5.18) which states: "*The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop*".

2.5 The nearest bus stops are located approximately 550 metres walk distance north-west of the site on Coldharbour Lane via Mount Road. The site is marginally further than the



suggested walk distance however the additional walk distance equates to an additional 2 minutes. The site is considered accessible to bus services (**Figure A1**).

2.6 **Table 2.1** shows the frequency and routing of the bus service stopping on Coldharbour Lane:

Table 2.1 - Local bus services and frequencies (Figure A1)

Service Number	General Frequency (mins)			Route
	Mon-Fri	Saturday	Sunday	
90	10 mins	10 mins	15 mins	Northolt - Wood End - Hayes - Harlington - Hatton Cross - Feltham
140	8 mins	12 mins	12 mins	Harrow Weald – Wealdstone – Harrow – West Harrow – South Harrow – Northolt – Yeadings – Hayes
696	1 service	-	-	School Service Carnarvon Drive Bourne Avenue - Pinkwell Park - Mildred Avenue - Hayes - Wood End - Yeadings - Willow Tree Lane - Broadmead Road - Ruislip Gardens - Ruislip - Ruislip Manor - Bishop Ramsey School Hume Way
E6	12 mins	12 mins	15 mins	Bulls Bridge Tesco - Cranford Drive - Hayes - Yeadings - Willow Tree Lane - Greenford - Greenford Station
N140	30 mins	30 mins	30 mins	Harrow Weald - Wealdstone - Harrow - West Harrow - South Harrow - Northolt - Yeadings - Hayes - Harlington - Heathrow Airport Central (night services)

Public Transport - Rail Accessibility

2.7 The Institution of Highways & Transportation's '*Guidelines for Planning for Public Transport in Developments*' (Para 5.21) states: '*New developments should be located so that public transport trips involve a walking distance of less than 400 metres from the nearest bus stop or 800 metres from the nearest railway station*'.

2.8 The nearest railway station is Hayes and Harlington station located approximately 1050 metres walk distance south-west of the site (**Figure A1**) marginally beyond the 800 metre suggested walk distance however the routes to the station are pleasant and relatively flat



and within a realistic walking distance for most people which is generally taken as 2000 metres. The nearest station of Hayes and Harlington is a short taxi or direct bus ride from the bus stop nearest the site. The station is accessible for cyclists (**Figure A2**).

2.9 Hayes and Harlington station now has the benefit of significant improvements as part of the London Crossrail project. The Elizabeth line services are expected to be completed in the first half of 2022. Once works are complete and the Elizabeth route opens fully, up to six Elizabeth line services an hour will serve Hayes and Harlington station, allowing passengers to travel through central London without having to change trains. The Elizabeth line route plan is shown in **Figure 2.2**:

Fig 2.2 – Elizabeth line Route Plan



2.10 Trains at Hayes & Harlington are operated by Great Western Railway and TfL Rail. Current Monday-Saturday off-peak service consist of 8no trains per hour (tph) to London Paddington; 2no tph to Reading; 2no tph to Didcot Parkway; 2no tph to Heathrow Terminal 4. Sunday services consist of 6no tph to London Paddington; 2no tph to Heathrow Terminal 4 and 2no tph to Reading of which 1 service continues to Didcot Parkway. The site is considered accessible to rail services.

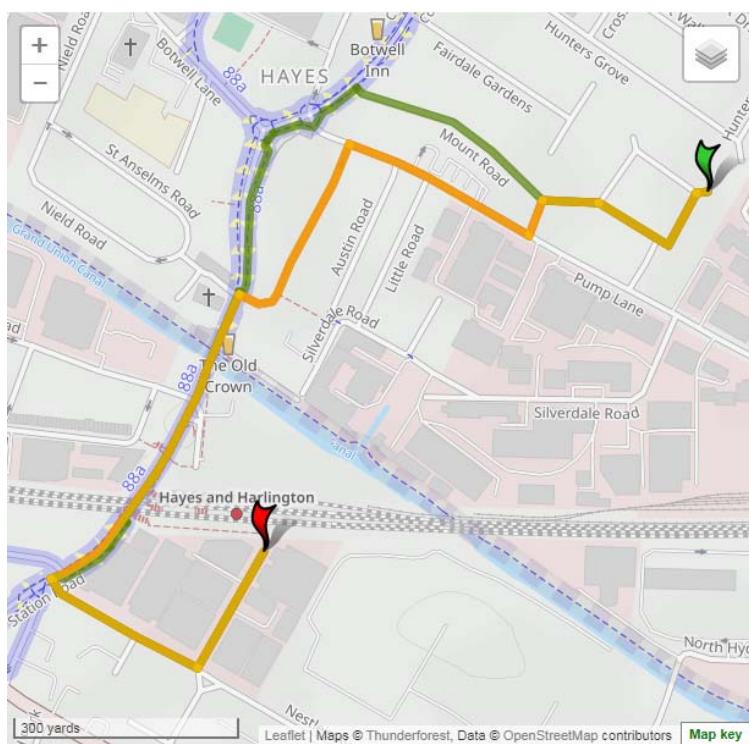
Cycle Routes

2.11 **Figure 2.1** shows the cycle route from the site (green flag) to Hayes and Harlington Station (red flag), a distance of approximately 0.6 miles (1.05km) from the site and a cycle



journey of approximately 7-10 minutes:

Figure 2.1 -
Cycle Route from site to Hayes & Harlington Station



2.12 A major cycle route runs adjacent to the Grand Union Canal south of the site. **Figure 2.2** shows the wide cycle catchment area available to the site and the significant level of potential access routes for cyclists, albeit generally all along existing carriageway apart from the route adjacent to the Grand Union Canal. The 15-30 minute (up to 5-mile) cycling isochrone (red zone) extends to Hayes and Harlington Station and beyond as far as the M4 in the south incorporating a significant area for work, leisure, school and shopping purposes. The site is considered accessible for cycling:

Public Transport Access Level (PTAL)

2.13 Public Transport Accessibility Levels (PTAL) are a measure of the accessibility of a specific location to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London. London is divided into



100 metre grid squares and the centre of each grid square is graded with a PTAL value between 0 and 6b, out of a total 9no potential scores varying between 0 (very poor access to public transport) and 6b (excellent access to public transport).

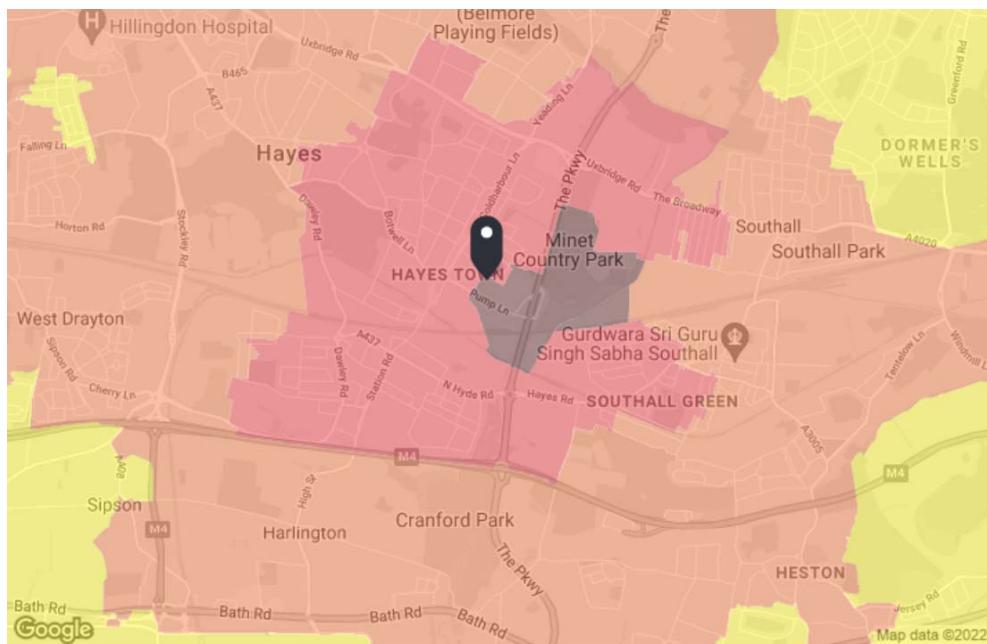
- 2.14 An online PTAL assessment has been undertaken for the site location which confirms the centre of the 100-metre grid square where the site is located has a PTAL value of 2; a value just below a moderate PTAL of 3. The PTAL of the London Borough of Hillingdon as a whole is generally low, 86% of the Borough is situated within a PTAL of 2 or lower.
- 2.15 Whilst PTAL methodology is a useful tool for public transport connectivity in London it does not provide the full picture of the overall connectivity that a particular site has to local services and amenities and it does not include for pedestrian and cycle connectivity. Available bus services nearest to the site are an additional 2-minute walk time further than the suggested 400 metres walk distance to a bus stop. This additional walk time is not considered material. The walk time to Hayes and Harlington station is approximately 200 metres further than the suggested 800 metres walk distance to a railway station, again equating to an additional 2-3 minutes' walk time, which is minimal. The results of the PTAL assessment are included in **Appendix B**.

Travel Time Mapping (TIM)

- 2.16 A separate Travel Time Mapping (TIM) exercise was carried out for the site location. Travel times in TIM use travel time data derived from Transport for London's transport models. The model displays travel times for various modes of transport based on the zone where the origin point is located. **Figure 2.2** and **Appendix C** includes mapping for cycle travel which show that the site location benefits from a large catchment area for shopping, services and employment purposes within a 30-60 minutes travel time for cyclists.



Figure 2.2 -
Transport for London - Cycle Time Isochrone



TIM output for Base Year

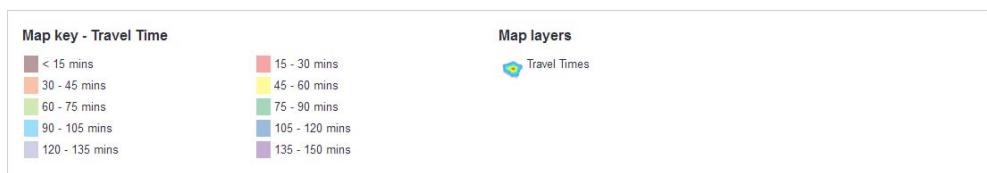
Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

UB3 3LN

Silverdale Gardens, Hayes UB3 3LN, UK

Easting: 510301, Northing: 179834

Code: NT086A05A





3.0 DEVELOPMENT PROPOSALS

3.1 The development proposals are for a single 2-bedroom attached side extension with a single dedicated car parking space, adjacent to the retained 2no parking spaces for the existing dwelling. The front boundary wall will be removed and kerb dropped to provide access to the parking spaces from the street. The proposals include 2no secure and covered cycle storage spaces. A copy of Architect's site layout plan **Drawing No. 1895_A100_P2** produced by J79 Studio is attached at the rear of this document.

Car Parking

3.2 The London Plan 2021 provides car parking standards which are maximum requirements and take account of site's PTAL level and dwelling size. The maximum level of suggested car parking provision is set out in Table 10.3 of the London Plan 2021 document. Table 10.3 is extracted below and shown as **Fig 3.1**:

Fig 3.1 – Table 10-3 from the London Plan 2021

Table 10.3 - Maximum residential parking standards

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



3.3 From **Figure 3.1**, the parking standard suggests a maximum car parking provision of 1no parking spaces (Outer London, PTAL 2-3, 2-bedroom dwelling). One car parking space is provided for the new dwelling in compliance with the latest London Plan 2021 standard. Silverdale Gardens is not within a controlled parking zone which suggests unacceptable parking stress does not occur. It has been shown that the site is in an accessible location and as such it does not follow that future occupiers would need to own more than one car; therefore, regular parking demand is likely to remain within the site.

3.4 The previous planning application on the site for a similar proposal was refused partially on highway grounds which included a lack of 1.5m visibility splays at the front corners of the site. We refer to the publication 'Manual for Streets' which addresses visibility on the street edge in paragraph 7.8.3 stating:

'7.8.3 – Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following:

- *The frequency of vehicle movements;*
- *The amount of pedestrian activity; and*
- *The width of the footway.'*

3.5 In this location and for this minor development proposal, we consider that 1.5m visibility splays at the front corners of the site boundary are not required as:

- vehicle movements will be low as a result of the additional parking space associated with this development;
- on-street pedestrian activity is minimal at this corner of Silverdale Gardens;
- the footway width is to the appropriate standard;
- pedestrians approaching the site from the south can see directly into the site frontage anyway;



- v) pedestrians approaching the site from the west can see any emerging vehicles over the shared boundary fence between nos 51 and 53 Silverdale Gardens. This fence is in the shared ownership of the Applicant and No.51 and would not be able to be altered or heightened without the Applicant's permission;
- vi) The absence of wide visibility splays at the driveway entrance will encourage drivers to emerge more cautiously as noted in Manual for Streets.

3.6 **Drawing No. REDW-3418-100** shows the track swept paths of a large estate car adequately accessing each parking space without obstruction from the adjacent spaces. The 2.4x4.8m parking bay sizes shown on the drawing are to the appropriate size and are suitable to contain cars usually 2m wide. Sufficient space is available for pedestrians to access the existing and the proposed dwelling, similar to the adjacent development which proposed a similar layout without objection from LBH.

Cycle Parking

3.7 The 'London Plan 2021' cycle parking standards are minimum requirements and take account of dwelling size and number of occupiers in each property. The minimum levels of cycle provision are set out in Table 10.2 of the London Plan document. Table 10.2 is extracted below as **Fig 3.2**:

Fig 3.2 – Extract from The London Plan 2021, Table 10-2

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

3.8 The proposed location for cycle parking will be in a secure and covered cycle storage shed on the western side of the new extension. Based upon a development of a single 2-



bedroom attached dwelling the minimum level of cycle parking spaces for this development is 2no cycle parking spaces. The proposed cycle parking area for 2no cycles will be in a secure and cycle storage shed on the western side of the new dwelling. (Ref: **Drawing No. 1895_A100_P2**).

Servicing and Refuse Collection

- 3.9 The site is accessed by council refuse collectors already which currently stop on Silverdale Gardens collecting refuse for the existing dwelling on the site and adjacent dwellings via the widened area on Silverdale Gardens in front of the proposal. Bins will be stored on the north side of the proposed attached property and accessed from the front. Bins can be wheeled out to the front of the drive on collection day. Service and delivery vehicles can temporarily stand within the front parking court when making deliveries without obstructing traffic passing along Silverdale Gardens.
- 3.10 The development will not generate more refuse vehicle movements as existing refuse collections already occur along Silverdale Gardens to service adjacent dwellings along the road.

Fire and Emergency Access

- 3.11 For fire access to all dwellings, Building Regulations (Part B) allows a fire tender to reverse 20 metres from a turning head but also requires all parts of the dwelling to be within 45 metres of the reversed fire tender.
- 3.12 In an emergency, a fire tender can park on Silverdale Gardens at the front of the property, the manoeuvring area is not constrained and standing vehicles will not obstruct through traffic on Silverdale Gardens.



4.0 PLANNING POLICY GUIDANCE

4.1 National, regional and local transport policy relating to the development proposals are contained in the National Planning Policy Framework (NPPF, July 2021) and local policy such as the London Plan 2021 and the Hillingdon Local Plan 2021.

4.2 Both national and local planning policy guidance aim to secure sustainable development in terms of transport. The policy aims are generally to:

- Reduce growth in the length and number of motorised journeys;
- Encourage alternative means of travel which have less environmental impact; and hence;
- Reduce reliance on the private car and offer a realistic choice of access by a choice of transport modes where one journey can fulfil a number of purposes.

4.3 The common themes running through these documents are:

- Promoting sustainable transport alternatives to the private car, particularly healthy alternatives such as walking and cycling, but also including bus travel which is less environmentally damaging than the equivalent car trips;
- Promoting development in a sustainable location in order to reduce the need for, and length of, car trips and to promote healthy alternatives to the car.

4.4 The site is located in an established urban area with easy access to good public transport infrastructure within an easy walk distance offering walking, cycling and public transport as realistic choices for modes of travel other than the car.

4.5 The site provides a sustainable location for the proposed development with local services including retail; food and drink; employment opportunities and schools all within a practical walk distance of the site along surfaced footways. LBH has accepted the site is in an accessible location after approval of a similar development on a neighbouring site.



National Planning Policy Framework (NPPF, July 2021)

4.6 The current National Planning Policy Framework (NPPF) published in July 2021 sets out the Government's planning policies for England and how they are expected to be applied. NPPF paragraph 110 states:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

4.7 Excellent opportunities for walking, cycling and the use of public transport have been identified in this Transport Statement. The site's location provides short walk and cycle links to nearby schools and services thereby providing future occupiers with a realistic choice of alternative means of transport other than the private motor car. Safe and suitable access to the site is proposed with no impact from the development on the transport network.

4.8 Para 111 (NPPF) states:

'111. 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 would be severe.'



4.9 It is established that the development complies with NPPF as:

- i) The development will not create a significant number of vehicle movements and any residual cumulative impact in transport terms will be insignificant and not '*severe*';
- ii) The urban site provides an acceptable level of accessibility for new residents;
- iii) Safe and suitable access has been demonstrated and car and cycle parking provision are in accordance with London Plan parking standards;
- iv) The parking demand from the development will not result in an unacceptable impact on highway safety. Servicing, deliveries and emergency fire access will not be affected by the development proposals.

4.10 It has been shown that there will be no regular detrimental impact from the development on the transport network from the single dwelling proposal and any normal parking demand from the development is likely to be contained within the provided front parking area.

London Plan – March 2021

4.11 Strong weight should be given to the London Plan 2021 which was published after the Hillingdon Local Plan. Extracts the London Plan 2021 are included in italics below:

4.12 ‘*Policy T6 Car parking*

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B - Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').;

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



K - ‘...Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1’.

4.13 Given that the site has good access to local public transport services, local shops, services and jobs within a short walking and cycling distance. The proposal meets all these policy objectives by providing adequate car parking in accordance with the London Plan 2021 standards as future residents do not necessarily need to own a car but if they do so, the on-street parking consequences on the local highway network will not be ‘severe’ (NPPF).

Hillingdon Local Plan: Part 2; Development Planning policies

4.14 The Hillingdon Local Plan: Part 2, Development Planning Policies was adopted 16th January 2021. Policy DMT 2 relates to Highway Impacts (as below). The proposals provide a safe, and efficient access for all users and are in compliance with recognised national design standards:

Policy DMT 2: Highways Impacts

Development proposals must ensure that:

- i) **safe and efficient vehicular access to the highway network is provided to the Council's standards;**
- ii) **they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;**
- iii) **safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;**
- iv) **impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and**
- v) **there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.**



4.15 Policy DMT 6 relates to vehicle parking standards (as below). The Mayor of London adopted a new and revised London Plan in March 2021, consequently the car parking standards set out in the London Plan 2021 which are restricted in line with levels of existing and future public transport accessibility and connectivity, take precedence over those of the Local Development Plans of Local Authorities except where local Development Plans specify lower local maximum standards. The development's car parking provision complies with London Plan 2021 parking standards:

Policy DMT 6: Vehicle Parking

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

- i) the variance would not lead to a deleterious impact on street parking provision, 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 contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

4.16 The LBH has approved a similar development application for the neighbouring site. Whilst, each application should be considered on its own merits, the same relevant criteria should be used by LHB to determine this application, i.e.:

- i) LBH accepted that the adjacent site is in an accessible location;
- ii) LBH did not raise as a relevant issue the requirement for 1.5m pedestrian visibility splays at the rear of the adjacent site's front footway.

4.17 National transport policy is aimed towards locating developments where residents have a realistic choice of alternative travel modes other than the motor car. This development in an urban brownfield location delivers a realistic choice of travel modes other than the car without a detrimental impact on the local highway network.



5.0 SUMMARY & CONCLUSIONS

5.1 The Redwood Partnership has been appointed by Mr K Malhotra Singh to prepare a Transport Statement on proposals to provide a 2-bedroom (3-person) attached self-contained dwelling as a side extension to the existing dwelling at 53 Silverdale Gardens, Hayes, Hillingdon, UB3 3LN. A copy of Architect's layout plan **Drawing Nos. 1895_A100_P2** produced by J79 Studio are attached at the rear of this document.

5.2 Excellent opportunities for walking, cycling and the use of public transport have been identified in this Transport Statement. The site's location provides easy walk and cycle links to nearby schools and services thereby potentially removing the need for a private car and providing future occupiers with a realistic choice of alternative means of travel other than the private motor car.

5.3 An online PTAL assessment has been undertaken for the site location which confirms the centre of the 100-metre grid square where the site is located has a PTAL value of 2; a value just below a moderate PTAL of 3. The PTAL of the London Borough of Hillingdon as a whole is generally low, 86% of the Borough is situated within a PTAL of 2 or lower.

5.4 London Plan 2021 parking standards suggest a maximum car parking provision of 1no parking spaces (1x0.75). One car parking space is provided for the new dwelling in compliance with the latest London Plan 2021 standard. The same standard was accepted by LBH for a neighbouring development of similar size.

5.5 The previous planning application on the site for a similar but larger proposal was refused partially on highway grounds which included a lack of 1.5m visibility splays at the front corners of the site. We refer to the publication 'Manual for Streets' which addresses visibility on the street edge in paragraph 7.8.3. In this location and for this minor development proposal, we consider that 1.5m visibility splays at the front corners of the site boundary are not required as:

- i) vehicle movements will be low as a result of the additional parking space associated with this development;
- ii) on-street pedestrian activity is low at this corner of Silverdale Gardens;



- iii) the footway width is to the appropriate standard;
- iv) pedestrians approaching the site from the south can see directly into the site frontage anyway;
- v) pedestrians approaching the site from the west can see any emerging vehicles over the shared boundary fence between nos 51 and 53 Silverdale Gardens. This fence is in the shared ownership of the Applicant and No.51 and would not be able to be altered or heightened without the Applicant' permission;
- vi) The absence of wide visibility splays at the driveway entrance will encourage drivers to emerge more cautiously as noted in Manual for Streets.

5.6 The site can be accessed by council refuse collectors which currently stop on Silverdale Gardens collecting refuse for the existing dwelling on the site and adjacent dwellings via the widened area on Silverdale Gardens in front of the proposal. Bins will be stored on the north side of the proposed attached property and accessed from the front. Bins can be wheeled out to the front of the drive on collection day. Service and delivery vehicles can temporarily stand within the front parking court when making deliveries without obstructing traffic passing along Silverdale Gardens as they do at the present time.

5.7 It is established that the development complies with NPPF as:

- i) The development will not create a significant number of vehicle movements and any residual cumulative impact in transport terms will be insignificant and not '*severe*';
- ii) The urban site provides an acceptable level of accessibility for new residents;
- iii) Safe and suitable access has been demonstrated and car and cycle parking provision are in accordance with London Plan parking standards;
- iv) The parking demand from the development will not result in an unacceptable impact on highway safety. Servicing, deliveries and emergency fire access will not be affected by the development proposals.

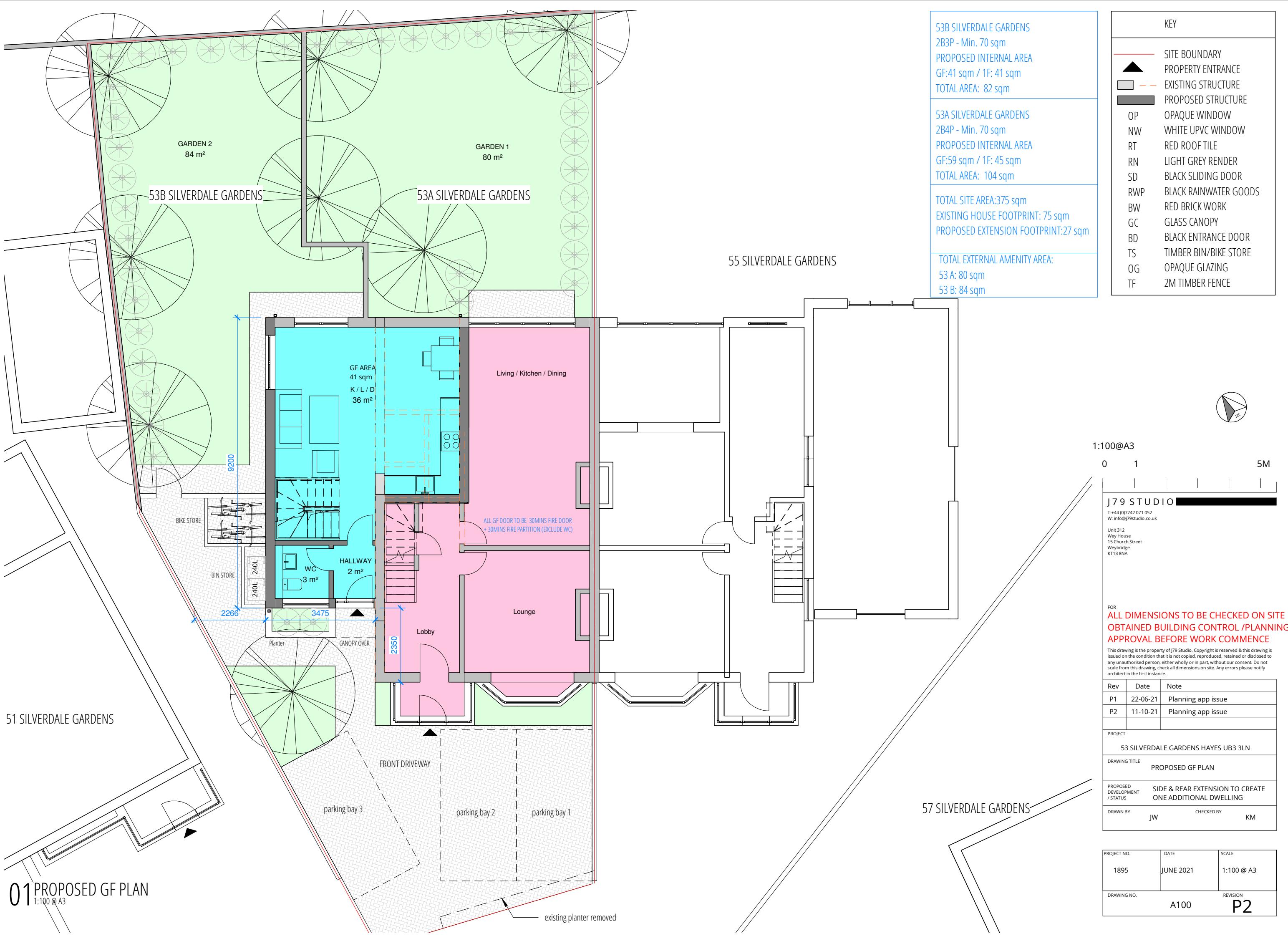
5.8 The proposals have been reviewed in the light of current planning and transport policy and fully compliment policy objectives. National and local transport policy is aimed towards locating developments where residents have a realistic choice of alternative

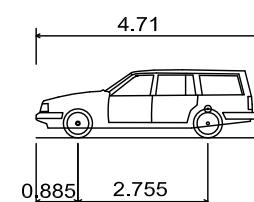
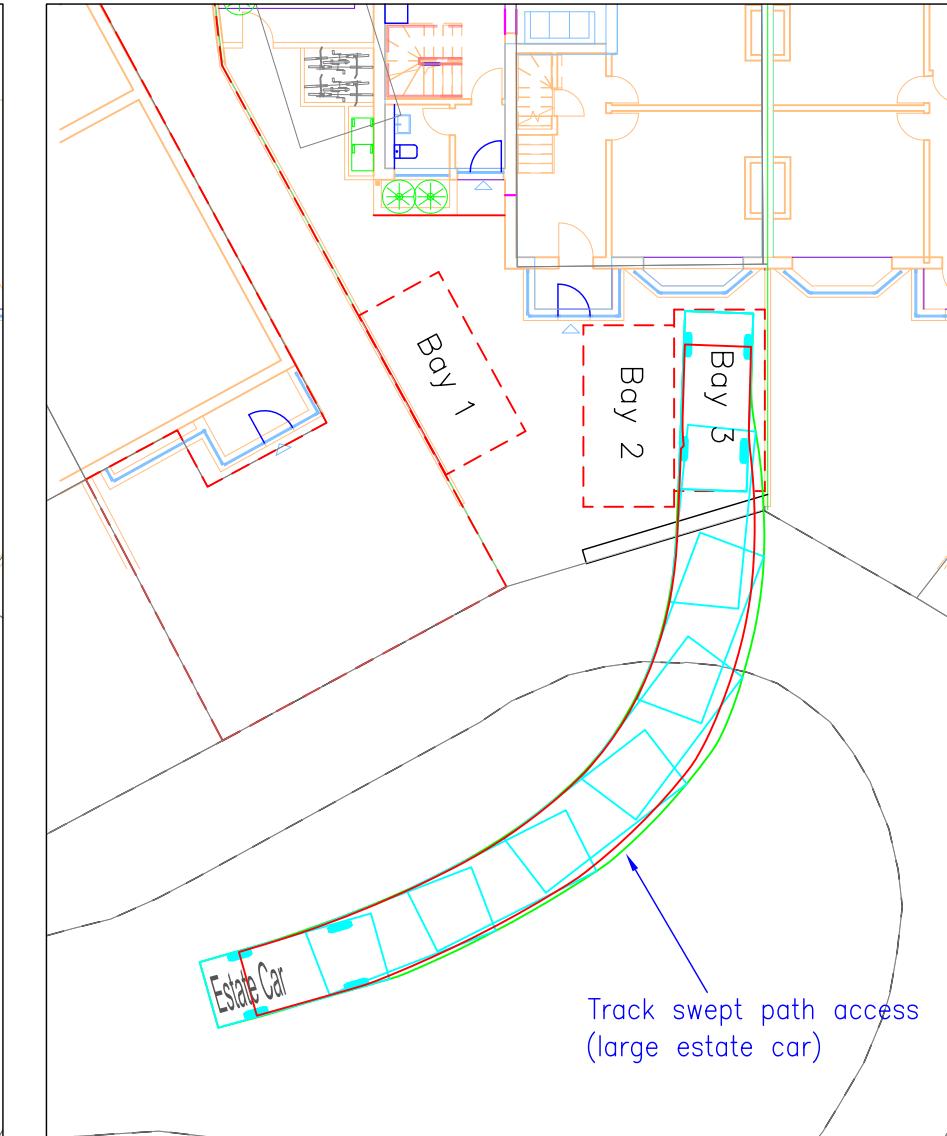
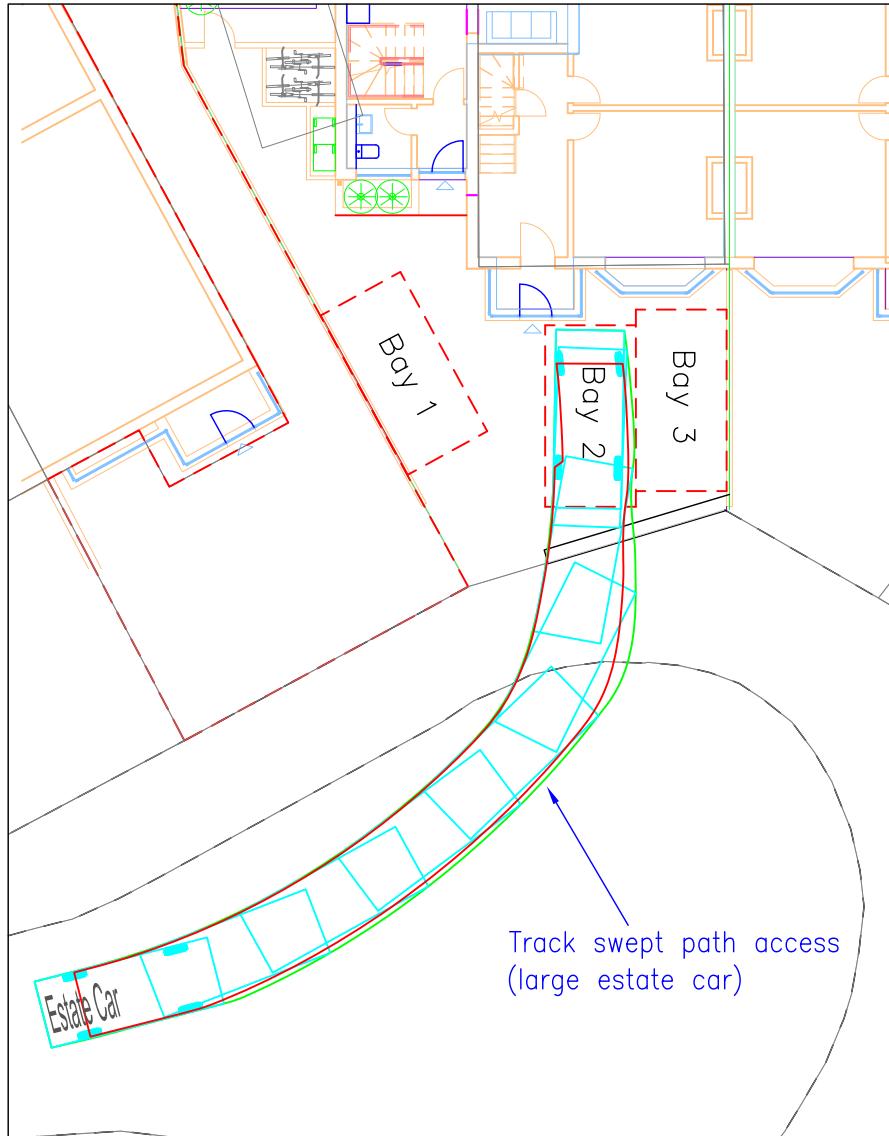
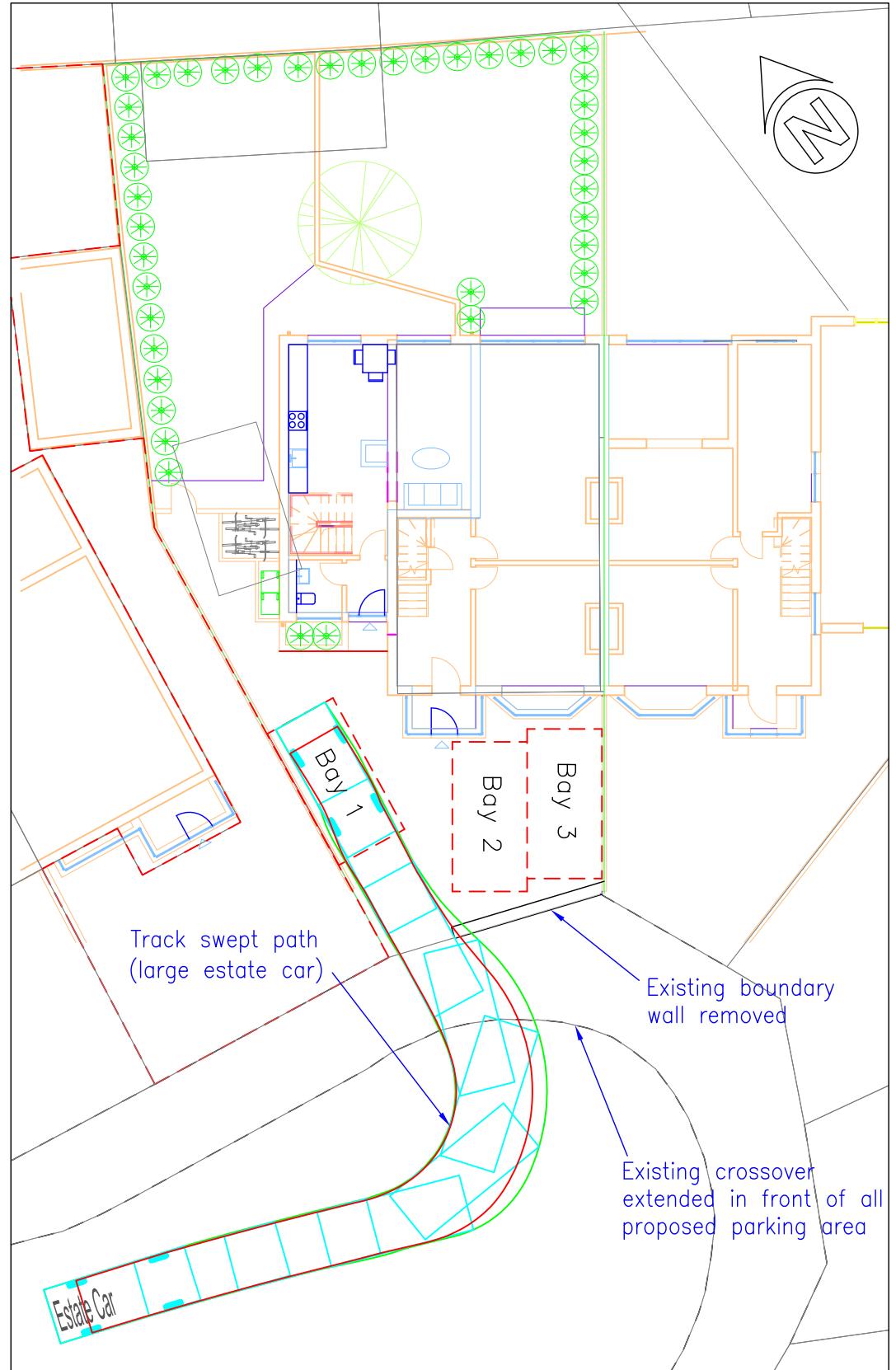


travel modes other than the motor car whilst at the same time not severely affecting outside areas.

5.9 The residual cumulative impact in transport terms has been shown to be negligible and not '*severe*', therefore the development should not be prevented or refused on highway grounds. The development fully accords with national and local guidance to reduce the need for a car when alternative modes of transport are available and assists with the Mayor's Transport Strategy and provide a safe and suitable access.

DRAWINGS





Estate Car	Overall Length	4.710m
	Overall Width	1.804m
	Overall Body Height	1.442m
	Min Body Ground Clearance	0.207m
	Max Track Width	1.756m
	Lock to Lock Time	4.00s
	Kerb to Kerb Turning Radius	5.950m

Client
MR K SINGH

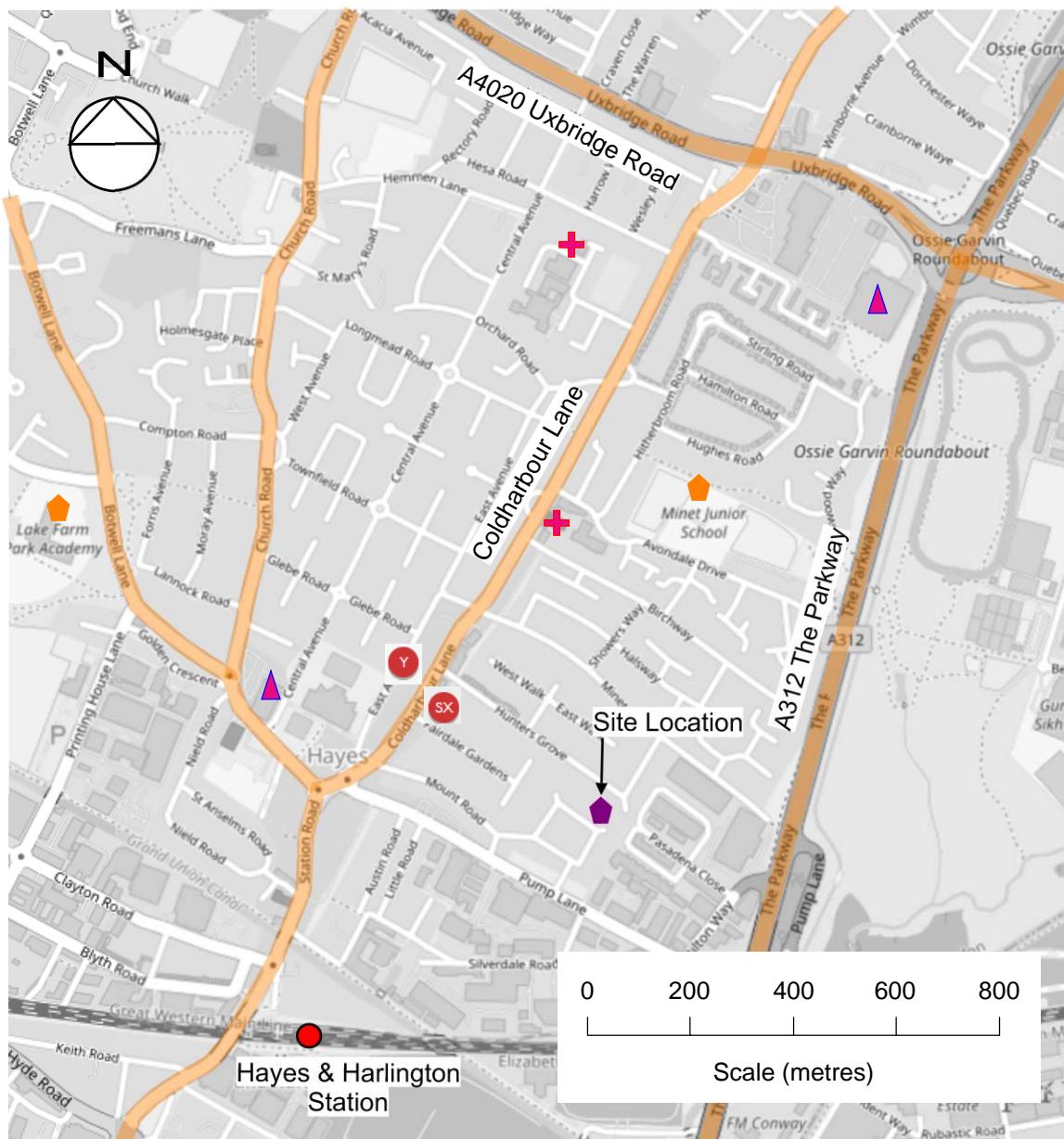
Project
53 SILVERDALE GARDENS, HAYES, HILLINGDON, UB3 3LN
Title
HIGHWAY ACCESS PLAN

Status
FOR APPROVAL

Drawn
PL
Scale
1:200
Sheet Size
A3
Date
JAN 2022
Drawing No.
REDW-3418-100

REDWOOD PARTNERSHIP
CONSULTING ENGINEERS & TRANSPORTATION PLANNERS
Maritime House, Basin Road North, Portslade, Brighton, BN41 1WR
Telephone: 01273 414515
www.redwoodpartnership.co.uk

APPENDIX A



Source: Openstreetmap.org & contributors 2022

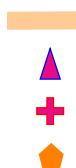
KEY

Bus Services

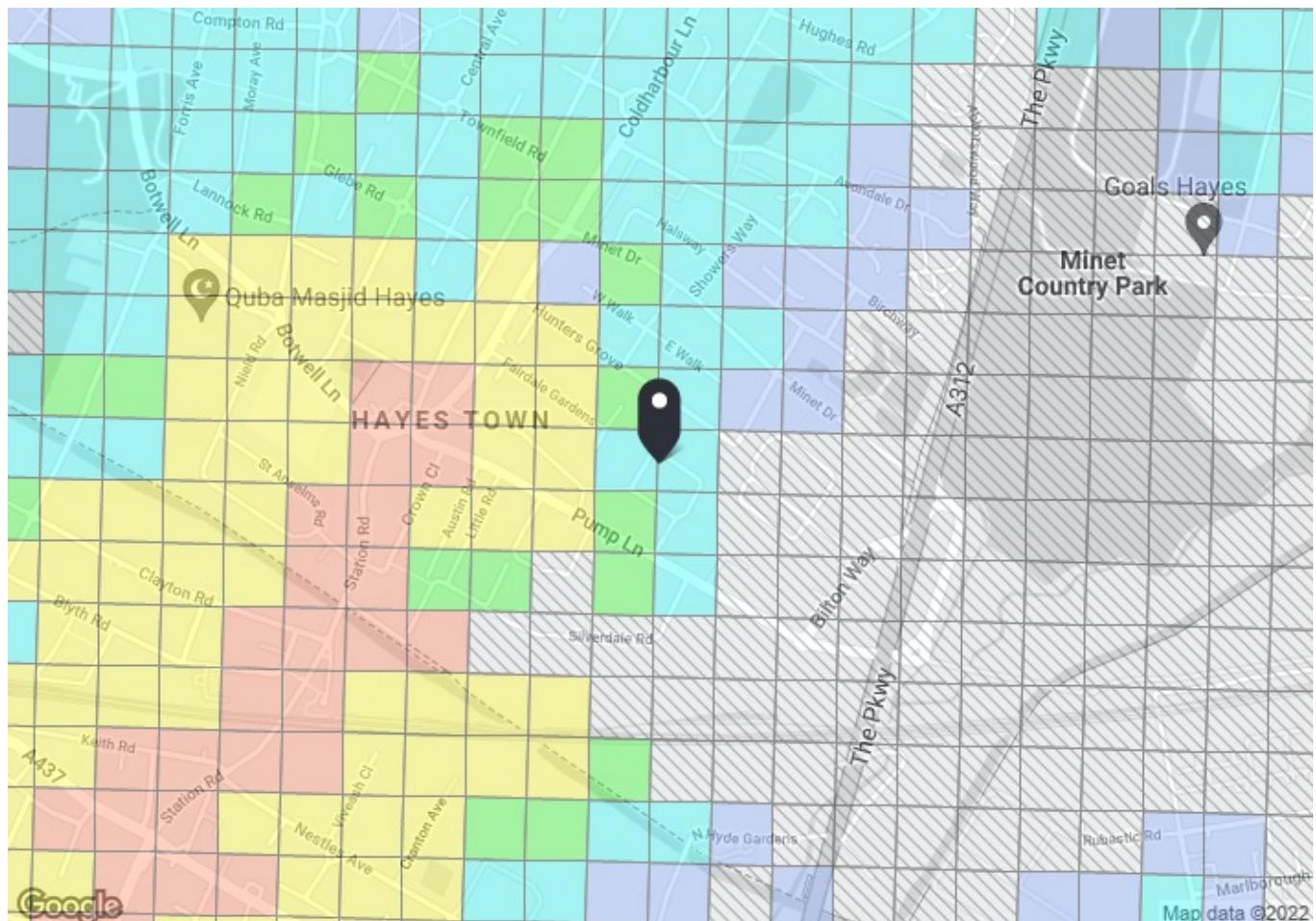
Fairdale Gardens	
90 140 696 E6 NI40	
Fairdale Gardens	
90 140 696 E6 NI40	

Bus Routes

- Supermarket
- Doctor's Surgery (GP)
- School/college



APPENDIX B



PTAL output for Base Year
2

UB3 3LN
Silverdale Gardens, Hayes UB3 3LN, UK
Easting: 510301, Northing: 179834

Grid Cell: 77146

Report generated: 20/01/2022

Map key- PTAL

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

Map layers

PTAL (cell size: 100m)

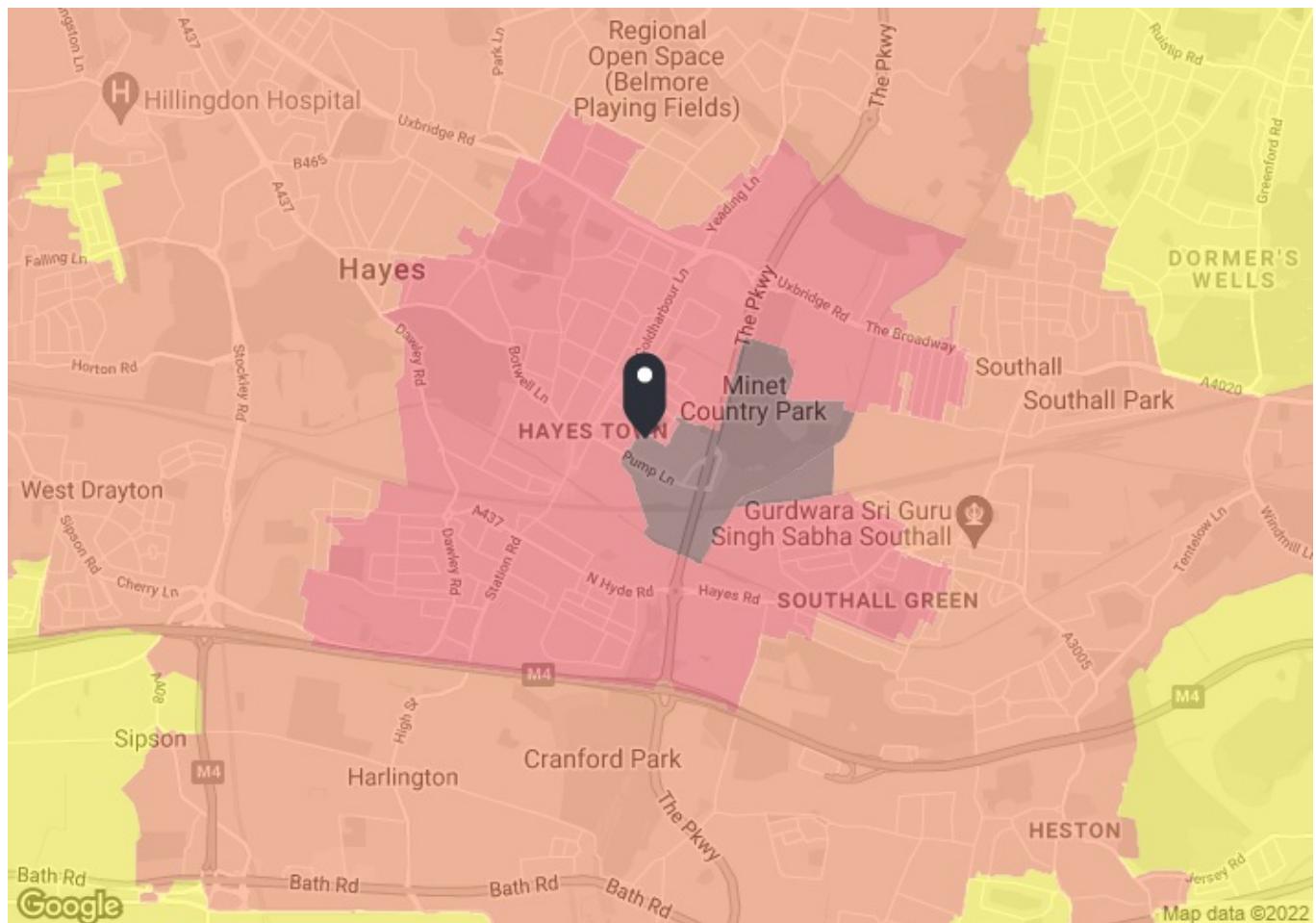
Calculation Parameters

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	HAYES COLDHARBOUR LANE	E6	504.23	6	6.3	7	13.3	2.26	0.5	1.13
Bus	HAYES COLDHARBOUR LANE	90	504.23	6	6.3	7	13.3	2.26	0.5	1.13
Bus	HAYES COLDHARBOUR LANE	140	504.23	8.5	6.3	5.53	11.83	2.54	1	2.54
Bus	HAYES BOTWELL LANE	U5	633.83	5	7.92	8	15.92	1.88	0.5	0.94
Bus	HAYES BOTWELL LANE	H98	633.83	7.5	7.92	6	13.92	2.15	0.5	1.08
Bus	HAYES BOTWELL LANE	195	633.83	5	7.92	8	15.92	1.88	0.5	0.94
Bus	HAYES BOTWELL LANE	U4	633.83	7.5	7.92	6	13.92	2.15	0.5	1.08
Total Grid Cell AI:										8.83

APPENDIX C



TIM output for Base Year

Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

UB3 3LN

Silverdale Gardens, Hayes UB3 3LN, UK
Easting: 510301, Northing: 179834

Report generated: 20/01/2022

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

 Travel Times